



**INF. 2**

9 November 2022

(English only)

**RID:** 15<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Berne/hybrid, 23 and 24 November 2022)

**Subject:** Information from the European Union Agency for Railways

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## Introduction

1. Following a request of the European Commission (see CE/2009/INF. 10) at the 47<sup>th</sup> 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 Agency" in RID sessions' agenda. The Agency was invited by OTIF to continue providing 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:
  - Progress on alignment of TDG occurrence reporting between RID and CSM ASLP
  - Progress on Digital Automatic Coupling (DAC)
  - Progress on the preparation of the Information Sharing System (ISS)
  - Progress on the development of the Inland TDG Risk Management Platform (RMP)
  - List of TDG accidents notified to ERA
  - New texts concerning EU railways legislation

## Information points

### ***Progress on alignment of TDG occurrence reporting between RID and CSM ASLP***

3. As a follow-up to the information provided by the Agency in November 2021, the Agency would like to inform the RID experts of the standing group that in the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on September 2022 the Agency presented a contribution to the work of the informal working group on the improvement of TDG occurrence reporting together with the publication of the conclusions of the coordination meeting held on 17 December 2019 in Brussels.

4. These two documents are accessible at these locations:

[INF.8 - Contribution to the work of the informal working group on the improvement of TDG occurrence reporting \(ERA\)](#)

[INF.9 - Publication of the conclusions of the bilateral meeting of 17 December 2019 \(ERA\)](#)

5. As reported in the paragraphs 38 and 39 of the report [ECE/TRANS/WP.15/AC.1/166](#), the Joint Meeting noted the conclusions of the bilateral coordination meeting on improvement of transport of dangerous goods accident reports held in Brussels on 17 December 2019.
6. The Joint Meeting welcomed the detailed contribution document and noted general support on the coordination initiative. It encouraged ERA to continue its bilateral coordination work on the development of a draft proposal of amendments to RID/ADR/ADN for consideration at the next session in March 2023. The representative of France felt that it would be the right moment to reopen the work of the informal working group and offered to bring a proposal to the next session. The Agency announced its intention to organize a coordination meeting on the 15<sup>th</sup> of December 2022 (invitation sent by email on 27 October 2022). The Agency also invited all delegations to send by email their written comments on informal document INF.8.

### ***Progress on Digital Automatic Coupling (DAC)***

7. The Agency worked on the inclusion of harmonised specifications for the DAC in the TSI WAG, TSI LOC&PAS, TSI TAF and TSI OPE as part of TSI 2022 revision process. However, the specifications were not ready to be included for the 2022 legal adoption process. Therefore, the Agency working group in charge of drafting these amendments is continuing its work with the objective of providing the Commission with a draft TSI to be adopted by before end 2025.
8. The digital automatic coupling for freight wagons and freight locomotives should at least cover the following functions:
- Transmission of mechanical forces between freight wagons
  - Transmission of braking energy (pneumatical)
  - Transmission of electric power to feed applications such as sensors, actuators, batteries, etc.
  - Transmission of communication such as train composition, train integrity, brake tests, etc.
9. The harmonised DAC design is a variant of the Scharfenberg coupling system, which is able to withstand without deformation 1000 kN of tensile forces and 2000 kN of compression forces. The electric connection is 400 Vac.
10. This DAC is intended to be fitted in new and existing wagons (around 500.000 freight wagons to be retrofitted). Intermediate fitting steps are foreseen in the implementation to existing wagons, such as 'DAC Ready' wagons (fitting the spring package but keeping the UIC coupling system) as well as freight wagons equipped with one DAC on one side and one UIC manual coupling on the other side. Freight locomotives will be retrofitted with hybrid couplers (compatible both with DAC and UIC coupling system).
11. In addition to the above generally applicable specifications, the analysis of the – potential - specific design which would be needed for the carriage of dangerous goods will rely on a full risk analysis of the DAC aspects and an analysis of the existing regulations concerning central couplers set out in RID. Then, the detailed specifications will be set out in TSIs and any necessary high-level safety objectives in relation with the usage of the DAC for

the carriage of dangerous goods will be set out in RID.

12. To progress the on above workflow a first workshop was held on 12 October 2022. During this workshop, the working methodology was agreed, and the analysis started by a review of existing RID requirements that may be relevant for the usage of the DAC.
13. A second workshop will be held on 1st December. This second workshop will continue with the analysis, considering the inputs the tank and vehicle technology working group will provide.

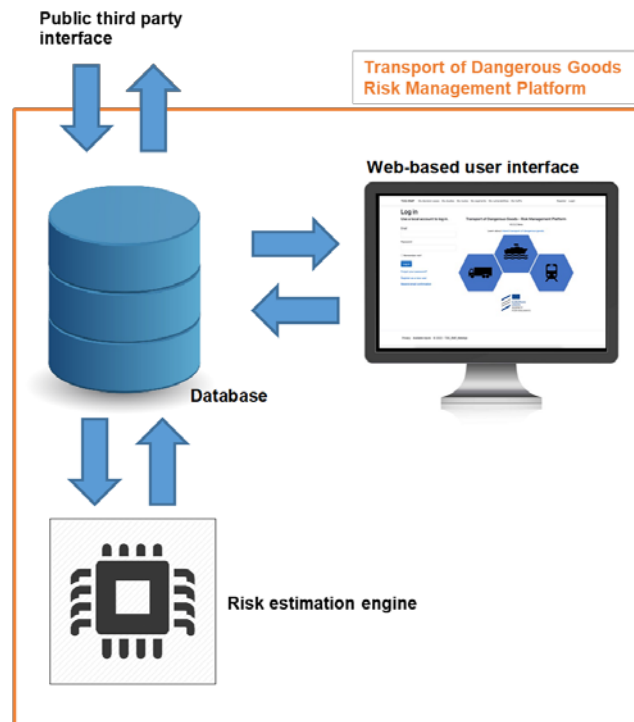
### ***Progress on the preparation of the Information Sharing System (ISS)***

14. As introduced in May 2022, the Agency is continuing its preparatory work of the future 'Information Sharing System' devoted to facilitating the sharing of safety-related information between railway actors.
15. Concerning the Transport of dangerous goods, the Information Sharing System (ISS) will be open to TDG Competent Authorities (TDG CA) and to National Safety Authorities to supervise the reporting of TDG occurrences by railway operators.
16. TDG CA will also have the possibility to raise safety alerts or to access reference documentation, for example, the list of – harmonised - reference risk control measures.
17. The ISS will also facilitate the communication between actors when notifications of information are needed.
18. The main menu should cover the following tabs:
  - Notifications
  - Occurrences
  - Safety Management
  - Indicators
  - Analyses
  - Investigations
  - Recommendations
  - Guidance and FAQ
  - Learning and Support
  - Data Management
  - Administration
  - Taxonomy
19. The corresponding main and sub-workflows will be made accessible, after registration to the ISS, taking into account the role(s) of the connected user.

### ***Progress on the development of the Inland TDG Risk Management Platform***

20. The TDG Risk Management Platform (RMP) is a digital environment that is currently being developed by the EU Agency for Railways with the collaboration of the Expert Users and Development Group (EUDG).
21. The RMP will help both expert and non-expert users with the management of decision-making cases in the field of Transport of Dangerous Goods, related to rail, road, inland waterways, and multimodal cases. It will be fully consistent and will support the methods previously made available in the guides of the Risk Management Framework.

22.



The architecture of the RMP can be described as follows:

- An SQL database managing the data of the decision-making cases, documented by end-users,
- A web-based interface allowing users to manage and work on their decision-making cases,
- An estimation engine will perform risk estimations corresponding to the risk situations described for the considered decision-making cases.

In addition, a public interface providing the possibility to third-party users or software providers to import decision-making cases data and information readable by the RMP.

23. The work developed by the Agency is regularly reviewed by EUDG members to ensure usability and user-friendliness of the future platform. Currently, EUDG members have been invited to provide their comments on the initial concept of the RMP user-interface for documenting decision-making cases.
24. Next to the continuation of the current developments, future developments will include the development of the public interface and risk estimation engine.

### ***List of accidents notified to ERA***

25. 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, normally 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.
26. After the disconnection of ERAIL, all investigation notifications and reports submitted by the NIBs to the Agency are now publicly available at this [link](#). These notifications and reports concern accidents and incidents that have occurred from 2007 onwards.

27. For occurrences within the period between 1 January 2022 and 28 October 2022 the NIBs sent the Agency:

- 124 investigation notifications of opened investigation
- 1 interim statement
- 3 final investigation reports.

Within that period the NIBs also sent a total of 138 final reports for accidents occurred in previous years.

28. During this period, the Agency had received 1 notification where dangerous goods or tank-wagons were involved. This is shown in the table hereinafter

<b>Date of occurrence</b>	<b>Country</b>	<b>Title</b>	<b>Occurrence short description (As reported to ERA)</b>	<b>ERAIL ID in the excel data-base</b>
13/6/2022	Romania	Fire in RS, 13/6/2022, Zăves-treni	"A fire broke out at the tank wagon no. 82537942512-7, which was the first in the composition of the freight train no. 66306."	RO-10238

***New texts concerning EU railways legislation (non-exhaustive)***

29. The Agency has identified texts which may be relevant for the RID Standing Group of Experts, as following:

- [Commission Implementing Regulation \(EU\) 2021/2238 of 15 December 2021 amending Implementing Regulation \(EU\) 2019/773 as regards the phasing out of specific cases for rear end signal](#)

**Conclusion**

30. The above information has been prepared by the Agency regarding the potential links between the development of EU railway laws and provisions on Transport of Dangerous Goods. Delegates are kindly invited to suggest future topics of interest to be considered by the Agency.

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