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|  | United Nations | ECE/TRANS/WP.15/2016/16 | |
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**Economic Commission for Europe**

Inland Transport Committee

**Working Party on the Transport of Dangerous Goods**

**101st** **session**

Geneva, 8–11 November 2016

Item 9 of the provisional agenda

**Any other business**

Rear protection of vehicles – 9.7.6 ADR

Transmitted by the Government of Germany[[1]](#footnote-1)

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| *Summary* |
| **Executive summary**: The German delegation wants to provide notifications of occurences involving dangerous goods and especially with regard to rear protection of vehicles – 9.7.6 ADR  In the ninety-fourth and ninety-fifth sessions, the German delegation presented a research report prepared by the German Federal Institute for materials Research and Testing (BAM) on the design of the rear protection in accordance with section 9.7.6 of ADR, as well as answers to the discussed conclusions of the research findings. |
| **Action to be taken**: Acknowledgement, discussion, proposal for future action |
| **Reference document**: ECE/TRANS/WP.15/2013/12; Informal document INF.20 presented at the ninety-fourth session (Germany) ECE/TRANS/WP.15/219, paragraphs 25 to 27; Informal document INF.5 presented at the ninety-fifthsession (Germany). |
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1. Two reports of occurences involving dangerous goods and especially with regard to rear protection of vehicles – 9.7.6 ADR as amended are presented in Annexes I and II. These occurences happened in 2015 in Germany.

2. A corresponding press report is also available as informal document INF.4.

Annex I

Notification of occurrence involving dangerous goods (ID38)

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| **1. Mode** | |
| **□** Rail  Wagon number (optional)  .........................................................……………………… | ⮽ Road  Vehicle registration (optional)  ............................................................…………………... |
| **2. Date and location of occurrence** | |
| Year: …2015……………….. Month: …June………………. Day: …2………………. Time: 22:27 hrs…………………………... | |
| Rail  □ Station  □ Shunting/marshalling yard  □ Loading/unloading/transhipment site  Location / Country: ……………………………………  or  □ Open line:  Description of line: ……………………………………  Kilometres: ………………………………….………... | Road  □ Built-up area  □ Loading/unloading/transhipment site  ⮽ Open road  Location / Country: …  Federal motorway A 9 (direction of Munich, Dittersdorf area, Km 217…………………………….… |
| **3. Topography** | |
| **□** Gradient/incline  □ Tunnel  □ Bridge/Underpass  □ Crossing | |
| **4. Particular weather conditions** | |
| **□** Rain  □ Snow  □ Ice  □ Fog  □ Thunderstorm  □ Storm  Temperature: ..... °C | |
| **5. Description of occurrence** | |
| **□** Derailment/Leaving the road  ⮽ Collision  **□** Overturning/Rolling over  **□** Fire  **□** Explosion  **□** Loss  **□** Technical fault  Additional description of occurrence:  ..........................................................................................................................................…………………..................................Collision; Vehicle stood at the end of a tailback., driver who caused the accident hit this vehicle. (Due to the impact force – structural failure of the tank / pipes – leakage of gaseous oxygen)  ................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................………………………………………………………………………………………………………………….…………………………………………………………………………………………………………………………….………………………………………………………………………………………………………………………………. | |

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| **6. Dangerous goods involved** | | | | | | | |
| UN Number (1) | Class | Packing Group | Estimated quantity of loss of products (kg or *l*) (2) | | Means of containment (3) | Means of containment material | Type of failure of means of containment (4) |
| **1073** | **2** |  | **24,000 kg** | | **8** |  |  |
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| **(1)** For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated. | | | | **(2)** For Class 7, indicate values according to the criteria in 1.8.5.3. | | | |
| (3) Indicate the appropriate number  1 Packaging  2 IBC  3 Large packaging  4 Small container  5 Wagon  6 Vehicle  7 Tank-wagon  8 Tank-vehicle  9 Battery-wagon  10 Battery-vehicle  11 Wagon with demountable tanks  12 Demountable tank  13 Large container  14 Tank-container  15 MEGC  16 Portable tank | | | | (4) Indicate the appropriate number  1 Loss  2 Fire  3 Explosion  4 Structural failure | | | |
| **7. Cause of occurrence (if clearly known)** | | | | | | | |
| **□** Technical fault  **□** Faulty load securing  **□** Operational cause (rail operation)  ⮽ Other: ............................................................................................................................................................................................................................................................................................................................................……………………………..……………………………………………………………………………………………………………………………. | | | | | | | |
| **8. Consequences of occurrence** | | | | | | | |
| Personal injury in connection with the dangerous goods involved:  **□** Deaths (number: ......)  ⮽ Injured (number: ....2..) due to dangerous goods: 0 injured persons  Loss of product:  ⮽ Yes  **□** No  **□** Imminent risk of loss of product  Material/Environmental damage:  **□** Estimated level of damage ≤ 50,000 Euros  ⮽ Estimated level of damage > 50,000 Euros  Involvement of authorities:  ⮽ Yes **□** Evacuation of persons for a duration of at least three hours caused by the dangerous goods involved  ⮽Closure of public traffic routes for a duration of at least three hours caused by the dangerous goods involved  **□** No | | | | | | | |

If necessary, the competent authority may request further relevant information.

Annex II

Notification of occurrence involving dangerous goods (ID66)

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| **1. Mode** | |
| **□** Rail  Wagon number (optional)  .........................................................……………………… | ⮽ Road  Vehicle registration (optional)  ............................................................…………………... |
| **2. Date and location of occurrence** | |
| Year: …2015……………….. Month: …June………………. Day: …2………………. Time: 22:27 hrs…………………………... | |
| Rail  □ Station  □ Shunting/marshalling yard  □ Loading/unloading/transhipment site  Location / Country: ……………………………………  or  □ Open line:  Description of line: ……………………………………  Kilometres: ………………………………….………... | Road  □ Built-up area  □ Loading/unloading/transhipment site  ⮽ Open road  Location / Country: …  Federal motorway A 9 (direction of Munich, Dittersdorf area, Km 217…………………………….… |
| **3. Topography** | |
| **□** Gradient/incline  □ Tunnel  □ Bridge/Underpass  □ Crossing | |
| **4. Particular weather conditions** | |
| **□** Rain  □ Snow  □ Ice  □ Fog  □ Thunderstorm  □ Storm  Temperature: ..... °C | |
| **5. Description of occurrence** | |
| **□** Derailment/Leaving the road  ⮽ Collision  **□** Overturning/Rolling over  **□** Fire  **□** Explosion  **□** Loss  **□** Technical fault  Additional description of occurrence:  ..........................................................................................................................................…………………..................................Collision; Vehicle stood at the end of a tailback., driver who caused the accident hit this vehicle. (Due to the impact force – structural failure of the tank / pipes – leakage of gaseous oxygen)  ................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................………………………………………………………………………………………………………………….…………………………………………………………………………………………………………………………….………………………………………………………………………………………………………………………………. | |

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| **6. Dangerous goods involved** | | | | | | | |
| UN Number (1) | Class | Packing Group | Estimated quantity of loss of products (kg or *l*) (2) | | Means of containment (3) | Means of containment material | Type of failure of means of containment (4) |
| **1073** | **2** |  | **24,000 kg** | | **8** |  |  |
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|  |  |  |  | |  |  |  |
| **(1)** For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated. | | | | **(2)** For Class 7, indicate values according to the criteria in 1.8.5.3. | | | |
| (3) Indicate the appropriate number  1 Packaging  2 IBC  3 Large packaging  4 Small container  5 Wagon  6 Vehicle  7 Tank-wagon  8 Tank-vehicle  9 Battery-wagon  10 Battery-vehicle  11 Wagon with demountable tanks  12 Demountable tank  13 Large container  14 Tank-container  15 MEGC  16 Portable tank | | | | (4) Indicate the appropriate number  1 Loss  2 Fire  3 Explosion  4 Structural failure | | | |
| **7. Cause of occurrence (if clearly known)** | | | | | | | |
| **□** Technical fault  **□** Faulty load securing  **□** Operational cause (rail operation)  ⮽ Other: ............................................................................................................................................................................................................................................................................................................................................……………………………..……………………………………………………………………………………………………………………………. | | | | | | | |
| **8. Consequences of occurrence** | | | | | | | |
| Personal injury in connection with the dangerous goods involved:  **□** Deaths (number: ......)  ⮽ Injured (number: ....2..) due to dangerous goods: 0 injured persons  Loss of product:  ⮽ Yes  **□** No  **□** Imminent risk of loss of product  Material/Environmental damage:  **□** Estimated level of damage ≤ 50,000 Euros  ⮽ Estimated level of damage > 50,000 Euros  Involvement of authorities:  ⮽ Yes **□** Evacuation of persons for a duration of at least three hours caused by the dangerous goods involved  ⮽Closure of public traffic routes for a duration of at least three hours caused by the dangerous goods involved  **□** No | | | | | | | |

If necessary, the competent authority may request further relevant information.

1. In accordance with the programme of work of the Inland Transport Committee for 2016-2017, (ECE/TRANS/2016/28/Add.1 (9.1)). [↑](#footnote-ref-1)