

JCGE 2

INF. 3

02.09.2019

Coherent reporting of accidents (TDG vs Railways)
Bern, 9-11/09/2019

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](#))

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Document reference number	Responsible DG	Date of publication
C(2018)8887/F1	MOVE (DG Mobility and Transport)	08/01/2019
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)
C(2018)8887/1	MOVE (DG Mobility and Transport)	17/12/2018
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

Coherence is based on

⇒ Common taxonomy

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

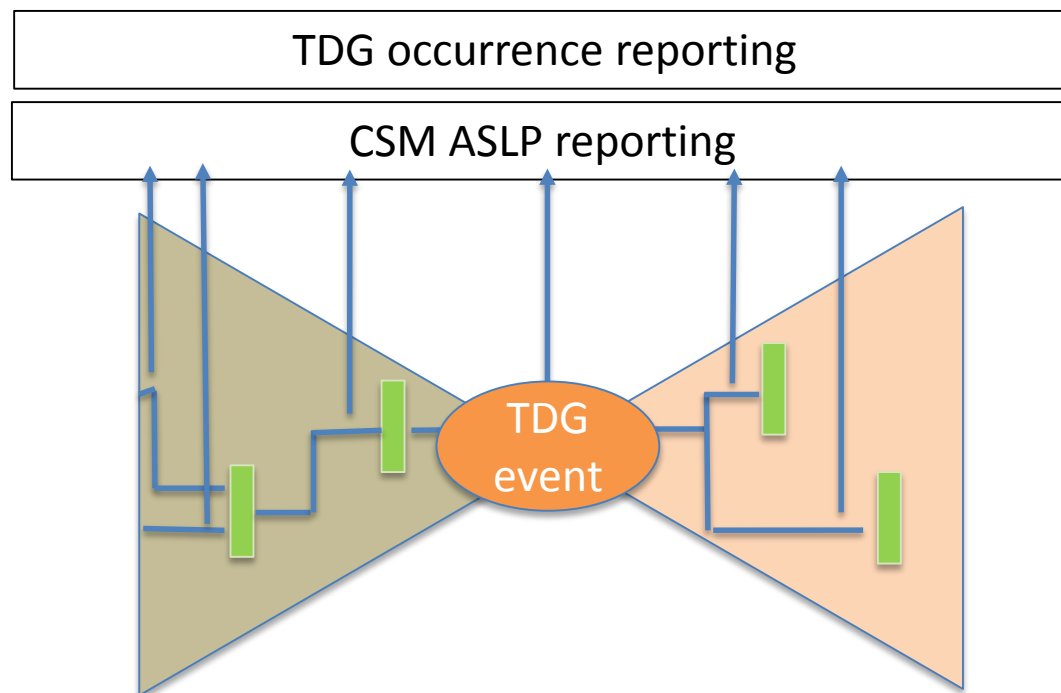
UNECE/OTIF WG on improvement of TDG accident report

⇒ 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

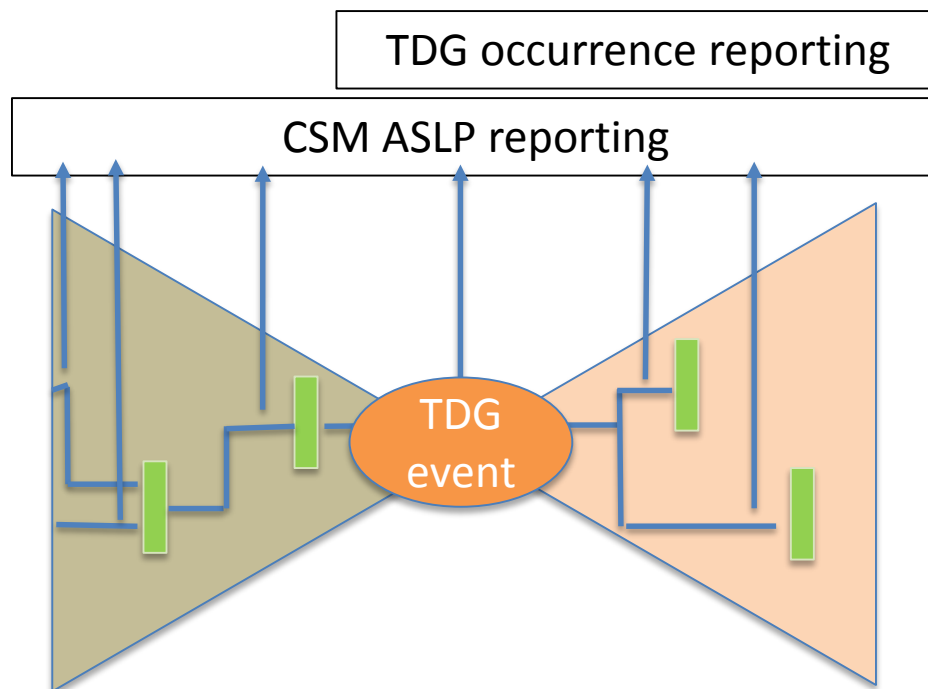
Option 1

- ⇒ 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)



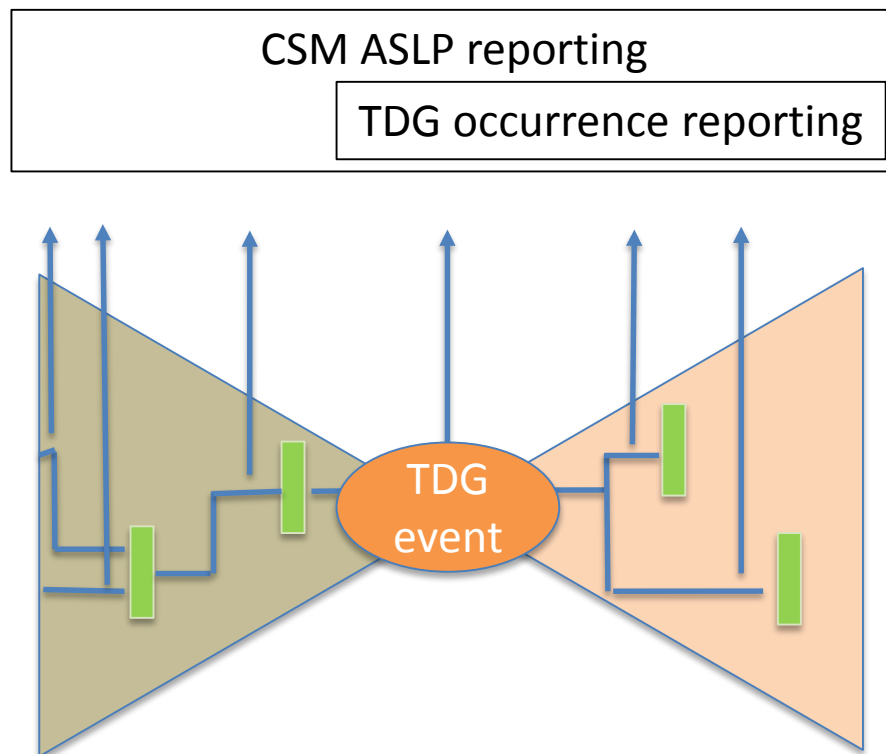
Option 2

- ⇒ 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?**



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