



INTERNATIONAL UNION
OF RAILWAYS

unity, solidarity, universality

Dangerous goods transport by rail

**“Different alert systems
in the railway traffic in Europe”**

**RID-ADR-ADN
WG telematic**

Tegernsee, 12-13 may 2011

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Plan of the presentation (1/3)

- > **A - DIRECTIVE 2004/49/CE on safety on the Community's railways (...)**

Annex III « Safety management system »

2. Basic elements of the safety management systems.

- **(i) PROVISION OF PLANS FOR ACTION AND ALERTS AND INFORMATION IN CASE OF EMERGENCY, AGREED UPON WITH THE APPROPRIATE PUBLIC AUTHORITIES**

- > **B - REGULATIONS (EU) on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates (N° 1158/2010) or railway safety authorisation (N°2010/1169/CE).**

(R). DIRECTIVE 2004/49/CE ANNEX III (i)

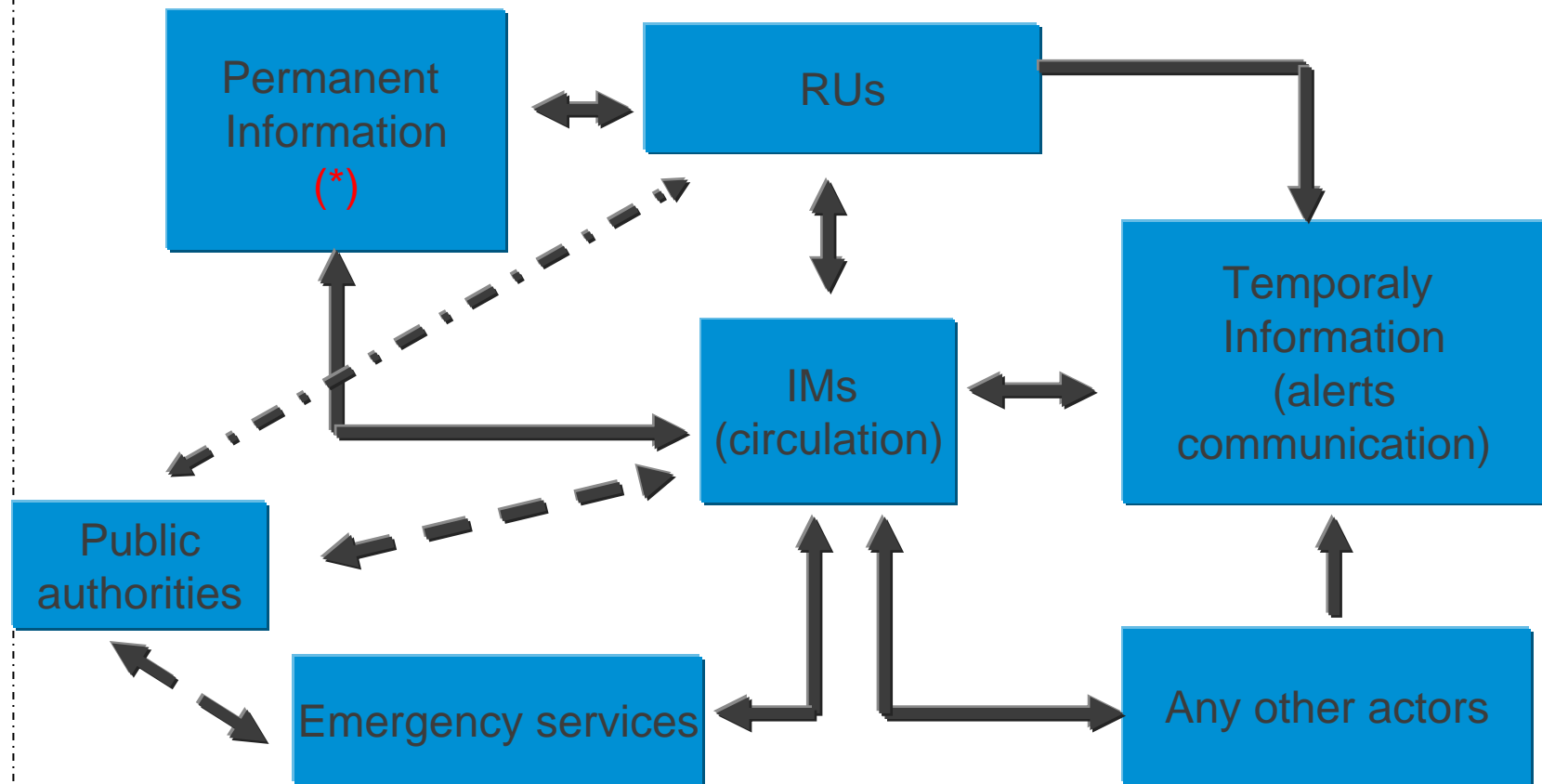
Plan of the presentation (2/3)

C - COMMISSION DECISION (2006/920/CE) concerning the technical specification of interoperability relating to the **subsystem 'Traffic Operation and Management' of the trans-European conventional rail system.**

- 4.2- Fonctionnal and technical specifications of the sub-system
- 4.2.3 – Specifications related to train operations
- 4.2.3.4 – Traffic management
 - » 4.2.3.4.2 – Train reporting
 - » **4.2.3.4.3 – Dangerous goods**
 - » 4.2.3.7. Managing an emergency situation
- ANNEX C - SAFETY RELATED **COMMUNICATIONS** METHODOLOGY . . .
- ANNEX D - INFORMATION TO WHICH THE RAILWAY UNDERTAKING MUST HAVE ACCESS IN CONNECTION WITH THE ROUTE(S) OVER WHICH HE INTENDS TO OPERATE
- ANNEX E - LANGUAGE AND COMMUNICATION LEVEL

Plan of the presentation (3/3)

D – Existing alert systems in the railway traffic



(*) Transport joining informations

A - DIRECTIVE 2004/49/CE on safety on the Community's railways (...)

Annex III « **Safety management system** »

2. Basic elements of the safety management systems.

- **(i) PROVISION OF PLANS FOR ACTION AND ALERTS AND INFORMATION IN CASE OF EMERGENCY, AGREED UPON WITH THE APPROPRIATE PUBLIC AUTHORITIES**

B - Railway safety certificates (regulation 1158/2010/CE) and **Railway safety authorisation** (regulation 2010/1169/CE). (1/3)

- > Common safety method for assessing conformity with the requirements for obtaining **safety certificates** or **safety authorization** - **(R). DIRECTIVE 2004/49/CE ANNEX III (i).**
- > R.1. A document identifies all types of emergency, including degraded operations, and there are procedures in place to identify new ones.
- > R.2. There are procedures in place to ensure that, for each identified type of emergency:
 - (a) the emergency services can be promptly contacted;
 - (b) the emergency services are provided with all relevant information both in advance, to prepare their emergency response, and at the time of an emergency.
- > R.3. The roles and responsibilities of all parties are identified and set out in a document.

B - Railway safety certificates (regulation 1158/2010/CE) and **Railway safety authorisation** (regulation 2010/1169/CE). (2/3)

- > Common safety method for assessing conformity with the requirements for obtaining **safety certificates** or **safety authorization** – (R). **DIRECTIVE 2004/49/CE ANNEX III (i).**
- > **R.4 Plans for action, alerts and information exist and include:**
 - (a) procedures to alert all staff with responsibility for emergency management;
 - (b) arrangements to communicate these to all parties, including emergency instructions for passengers;
 - (c) arrangements for contacting competent staff immediately so they can take any decisions required.
- > **R.5 There is a document describing how resources and means have been allocated and how training requirements have been identified.**
- > **R.6 There are procedures in place to re-establish normal operating conditions as soon as possible.**

B - Railway safety certificates (regulation 1158/2010/CE) and Railway safety authorisation (regulation 2010/1169/CE). (3/3)

> Common safety method for assessing conformity with the requirements for obtaining **safety certificates** or **safety authorization** - (R). **DIRECTIVE 2004/49/CE ANNEX III (i).**

R.7 There are procedures for testing emergency plans in cooperation with other parties to train staff, test procedures, identify weak points and verify how potential emergency situations are managed.

R.8 (**Railways Undertaking**) There are procedures to ensure that competent staff in charge (**particularly relating to dangerous goods services**), with adequate language skills, can be contacted easily and without delay by the infrastructure manager (Safety certificate RUs).

R.8 (**Infrastructure Manager**). There are procedures in place to coordinate emergency plans with railway undertakings which operate on the organisation's infrastructure and any other infrastructure with which it has an interface.

R.9 (**Railways Undertaking**) There is a procedure to contact the entity in charge of maintenance or the railway vehicle keeper in the event of an emergency.

R.9. (**Infrastructure Manager**) There are arrangements in place to halt operations and railway traffic promptly, if necessary, and to inform all interested parties of the action taken.

C - COMMISSION DECISION (2006/920/CE) concerning the technical specification of interoperability relating to the **subsystem 'Traffic Operation and Management'** of the trans-European conventional rail system (1/3)

> 4.2.3.4.3. Dangerous goods

- > The **Railway Undertaking** must define the procedures to supervise the transport of dangerous goods.
- > These procedures must include:
 - existing European standards as specified in EC directive 2008/68 for **identifying dangerous goods on board a train**
 - advice to the driver of the **presence** and **position** of dangerous goods on the train
 - **information the Infrastructure Manager requires** for transport of dangerous goods

- > **C** - COMMISSION DECISION (2006/920/CE) concerning the technical specification of interoperability relating to the **subsystem 'Traffic Operation and Management'** of the trans-European conventional rail system (2/3)

4.2.3.7. *Managing an emergency situation*

- > **The Infrastructure Manager must, in consultation with:**
 - all Railway Undertakings operating over his infrastructure, or
 - where appropriate, representative bodies of Railway Undertakings operating over his infrastructure, and
 - neighbouring Infrastructure Managers, as appropriate, as well as
 - local authorities and
 - representative bodies at either local or national level as appropriate, of the emergency services including fire fighting
- > **and rescue**
- > **and in conformity with Directive 2004/49/EC, define, publish and make available appropriate measures to manage emergency situations and restore the line to normal operation.**

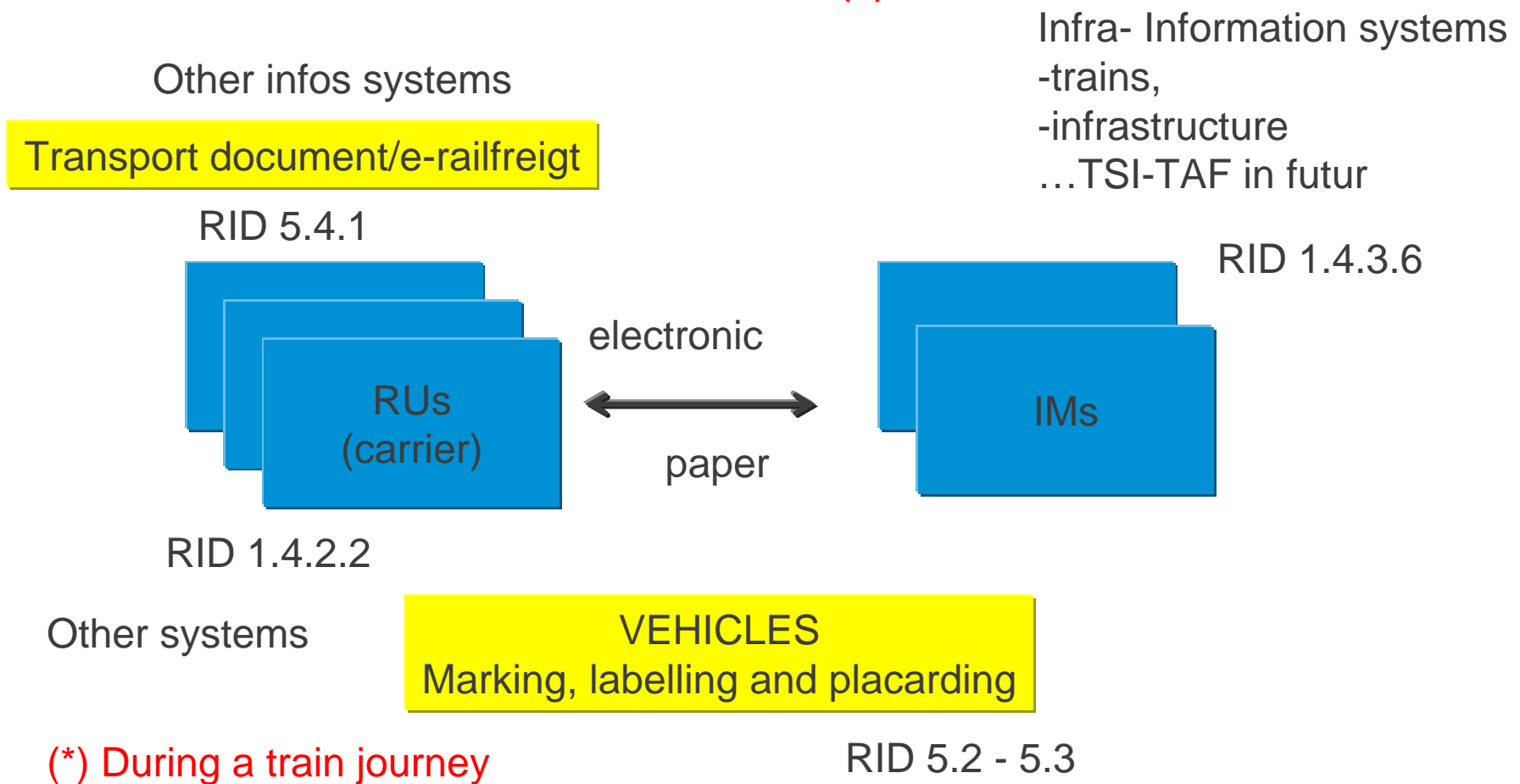
> **C** - COMMISSION DECISION (2006/920/CE) concerning the technical specification of interoperability relating to the **subsystem 'Traffic Operation and Management'** of the trans-European conventional rail system (3/3)

4.2.3.7. Managing an emergency situation (con'd)

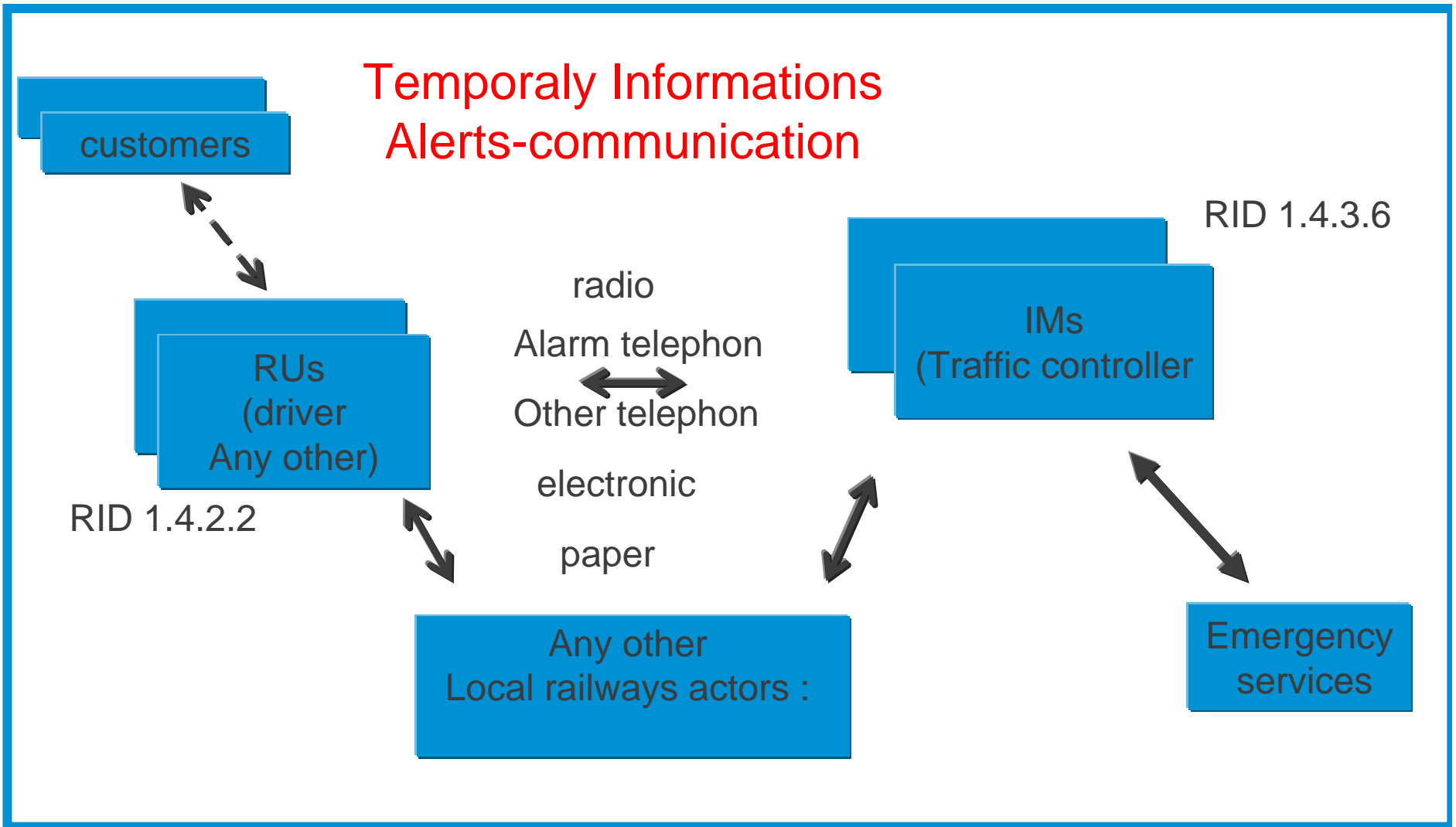
- > **Such measures shall typically cover:**
 - collisions,
 - fires on train,
 - evacuation of trains,
 - accidents in tunnels,
 - **incidents involving dangerous goods**
 - derailments
- > **The Railway Undertaking (RU) must provide the Infrastructure Manager (IM) with any specific information** in respect to these circumstances, especially in respect to the recovery or re-railing of their trains. (See also clause 4.2.7.1 Emergency measures.

> D – Existing alert systems in the railway traffic

Permanent informations (*)



> D - Existing alert systems in the railway traffic



■ ■ ■ Thank you for your kind attention

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