

OTIF



ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES

ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR

INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL

INF. 4

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(English only)

RID: 3rd Session of the RID Committee of Experts' standing working group
(Berne, 20 and 21 May 2014)

Subject: Item 7 of the provisional agenda

Information from the European Railway Agency

Introduction

1. Following a request from 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 level. The information selected is as follows:
 - Shift2Rail – Innovations in EU Railway System,
 - ERA Workshops on risk evaluation and assessment in the context of the inland transport of dangerous goods,
 - Implementation of the TAF TSI – State of play,
 - List of accidents notified to ERA,
 - New texts concerning EU railway legislation.

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.

Information points

Shift2Rail – Innovations in EU Railway System

3. Shift2Rail is the first large scale European initiative for railway research. It will be a public-private partnership under a Joint Undertaking. Shift2Rail will manage a multi-annual plan of targeted research and innovation to support the development of a competitive rail sector in Europe.
4. The total budget is 920 M€, with 450 M€ funded by the European Union.
5. The European Railway Agency will support the Commission in:
 - (a) Proposing amendments to the Master Plan and Work Programme to ensure research needs relating to the Single European Railway Area are covered;
 - (b) Proposing, after consultation with the stakeholders, technical standards for research, development and validation activities with a view to guaranteeing interoperability and safety of the results;
 - (c) Reviewing the common developments for the future system and contributing to defining target systems in regulatory requirements;
 - (d) Reviewing project activities and results with a view to ascertaining their relevance to the objectives identified in Article 2 and to guaranteeing the interoperability and safety of research results.
6. The Commission plans to finalise the adoption of the Shift2Rail Regulation in June (with a public consultation in May/June).
7. The next steps would be:
 - The formal establishment of the Joint Undertaking;
 - The appointment of the Executive Director and members of the Governing Board; and
 - The development of the Master Plan and the work programme.

ERA Workshops on risk evaluation and assessment in the context of the inland transport of dangerous goods

8. At the RID/ADR/ADN Joint Meeting held in March 2014, ERA presented the results of its 1st workshop on risk evaluation and assessment in the context of the inland transport of dangerous goods. The detailed conclusions of this first workshop were reported in document INF.14 (<http://www.unece.org/fileadmin/DAM/trans/doc/2014/dgwp15ac1/ECE-TRANS-WP15-AC1-14-BE-inf14e.pdf>).
9. The Joint Meeting confirmed its great interest in continuing the discussions in the field of risk assessment and welcomed ERA's proposal to continue organising workshops. It was agreed that sufficient time to discuss many complex issues would be needed in order to achieve progress in the use of risk-based approaches and that it was necessary to structure the future discussions properly.
10. In particular, two actions were agreed:
 - (a) ERA will draft a roadmap of the discussions to be held and will present this roadmap at the next Joint Meeting in autumn 2014.

- (b) ERA will organise a second workshop in October 2014 covering two priority topics:
- (i) existing databases on transport accidents (road, rail, waterways),
 - (ii) practical evaluation of risks and management of uncertainties.

This second workshop will start on 28 October 2014 at 13:30 and will finish no later than 13:30 on 30 October 2014.

ERA will send out the detailed agenda and the venue information in June 2014. In the meantime interested organisations are invited to propose presentations and to send suggestions to the ERA representative for structuring the planned discussions.

Implementation of the TAF TSI – State of play

11. Within the TAF TSI framework, the dangerous goods information is provided in the consignment notes from the rail freight customers to the Lead Railway Undertaking (LRU). In the new release of TSI TAF submitted to RISC for opinion in June 2014, this information will be exchanged through the Consignment Order message. In practice, the LRU will forward this information to all the Railway Undertakings involved in the transport chain envisaged. This information will then be used in the Train Preparation process, the Path Request process, the Wagon Movement tracking, and will be stored in the Wagon and Intermodal Unit Operational Database. In particular, this database will contain the operational status data of the rolling stock, the weight and the dangerous goods information, as well as information related to intermodal units and information on the location.
12. In the TAF TSI system, the consignment notes sent by every customer to the LRU show all the information needed to carry a consignment from the consignor to the consignee according to the "Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM)", the "Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (CUV)" and valid national rules. The Consignment Order message has been adopted in such a way that in the future it would be possible also to use it in accordance with SMGS rules, in line with developments made within the sector for the Electronic Consignment Note (legal framework developed by CIT).
13. To date, the TAF TSI system is at the stage of implementation according to the consolidated master plan delivered by the rail sector in Europe. The implementation process started in 2013 and it will be completed in 2020, covering all the functions referred to in the implementation Master Plan.

List of accidents notified to ERA

14. In accordance with article 19.1 of the Railway Safety Directive (RSD) the National Investigation Bodies (NIBs) are required to notify the Agency of 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.
15. 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>.
16. Between 1 October 2013 and 31 March 2014 the NIBs sent the Agency:
 - 130 investigation notifications and
 - 124 investigation reports.

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17. These notifications and reports concerned accidents and incidents that occurred from 2009 onwards.
18. By 31 March 2014, the European Railway Agency had received a total of 41 notifications or reports in which dangerous goods or tank-wagons were involved; of these events, 5 occurred in 2013:

Date	Country	Type of event, Location	Link in ERAIL
27/08/2013	UK	Train derailment, Stoke Lane level crossing	UK-2719
13/08/2013	AT	Train derailment, Austrian Marshalling yard	AT-2889
20/05/2013	ES	Train derailment, between Almendralejo and Calamonte stations (Badajoz)	ES-2409
04/05/2013	BE	Train derailment, Schellebelle	BE-2269
06/01/2013	AT	Fire in RS, Station in Austria	AT-3315

New texts concerning EU railway legislation (non-exhaustive)

19. 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 text)

- Commission Implementing Decision 2013/753/EU of 11 December 2013 amending Decision 2012/226/EU on the second set of common safety targets for the rail system
- Commission Implementing Regulation (EU) No 402/2013 of 30 April 2013 on the common safety method for risk evaluation and assessment and repealing Regulation (EC) No 352/2009

(Favourable opinion)

- Draft Commission Directive amending Directive 2004/49/EC of the European Parliament and of the Council as regards Common Safety Indicators and common methods to calculate accident costs
- Draft 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

With regard to interoperability:

(Adopted texts)

- Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock – freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC
- Commission Regulation (EU) No 1236/2013 of 2 December 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock – freight wagons' of the rail system in the European Union and amending Regulation (EU) No 321/2013

- Commission Regulation (EU) No 280/2013 of 22 March 2013 amending Regulation (EC) No 62/2006 concerning the technical specification for interoperability relating to the telematics applications for freight subsystem of the trans-European conventional rail system
- Commission Directive 2013/9/EU of 11 March 2013 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
- Commission Decision of 2 December 2013 amending Decision 2012/757/EU concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union.

(Favourable opinions)

- Draft Commission Regulation concerning a technical specification for interoperability relating to the 'rolling stock – locomotives and passenger rolling stock' subsystem of the rail system in the European Union (LOC&PAS TSI)
- Draft Commission Regulation concerning the technical specification for interoperability relating to "safety in railway tunnels" of the rail system of the European Union (SRT TSI)
- Draft Commission Regulation on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union (INF TSI)
- Draft Commission Directive amending Directive 2007/59/EC of the European Parliament and of the Council as regards general professional knowledge and medical and licence requirements

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

Conclusion

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