Coherent reporting of accidents (TDG vs Railways)
Bern, 9-11/09/2019
M mandate addressed to Agency by the European Commission for the development of a **Common Safety Method on the Assessment of safety Level and Safety performance of operators at National and Union level**

⇒ The Assessment of Safety levels is based on the reporting of accidents/incidents occurrences

⇒ The mandate covers also TDG occurrences

⇒ Coherence is needed
(access to mandate documents [here](#))

---

### REGISTER OF COMMISSION DOCUMENTS

[European Commission > Transparency > Access to documents > Register of Commission documents > Search result](#)

#### Search result

Number of documents matching the search criteria: 5

(Showing page 1 of 1)

#### Change search criteria

<table>
<thead>
<tr>
<th>Document reference number</th>
<th>Responsible DG</th>
<th>Date of publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>C(2018)8887/F1</td>
<td>MOVE (DG Mobility and Transport)</td>
<td>08/01/2019</td>
</tr>
</tbody>
</table>

**Commission Implementing Decision**

COMMISSION IMPLEMENTING DECISION on a mandate to the European Union Agency for Railways to draft common safety methods for assessing the safety level and the safety performance of railway operators at national and Union level

[PDF (English)](#)

[PDF (other languages)](#)

---

<table>
<thead>
<tr>
<th>Document reference number</th>
<th>Responsible DG</th>
<th>Date of publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>C(2018)8887/1</td>
<td>MOVE (DG Mobility and Transport)</td>
<td>17/12/2018</td>
</tr>
</tbody>
</table>

**Commission implementing Decision**

COMMISSION IMPLEMENTING DECISION on a mandate to the European Union Agency for Railways to draft common safety methods for assessing the safety level and the safety performance of railway operators at national and Union level

[Document request](#)
State of Play

Coherence is based on

⇒ Common taxonomy
⇒ Common reporting process covering both TDG and non-TDG occurrences

UNECE/OTIF WG on improvement of TDG accident report

⇒ Should try to align with the future CSM ALSP taxonomy (based on COR project + TDG Roadmap)
⇒ Should require the same level of details for each mode of transport in RID/ADR/ADN
Option 1

⇒ Rail taxonomy is provided by the future CSM ASLP and used in RID (including regular updates)

⇒ The number and detail of information to be reported by road and inland waterways should drastically increase (compared to current RID 1.8.5 requirements)
Option 2

⇒ RID/ADR/ADN limit themselves with the level of detail to be reported for TDG occurrence
⇒ CSM ASLP supplements the required information for Railways, including on TDG occurrence but limited to EU MS
⇒ CSM ASLP is transposed in the annexes of the new appendix H to COTIF (applicability to non EU-Contracting States)
Option 3

⇒ TDG specific supplementary information included in CSM ASLP
⇒ CSM ASLP is transposed in the annexes of the new appendix H to COTIF
  (applicability of the same requirements to non EU-Contracting States using a common system)
⇒ Which option is preferred by the JCGE?

⇒ Which advice/request to be submitted to the UNECE/OTIF working group?

⇒ Should the solution be specific to railways?

⇒ Should the solution try to level the playing field btw modes?
Making the railway system work better for society.

Follow us on   ERA_railways

Discover our job opportunities on  era.europa.eu