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Reports of informal working groups

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Report on the 7th Workshop of the roadmap on Risk Management in the context of rail, road and inland waterways Transport of Dangerous Goods

Transmitted by ERA

General information

The 7th Workshop of the roadmap on Risk Management of Inland Transport of Dangerous Goods took place on 14-16 of June 2016 at the headquarters of the European Union Agency for Railways (hereinafter the Agency), Valenciennes (France).

Mr. Emmanuel Ruffin, Project officer in charge of Transport of Dangerous Goods (TDG) at the Agency, chaired the plenary discussions and the parallel sessions of the workgroups were chaired by the facilitators nominated at the 5th workshop. Cross workgroup meetings were also organized in order to better coordinate the interfaces between the guides under development.

Thirty-seven (37) participants from 16 countries, experts in the field of transport of dangerous goods, representatives of national administrations, the private sector and international organizations attended the workshop. In addition to the documents prepared by the Agency relating to the organization of the workshop and to the monitoring of the progress made, around 20 technical documents contributing to the development of the guides were proposed for discussion by the plenary or by the workgroups.

The present minutes are reporting both the conclusions of the plenary sessions, the parallel sessions of the workgroups and the cross – workgroups sessions.

Results

Concerning the tasks agreed by the end of the 6th workshop, 27 tasks were completed, 6 were in progress and 4 were yet not started. It was noted that *globally the workgroups made good progress* with their respective tasks and around 40% of the guide B on risk estimation has been drafted. It was also noted that some clarifications and simplifications have been made in the Framework guide and that the development of the framework Glossary has started.

It was explained that according to the agreed organization of the work it was important that a review of the drafted guides takes place. Participants were reminded to provide comments before the 8th workshop and it was agreed that in absence of comments at this time the

concerned text will be proposed for adoption. In order to facilitate this task it was decided that the focal point of the 8th workshop should be the actual review of draft Guides on the basis of the comments that will be addressed to the Agency.

Through an example of scenario, the participants were invited to discuss the **transition period** between the adoption of the first version of the Framework and the potential adoption of a future Directive on the risk management of Inland transport of Dangerous Goods. On this topic, it was noted that to allow a smooth way forward the following aspects should be considered:

- The transition period duration may last 6 to 8 years after the publication of the first version of the guides. This period of time should be used by the users to progressively align their practices on the harmonized approach, as described in the guides.
- The development of more than one version of the guides during the transition period which would allow gaining experience from real implementation cases before to use the harmonized framework as ‘technical support’ for a Directive,
- The adaptation of the relevant legislation to better support the implementation of the harmonized framework, in particular concerning the reporting of occurrences (incidents/accidents) that are necessary to the harmonized estimation of risks. On this aspect it was noted that a draft list of necessary statistical parameters would be available in 2017.

Concerning the potential users of the guides, it was recalled that the framework should be applicable by **different kind of users** for various purposes. The working group C clarified that the typical users will be those who have to manage risks at different levels: regional bodies and organizations, national and local authorities, regional/national/local operators and infrastructure managers. This is why the harmonized method is expected to offer both a generic approach to risk management and to also define recognized ways to deviate from it for specific and –justified- reasons. Participants were invited to inform the Agency on typical deviations they would need to consider during the transition period. In doing so the method can be better adapted to the needs of the different users while keeping a good mutual recognition of the particular implementation cases.

Concerning the implementation of the harmonized risk management framework within the scope of a future Directive, several participants stressed out the potential need for the development and use of **an IT tool designed from the content of the guides to ensure quality** and reliability of their implementation by the various kind of users. On this topic, it was noted that this possibility would be reconsidered when the guides are finalized, given that the development of IT tools would require extra-resources that are not planned within the current TDG roadmap.

In addition to the plenary discussions, the three workgroups reported their conclusions to the plenary workshop session on 16 of June. The workgroups progressed as following:

- Workgroup A continued developing 1) the *identification of existing parameters* in current databases (CADAS, UNECE, US DOT, 1.8.5, UIC, TAF TSI...) which is now *nearly completed*, except for inland waterways which still need some complements, 2) the drafting of an accident parameters set and 3) the categorization of the parameters in groupings relevant for the risk estimation method developed by the Group B. A large part of the group B discussions focused on the analysis of the existing reporting regimes and on the related process for the *identification of causes* of occurrences, the *elaboration of statistics* from collected data and on the use of *traffic data*. Considering the progress made, *group A committed to deliver a first draft Guide A relating to the identification of existing occurrence reporting* for discussion at the next workshop. In coordination with the group C, group A confirmed that a minimum set of parameters were

to be considered in every practical use of the harmonized method, namely those related to the description of considered events and of their surrounding environment, traffic statistics and population.

- Workgroup B continued the definition of the harmonized approach to risk estimations. In particular, group B discussed the new contributions to the *listing of causes of primary events* ('*fault trees*'). It was noted that road operation causes and inland waterways operation causes were still missing; however some participants committed to provide relevant inputs for the next workshop. An interesting *analysis of the BE, NL and CH risk estimations practices* was also discussed. It was noted that even if some detailed considerations may be still further discussed within the group these *practices are already well aligned on the proposed harmonized method* and that the transition period is devoted to further align these existing practices on the harmonized approach. A large part of these discussions focused on the estimation of the consequences of dangerous goods releases. On the particular topic of *estimation of impacts* it was concluded that the *plenary session of the workshop had to choose the desired approach to be adopted*, namely either *describing the detailed mathematical models* to be used to estimate the impacts *or describing pre-calculated (tabled) impacts* directly usable by the users *or a mixed approach* ensuring both traceability of the models used and facilitating the implementation. This discussion was submitted to the plenary; it was agreed that the interested parties should report their views on the possible approaches (full description of models / tabled pre-calculations / mixed) in a view of a decision to be adopted at the next workshop. As a conclusion, workgroup B informed the plenary that it will finalize the description of the causes of events, will continue the technical discussions on the consequence side of the bow-tie and it will start drafting the remaining sections of the Guide B.

- Workgroup C

This group continued more detailed discussions on the 6 decision-making principles that will be described in the Guide C. The discussions were held on the basis of three technical notes and short presentations. One focus of the workgroup was also to discuss the *generic purposes of decision-making* in the context of risk management in order to describe how the 6 decision-making principle should be used and how decision makers should define a *Mandate* for risk estimations. Group C also worked on definitions, available decision-making instruments, limitations of decision-making instruments and the planning process of the safety chain. In principle, the group identified *at least three layers of decision-making* 1) the planning of risk management for *-daily-* business operations, 2) the development of interoperable safety measures having a complex impact of the transport systems, and 3) the management of specific situations requiring an adaptation of harmonized regulations. Finally, this group reported to the plenary that *4 out of the 6 principles are linked* and that is the reason why a first draft of the Guide C should cover all 6 principles in order to address these linkages systematically. This draft will be proposed for discussion at the next plenary.

As a common topic for the three working groups, it was discussed the elaboration of examples (use cases) which could be annexed to the guides and which could serve as practical implementation examples for the future users. As a result, it was agreed that further proposals for examples are welcomed and that the Agency would come back with a more elaborated proposal at a next workshop.

Further steps

As the drafting the of Guides are progressing, the participants agreed that the main objective of the next workshop should be to start reviewing the draft Guides which will be

published on TDG Extranet by the Agency 3 weeks before the 8th workshop. To properly organize this task, the plenary sessions will be allocated 60% of the workshop duration and the workgroups 30% thereof.

In line with this main objective, the following main actions were agreed:

- A first draft of the Guide A should be addressed by the group A to the Agency for edition review, not later than 1st September 2016,
- A first draft of the Guide C should be submitted by the group C to the Agency for edition review, not later than 1st September 2016,
- The first draft Guide A and C will be published by the Agency on the TDG extranet not later than 2 weeks in advance the workshop, provided they are submitted to the Agency within the agreed deadlines (see previous bullet points),
- A second draft of the Guide B, supplemented with the edition of the remaining sections will be edited and published on the TDG Extranet, not later than 2 weeks in advance the of the next workshop,
- All participants will be invited to provide their comments on the draft Guides in advance of the 8th workshop.
- Concerning the Guide B, the participants will be invited to give their views on the approach to take for the estimation of DG release impacts (a survey was published by the Agency on 25/07/2016 for this action) and the plenary will be invited to discuss the preferred approach.
- In addition to the above actions, the participants were also invited:
 - to submit proposal for case studies which could be used as practical examples for the future users of the framework,
 - to submit any relevant definitions to be considered for the development of the Framework Glossary
- Some participants have also committed to provide other detailed inputs that will be published in the list of agreed actions on the TDG Extranet.

The 8th workshop is going to take place on 11-13 October 2016, in Valenciennes, in accordance with the TDG Roadmap. The delegates of the Joint Meeting are kindly invited.
