



**INF. 8**

18 May 2022

(English only)

**RID:** 14<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Berne/hybrid, 23 May 2022)

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

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## Introduction

1. Following a request of the European Commission (see OTIF/RID/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:
  - CSM ASLP – adoption process, planning and coordination with the RID/ADR/ADN Joint Meeting;
  - Development of the public interface for the Risk Management Platform;
  - List of TDG accidents notified to ERA;
  - New texts concerning EU railways legislation.

## Information points

### ***CSM ASLP – adoption process, planning and coordination with the RID/ADR/ADN Joint Meeting***

3. As a follow-up to the previous information from ERA of November 2021, the Agency would like to inform the Experts that the process of the CSM ASLP adoption by the European Commission is progressing. It seems that a possible adoption of this CSM could occur before the end of year 2022.

4. For EU MS it would mean that a phased entry into force would gradually take place, including the new method of reporting the incidents and accidents occurrences, notably with the mandatory usage of the 'Information Sharing System' (ISS) established by this new regulation.
5. For the TDG railway occurrences several legal requirements are to be considered, on the one hand, the reporting of the railway occurrences based on the Directive (EU) 2016/798 (Safety Directive) and, on the other hand the reporting of occurrences in accordance with RID 1.8.5.
6. To ease the reporting of TDG occurrences the following elements will be made available by the ISS:
  - Both the Safety Directive and RID requirements can be fulfilled with the ISS;
  - Two sections of information will be accessible:
    - A section for reporting the general railway occurrence information;
    - A section for reporting the information that is required by RID 1.8.5;
  - No duplication of effort will be required;
  - The approach will be compatible with both the current RID 2023 version and the possible future version under development by the informal UNECE/OTIF working group on the improvement of TDG occurrence reporting.
7. TDG Competent Authorities will have access to the ISS. The conditions for accessing the information reported in the ISS will be in accordance with applicable legal requirements including the protection of personal data and specific interest data.

Food for thoughts for further reporting improvements in relation with the work prepared by the UNECE/OTIF working group on the improvement of accident reports

8. As an example, below we report the list of investigations notified to the Agency for serious accidents (art. 20.1 of the Railway Safety Directive EU 2016/798) and other railway accidents or incidents of particular interest (art. 20.2), where dangerous goods or tank-wagons were involved for 2018 (i.e. 7 notifications), 2019 (i.e. 2 notifications) and 2020 (i.e. 4 notifications).

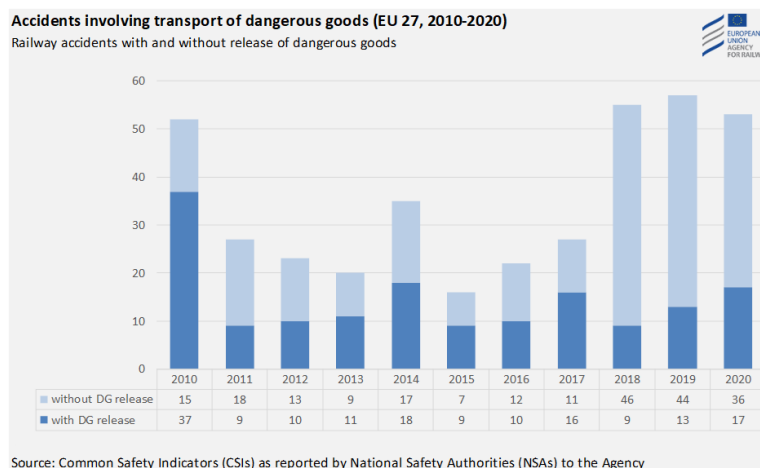
<b>Date</b>	<b>Country</b>	<b>Title</b>	<b>ERAIL ID in the excel database</b>
27/1/2018	Hungary	Train derailment, 27-01-18, Ferencváros (Hungary)	HU-5585
1/2/2018	Romania	Train derailment, 01-02-18, Valea Alba - Drobeta Tr. Severin Marfuri (Romania)	RO-5586
7/4/2018	Finland	Trains collision with an obstacle, 07-04-18, Kinni railway yard, Kouvola-Pieksämäki section of line (Finland)	FI-5685
7/5/2018	Switzerland	Train derailment, 05-07-18, Eglisau (Switzerland)	CH-5783
12/8/2018	Romania	Train derailment, 12-08-18, Malu Mare - Banu Maracine (Romania)	RO-5732
19/9/2018	Switzerland	Other event, 19-09-18, Claro (Switzerland)	CH-5782

26/12/2018	Romania	Train derailment, 26-12-18, Rapa de Jos - Monor Gledin (Romania)	RO-5882
16/2/2019	Bulgaria	Train derailment, 16-02-19, Plovdiv Station (Bulgaria)	BG-5923
25/7/2019	Norway	Train derailment, 25-07-19, Bjørnstad (Norway)	NO-6032
9/3/2020	United Kingdom	Runaway, 09-03-20, Horrocksford Junction (United Kingdom)	UK-6228
19/8/2020	France	Train derailment, 19-08-20, Villeneuve-sur-Yonne (France)	FR-6338
30/8/2020	Germany	Train derailment, 30-08-20, Niederlahnstein (Germany)	DE-6335
19/10/2020	Switzerland	Dangerous goods release, 19/10/2020, Basel RB (19.10.2020) and Lüssligen (06.07.2021)	CH-10119

9. Besides those investigations, the Common Safety Indicators for “accident involving the transport of dangerous goods”, meaning any accident or incident that is subject to reporting in accordance with RID/ADR section 1.8.5 are also reported annually to ERA by National Safety Authorities.

The updated historical CSI data 2006-2020 are publicly available [here](#).

10. The figure below has been also inserted in the 2022 ERA Biennial Report on Safety and Interoperability currently under publication (to be published/available on ERA website by the end of May 2022).



11. This figure shows high variation in the reported number of accidents involving the transport of dangerous goods in the period 2018-2020. However, it cannot currently be established with certainty whether those variations correspond to a degradation of safety or a variation in the interpretation of the applicable reporting requirements.
12. The peak in 2018 and 2019 was mainly due to a single country reporting 34 accidents involving at least one railway vehicle transporting dangerous goods in those years. For 2020, Member States reported a total of 53 accidents involving dangerous goods of which 17 involved a release of the dangerous goods being transported during the accident; these 53 accidents occurred in ten Member States.

13. The Agency would be interested hearing the feedback the Experts may have which could explain the variability or suggest improvement in the reporting quality if need would be.

***Development of the public interface for the Risk Management Platform***

14. The Agency would like to draw the attention of the Experts concerning the information provided at the RID/ADR/ADN Joint Meeting (see INF.22 - [Progress on the development of the Risk Management Platform \(RMP\) \(ERA\)](#)) concerning the opening of access to the future Risk Management Platform through the specification of a Public Interface.
15. In addition to the information provided in the above mentioned INF.22, the Agency is pleased to indicate that the same opportunity will be offered to any interested party who would like to develop Software that would be connectable with the future RMP Public Interface.

In particular, the Agency:

- Would like to invite interested parties to develop a connection with the future Public Interface to contact the Agency
  - Will publish the specifications to be respected by the connected tools for connecting to the Public Interface.
  - Before a connected tools can be registered in the list of connectable tools the Agency will request that connection compliance tests with the Public Interface is to be successful.
16. The Agency would welcome any interested party to contact it for any clarification needed on the development process of the Public Interface.

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

17. In accordance with article 20.1 of the Railway Safety Directive EU 2016/798 (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 20.2 of RSD the NIBs may also decide to investigate other railway accidents or incidents of particular interest.
18. 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.
19. For the period between 1 January 2022 and 24 April 2022 the NIBs sent to the Agency:
  - 53 investigation notifications of opened investigation
  - 53 final investigation reports<sup>1</sup>.

During this period, the Agency had received no notifications or reports where dangerous goods or tank-wagons were involved.

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<sup>1</sup> The high number of investigation reports within the period 1/1/2022-24/04/2022 is due to the update/closing by National investigation Bodies (NIBs) of several investigations for occurrences in previous years (but which resulted still open in the ERA database), after the checking and related discussion between the Agency and the NIB network.

Date	Country	Title	Occurrence description	ERAIL ID in the excel database
No notifications or reports where dangerous goods or tank-wagons were involved for the period 1/1/2022- 24/04/2022				

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

20. The Agency has identified the following texts:

- 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 (Text with EEA relevance) C/2021/9127, OJ L 450, 16.12.2021, p. 57–58
- Council Regulation (EU) 2021/2085 of 19 November 2021 establishing the Joint Undertakings under Horizon Europe and repealing Regulations (EC) No 219/2007, (EU) No 557/2014, (EU) No 558/2014, (EU) No 559/2014, (EU) No 560/2014, (EU) No 561/2014 and (EU) No 642/2014 ST/12156/2021/INIT OJ L 427, 30.11.2021, p. 17–119
- Regulation (EU) 2022/312 of the European Parliament and of the Council of 24 February 2022 amending Regulation (EU) 2020/1429 as regards the duration of the reference period for the application of temporary measures concerning the levying of charges for the use of railway infrastructure (Text with EEA relevance) PE/3/2022/REV/1 OJ L 55, 28.2.2022, p. 1–3

### **Conclusion**

21. 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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