





Results of the D-rail EU research project ERA perspective

D-Rail Final Seminar
Stockholm, 12 November 2014
Safety Unit



Background on ERA activities
(freight derailments)

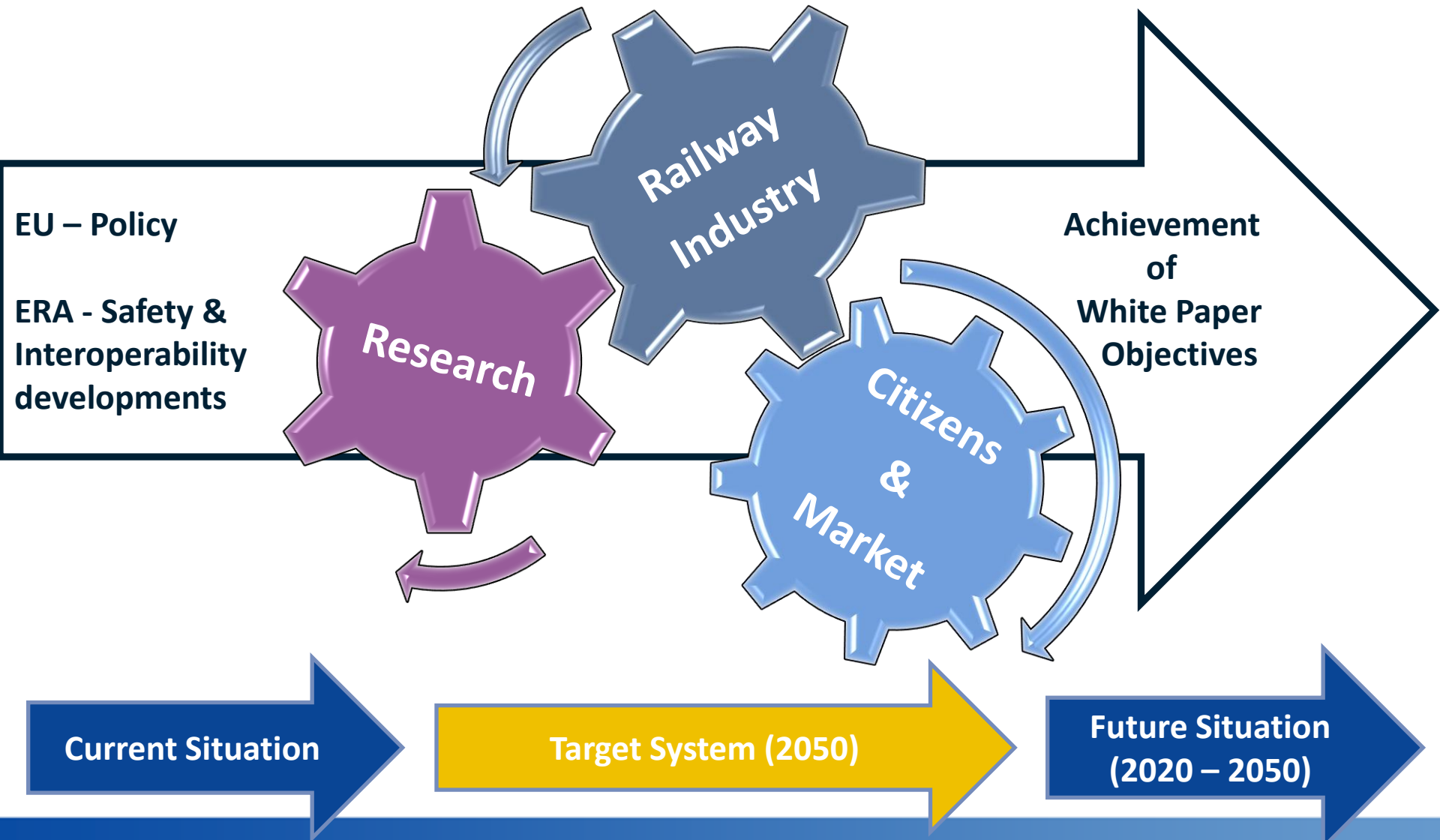


Work achieved by ERA on freight train derailments

- › **Detailed examination of the freight train derailments risks**
- › **Need for better controlling freight train derailment risks, in particular their economical impact for the sector**
- › **Recommended the European Commission to use mechanical derailment detectors only on a voluntary basis, because**
 - › **they may introduce a potential new risks (confirmed in 2011)**
 - › **their cost-effectiveness is questionable**

A changing context

- › In an open market, Infrastructure Managers and Railway Undertakings are responsible for safe operations
- › National Safety Authorities supervise the safety performance of IM/RU at national level
- › Small / Isolated improvements may not suffice to deliver the white paper objectives on transport
- › Derailments have a negative impact on the rail market share
- › Railway freight catastrophes are not acceptable for EU citizens



ERA expressed key objectives for a research project

- › Achieve breakthrough improvement in the reduction of freight derailment number
- › Reduce freight train derailment impacts for the sector (human, environment, asset)
- › Prepare future target railway system (2020-2050) reducing derailments

SST.2011.4.1-3.

Reducing the occurrences and impacts of freight train derailments

“Typically the expected benefit is to reach an absolute reduction of derailment impacts which would at least balance the mechanical effect of railway traffic increase on accident numbers.”

ERA perspective
on
D-Rail results

D-Rail provides for key inputs on:


- › Future Train and Infrastructure condition monitoring
- › Further harmonisation of safety data exchange
- › Potential innovation on electronic derailment detection

Contribution to EU policy

- › Expected benefits are achievable: up to - 50 % derailments
- › Implementation of Monitoring / Maintenance / Supervision
- › Improved collaboration between IM–RU–ECM is achievable
- › Can be cost effective
- › Feasible with existing technologies



ERA perspective
on
future developments



Detailed system specifications

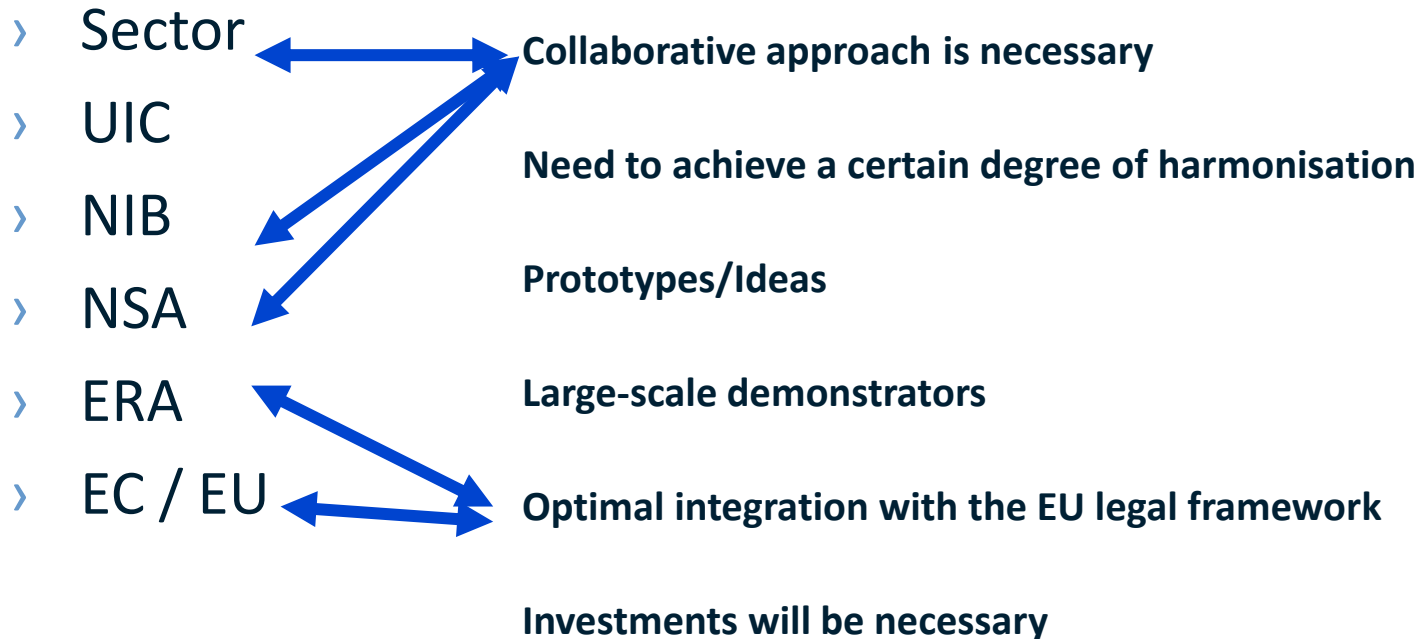
Cost-effective solutions are identified



Investments will be necessary

Potential change to legal framework

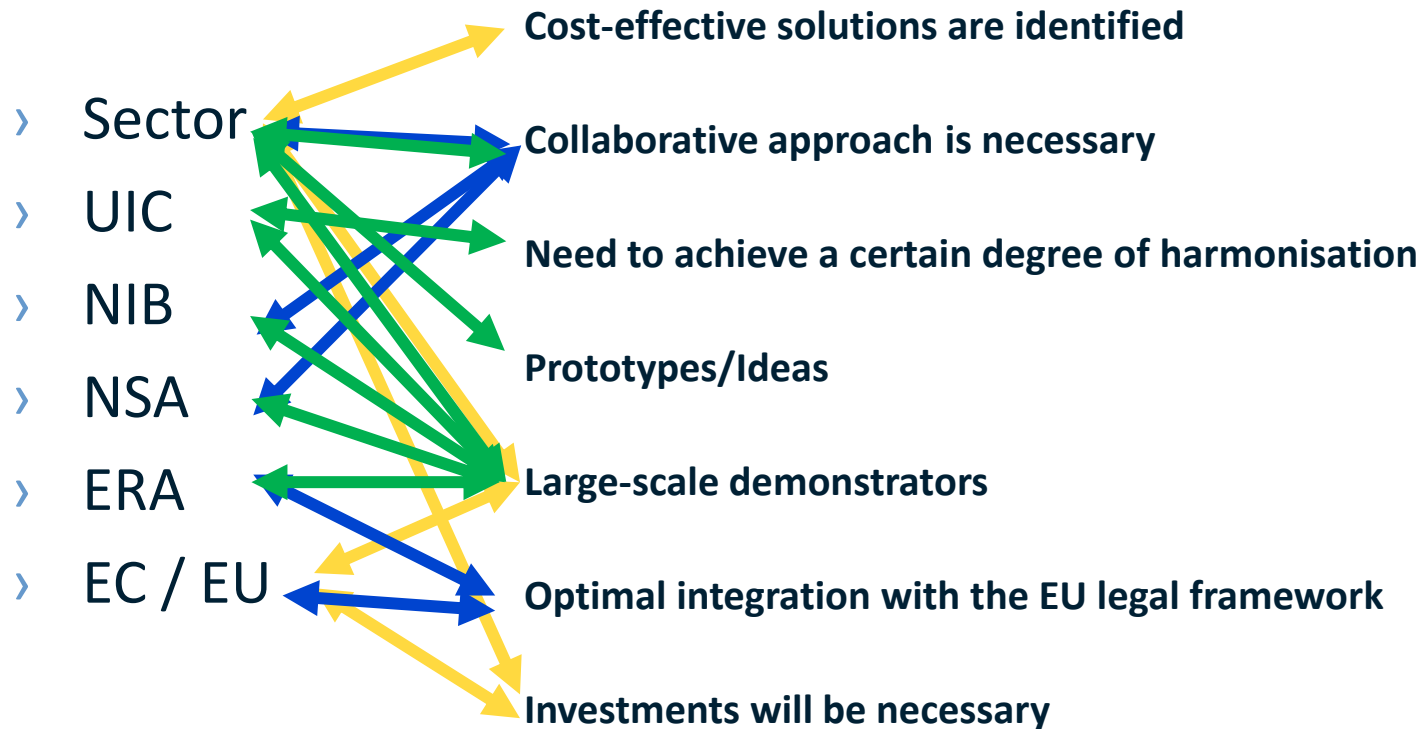
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Investing for future benefits



Everyone is concerned !



Current opportunities

- › **Input to Shift to Rail**
- › **Input to Horizon 2020**
- › **Connecting Europe Facilities**
- › **Other EU funding?**

Do not miss them!

ERA will continue to

- › **Examine D-Rail results in detail**
- › **Inform other parties on D-Rail results**
- › **Liaise with DG Move and DG R&I, when necessary**
- › **Consider (future) full system specifications, if provided**
- › **Consider (future) amendments to current legislation, when necessary**



Making the railway system work better for society.

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