



INF. 5

20 May 2016

(English only)

RID: 6th Session of the RID Committee of Experts' standing working group
(Berne, 23 and 24 May 2016)

Subject: 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 entitled "Information from the European Railway Agency" to the agenda of sessions of the RID Committee of Experts' standing working group. The Agency was invited by OTIF to continue to provide information in the framework of the RID Committee of Experts' standing working group.
2. Hereinafter 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 points are the following:
 - Roadmap on risk management in the context of the inland transport of dangerous goods
 - Occurrence reporting and safety alerts
 - Certification of Entities in Charge of Maintenance and certification of Maintenance Workshops
 - List of accidents notified to ERA
 - New texts concerning EU railway legislation
 - Adoption of the technical pillar of the 4th Railway Package

Information points

Roadmap on risk management in the context of the inland transport of dangerous goods

3. Since the last report from the Agency to the RID experts the sixth workshop has taken place. It was confirmed that the organisation, including working groups, was functioning well and that this organisation will be used until draft guides have been finalised.

With this organisation, participants were able to achieve good progress towards the challenging objectives of editing the framework of the guides on the risk management of the inland transport of dangerous goods by the end of 2017.

4. The Agency also reported on the progress made to the spring session of the RID/ADR/AND Joint Meeting (see [ECE/TRANS/WP15/AC1-16-BE-INF43e](#)). The Joint Meeting took note of the progress made and of the direction of future developments.
5. The next workshop will be held on 14-16 June 2016, Valenciennes, ERA Headquarters. Interested delegates are kindly invited.

Occurrence reporting and safety alerts

6. Following the information provided by the Agency at the 5th session of the standing working group on this topic (see [CE/GTP/2015/INF_09_E](#)), the Agency made progress in the development of the new safety alert system. The first version of the safety alert system that will enable the sharing of time critical safety information across the sector should be available by May 2016.
7. With regard to the development of a new system for reporting occurrences, the Agency is now developing a proposal for a structure and taxonomy and is analysing the legislation around this topic. Within this area, Big Data techniques are also being considered.
8. As milestones of the Common Occurrence Reporting project, ERA will organise the following workshops in Valenciennes:
 - 2-3 June 2016 – COR Workshop on Occurrence Structure, supporting Taxonomy, and Future of Risk Modelling,
 - 25-26 October 2016 (provisional dates) – COR Workshop on Phasing and Legislation,
 - 14-15 December 2016 (provisional dates) – COR Workshop on Roles, Governance, Use of Data.

Interested delegates are kindly invited to participate.

Certification of Entities in Charge of Maintenance and certification of Maintenance Workshops

9. Following the information provided at the 5th session of the standing working group on this topic, the Agency was asked by the UK representative to provide further information on the number of Entities in Charge of Maintenance and the number of Maintenance Workshops that are certified for dangerous goods wagons.
10. The analysis of the relevant database (extract from ERADIS – <http://eradis.era.europa.eu/> – on 12/05/2016) gave the following information:

– <u>Total number of Certified ECMs:</u>	358
– Number of ECMs certified for dangerous goods tank-wagons:	149 (42%)
– Number of ECMs certified for other specialised dangerous goods wagons:	93 (26%)
– Number of ECMs certified for both:	84 (23%)
<u>Total number of Certified Maintenance Workshops:</u>	294
Number of MWs certified for dangerous goods tank-wagons:	135 (46%)
Number of MWs certified for other specialised dangerous goods wagons:	113 (38%)
Number of MWs certified for both:	110 (37%)

11. Under this topic, the certification bodies also asked the Agency whether it was necessary to maintain the distinction between the scope of the two certificates: "dangerous goods tank-wagons" and "other specialised dangerous goods wagons" or whether it would be sufficient only to indicate the "dangerous goods wagons" scope. ERA would welcome feedback from delegates on this question.

List of accidents notified to ERA

12. 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.

All investigation notifications and reports submitted by the NIBs to the Agency are publicly available in the ERAIL database: <http://erail.era.europa.eu/investigations.aspx>

13. Between 1 November 2015 and 30 April 2016 the NIBs sent the Agency:

- 105 investigation notifications and
- 94 investigation reports.

These notifications and reports concerned accidents and incidents which occurred from 2007 onwards.

14. By 30 April 2016, the European Railway Agency had received a total of 46 notifications or reports where dangerous goods or tank-wagons were involved; two of these events occurred in the above-mentioned period.

Date	Country	Type of event, Location	Link in ERAIL
02/11/2015	Portugal	Train derailment, Norte line, near Francelos halt, PT	PT-4949
21/02/2016	Hungary	Train derailment, Rajka, HU	HU-4997

New texts concerning EU railway legislation (non-exhaustive)

15. The following texts may have some relevance to the RID Committee of Experts. These texts have been published or have received a favourable opinion or went through the Railway Interoperability and Safety Committee (RISC) in the period from June 2015 to February 2016.

(Adopted texts)

- Commission Implementing Decision amending Decision 2009/965/EC as regards an updated list of parameters to be used for classifying national rules

(Favourable opinions)

- Draft Commission Regulation on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system

(Under Regulatory Procedure at the European Parliament and Council)

- Draft Commission Regulation 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 (TAP TSI)
- Draft Commission Directive amending Directive 2007/59/EC of the European Parliament and of the Council as regards language requirements
- Draft Commission Regulation correcting Article 7 of Regulation (EU) No 1303/2014 concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union (SRT TSI)

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

Adoption of the technical pillar of the 4th Railway Package

16. On 28 April 2016, the European Parliament delivered a positive vote on the so-called "Technical Pillar" agreement of the 4th Railway Package. As a result, the technical pillar will be published in the Official Journal of the European Union on 16 June 2016.
17. According to the 4th Railway Package, ERA's traditional role of ensuring uniform application of EU rail safety and interoperability rules, for example by supervising the streamlining of almost 11,000 national rules and monitoring the activities of the National Safety Authorities, will be extended.
18. ERA will become a European Union authority with an extended mandate that includes issuing rail vehicle authorisation and safety certification. In addition, the European Railway Agency will act as the "system authority" for the European Railway Traffic Management System (ERTMS), in particular delivering ERTMS trackside pre-authorisations, and telematics applications.
19. These new functions will be processed through a "one-stop-shop" and IT-based tools that ensure a timely and efficient European process, reducing the administrative burden for railway manufacturers and operators.
20. These substantial changes are reflected in a change to the Agency's name, which from June 2016 onwards will be called the "European Union Agency for Railways".

Conclusion

21. The above information has been selected by the Agency with a view to the potential links between the development of EU railway law and the provisions on the transport of dangerous goods. For the next "Information from the European Railway Agency", delegates are invited to propose topics of interest.
