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15 November 2014

(English only)

RID: 4th Session of the RID Committee of Experts' standing working group
(Madrid, 17 - 20 November 2014)

Information from the European Railway Agency

Introduction

1. Following a request of the European Commission (see CE/2009/INF.10) at the 47th session of the RID Committee of Experts, it was decided (see report OTIF/RID/CE/2009-A, paragraph 110) to add a permanent item "Information from the European Railway Agency" to each agenda. The Agency was invited by OTIF to continue providing information in the framework of the RID Committee of Experts' standing working group.
2. In this document the Agency reports information which has the potential to facilitate the coordination of tasks performed at EU and RID Committee of Experts levels. The selected information is as follows:
 - Roadmap on risk management in the context of Inland Transport of Dangerous Goods,
 - 2nd and next Workshop risk management in the context of Inland Transport of Dangerous Goods,
 - Final seminar of the EU research project D-rail – Key findings,
 - List of accidents notified to ERA,
 - New texts concerning EU railways legislation.

Information points

Roadmap on risk management in the context of Inland Transport of Dangerous Goods

3. Since 2009 the European Commission Committees on Inland Transport of Dangerous Goods (ITDG) and on Railway Interoperability and Safety (RISC) identified that some harmonisation work concerning the use of risk-based decision-making may facilitate the management of TDG risks. A decision was made to launch an independent study procured by the European Commission services through an open call for tender. This study on "Harmonised risk acceptance criteria for transport of dangerous goods" was finalized and discussed in a workshop organised by the European Commission in February 2014.

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

The report has been made available by the European Commission at the following link: <http://ec.europa.eu/transport/modes/rail/studies/doc/2014-03-25-dangerous-goods.pdf>.

4. An important conclusion of this study was that a better harmonisation in the field of TDG risks management was not only desirable but also achievable in the future, however it was also noticed that some works still need to be performed in several technical and organisation fields to be able to establish a fully practicable and harmonised risk management framework.
5. In risk management matters, it is also clear that potential harmonised improvements need to consider all the inland modes of transport, as risk assessment methods and practices should be similar for roads, railways and inland waterways.
6. Taking into account the relevant assumptions and available results the Agency started to facilitate the emergence of an improved harmonisation in the field of risk assessments and risk-based decision making processes. In 2013 the Agency organised a first "workshop on risk evaluation and assessment in the context of inland transport of dangerous goods". This workshop was also opened to third party organisations to the EU and coordinated with the relevant tasks of the UNECE & OTIF Joint Meeting.
7. From the first Agency workshop a certain number of technical issues were identified, assorted with potential solution(s) and key success factors to improve the use of risk-based approach toward a better harmonisation and mutual acceptance of risk-based decisions. The conclusions were reported in an informal document presented at the spring 2014 session of the Joint Meeting (<http://www.unece.org/fileadmin/DAM/trans/doc/2014/dgwp15ac1/ECE-TRANS-WP15-AC1-14-BE-inf14e.pdf>). During this session a follow up to this facilitation work was discussed and it was confirmed that the Agency should continue to facilitate the development of a better harmonised framework for the inland modes of transport through the organisation of well-structured and regular technical discussions. It was decided that a roadmap for these future discussions should be drafted.
8. This roadmap was presented at the autumn 2014 session of the Joint Meeting in informal document INF.16 (<http://www.unece.org/fileadmin/DAM/trans/doc/2014/dgwp15ac1/ECE-TRANS-WP15-AC1-2014-GE-INF16e.pdf>). It contains the description of the foreseen workshops, including the dates, the purpose, the objectives and the practical organisation. The Joint Meeting considered that the foreseen workshops may provide background knowledge which could facilitate some of its future discussions.
9. As foreseen in the roadmap, the Agency is now developing an extranet workspace which will facilitate the work of experts participating to the workshops and the elaboration of common documents/guidance. As soon as this extranet will be ready the interested experts will be requested to register for obtaining their access rights.

2nd Workshop on risk management in the context of Inland Transport of Dangerous Goods

10. The second workshop of the roadmap on risk management in the context of inland transport of dangerous goods took place on 28 to 30 October 2014 in Valenciennes. Mr Emmanuel Ruffin, project officer in charge of transport of dangerous goods in ERA, chaired the meeting. Experts in the field of transport of dangerous goods, representatives of national administrations (from 11 countries) and the private sector, as well as of international organisations (6) and the European Commission (1st day) attended the workshop.
11. In total more than 40 participants, including one expert from the USA, discussed the following items:
 - existing databases on transport accidents,
 - practical evaluation of TDG risks.

The same organisation than for the first workshop was retained in order to allow participants to share their information/experience with short presentations. In total, fifteen (15) presentations served the introduction to the discussions; they will be made available at the following link: <http://www.era.europa.eu/Communication/Events/Pages/2nd-Workshop-on-Risk-Evaluation+Assessment-Dangerous-Goods.aspx>.

12. Fruitful discussions took place and allowed the workshop participants to conclude on the necessary way forward. It was concluded that for the next workshop (17-19 February 2015) the Agency will collect and present in two draft documents, for discussion:
- a detailed list of parameters that are collected today in existing databases, both in general transport databases and transport of dangerous goods ones,
 - data collection processes, including information on the database objective, the reporting entity, the timelines, the confidentiality requirements, the users, ...

Participants have volunteered to report to the Agency the detailed information they have to facilitate these tasks.

13. On that basis, it is envisaged that the February workshop could discuss and establish a baseline definition of information that are necessary for risk evaluations and of the related data needs. These inputs should be made available to the spring 2015 session of the Joint Meeting.

Final seminar of the EU research project D-rail – Key findings

14. On 12 November 2014, Trafikverket, UIC and the University of Newcastle co-organised the Final seminar of the EU Research project D-Rail. This project, initiated at the request of the Agency and co-funded by the European Commission, started on 1 October 2011 and was officially completed on 31 September 2014.

15. The consortium:

UNIVERSITY OF NEWCASTLE UPON TYNE (UK)	FAIVELEY TRANSPORT ITALIA SPA (Italy)
UNION INTERNATIONALE DES CHEMINS DE FER – UIC	TELSYS GMBH (Germany)
RAIL SAFETY AND STANDARDS BOARD LIMITED (UK)	OLTIS GROUP AS (Czech Republic)
TECHNISCHE UNIVERSITÄT WIEN (Austria)	VYZKUMNY USTAV ZELEZNICNI, AS (Czech Republic)
PANTEIA BV (Netherlands)	DEUTSCHE BAHN AG (Germany)
CHALMERS TEKNISKA HOEGSKOLA AB (Sweden)	HARSCO RAIL LIMITED (United Kingdom)
POLITECNICO DI MILANO (Italy)	SCHWEIZERISCHE BUNDESBAHNEN SBB AG (Switzerland)
THE MANCHESTER METROPOLITAN UNIVERSITY (UK)	ÖBB-Infrastruktur AG (Austria)
LUCCHINI RS SPA (Italy)	SOCIETE NATIONALE DES CHEMINS DE FER FRANCAIS (France)
MER MEC SPA (Italy)	TRAFIKVERKET – TRV (Sweden)
	UNIVERSITY OF HUDDERSFIELD (United Kingdom)

will make available the final deliverables to the public at the following link: <http://d-rail-project.eu/Results.html>. Some of the deliverables are already accessible.

16. The main findings of D-Rail project contribute directly to the implementation of the EU policy on transport, as following:
- D-Rail consortium shows that it is achievable to halve (-50%) the number of freight train derailments at medium term, in a cost-effective manner and with existing or emerging technologies;
 - This breakthrough improvement is possible through the correct implementation of safety and maintenance management systems supported by an efficient safety data communication system between RUs, IMs and ECMs, allowing proper handling of safety alerts and enabling the development of predictive maintenance, both for the infrastructure and freight trains;
 - D-Rail consortium has also tested, on-site, innovating sensors prototypes allowing the detection of wagon deficiencies or the mitigation of derailments;
 - An important innovation for the RID Committee is the development a new prototype of electronic Derailment Prevention Detector which combines the prevention and the mitigation functions in one single detector. Through the detection of deficiencies/failures at the level of the wagon it will be possible
 - 1) to trigger operation alerts before a derailment occurs and
 - 2) in very rare but still possible situations to inform the locomotive driver that an actual derailment has occurred.
17. The Agency considers that these new results are very important for the follow up discussions on derailment detection.

List of accidents notified to ERA

18. In accordance with article 19.1 of the Railway Safety Directive (RSD) the National Investigation Bodies (NIBs) are required to notify the Agency each serious accident, to carry out an investigation and to provide the Agency with an investigation report within one year. In accordance with article 19.2 of RSD the NIBs may also decide to investigate other railway accidents or incidents of particular interest.
19. All investigation notifications and reports submitted by the NIBs to the Agency are publically available in the ERAIL database: <http://erail.era.europa.eu/investigations.aspx>.
20. Between 1 April 2014 and 31 October 2014 the NIBs sent to the Agency:
- 108 investigation notifications and
 - 125 investigation reports

These notifications and reports concerned accidents and incidents that occurred from 2010 onwards.

21. By 31 October 2014, the European Railway Agency had received in total 41 notifications or reports in which dangerous goods or tank-wagons were involved; none of these events occurred in 2014.

Date	Country	Type of event, Location	Link in ERAIL
Between 01.01.2014 and 31.10.2014	–	No reported TDG event which occurred in 2014	=

New texts concerning EU railways legislation (non-exhaustive)

22. The following texts may have some relevance to the RID Committee. These texts have been published or have received a favourable opinion from the Railway Interoperability and Safety Committee (RISC).

With regard to safety:

(Adopted texts)

- Commission Implementing Decision on a mandate to the European Railway Agency for the revision of the common safety methods for conformity assessment and the common safety method for supervision
- Commission Directive 2014/88/EU amending Directive 2004/49/EC of the European Parliament and of the Council as regards common safety indicators and common methods of calculating accident costs

With regard to interoperability:

(Adopted texts)

- Commission Regulation 1273/2013 amending Regulation (EU) No 454/2011 on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system
- Commission Directive 2014/38/EU amending Annex III to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community (Directive 2014/38/EU OJ L 70 of 11/3/2014)
- Commission Directive 2014/82/EU amending Directive 2007/59/EC of the European Parliament and of the Council as regards general professional knowledge and medical and licence requirements

(Favourable opinions)

- Draft Commission Regulation on the technical specifications for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union (TAF TSI)
- Draft Commission Regulation on the technical specifications for interoperability relating to the 'rolling stock - noise' subsystem of the rail system in the European Union (NOISE TSI)
- Draft Commission Decision amending Commission Decision 2012/88/EU on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system (CCS TSI)
- Draft Commission Implementing Decision on the common specifications of the register of railway infrastructure (RINF)
- Draft Commission Recommendation on matters related to the placing in service of structural subsystems and vehicles under Directive 2008/57/EC
- Draft Commission Directive to amend Annexes V and VI to Directive 2008/57/EC on the interoperability of the rail system

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- Draft Commission Regulation on the technical specifications for interoperability for the operation and traffic management subsystem of the rail system in the European Union (OPE TSI)
- Draft Commission Regulation on the technical specifications for interoperability relating to the subsystem 'rolling stock – freight wagons' of the rail system in the European Union and amending Commission Regulation (EU) No 321/2013 (WAG TSI)

Corresponding recommendations from the Agency concerning these texts can be found on the Agency's website.

Conclusion

23. The above information has been selected by the Agency with a view to the potential links between the development of EU railway laws and provisions on transport of dangerous goods. Delegates are invited to propose topics of interest for the next document setting out "Information from the European Railway Agency".
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