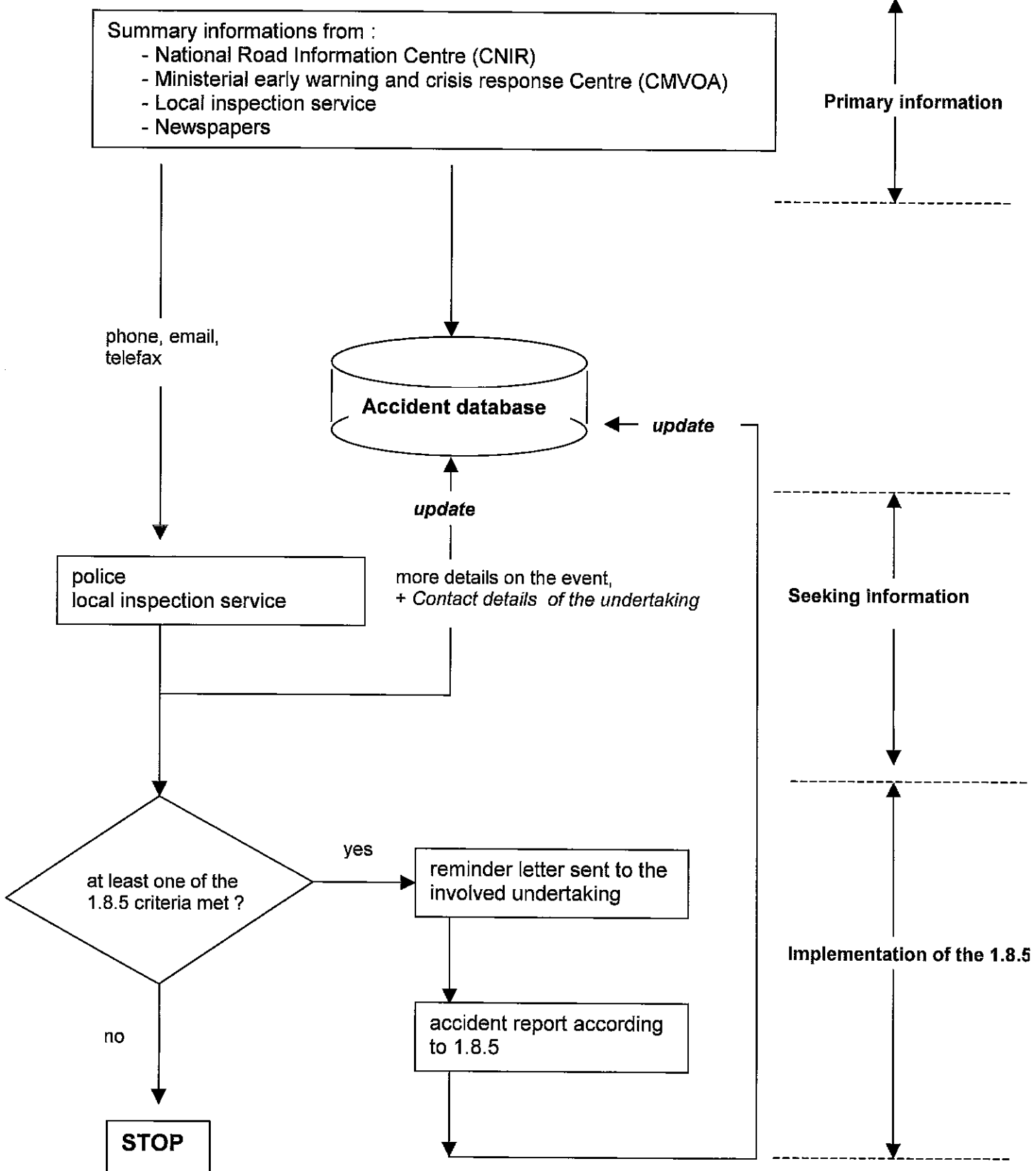


**An event occurs somewhere in France**



## FEEDING THE DG ROAD ACCIDENTS DATABASE

In France, we have an accident feedback system performed by state services like CNIR, CMVOA. More specifically, as soon as an accident occurs somewhere these services provide to us, in real-time, a summary of information (including date, location, dg carried, ...) taking the form of an email or a telefax. These data are put into the database waiting for further details.

In that step, except in obvious cases, we don't know precisely whether an occurrence is an 1.8.5 accident.

*Newspapers could also be a source of information. But it requires the confirmation from the appropriate authorities.*

So, the 2<sup>nd</sup> stage could be started. It consists of seeking information from Police and local inspection service. At the end of that stage, we obtain more details about the accident (identification of dg, quantity carried, quantity lost, cause) but, in particular, the contact details of the involved undertaking.

In the last step, on the basis of the currently available information, we examine whether the 1.8.5 criteria are met. If it does, an accident report according to 1.8.5 will be claimed to the undertaking.

As you see from this chart, for an accident, the database has to be updated twice : at the end of the 2<sup>nd</sup> step when we obtain sufficient details from police, and when we receive the 1.8.5 report from the undertaking.

The 1st screen display shows the home (started) page of the database application :

- The top button "data entry" mode offers the ability to insert a new accident or to retrieve it for updating.
- The database viewing allows to inspect the content of the database without risk of altering the data

All the fields in the database are complied with the 1.8.5.4 ADR model form.

---

The input screen display "date and location of occurrence". The date and hour of the accident have to be inserted. The "location" is the town/city name where the accident has occurred.

Because all of the events have happened in France, the country where the vehicle was registered takes place on the field named "country". The zip or postal code of the town is to be reported in that field.

That input screen displays the contact details : the information could be found from the report drawn up by the undertaking.

As the input progresses, including more than a mode of transport (like road and rail), a dynamic drop-down (combo box) list will be generated. This is useful to assign the mode of the transport to a new accident inserted.

The database takes account all the events involving a carriage of dg. So, we need a checkbox control to differentiate the accidents according to 1.8.5 ADR criteria from those of the others events relating to route traffic.

---

We have to specify the surrounding environment of the accident :

Solely the "open road" checkbox have to be ticked if the accident occurs on public road

However, if the accident occurs in the "built-up area" the corresponding check box has to be validated

The "loading / unloading" check box has to be set to the value true if the event occurs within a site, during loading / unloading operation.

---

From here, each tab corresponds to the section of the 1.8.5 model form.

Upon the information available, one of these check boxes has to be ticked.

3 – Topography :

If the available information specify, for example, the vehicle was climbing or descending a mountain road, that check box has to be set to "true".

Generally, I set the "crossing" check box to the value true too for a roundabout

#### 4 – Weather conditions :

Depending on the weather conditions of that time, one of these check boxes has to be validated. Excepted for the extreme conditions, like ice on the route, these fields are generally let clear on the report.

#### 5 – Description of occurrence

Depending on the severity of the event, more than one check box have to be validated.

it is recommended to add a maximum of information collected about the event in the field named "description".

#### 6 - Dangerous goods involved :

A full "Table A dangerous list" has been inserted in the database. As soon as an UN number is typed, an appropriate name of the dg (with the class, packaging group) will be retrieved.

For the convenience, a drop-down list of "means of containment" and "type of failure" allow to select the appropriate information.

7 - Cause of occurrence : if the cause of the occurrence doesn't match one of the 3 appropriate check box, we have to tick on the "other" and add some comments below.

#### 8 – Consequences of occurrence

For further statistic studies, the casualty related to dg and those due to route traffic have been separately counted.

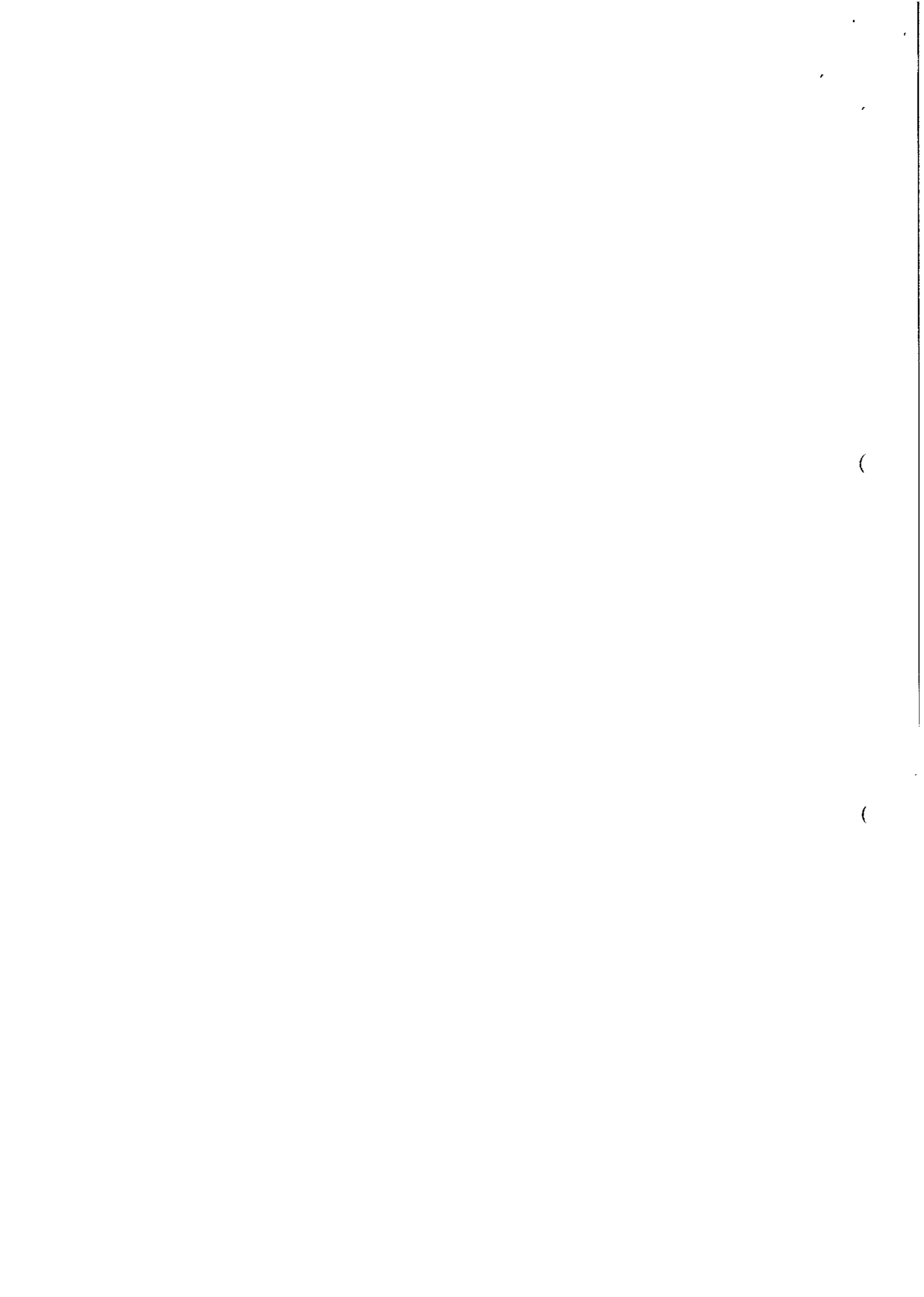
Somme queries have been made in session

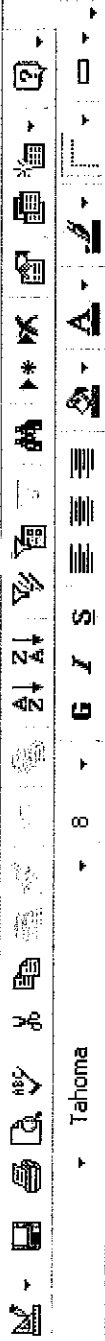


# DANGEROUS GOODS ROAD ACCIDENTS DATABASE

Data entry

Data viewing





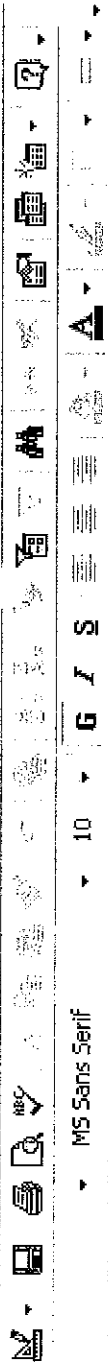
## Data entry - Adding / Updating an accident

Date	Hour	Order nr	Location	Country	Zip code	day
26/07/2012	07:50	1	SALON-DE-PROVENCE	FRANCE	13300	13
25/07/2012	07:29	1	VATRY	BELGIQUE	51320	51
24/07/2012	14:45	1	VERSAILLES	FRANCE	78000	78
23/07/2012	11:30	1	DIONS	FRANCE	30190	30
19/07/2012	08:10	1	LANTON	FRANCE	33148	33
11/07/2012	15:10	1	ROILLY	FRANCE	21390	21
02/07/2012	09:15	1	JILLOIS	FRANCE	76390	76
29/06/2012	16:25	1	VEROSVRES	FRANCE	71220	71
28/06/2012	10:00	2	BOUZIGUES	FRANCE	34140	34
26/06/2012	09:45	1	AMBRIERES-LES-VALLEES	FRANCE	53300	53
27/06/2012	02:45	1	MENIL-LA-HORGNE	FRANCE	55190	55
27/06/2012	00:30	1	TOULOUSE	FRANCE	31000	31
18/06/2012	12:20	1	SAINT-FONS	ESPAGNE	69190	69
18/06/2012	09:18	1	MAILLÉ	FRANCE	37800	37
13/06/2012	20:17	1	CAVAILLON	FRANCE	84300	84
12/06/2012	14:20	1	BEUZEVILLE	FRANCE	27210	27
07/06/2012	13:25	2	SAINTE-JEAN-DE-VEDES	TCHIQUE (REP.)	34430	34
07/06/2012	07:10	1	PÉGAIROLLES-DE-L'ESCALETTE	ESPAGNE	34700	34
04/06/2012	17:15	1	AITON	FRANCE	73220	73

C

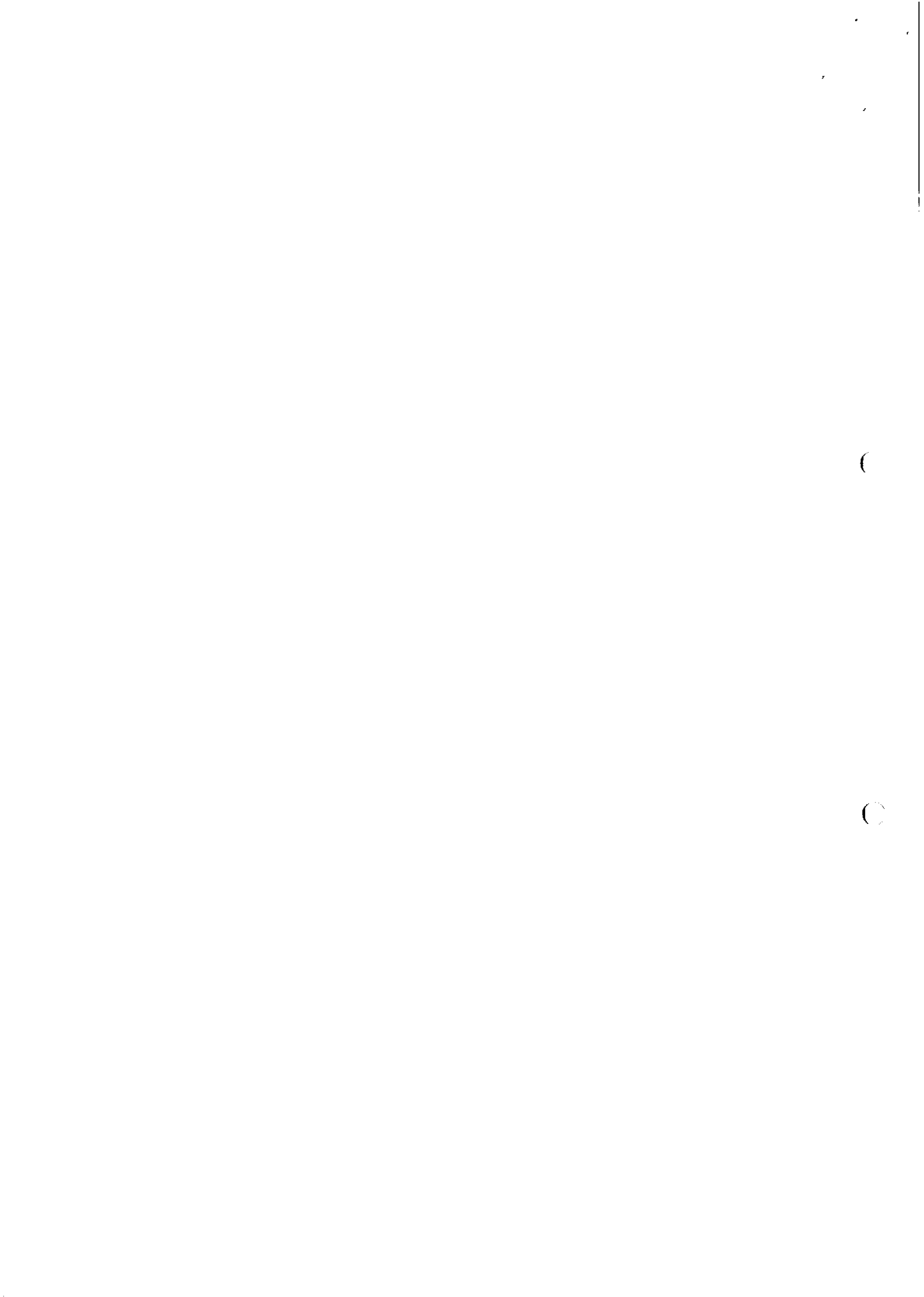
C

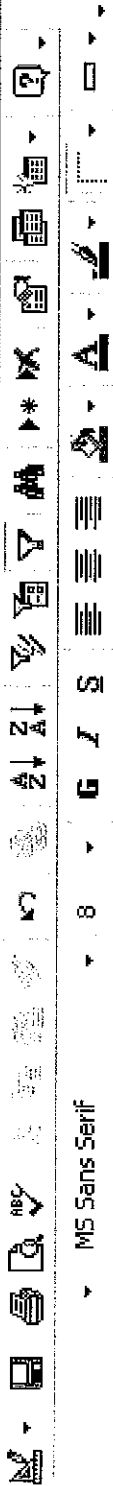




## Data viewing - Read only the content of the database

Date	Hour	Order nr	Location	Country	Zip code	départ
02/02/2012	14:16	3	VILLEVEYRAC	FRANCE	34140	34
02/02/2012	08:30	1	RENNES	FRANCE	35000	35
02/02/2012	03:30	2	MAGNY-COURS	FRANCE	58470	58
01/02/2012	08:30	1	REVINNY-SUR-ORNAIN	FRANCE	55800	55
30/01/2012	13:30	1	SOTTEVILLE-LES-ROUEN	FRANCE	76300	76
30/01/2012	11:50	1	SARRALBE	FRANCE	57430	57
27/01/2012	15:00	1	ANGOULÊME	FRANCE	16000	16
25/01/2012	08:10	1	POULE-LES-ECHARMEAUX	FRANCE	69870	69
20/01/2012	15:30	1	FARGUES	FRANCE	46800	46
20/01/2012	11:09	2	METZ-TESSY	FRANCE	74370	74
19/01/2012	18:33	1	POMOY	TCHÉQUE	70240	70
19/01/2012	15:30	1	DOUCIER	FRANCE	39130	39
19/01/2012	02:30	1	MERREY	ALLEMAGNE	52240	52
18/01/2012	10:00	1	SAINT-MARTIN-BELLEVUE	FRANCE	74370	74
16/01/2012	09:00	1	NARBONNE	FRANCE	11100	11
13/01/2012	15:40	1	MURAIMAS	FRANCE	113140	113
13/01/2012	06:00	1	SAINT-DIDIER-SUR-DOULON	FRANCE	43440	43
11/01/2012	14:25	1	PERPIGNAN	FRANCE	66000	66
10/01/2012	19:30	1	SAINT-GEOURS-DE-MAREMME	ESPAGNE	40230	40



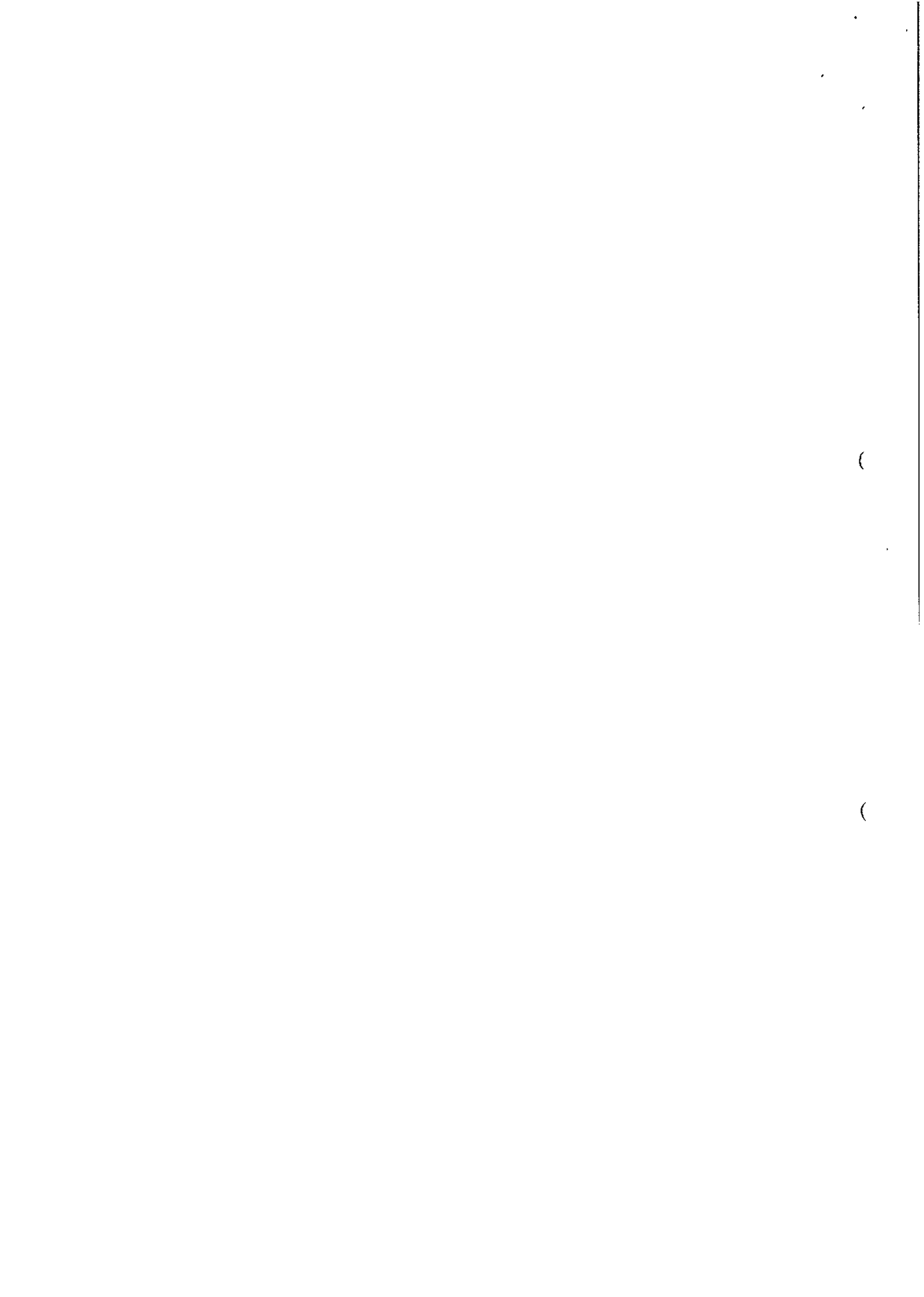


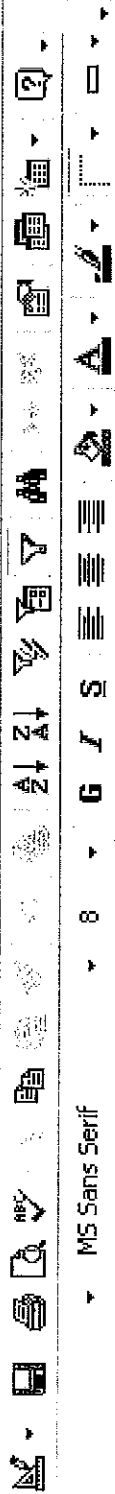
Accident: [ ] Date: [ ] Hour: [ ]

Location: [ ]

Rapports sur l'accident

Name	TRANSPORTS NONAME S.A.	Mode	ROUTE
Contact	Eric LEBOSS	1.8.5 acc.	<input checked="" type="checkbox"/>
Adress	zone industrielle de l'Europe 92055 LA DEFENSE		
Tel:	[0123456789]	Fax:	[09876543211]
Mail:	eric.leboss@noname.fr		>>>>>>>>





## Mode et lieu de l'événement

Mode : Rail/Route (Fluvial)



- Built-up area
- Loading/unloading/transhipment site
- Open road

## Consultation

Accident

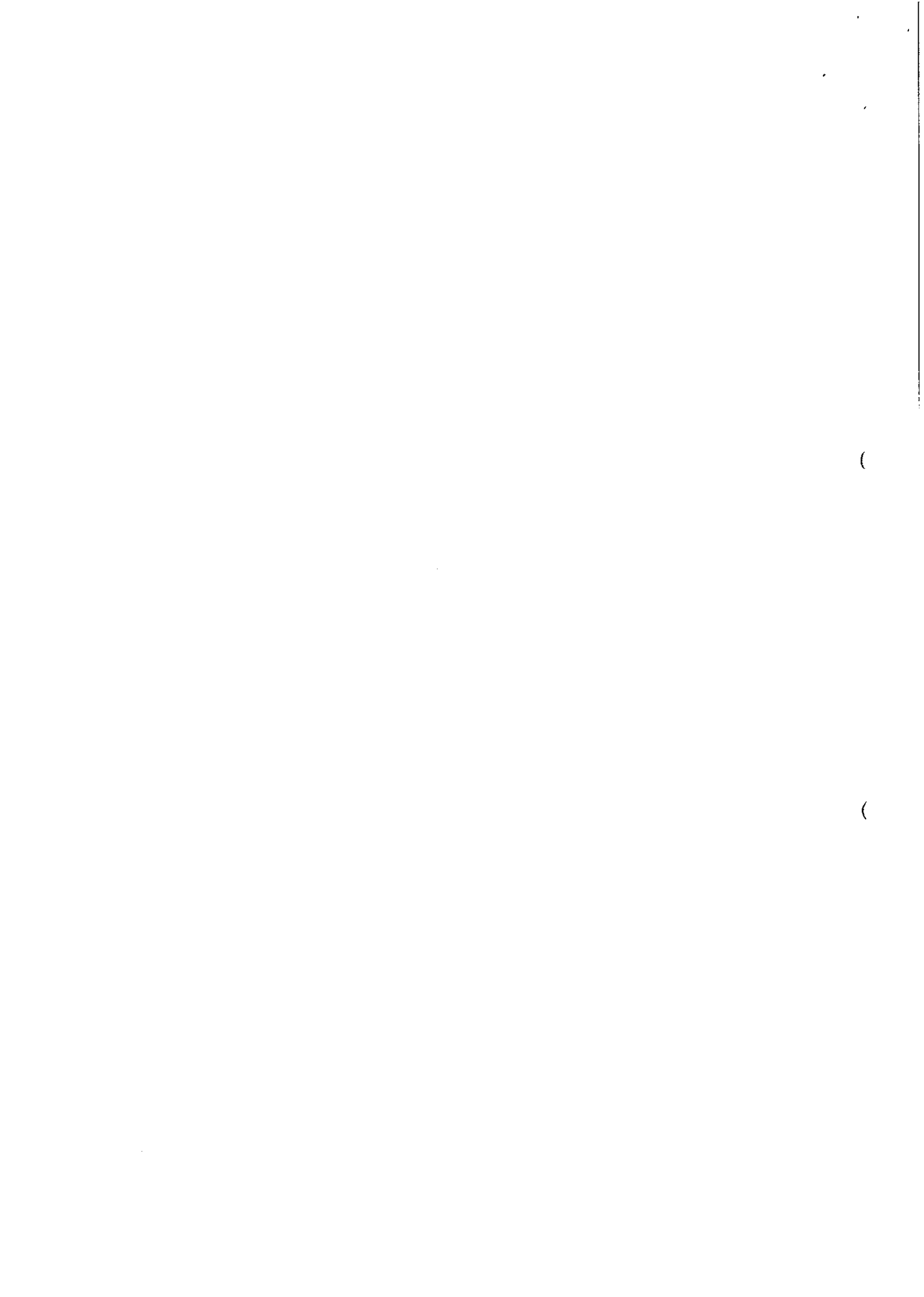
Rapport

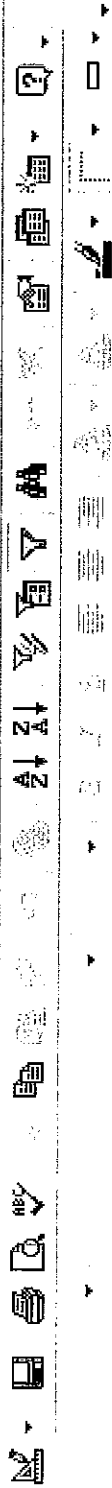
Vehicle registration (optional)

Date:

Hour:

Location:



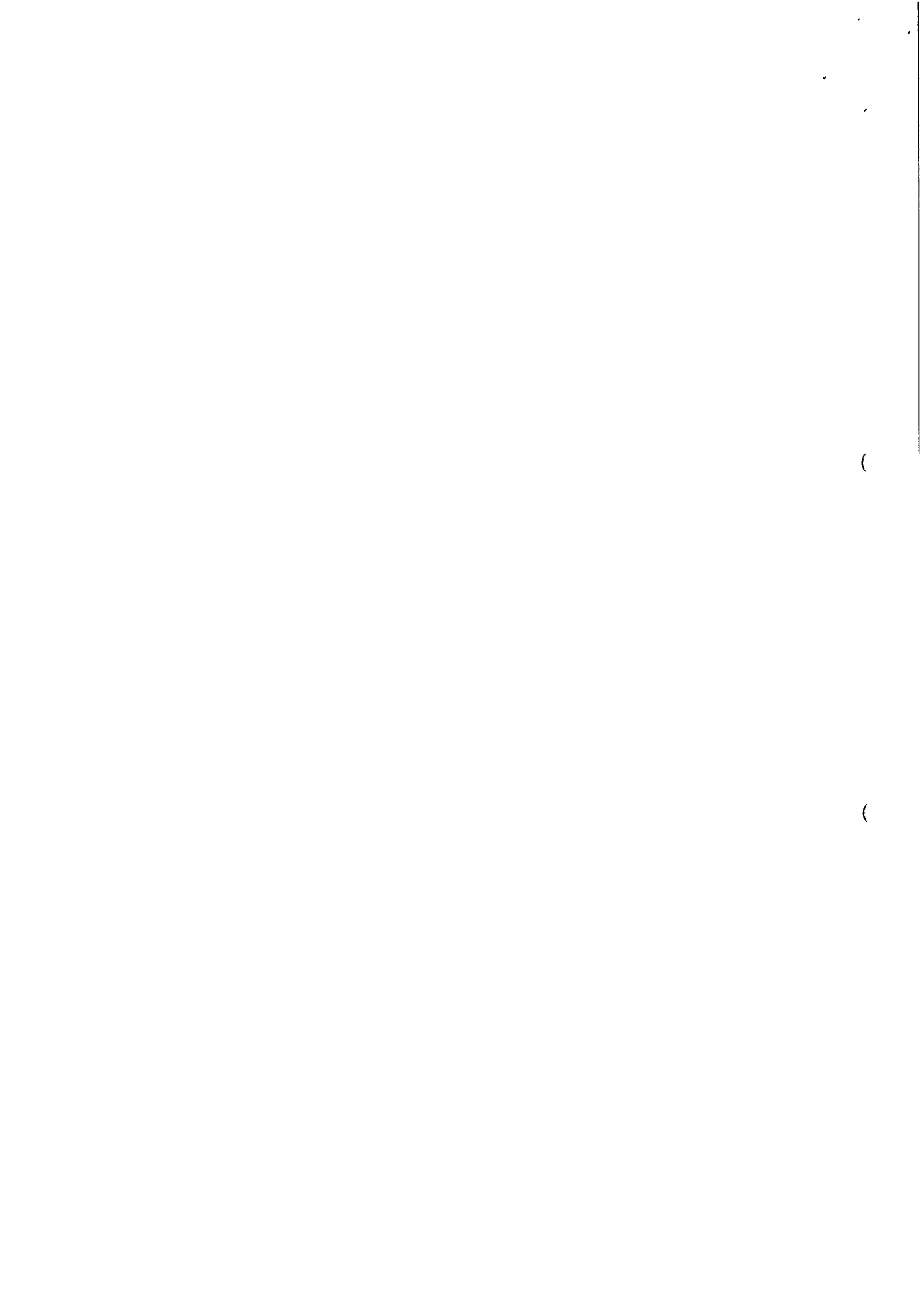


Accident:  Report:  Date:  Hour:  Location:

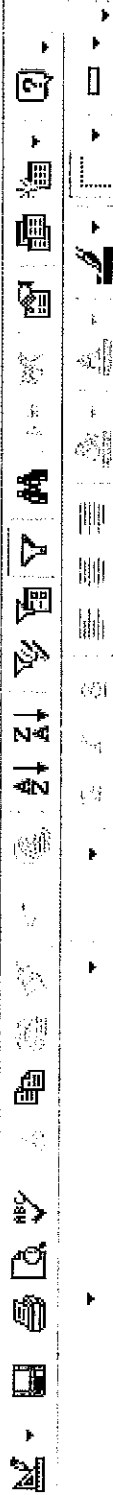
3-Topography | 4-Weather conditions | 5-Description | 6-Dangerous goods | 7-Cause | 8-Consequences

### 3-Topography

- Gradient/Incline
- Tunnel
- Bridge/Underpass
- Crossing







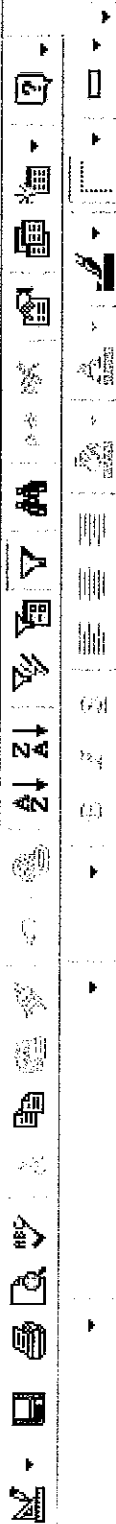
Accident | Report | Date: 24/04/2012 Hour: 13:50 Location: PLOUNEVEZ-MOËDEC

3-Topography 4-Weather conditions 5-Description 6-Dangerous goods 7-Cause 8-Consequences

**4- Particular weather conditions**

- Rain
  - Snow
  - Ice
  - Fog
  - Thunderstorm
  - Storm
- Temperature: \_\_\_\_\_





Accident:  Report:  Date:  Hour:  Location:

3-Topography | 4-Weather conditions | 5-Description | 6-Dangerous goods | 7-Cause | 8-Consequences

**5 - Description of occurrence**

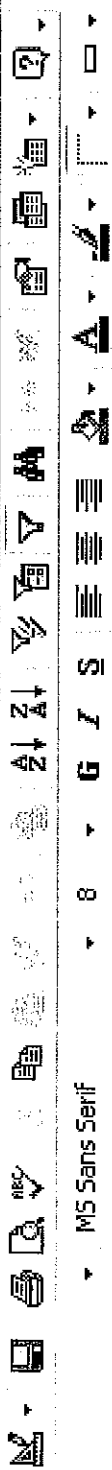
- Derailment/Leaving the road
- Collision
- Overturning/Rolling over
- Fire
- Explosion
- Loss
- Technical fault

Description:

Accident mortel survenu sur la RN 12, dans le sens Brest (29) / Rennes (35), à 20 km à l'ouest de Guingamp, impliquant un véhicule de la DIR Ouest et un véhicule citerne d'hydrocarbures (classe 3) : 26 000 litres de gasoil, 3 000 litres de SP 95 et 3 000 litres de SP98. Réparation du chargement d'hydrocarbures dans les 9 compartiments de la citerne, en aluminium : 1er compartiment 7 000 litres de gasoil, le 2ème 3 000 litres de SP, le 3ème vide non nettoyé, enfin 19 000 litres de gasoil et de 3 000 litres de SP dans les 6 autres compartiments. En provenance de Brest où le chargement a été effectué, le camion citerne est à destination de

Comments:





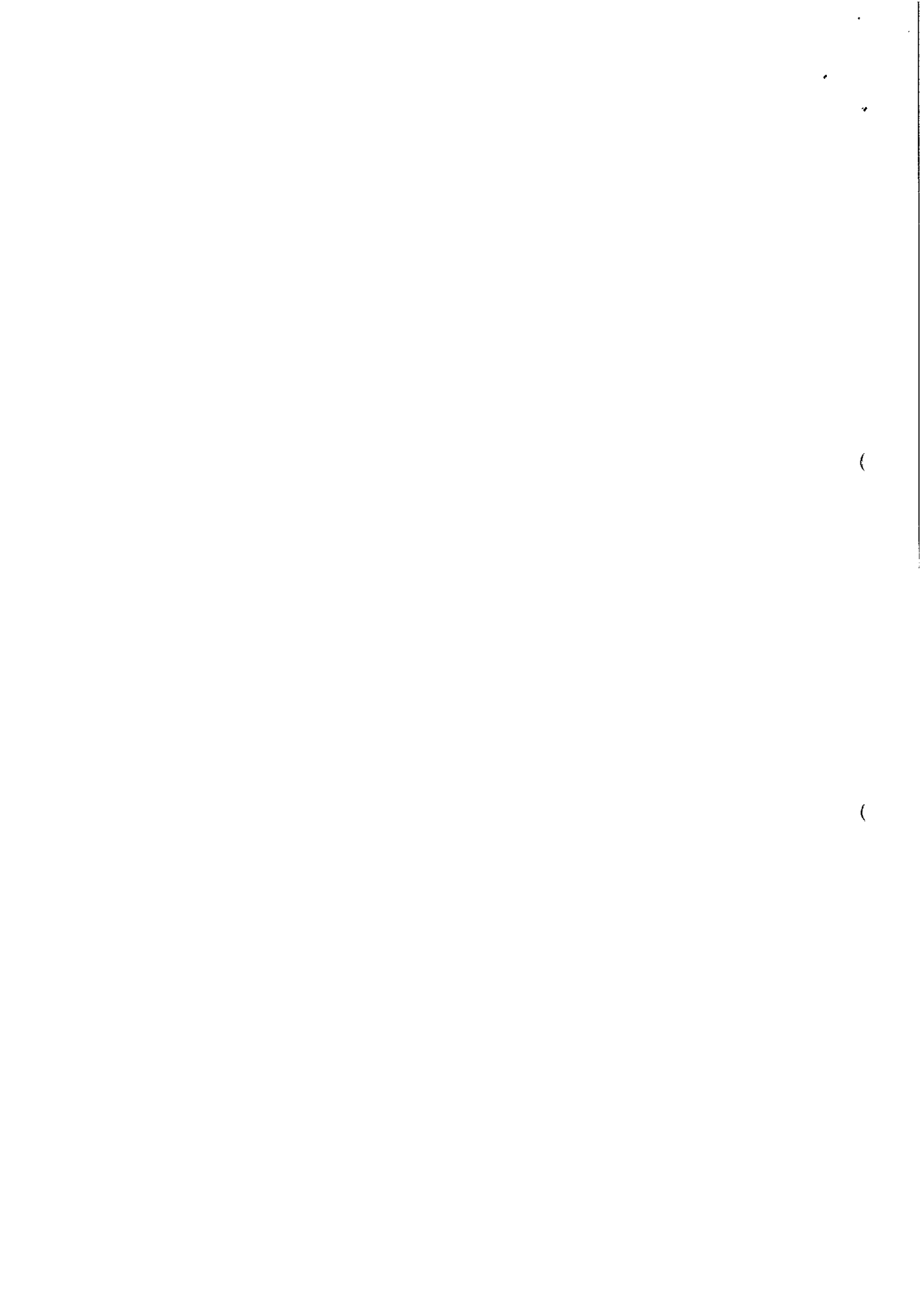
MS Sans Serif

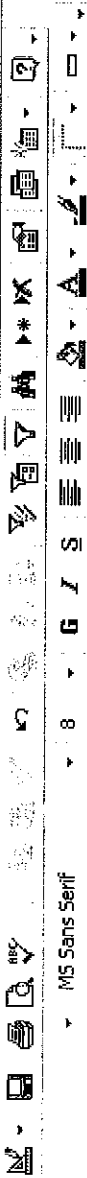
Accident: Report Date: 24/04/2012 Hour: 13:50 Location: PLOUNEVEZ-MOËDEC

3-Topography 4-Weather conditions 5-Description 6-Dangerous goods 7-Cause 8-Consequences

**6 - Dangerous goods involved**

Un Number	Class	Packaging Group	Estimated qty of loss of products (kg or l)	Means of containment	Means of containment material	Type of failure of means of containment
▶ 1203 / 3 / II / ESSENCE POUR MOTEURS D'AUTOMOBILES			8000	Véhicule-citerne		3





MS Sans Serif

8

Accident: Report

Date:

Hour:

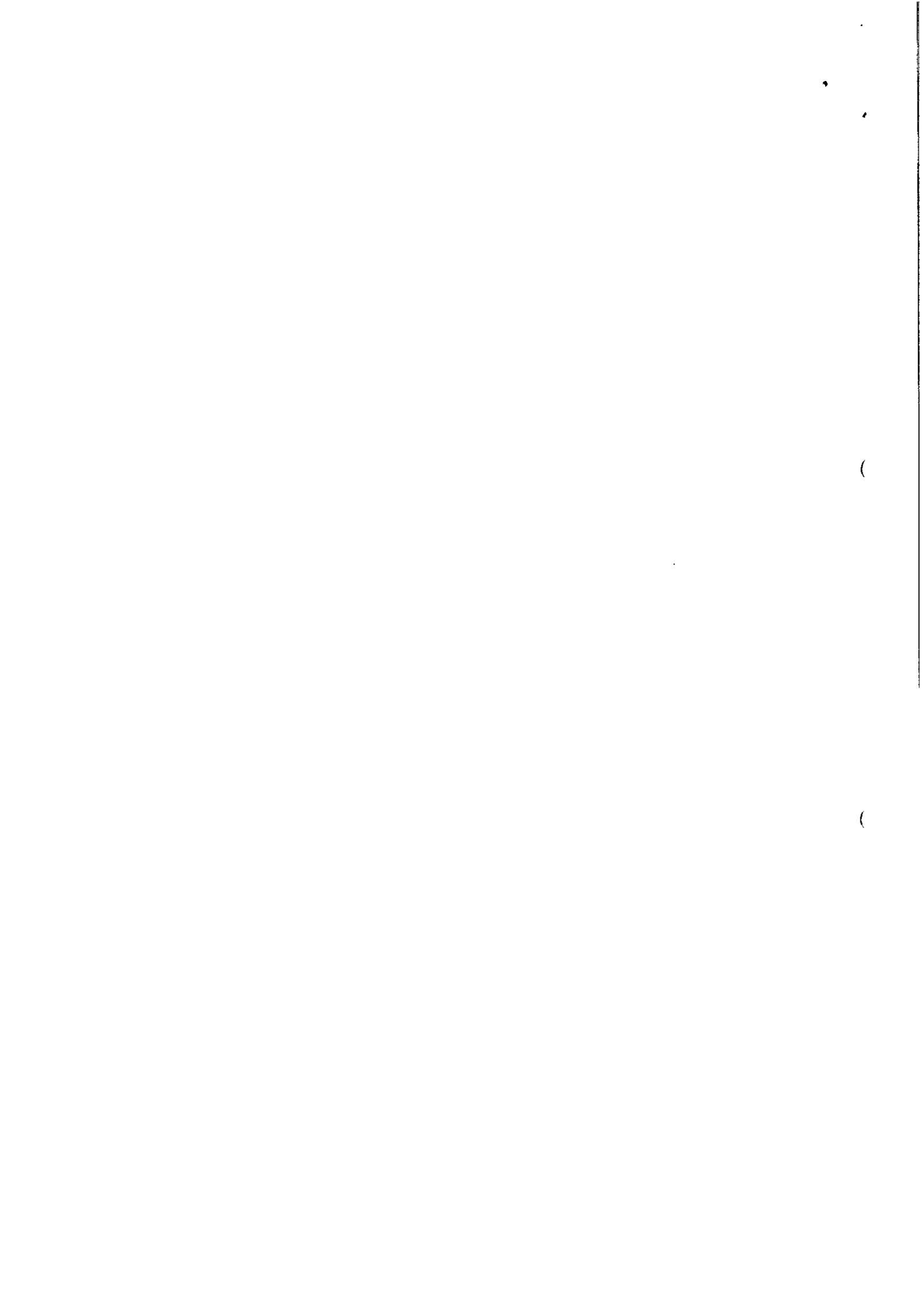
Location:

3-Topography | 4-Weather conditions | 5-D description | 6-Dangerous goods | 7-Cause | 8-Consequences

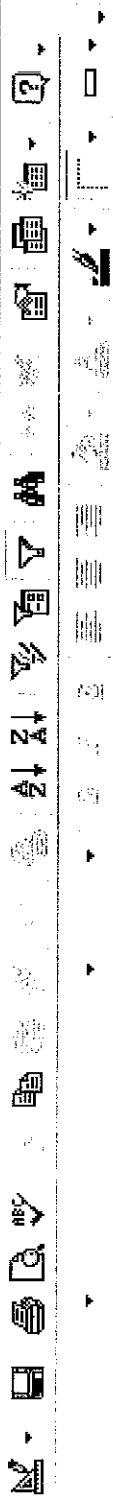
**7-Cause of occurrence**

- Technical fault
- Faulty load securing
- Operational cause (rail operation)
- Other

Loss of control of vehicle.







Accident: [ ] Report: [ ] Date: [ 24/04/2012 ] Hour: [ 13:50 ] Location: [ PLOUNEVEZ-MOËDEC ]

3-Topography | 4-Weather conditions | 5-Description | 6-Dangerous goods | 7-Cause | 8-Consequences

**8- Consequences of occurrence**

Personal injury in connection with the dangerous goods

Deaths (nr.): [ 1 ] DG [ ] Road traffic [ ]  
 Injured (nr.): [ 0 ] [ ] [ ]

Material/Environment damage:

[ ] Estimated level of damage <= 50 000 Euros  
 [ ] Estimated level of damage > 50 000 Euros

Loss of product:

Yes  
 Imminent risk of loss of product

Involvement of authorities

Yes

Evacuation of persons for a duration of at least 3 hours caused by dangerous goods involved

Closure of public traffic routes for a duration of at least 3 hours caused by dangerous goods involved

