

## RISK MITIGATION MEASURES TO RESUME TRANSPORT OF SEMI-TRAILERS ON POCKET WAGONS IN DENMARK

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The JNS Task Force, coordinated by the European Union Agency for Railways (ERA), with experts from sector representative bodies and safety authorities, paved the way for updated risk mitigating measures to resume the transport on pocket wagons on the Great Belt Bridge, as published by the Danish National Safety Authority.

Following the 13.01.2021 incident on the Great Belt Bridge in Denmark, which happened at the same location as the severe accident of 02.01.2019, the Danish National Safety Authority imposed immediate measures which in practice have stopped the transport of semi-trailers on pocket wagons.

Understanding the impact this ban has on rail freight transport companies and the need to urgently find solutions, the European Union Agency for Railways established a JNS Urgent Procedure Task Force. This Task Force aimed at identifying short-term risk mitigation measures in order to resume as soon as possible the transport of semi-trailers on pocket wagons on the Danish network and in particular on the Great Belt bridge. (more information: [Joint Network Secretariat \(JNS\) Urgent Procedure and Normal Procedure](#))

The Task Force, coordinated by ERA, was composed of representatives from the national safety authorities of Denmark, Sweden, Germany and The Netherlands as well as experts from the railway sector. The Task Force had its kick-off meeting on 04.02.2021 and concluded its work with the following outcome:

- The sub-group of stakeholders represented by [CER/UIC, ERFA, UIP and UIRR agreed on five risk mitigation measures](#) to be applied as a temporary action plan of strictly local nature, specifically to the GBB and not required throughout the rest of the Danish rail network. The sub-group underlined that permanent measures shall replace these local and temporary safety measures as soon as possible.
- The infrastructure manager [Banedanmark added a separate statement](#) in which it agreed on the five measures.
- On this basis, the NSA DK has imposed a [new set of risk mitigation measures](#) to replace the current immediate measures that have prevented the transport of semi-trailers on pocket wagons on the Danish network and in particular on the Great Belt bridge.
- Furthermore, the Task Force concluded that [eight aspects will have to be treated further within the on-going JNS Normal Procedure](#) on the Great Belt accident/incident. The outcome of the

Normal Procedure could replace the set of risk mitigation measures imposed by NSA DK for the transport of semi-trailers on pocket wagons.

*"I congratulate all JNS Task Force members for this result and their perseverance in reaching an agreed solution. Rail freight transport is international and essential to reach the European climate goals. Hence international coordination is needed. ERA will continue to mediate between multiple European parties, to exchange know how and expertise to support the sector",* Josef Doppelbauer, Executive Director of ERA.

### About the EU Agency for Railways

The European Union Agency for Railways was established in Valenciennes (offices) and Lille (meeting facilities) in 2004. Its 170 employees represent more than 22 European Member States and speak multiple languages. ERA has been providing EU Member States and the European Commission with technical assistance in the development and implementation of the Single European Railway Area. This comprises enhancing technical interoperability and harmonising rules, promoting simplified access for customers, developing a common approach to safety and safety culture, advising on telematics applications and ERTMS (European Rail Traffic Management System), monitoring National Safety Authorities and Notified Bodies and facilitating the exchange of information between the railway actors in Europe. Since 16<sup>th</sup> June 2019 the EU Agency for Railways is mandated to issue single safety certificates and vehicle (type) authorisations valid in multiple European countries and to ensure an interoperable European Rail Traffic Management System. The purpose of these activities is expressed by the slogan "Making the railway system work better for society."



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