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Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Genève, 15-19 September 2014

Item 8 of the provisional agenda

Future work

Report on occurrences during the carriage of dangerous goods in accordance with RID/ADR section 1.8.5

Transmitted by the Governments of Belgium and Netherlands^{1,2}

Summary

Executive summary:	The aim of this document is to propose a principal decision to redefine the goal of the accident report under RID/ADR 1.8.5
Action to be taken:	Take decision to indicate way forward
Related documents:	Report of the informal working group on an international accident database (Valenciennes, 10-11 October 2013). (ECE/TRANS/WP.15/AC.1/2014/34) ECE/TRANS/WP.15/AC.1/2014/23 (Belgium, Netherlands)

Background and history

1. During the last session of the Joint Meeting and following the report of the informal working group in Valenciennes (October 2013) on accident reporting, Belgium and

¹ In accordance with the programme of work of the Inland Transport Committee for 2014–2015 (ECE/TRANS/240, para. 100, ECE/TRANS/2014/23, cluster 9, para.9.2).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2014/44.

Netherlands presented document 2014/23. After discussion, the Joint Meeting invited them to prepare an official proposal to improve the criteria for requiring reports on events to be submitted and also the events to be taken into consideration. Delegations wishing to make contributions were invited to submit their proposals to the representatives of Belgium and Netherlands before the end of May 2014. This issue might need to be further discussed in an informal working group.

2. Belgium and Netherlands would like to thank Switzerland for their comments on the intention of the report and the collection of accident data as well as Spain and France for their comments, which dealt in greater detail with the kind of information to be provided in the accident report.

3. However, before going into greater detail about the content and use of the accident report, Belgium and Netherlands are of the opinion that a principle decision should first be made by the Joint Meeting:

Q: Should the accident report under RID/ADR 1.8.5 also serve for statistical or risk analysis purposes on accidents?

While the original intention of the report was for information purposes within a contracting party/member state or to indicate at an international level if legislative changes were necessary to prevent a repeat-accident, current developments have indicated a growing need to collect data for statistical and risk analysis purposes.

IF Yes: As suggested during the last Joint Meeting, an informal working group should be considered with the following mandate:

- Format of the accident report: while currently the RID/ADR contains a template typically used in a paper format, there is an ongoing pilot project to establish an international database with accident information based on RID/ADR 1.8.5. For this reason, a digital format of reporting which allows for easy data manipulation should be evaluated, as well as the responsible party which can submit data on an international level.
- Criteria for notification: should the current criteria under 1.8.5.3 be retained or should they be modified, for example to include also minor accidents,...?
- Classification of accidents by severity: should there be classification criteria to indicate the severity of accidents which exist for instance in various national systems and allow easier identification between impact levels of accidents used in risk analysis?
- Content of the accident report: which additional or modified data should be requested in the accident report?
- Link with existing systems: evaluate how the accident report is linked or complimentary to existing reporting systems (e.g. for rail - ERADIS).
- Report back to the Joint Meeting during the following session(s).
- Alternatively, the mandate above could be added to the workflow of existing international working groups (e.g. workshop risk assessment by the European Railway Agency (ERA), if deemed more appropriate by the Joint Meeting.

IF No: The Joint Meeting is invited to consider if and how relevant data for statistical and risk analysis purposes should be gathered at the international level.

Proposal

4. The Joint Meeting is invited to take a principle decision on the question above.
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