

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL**

**INF. 8**

7 January 2013

(German and English only)

**RID/ADR/ADN**

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Berne, 18 - 22 March 2013)

**Item 8 of the agenda: Any other business**

**Report on the results of the international survey on the implementation of chapter 1.9 of RID/ADR/ADN among users of risk evaluation procedures in the field of dangerous goods transport**

**Answers provided by Switzerland, Sweden, Spain and the United Kingdom**

**Note by Germany**

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**International survey (INF.19 of the Joint Meeting in March 2011): Summary of the answers provided by Switzerland, Sweden, Spain and the United Kingdom**

**Switzerland**

Switzerland has a lot of experience performing risk analyses. Direct answers to the questionnaire are not provided, but reference is made to a number of presentations which contain answers to many of the questions in the survey. Swiss representatives offer their help in clarifying further questions and technical details.

General information provided by Switzerland:

- Requirements for the performance of risk analyses, among others in the framework of dangerous goods transport, are laid down in law (Störfallverordnung, StFV (Ordinance on major acci-

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dents)).

- The Federal Office of Transport (BAV) is the management authority for public transport (rail, funicular, inland navigation). Due to the federative structure of Switzerland, the Cantons are responsible for road transport.
- The above-mentioned presentations are available on the website of OTIF: <http://www.otif.org/gefaehrliche-queter/ag-risikoanalyse/berichte.html>
- Personal risks in the transport of dangerous goods by rail are regularly evaluated for the whole network. Reference is made to a report that summarizes the procedure and the results of the latest update: Screening Personenrisiken 2011<sup>1</sup>.

### **Sweden:**

Sweden provides general answers to the individual sections of the questionnaire:

- Decisions on restrictions on dangerous goods transport operations are taken on the local or regional level.
- There is no uniformly defined risk analysis procedure.
- There are data on the frequency of dangerous goods transport operations as well as on the quantities transported, but these data are not up to date and not available for all regions in the country.
- Dangerous goods with potentially significant adverse effects are selected as main substances for risk analyses, such as LPG as the main substance for flammable gases, ammonia or sulphur dioxide for toxic gases, diesel fuel in environmentally sensitive areas.
- Different consultants use different substance dispersion models or programmes for risk analyses.
- In the national information system *Swedish Traffic Accident Data Acquisition*, accident data, among other things on dangerous goods transport operations, are collected.
- Problems are seen regarding the calculation of realistic probabilities of occurrence e.g. of explosions of goods of class 1 as well as leakages and the size of leakages.
- There are no specific data available regarding risk analyses at transshipment sites/ stations. There is need for improvement in this area.
- Details on the individual, societal and environmental risks are submitted to the competent authorities.
- In the case of tunnel risks, first and foremost, the operational capability of the emergency services in the event of a dangerous goods accident is evaluated (unviable alternative routes for dangerous goods transport operations).
- Sweden has the impression that the survey refers in particular to section 1.9.3 (b) of ADR<sup>2</sup>. In this context, a harmonization of risk analyses in road transport does not seem useful as long as there are no requirements to indicate these restrictions by means of traffic signs.
- The questionnaire is more valuable for rail transport (RID).

### **Spain:**

- All requirements in accordance with RID/ADR as well as further requirements in the field of dangerous goods transport are laid down in Spanish law (*Royal Decrees, Ministerial Orders etc.*).
- As regards the first sections of the questionnaire, reference is made to *Royal Decree 387/1996: "Directriz Básica de Planificación de Protección Civil ante el riesgo de accidentes en los transportes de mercancías peligrosas por carretera y ferrocarril"*:

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<sup>1</sup> <http://www.bav.admin.ch/themen/verkehrspolitik/00709/02277/02609/index.html?lang=d>

<sup>2</sup> **1.9.3 of ADR** Additional provisions falling within the scope of 1.9.2 are as follows:  
 (a) ...  
 (b) Requirements for vehicles to follow prescribed routes to avoid commercial or residential areas, environmentally sensitive areas, industrial zones containing hazardous installations or roads presenting severe physical hazards;

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- The focus of this regulation is on emergency planning.
- Accidents are classified and corresponding scenarios are determined.
- All damage indicators listed in the questionnaire are considered in this.
- Statistical data for emergency planning are available.
- Data on the quantities of dangerous goods transported are made available by the companies to the civil defence authority.

The answers do not include information on the performance of risk analyses (sections 6 - 11 of the questionnaire).

### **United Kingdom:**

- RID/ADR have been transposed into national law: *Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations (2009)*.
- Tunnels are categorized by the tunnel operators concerned.
- Tunnel categorization only makes sense if it applies throughout Europe.

As regards all other sections of the questionnaire, there is “*no information readily available*”.

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