

Working Group on the improvement of the Accident Report, which will be held on June 19 and 20, 2019 in The Hague

Information from Spain

In Spain, until the introduction of 1.8.5 into RID/ADR/ADN a specific regulation on the accident report existed, regulated in the “Orden de 24 de abril de 2000 por la que se regula el parte de accidente para el transporte de mercancías peligrosas por carretera, por ferrocarril o por vía navegable”. Currently this regulation is derogated, but some additional information (compared to the one contained in 1.8.5) was asked for that seems interesting for the Spanish authorities. Therefore, it could be of interest to study the possibility of introducing them into 1.8.5, together with other modifications that could be introduced (basing for example on the need of data for risk analysis).

The mentioned Orden 24 de abril de 2000 had a different structure, as a different model of accident report was asked for accidents in transport and accidents occurring in loading/unloading. Nevertheless, most points contained in the mentioned Orden have been included into the present 1.8.5 of RID/ADR .

From the points that have not been included, Spain wants to emphasize the following ones:

- A section identifying the driver with personal and professional data, for example, full name and type of special authorization to drive (ADR certificate) was asked for.
- A section asking for identification of all the companies involved in the transport chain could be included, asking for the contact data of consignor, carrier, consignee, loader and unloader.
- A section that includes the technical, organizational and personal measures that would be proposed by the safety adviser to prevent the accident described in the accident report from happening again.

The first two sections allow an easy identification of all the actors that are part of the transport chain, and are the basis of being able to check for further information.

The last section is a starting point, for the safety adviser and for the involved company, to start thinking about the different options that could avoid accidents from happening again.

The complete text of previously valid Orden 24 de abril de 2000 can be found under the following link (Spanish only):

<https://boe.es/boe/dias/2000/05/17/pdfs/A18105-18112.pdf>
