ACCIDENTS DURING ROAD TRANSPORT

	From	COMMENTS
1- GENERAL INCIDENT / ACCIDENT INFORMATION	<u>ON</u>	
Date		
Time		
City		
Country		
Kilometre marker or, GPS coordinates		
1.8.5 event : Y / N ?		Criteria should be reviewed to include some events, even if there are no DG consequences.
Event occurred during :		
- carriage		
- filling		
- loading		
- unloading		
- transhipment		

2- WEATHER CONDITIONS

- dry, clear	CADAS A-6.01	
- rain	CADAS A-6.02	
- snow	CADAS A-6.03	
- fog, mist, smoke	CADAS A-6.04	
- sleet, hail	CADAS A-6.05	
- severe winds	CADAS A-6.06	
- other	CADAS A-6.07	
- unknow	CADAS A-6.99	

3 - SURFACE CONDITIONS

- dry	ADAS R-16.01	
- snow, frost, ice, slush	ADAS R-16.02	

- slippery	CADAS R-16.03
- wet, damp	CADAS R-16.04
- flood	CADAS R-16.05
- other	CADAS R-16.06
- unkown	CADAS R-16.99

3- LIGHT CONDITIONS

- daylight	CADAS A-7.01
- twilight	CADAS A-7.02
- darkness street light lit	CADAS A-7.03
- darkness street light unlit	CADAS A-7.04
- darkness no street lights	CADAS A-7.05
- darkness street lights unknown	CADAS A-7.06
- darkness no street lights or street lights unlit	CADAS A-7.07
- unknown	CADAS A-7.99

4- ROAD INFRASTRUCTURE

- built-up area	1.8.5	
- open road	1.8.5	
- public facilities	suggestion	For instance, inside a oil storage facilities or, a plant compound or, motorway rest area
- private facilities	suggestion	
- multimodal platform	suggestion	
- dual carriageway (median made of):	CADAS R-18.03	
* steel safety barriers / concrete barriers	suggestion	Accident consequences are different depending on the nature of the obstacles
* grassy strip / road markings	suggestion	
- two way street	CADAS R-18.02	
- one way street	CADAS R-18.01	
- single carriageway	CADAS R-18.04	Directions of traffic not specified
- unpaved-road	UNECE B.I-03	<u> </u>
•		

5- TOPOGRAPHY

- straight road	CADAS A-10.06	idea from
- road curve (in a)	CADAS R-25.01	

- entrance / exit ramps	CADAS R-14.04	
- S-curve road	suggestion	
- level crossing	suggestion	
- gradient / incline :	1.8.5	
* descending	suggestion	
* ascending	suggestion	
- roundabout	CADAS R-13.02	
- tunnel (inside the)	1.8.5	
- entrance / exit of the tunnel	suggestion	Outside the tunnel
- bridge (on a)	1.8.5	
- under the bridge	suggestion	
- underpass	1.8.5	
- crossing / intersection	1.8.5	

6- VEHICLE DESCRIPTION

Total number of vehicles involved	suggestion	
Of those, total number of DG transport unit(s)	suggestion	
■ DGV manœuvre (CADAS U-11):		
- straight forward / normal driving	CADAS U-11.20	
- stopping	suggestion	Due to traffic lights or, the driver has temporarily left his vehicle
- parking	CADAS U-11.02	
- slowing	CADAS U-11.06	Due to traffic conditions (near the roadworks) or, inside the facilities
■ DGV shape :		
 vehicle without trailer or semi-trailer 	CADAS U-4.01	
 vehicle with trailer or semi-trailer 	CADAS U-4.02	
- light DGV	UNECE B.II.A-22	Vans or, gross vehicle weight ≤ 3.5 ton
- road train	UNECE B.II.A-33	
- others		
■ Type of body of DGV (UNECE – B.II.A-24):		Classification due to their superstructures
DGV ordinary open box :	UNECE B.II.A-24	
- flat		
- with cover		
Tipper / dump truck	UNECE B.II.A-24	
Tanker (road) :	UNECE B.II.A-24	
- solid bulk		

- liquid bulk	
Others	

7-MEANS OF CONTAINEMENT INFORMATION

- packaging	1.8.5	
- IBC	1.8.5	
- large packaging	1.8.5	
- small container	1.8.5	
- vehicle	1.8.5	For bulk carriage?
- tank-vehicle	1.8.5	
- battery-vehicle	1.8.5	
- demountable tank	1.8.5	
- large container	1.8.5	
- tank-container	1.8.5	
- MGEC	1.8.5	
- portable tank	1.8.5	
- dry bulk container [7.3.1.1 (a)]	UNECE B.II.B-06	
- code BK1		carriage in sheeted bulk containers
- code BK2		carriage in closed bulk containers
- dry bulk container [7.3.1.1 (b)]		
- code VC1		carriage in sheeted vehicles, sheeted containers or, sheeted bulk containers
- code VC2		carriage in closed vehicles, closed containers or, closed bulk containers
- code VC3		Carriage in specially equipped vehicles or containers
■ Temperature controlled box (tank / container)	UNECE B.II.A-24	
■ Means of containment material	1.8.5	

Tank code	
Packaging marking (if applicable)	This shall include only technical informations and skip nominative identication of
	approval body. As the marking gives codified information on the packaging type, the
	above mentions may not be necessary.

8- DANGEROUS GOODS INVOLVED

UN number	1.8.5	
Name of the DG	1.8.5	
Class	1.8.5	
Packaging group	1.8.5	
Total quantity of DG carried (estimated)	suggestion	

9- DESCRIPTION OF THE OCCURRENCE

Name departure Suggestion The vehicle was still on the carriageway The folding of an aarticulated vehicle.	N. looving the good	1.8.5	
Jackknifing Suggestion The folding of an aarticulated vehicle.	▶ leaving the road		
▶ drop from a height (vehicule) suggestion ▶ package drop suggestion ▶ tyre blow-out suggestion ▶ tyre puncture suggestion ▶ breakage of the connection fitting between tractor/trailer suggestion ▶ Callision: 1.8.5 * speed (DGV) *vehicle gross weight (kg) Crash type (from the DGV): - tenter front • Left front CADAS U-12.02 • centre front CADAS U-12.03 • right front CADAS U-12.03 • right side CADAS U-12.04 • side-impact collision CADAS U-12.05 • left side CADAS U-12.05 • rear-end collision CADAS U-12.06 • rank treat CADAS U-12.08 Collision against fixed obstacle (s): CADAS U-12.08 Collision against fixed obstacle (s): CADAS U-14.10 • with out trailer / semi-trailer with trailer / semi-trailer • with trailer / semi-trailer with trailer / semi-trailer • without trailer / semi-trailer with trailer / semi-trailer • without trailer / semi-trailer without trailer / semi-trailer			
▶ tyre blow-out suggestion ▶ tyre pluncture suggestion ▶ breakage of the connection fitting between tractor/trailer suggestion Calision: 1.8.5 * speed (DGV) * vehicle gross weight (kg) Crash type (from the DGV): - head-on collision: - left front CADAS U-12.02 - centre front CADAS U-12.03 - right front CADAS U-12.04 - side-impact collision CADAS U-12.05 - left side CADAS U-12.06 - left side CADAS U-12.09 - rear-end collision CADAS U-12.09 - centre rear CADAS U-12.06 - centre rear CADAS U-12.08 Collision against fixed obstacle (s): CADAS U-12.08 Collision against fixed bostacle (s): CADAS U-14.10 - yarked HGV: CADAS U-14.10 - with out trailer / semi-trailer - with out trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trai			I he folding of an aarticulated vehicle.
▶ tyre blow-out suggestion ▶ tyre puncture suggestion ▶ breakage of the connection fitting between tractor/trailer suggestion ▶ Collision: 1.8.5 * speed (DGV) *vehicle gross weight (kg) Crash type (from the DGV): - head-on collision: - left front CADAS U-12.02 - centre front CADAS U-12.03 - right front CADAS U-12.04 - side-impact collision - collision - left side CADAS U-12.09 - left side CADAS U-12.09 - rear-end collision - centre rear - centre rear CADAS U-12.09 - left rear CADAS U-12.06 Collision against fixed obstacle (s): - CADAS U-12.08 Collision against fixed obstacle (s): - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - parked bus CADAS U-14.10			
▶ tyre puncture suggestion ▶ breakage of the connection fitting between tractor/trailer suggestion ★ Speed (DGV) 1.8.5 * speed (DGV) * vehicle gross weight (kg) Crash type (from the DGV):			
▶ breakage of the connection fitting between tractor/trailer suggestion ▶ Collision: 1.8.5 * speed (DGV) * vehicle gross weight (kg) Crash type (from the DGV): - left front - left front CADAS U-12.02 - centre front CADAS U-12.03 - right front CADAS U-12.04 - side-impact collision CADAS U-12.05 - left side CADAS U-12.05 - rear-end collision CADAS U-12.09 - rear-end collision CADAS U-12.06 - centre rear CADAS U-12.06 - centre rear CADAS U-12.08 Collision against fixed obstacle (s): - CADAS U-12.08 Collision against fixed obstacle (s): - with trailer / semi-trailer - parked DGV: CADAS U-14.10 - parked DGV semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - parked bus - without trailer / semi-trailer			
Tractor/trailer			
▶ Collision: 1.8.5 * speed (DGV) * vehicle gross weight (kg) Crash type (from the DGV): - head-on collision: - left front CADAS U-12.02 - centre front CADAS U-12.03 - right front CADAS U-12.04 - side-impact collision - cantre front - right side CADAS U-12.05 - left side CADAS U-12.05 - rear-end collision - right rear - right rear CADAS U-12.06 - centre rear CADAS U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer		suggestion	
* speed (DGV) * vehicle gross weight (kg) Crash type (from the DGV): - head-on collision: - left front - centre front - CADAS U-12.03 - right front - side-impact collision - right side - left side - cancel collision - right rear - right rear - cancel collision - right rear - cancel collision - right rear - CADAS U-12.06 - left side - CADAS U-12.09 - rear-end collision - right rear - CADAS U-12.06 - centre rear - CADAS U-12.06 - CADAS U-12.06 - CADAS U-12.06 - centre rear - CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - without trailer / semi-trailer	tractor/trailer		
* speed (DGV) * vehicle gross weight (kg) Crash type (from the DGV): - head-on collision: - left front - centre front - CADAS U-12.03 - right front - side-impact collision - right side - left side - cancel collision - right rear - right rear - cancel collision - right rear - cancel collision - right rear - CADAS U-12.06 - left side - CADAS U-12.09 - rear-end collision - right rear - CADAS U-12.06 - centre rear - CADAS U-12.06 - CADAS U-12.06 - CADAS U-12.06 - centre rear - CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - without trailer / semi-trailer			
* vehicle gross weight (kg) Crash type (from the DGV): - head-on collision: - left front - centre front - caDAS U-12.02 - right front - side-impact collision - right side - right side - caDAS U-12.05 - left side - left side - rear-end collision - right rear - caDAS U-12.06 - centre rear - CADAS U-12.06 - centre rear - CADAS U-12.08 - centre rear - CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer		1.8.5	
Crash type (from the DGV): - head-on collision: - left front CADAS U-12.02 - centre front CADAS U-12.03 - right front CADAS U-12.04 - side-impact collision - right side - right side CADAS U-12.05 - left side CADAS U-12.09 - rear-end collision - right rear - right rear CADAS U-12.06 - centre rear CADAS U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): CADAS U-12.08 Collision against fixed obstacle (s): CADAS U-14.10 - parked HGV: CADAS U-14.10 - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer			
- head-on collision: - left front - left front - centre front - cabas U-12.03 - right front - side-impact collision - right side - left side - left side - rear-end collision - right rear - centre rear - cabas U-12.06 - left rear - cantre rear - cabas U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer	* vehicle gross weight (kg)		
- head-on collision: - left front - left front - centre front - cabas U-12.03 - right front - side-impact collision - right side - left side - left side - rear-end collision - right rear - centre rear - cabas U-12.06 - left rear - cantre rear - cabas U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer			
- left front CADAS U-12.02 - centre front CADAS U-12.03 - right front CADAS U-12.04 - side-impact collision - right side CADAS U-12.05 - left side CADAS U-12.09 - rear-end collision - right rear CADAS U-12.09 - centre rear CADAS U-12.07 - left rear CADAS U-12.08 COllision against fixed obstacle (s): - parked HGV: CADAS U-14.10 Gross vehicle weight > 3,5 ton. - with trailer / semi-trailer - without trailer / semi-trailer			
- centre front CADAS U-12.03 - right front CADAS U-12.04 - side-impact collision - right side CADAS U-12.05 - left side CADAS U-12.09 - rear-end collision - right rear CADAS U-12.06 - centre rear CADAS U-12.07 - left rear CADAS U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: CADAS U-14.10 Gross vehicle weight > 3,5 ton with trailer / semi-trailer - without trailer / semi-trailer - with trailer / semi-trailer - with trailer / semi-trailer - without trailer / semi-trailer - parked bus			
- right front	- left front		
- side-impact collision - right side - cADAS U-12.05 - left side - cADAS U-12.09 - rear-end collision - right rear - centre rear - cADAS U-12.06 - left rear - cADAS U-12.07 - left rear - cADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer - with utrailer / semi-trailer - without trailer / semi-trailer - parked bus	- centre front		
- right side CADAS U-12.05 - left side CADAS U-12.09 - rear-end collision - right rear CADAS U-12.06 - centre rear CADAS U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: CADAS U-14.10 Gross vehicle weight > 3,5 ton. - with trailer / semi-trailer - without trailer / semi-trailer - with trailer / semi-trailer - without trailer / semi-trailer - parked bus		CADAS U-12.04	
- left side CADAS U-12.09 - rear-end collision - right rear CADAS U-12.06 - centre rear CADAS U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: CADAS U-14.10 Gross vehicle weight > 3,5 ton. - with trailer / semi-trailer - without trailer / semi-trailer - parked bus	- side-impact collision		
- rear-end collision - right rear - centre r	- right side		
- right rear CADAS U-12.06 - centre rear CADAS U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: CADAS U-14.10 Gross vehicle weight > 3,5 ton. - with trailer / semi-trailer - without trailer / semi-trailer - parked DGV: CADAS U-14.10 - with trailer / semi-trailer - without trailer / semi-trailer - parked bus	- left side	CADAS U-12.09	
- centre rear CADAS U-12.07 - left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer - with trailer / semi-trailer - without trailer / semi-trailer - parked bus	- rear-end collision		
- left rear CADAS U-12.08 Collision against fixed obstacle (s): - parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer - with trailer / semi-trailer - with trailer / semi-trailer - with trailer / semi-trailer - without trailer / semi-trailer - without trailer / semi-trailer - parked bus	- right rear		
Collision against fixed obstacle (s): - parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer - with trailer / semi-trailer - without trailer / semi-trailer - parked bus	- centre rear	CADAS U-12.07	
- parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer - parked DGV: - with trailer / semi-trailer - with trailer / semi-trailer - with trailer / semi-trailer - without trailer / semi-trailer - parked bus	- left rear	CADAS U-12.08	
- parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer - parked DGV: - with trailer / semi-trailer - with trailer / semi-trailer - with trailer / semi-trailer - without trailer / semi-trailer - parked bus			
- parked HGV: - with trailer / semi-trailer - without trailer / semi-trailer - parked DGV: - with trailer / semi-trailer - with trailer / semi-trailer - with trailer / semi-trailer - without trailer / semi-trailer - parked bus	Collision against fixed obstacle (s):		
- without trailer / semi-trailer - parked DGV: - with trailer / semi-trailer - without trailer / semi-trailer - parked bus	- parked HGV :	CADAS U-14.10	Gross vehicle weight > 3,5 ton.
- parked DGV: - with trailer / semi-trailer - without trailer / semi-trailer - parked bus	- with trailer / semi-trailer		
- with trailer / semi-trailer - without trailer / semi-trailer - parked bus	- without trailer / semi-trailer		
- without trailer / semi-trailer - parked bus	- parked DGV :	CADAS U-14.10	
- parked bus	- with trailer / semi-trailer		
- parked bus			
	- parked light goods road vehicle	UNECE B-II.A-22	Gross vehicle weight ≤ 3,5 ton.

11 11 :5 4/1 uu:1		,
- parked passenger road vehicle	UNECE B-II.A-07	
- bridge pillars	CADAS U-13.04	
- safety / concrete barrier	CADAS U-14.07/08	
- stone / rock / mountain side	CADAS U-14.11	
- other permanent object	CADAS U-14.14	Fence, road sign, traffic signal, tree,
- submerged in water	CADAS U-14.13	
- unknown	CADAS U-14.99	
Collision against moving obstacle (s):		
- HGV :		
- without trailer / semi-trailer		
 with trailer / semi-trailer 		
- another DGV :		
 without trailer / semi-trailer 		
- with trailer / semi-trailer		
- train	CADAS U-13.10	
- bus (motor coach, trolley bus, tram,)	UNECE B-II.A-15	
- passenger road vehicle		
- agricultural tractor	UNECE B-II.A-28	
- others (motorcyle, bicycle, pedestrian, animal,		
)		
-		

➤ vapour cloud		
➤ suspicious smell		
▶ overturning	1.8.5	DGV was upside down or, came to rest on its roof
► rolling over	1.8.5	DGV lying on its left / right side. Depending on the side where the tank was lying, the valves could be hidden / buried under the damaged vehicle.
- left side		
- right side		

► Fire (location) :		
- tractor cab		
- road tractor	UNECE B-II.A-27	
- tyres / trailer axle		
- tank-trailer		
- trailer / semi-trailer	UNECE B-II.A-29/31	
- transport unit		the whole transport unit, including its load, was destroyed by fire.

▶ Explosion		
* explosion without fire :		
- over-pressurized inside the tank /	US DOT- 530	
packaging		
- other		
* explosion with fire (concerned item):		
- tank		
- pressure receptacle		
- other packaging		
► Loss (location of the leakage for all packaging) :		
For road tanker, did the valves hide by the		If any
overturned road tanker : Y / N ?		
- body	US DOT- 104	
- bottom outlet valve	US DOT- 106	
- closure (cap, top, or plug)	US DOT- 109	
- cover	US DOT- 110	
- cylinder neck or shoulder	US DOT- 111	
- cylinder sidewall – near base	US DOT- 112	
- cylinder sidewall - other	US DOT- 113	
- cylinder valve	US DOT- 114	
- flange	US DOT- 118	
- gauging device	US DOT- 122	
- hose	US DOT- 125	
- hose adaptor or coupling	US DOT- 126	
- inlet (loading) valve	US DOT- 127	
- inner packaging	US DOT- 128	
- inner receptacle	US DOT- 129	
- loading / unloading lines	US DOT- 135	
- manhole or dome cover	US DOT- 137	
- piping or fittings	US DOT- 141	
- pressure relief valve	US DOT- 143	
- sample line	US DOT- 146	
- tank head	US DOT- 149	
- tank shell	US DOT- 150	
 vacuity visualization window (valve 	suggestion	

adapter)		
- vacuum relief valve	US DOT- 153	
- vent	US DOT- 159	
- weld or seam	US DOT- 161	
- other		
▶ imminent risk of loss of product (structural		
damage, no suitable for further carriage,)		
► container falling from the vehicle	suggestion	Even no leakage, from the packages inside the container, was reported

10- CAUSE OF OCCURRENCE (related to a 1st assessment, if feasible)

► Technical fault		
- electrical system failure		
- mechanical system failure		
- broken component or device	US DOT- 502	
- defective component or device	US DOT- 508	
- missing component or device	US DOT- 528	
- tyre		
- brake system failure		
- abrasion	US DOT- 501	
- corrosion		
- exterior	US DOT- 506	
- interior	US DOT- 507	
- poor conditions of the packaging	suggestion	
- defective measuring instruments	suggestion	
- other		
► related to procedures		
- improper preparation for	US DOT- 517	
transportation		
- inadequate maintenance	US DOT- 520	
- inadequate preparation for	US DOT- 521	
transportation		
- inadequate procedures	US DOT- 522	
- overfilled	US DOT- 529	
- over-pressurized	US DOT- 530	
- valve open	US DOT- 535	

► Faulty load securing	1.8.5	
- improper securing arrangement	suggestion	
- inadequate blocking and bracing	US DOT- 519	
► related to DG carried (spontaneous chemical		
reaction / combustion)		
- incompatible products	US DOT- 524	
 incompatible material of the containment (packaging or tank) with the product carried 	suggestion	non-appropriated means of containment material for DG carried (subject to chemical reaction)
- self-ignition	US DOT- 503	
- polymerization	US DOT- 504	
► Human cause		
- consumption of alcohol		
- consumption of narcotics		
- medical treatment / unwell feeling		
- excessive speed		
- lack of experience		
- inattention		
- sleepiness		
- careless driving		
- loss of control over the DGV (despite the		
observation of speed limits)		
 loss of control over the DGV (non- specified) 		
- non-compliance with the procedures		
- inadequate training	US DOT- 523	
- other		
► External cause		
- slippery / wet road		
- weather conditions		
- narrow road		
- other		
► Other vehicle		
▶ liquid movement inside the tank	suggestion	
► Other cause (theft, sabotage,)		

12- CONSEQUENCES OF OCCURRENCE

➤ Total number of personal injury :		
* number of deaths	1.8.5	
* number of injured people	1.8.5	
► Of those, number of personal injury in connection		
with DG:		
* number of deaths		
* number of injured people		

Material / Environment damage

damage relating to DG packaging		
- abraded	US DOT- 301	
- bent	US DOT- 302	
- burst or ruptured	US DOT- 303	
- cracked	US DOT- 304	
- crushed	US DOT- 305	
- failed to operate	US DOT- 306	
- gouged or cut	US DOT- 307	
- leaked	US DOT- 308	
- punctured	US DOT- 309	
- ripped or torn	US DOT- 310	
- structural	US DOT- 311	
 torn off or damaged 	US DOT- 312	
- vented	US DOT- 313	

Estimated quantity of loss of products (kg or i)	1.6.5	
Estimated level of damage ≤ 50,000 Euros	1.8.5	
Estimated level of damage ≥ 50,000 Euros	1.8.5	

Involvement of authorities

No	1.8.5	
Yes	1.8.5	

Evacuation of persons for a duration of at least 3 hours	1.8.5	
Closure of public traffic routes for a duration of at last 3	1.8.5	
hours		

ACCIDENTS DURING LOADING/UNLOADING OPERATION

	COMMENTS

1- GENERAL INCIDENT / ACCIDENT INFORMATION

Date	
Time	
City	
Country	
1.8.5 event : Y / N ?	
Event occurred during :	
- filling	
- loading	
- unloading	
- transhipment	

2- WEATHER CONDITIONS

- dry, clear	CADAS A-6.01	
- rain	CADAS A-6.02	
- snow	CADAS A-6.03	
- fog, mist, smoke	CADAS A-6.04	
- sleet, hail	CADAS A-6.05	
- severe winds	CADAS A-6.06	
- other	CADAS A-6.07	
- unknow	CADAS A-6.99	

3- LIGHTING CONDITIONS

- daylight	CADAS A-7.01
- twilight	CADAS A-7.02
- darkness street light lit	CADAS A-7.03
- darkness street light unlit	CADAS A-7.04
- darkness no street lights	CADAS A-7.05
- darkness street lights unknown	CADAS A-7.06
- darkness no street lights or street lights unlit	CADAS A-7.07
- unknown	CADAS A-7.99

4- INFRASTRUCTURE OF THE FACILITIES

- built-up area	1.8.5	
- industrial site		
- industrial / economic activity area		
- public access / domain		
- private access / domain		
- multimodal platform		

5- VEHICLE DESCRIPTION

Total number of vehicles involved	
Of those, total number of DG transport unit(s)	

■ DGV manœuvre (CADAS U-11):		
- straight forward / normal driving	CADAS U-11.20	
- stopping	suggestion	Due to traffic lights or, the driver has temporarily left his vehicle

- parking	CADAS U-11.02	
- slowing	CADAS U-11.06	Due to traffic conditions (near the roadworks) or, inside the facilities

■ DGV shape :		
- vehicle without trailer or semi-trailer	CADAS U-4.01	
- vehicle with trailer or semi-trailer	CADAS U-4.02	
- light DGV	UNECE B.II.A-22	Vans or, gross vehicle weight ≤ 3.5 ton
- road train	UNECE B.II.A-33	
- others		
■ Type of body of DGV (UNECE – B.II.A-24):		Classification due to their superstructures
DGV ordinary open box :	UNECE B.II.A-24	
- flat		
- with cover		
Tipper / dump truck	UNECE B.II.A-24	
Tanker (road) :	UNECE B.II.A-24	
- solid bulk		
- liquid bulk		
Others		

6-MEANS OF CONTAINEMENT INFORMATION

- packaging	1.8.5	
- IBC	1.8.5	
- large packaging	1.8.5	
- small container	1.8.5	
- vehicle	1.8.5	For bulk carriage ?
- tank-wagon	1.8.5	
- tank-vehicle	1.8.5	
- battery-wagon	1.8.5	
- battery-vehicle	1.8.5	
- wagon with demountable tanks	1.8.5	
- demountable tank	1.8.5	
- large container	1.8.5	
- tank-container	1.8.5	
- MGEC	1.8.5	
- portable tank	1.8.5	
- dry bulk container [7.3.1.1 (a)]	UNECE B.II.B-06	
- code BK1		carriage in sheeted bulk containers

explosion without fire :

over-pressurized inside the tank / packaging

INF.34/Add.1		
- code BK2		carriage in closed bulk containers
- dry bulk container [7.3.1.1 (b)]		
- code VC1		carriage in sheeted vehicles, sheeted containers or, sheeted bulk containers
- code VC2		carriage in closed vehicles, closed containers or, closed bulk containers
- code VC3		Carriage in specially equipped vehicles or containers
■ Temperature controlled box (tank / container)	UNECE B.II.A-24	
■ Means of containment material	1.8.5	
Tank code		
Packaging marking (if applicable)		This shall include only technical informations and skip nominative identication of approval body. As the marking gives codified information on the packaging type, the above mentions may not be necessary.
7- DANGEROUS GOODS INVOLVED		
UN number		
Name of DG		
Class		
Packaging group		
Total quantity of DG carried (estimated)		
8- DESCRIPTION OF THE OCCURRENCE		
▶ vapour cloud		
▶ suspicious smell		
➤ overspill (storage tank)	suggestion	
► Fire (location) :		
- tractor cab		
- road tractor	UNECE B-II.A-27	
- tyres / trailer axle		
- tyres / trailer axie		
- trailer / semi-trailer	UNECE B-II.A-29/31	
- transport unit		the whole transport unit, including its load, was destroyed by fire.
transport unit		and throat dampert drift, including to load, was destroyed by inc.
► Explosion		

US DOT- 530

- other			
explosion with fire (concerned item):			
- tank			
 pressure receptacle 			
 other packaging 			
Loss (location of the leakage for all packaging):			
- body	US DOT- 104		
- bottom outlet valve	US DOT- 106		
 closure (cap, top, or plug) 	US DOT- 109		
- cover	US DOT- 110		
- cylinder neck or shoulder	US DOT- 111		
- cylinder sidewall – near base	US DOT- 112		
- cylinder sidewall - other	US DOT- 113		
- cylinder valve	US DOT- 114		
- flange	US DOT- 118		
- gauging device	US DOT- 122		
- hose	US DOT- 125		
- hose adaptor or coupling	US DOT- 126		
- inlet (loading) valve	US DOT- 127		
- inner packaging	US DOT- 128		
- inner receptacle	US DOT- 129		
- loading / unloading lines	US DOT- 135		
- manhole or dome cover	US DOT- 137		
- piping or fittings	US DOT- 141		
- pressure relief valve	US DOT- 143		
- sample line	US DOT- 146		
- tank head	US DOT- 149		
- tank shell	US DOT- 150		
 vacuity visualization window (valve 	suggestion		
adapter)			
- vacuum relief valve	US DOT- 153		
- vent	US DOT- 159		
- weld or seam	US DOT- 161		
- other			

▶ imminent risk of loss of product (structural		
damage, no suitable for further carriage,)		
► container falling from the vehicle	suggestion	Even no leakage, from the packages inside the container, was reported

► Loss (location of the leakage from the storage tank):		
- body	US DOT- 104	
- closure (cap, top, or plug)	US DOT- 109	
- flange	US DOT- 118	
- gauging device	US DOT- 122	
- hose	US DOT- 125	
- hose adaptor or coupling	US DOT- 126	
- loading / unloading lines	US DOT- 135	
- piping or fittings	US DOT- 141	
- pressure relief valve	US DOT- 143	
- sample line	US DOT- 146	
- vacuum relief valve	US DOT- 153	
- vent	US DOT- 159	
- weld or seam	US DOT- 161	
- others		

8 **CAUSE OF OCCURRENCE** (related to a 1st assessment, if feasible)

■ Related to the transport unit

► Technical fault		
- electrical system failure		
- mechanical system failure		
- broken component or device	US DOT- 502	
- defective component or device	US DOT- 508	
- missing component or device	US DOT- 528	
- tyre		
- brake system failure		
- abrasion	US DOT- 501	
- corrosion		
- exterior	US DOT- 506	
- interior	US DOT- 507	
- poor conditions of the packaging	suggestion	
- defective measuring instruments	suggestion	
- others		

► related to procedures		
- improper preparation for	US DOT- 517	
transportation		
- inadequate maintenance	US DOT- 520	
- inadequate preparation for	US DOT- 521	
transportation		
- inadequate procedures	US DOT- 522	
- overfilled	US DOT- 529	
- over-pressurized	US DOT- 530	
- valve open	US DOT- 535	
► Faulty load securing	1.8.5	
- improper securing arrangement	suggestion	
- inadequate blocking and bracing	US DOT- 519	
► related to DG carried (spontaneous chemical		
reaction / combustion)		
- incompatible products	US DOT- 524	
 incompatible material of the containment 	suggestion	non-appropriated means of containment material for DG carried (subject to chemical
(packaging or tank) with the product		reaction)
carried		
- self-ignition	US DOT- 503	
- polymerization	US DOT- 504	
► Human cause		
- lack of experience		
- inattention		
- non-compliance with the procedures		
- inadequate training	US DOT- 523	
- driver performs task not assigned to him		
 poor communication between the driver 		
and the site operator / customer		
- others		
► External cause		
- weather conditions (freezing)		
- other		
► Other vehicle		

■ Related to the loading / unloading site

chnical fault		
- corrosion		
 poor condition of the storage tank 		
- inappropriate tank material		non-appropriated means of containment material to DG carried (subject to chemical reaction)
 measuring instruments 		
- other		
man cause		1
- lack of experience		
·		
- lack of training		
- acting without caution - forklift accident	US DOT - 513	
operator / customer performs task not assigned to him		
 poor communication between the driver and the site operator / customer 		
 non-compliance with the procedures 		
 improper labelling on the packaging 		
- other		
ernal cause		
- weather conditions (freezing)		
- other		
ONSTOUTNOSS OF OCCUPRENCE		
ONSEQUENCES OF OCCURRENCE		

Estimated quantity of loss of products (kg or I)	1.8.5	
► Total number of personal injury :		
* number of deaths		
* number of injured people		
► Of those, number of personal injury in connection		
with DG:		
* number of deaths		

* number of injured people		
■ Related to the loading / unloading site		
Estimated quantity of loss of products (kg or l)	1.8.5	From the storage tank
➤ Total number of personal injury :		
* number of deaths		
* number of injured people		
► Of those, number of personal injury in connection with DG:		
* number of deaths		
* number of injured people		
Material / Environment damage		
Estimated quantity of loss of products (kg or I)	1.8.5	
Estimated level of damage ≤ 50,000 Euros	1.8.5	
Estimated level of damage ≥ 50,000 Euros	1.8.5	
Involvement of authorities		
No	1.8.5	
Yes	1.8.5	
Evacuation of persons for a duration of at least 3 hours	1.8.5	
Closure of public traffic routes for a duration of at last 3 hours	1.8.5	

ACCIDENTS DURING TRANSPORT BY RAIL

(detailed description of rail events not yet completed)

	COMMENTS

1- GENERAL INCIDENT / ACCIDENT INFORMATION

Date	
Time	
City	
Country	

Kilometre marker or GPS coordinates	
1.8.5 event : Y / N ?	
Event occurred during :	
- carriage	
 moving inside facilities 	
- operation	

2- WEATHER CONDITIONS

- dry, clear	CADAS A-6.01	
- rain	CADAS A-6.02	
- snow	CADAS A-6.03	
- fog, mist, smoke	CADAS A-6.04	
- sleet, hail	CADAS A-6.05	
- severe winds	CADAS A-6.06	
- other	CADAS A-6.07	
- unknow	CADAS A-6.99	

3- **LIGHTING CONDITIONS**

- daylight	CADAS A-7.01
- twilight	CADAS A-7.02
- darkness street light lit	CADAS A-7.03
- darkness street light unlit	CADAS A-7.04
- darkness no street lights	CADAS A-7.05
- darkness street lights unknown	CADAS A-7.06
- darkness no street lights or street lights unlit	CADAS A-7.07
- unknown	CADAS A-7.99

4- RAILWAY INFRASTRUCTURE

- built-up area	1.8.5	
- open line	1.8.5	
- station	1.8.5	

- shunting / marshalling yard :	1.8.5	
* receiving yard		
* classification yard		
* departure yard		
- industrial site		
 industrial / economic activity area 		
 intermodal rail transport terminal 	UNECE A.I-2506	
 loading / unloading / transhipment site 		
- main railway line	CADAS A-1.12	
 internal service line (major railway site) 		
- maintenance yard		
- rail-connected terminal		Track inside facilities connected to public rail network
- rail junctions		
- railroad crossing		
-		

5- VEHICLE DESCRIPTION

Total number of rail freight wagon(s) involved	
Of those, total number of DG rail wagon(s)	
Rail wagon(s) equipped with the axles	
Rail wagon(s) equipped with the bogies	
■ Activity of DG train / rail wagon :	
- normal driving	
- stopped	
- parked	
- marshalling operations	
- filling	
- loading	
- unloading	
- transhipment	
 low-speed driving 	
■ rail freight wagon shape :	
- platform wagon	
 hopper wagon 	
- tank wagon	

- dumpcar wagon	
- closed-wagon	
- others	

6-MEANS OF CONTAINEMENT INFORMATION

■ Means of containment material	1.8.5	
■ Temperature controlled box (tank / container)	UNECE B.II.A-24	
- code voo		Carriage in specially equipped vehicles of containers
- code VC3		Carriage in specially equipped vehicles or containers
- code VC2		carriage in closed vehicles, closed containers or, closed bulk containers
- code VC1		carriage in sheeted vehicles, sheeted containers or, sheeted bulk containers
- dry bulk container [7.3.1.1 (b)]		annage in siecea sain comaniero
- code BK2		carriage in closed bulk containers
- code BK1		carriage in sheeted bulk containers
- dry bulk container [7.3.1.1 (a)]	UNECE B.II.B-06	
- portable tank	1.8.5	
- MGEC	1.8.5	
- tank-container	1.8.5	
- large container	1.8.5	
- demountable tank	1.8.5	
- wagon with demountable tanks	1.8.5	
- battery-vehicle	1.8.5	
- battery-wagon	1.8.5	
- tank-vehicle	1.8.5	
- tank-wagon	1.8.5	
- vehicle	1.8.5	For bulk carriage?
- small container	1.8.5	
- large packaging	1.8.5	
- IBC	1.8.5	
- packaging	1.8.5	

Tank code	
Packaging marking (if applicable)	This shall include only technical informations and skip nominative identication of approval body. As the marking gives codified information on the packaging type, the above mentions may not be necessary.

7- DANGEROUS GOODS INVOLVED

•	1.8.5

Name of the DG	1.8.5	
Class	1.8.5	
Packaging group	1.8.5	
Total quantity of DG carried (estimated)		

8- DESCRIPTION OF THE OCCURRENCE

- side-impact collision

► derailment	
► vapour cloud	
▶ suspicious smell	
► overturning / rolling over	
▶ drop from a height (train / rail wagon)	
▶ package drop	
▶ breakage of the connection fitting between cars	
► tank collapse	
► Collision :	
* speed	
* vehicle gross weight	
Collision against fixed obstacle (s):	
- parked train / rail wagon	
- parked road transport unit	
- safety barrier	
- buffer stop	
- other	
Collision against moving obstacle (s):	
- another train / rail wagon	
- heavy goods vehicle	
- DG heavy goods vehicle	
- bus	
- personal vehicle / van	
- agricultural tractor	
- other (motorcycle, bicycle, pedestrain, animal,	
)	
crash type (from the DG vehicle side) :	
- head-on collision	

▶ Fire (location): - (locotractor) - Isali wagon - (locotractor) - train - (locotractor) - Explosion - (locotractor) * explosion without fire: - (locotractor) - (locotractor) - (locotractor) * explosion with fire (concerned item): - (locotractor) - (locotractor) - (locotractor) * explosion with fire (concerned item): - (locotractor) - (locotractor)	- rear-end collision		
- locotractor - rail wagon - train - texplosion without fire: - overpressure inside the tank / packaging - other - tank - pressure receptacle - other packaging - other packaging - train - tother packaging - tother packaging - body - bottom outlet valve - bottom outlet valve - closure (cap, top, or plug) - cover - train - flange - gauging device - tose	Total Grid Collision		
- locotractor - rail wagon - train - texplosion without fire: - overpressure inside the tank / packaging - other - tank - pressure receptacle - other packaging - other packaging - train - tother packaging - tother packaging - body - bottom outlet valve - bottom outlet valve - closure (cap, top, or plug) - cover - train - flange - gauging device - tose			
- locotractor - rail wagon - train - texplosion - other - overpressure inside the tank / packaging - other - tank - pressure receptacle - other packaging - other packaging - other packaging - train - tother packaging - body - body - bottom outlet valve - bottom outlet valve - closure (cap, top, or plug) - cover - train - flange - gauging device - us bott- 122 - hose - hose adaptor or coupling - inner packaging - inner location - inner packaging - manhole or dome cover - us bott- 123 - piping or fittings - pressure relief valve - pressure relief valve - pressure relief valve - pressure relief valve - sample line - us bott- 124 - pressure relief valve - pressure relief valve - us bott- 141 - pressure relief valve - us bott- 143 - pressure relief valve - us bott- 144 - pressure relief valve - us bott- 146 - us bott- 146 - us bott- 146 - us bott- 147 - us bott- 147 - us bott- 148	► Fire (location)		
- rail wagon - train Explosion			
► Explosion * explosion without fire : - overpressure inside the tank / packaging - other * explosion with fire (concerned item) : - tank - pressure receptacle - other packaging - other packaging - body US DOT- 104 - bottom outlet valve US DOT- 106 - closure (cap, top, or plug) US DOT- 109 - cover US DOT- 110 - flange US DOT- 118 - gauging device US DOT- 122 - hose US DOT- 125 - hose US DOT- 126 - inlet (loading) valve US DOT- 127 - inner packaging US DOT- 128 - pressure relief valve US DOT- 141 - pressure relief valve US DOT- 143 - pressure relief valve US DOT- 144 - pressure relief valve US DOT- 146 - sample line US DOT- 146			
▶ Explosion * explosion without fire: • overpressure inside the tank / packaging • other * explosion with fire (concerned item): • tank • pressure receptacle • other packaging			
explosion without fire: - overpressure inside the tank / packaging - other * explosion with fire (concerned item): - tank - pressure receptacle - other packaging * body - body - bottom outlet valve - closure (cap, top, or plug) - cover - flange - gauging device - jauging device - hose - hose - hose - hose - hose adaptor or coupling - inlet (loading) valve - inner receptacle - inner receptacle - loading / unloading lines - manhole or dome cover - loading / unloading lines - piping or fittings - pessure relief valve - sample line - samp	t an		
* explosion without fire: - overpressure inside the tank / packaging - other * explosion with fire (concerned item): - tank - pressure receptacle - other packaging * body - body - bottom outlet valve - closure (cap, top, or plug) - cover - flange - gauging device - hose - hose - hose - hose adaptor or coupling - inlet (loading) valve - inner packaging * Bort- 128 - inner receptacle - loading / unloading lines - inaner loading inles - manhole or dome cover - los port- 148 - pressure relief valve - pressure relief valve - sample line -	► Explosion		
- overpressure inside the tank / packaging - other * explosion with fire (concerned item) : - tank - pressure receptacle - other packaging ▶ Loss (location of the leakage for all packaging) : - body - tother packaging Dote			
- other * explosion with fire (concerned item): - tank - pressure receptacle - other packaging Dot-104 - boddy			
* explosion with fire (concerned item): - tank - pressure receptacle - other packaging * body - bottom outlet valve - closure (cap, top, or plug) - cover - flange - gauging device - hose - lose adaptor or coupling - inner packaging - inner packaging - inner receptacle - loading / unloading lines - manhole or dome cover - lose in the leakage for all packaging): - total packaging - us port 104 - port 109 - cover - us port 110 - port 122 - loading / unloading lines - inner receptacle - loading / unloading lines - manhole or dome cover - us port 143 - pressure receptacle - us port 143 - sample line - us port 144 - sample line - us port 144 - sample line - us port 144 - pressure receptacle - us port 143 - sample line - us port 144 - pressure receptacle - us port 143 - sample line - us port 144 - pressure receptacle - us port 143 - sample line - us port 144 - pressure receptacle - us port 144 - pressure receptacle - us port 144 - pressure receptacle - us port 143 - pressure receptacle - us port 144 - pressure receptacle - us port 146 - us port 146 - us pressure receptacle - us port 146 - us pressure receptacle - us port 146 - us port 146 - us port 146 - us pressure receptacle - us port 146 -			
- tank - pressure receptacle - other packaging ▶ Loss (location of the leakage for all packaging): - body - bottom outlet valve - bottom outlet valve - closure (cap, top, or plug) - cover - closure (sap, top, or plug) - cover - flange - flange - gauging device - bose - hose - hose - inlet (loading) valve - inner packaging - inner receptacle - loading / unloading lines - manhole or dome cover - piping or fittings - pressure relief valve - sample line - sample line - sample line - sample line - pressure relief valve - sample line - sample line - loading / unloading lines - sample line - so DOT- 148 - pressure relief valve - sample line - sample line - pressure relief valve - pressure relief v	55.		
- tank - pressure receptacle - other packaging ▶ Loss (location of the leakage for all packaging): - body - body - bottom outlet valve - bottom outlet valve - closure (cap, top, or plug) - cover - cover - US DOT- 109 - flange - flange - uS DOT- 118 - gauging device - US DOT- 122 - hose - hose - inlet (loading) valve - inner packaging - inner receptacle - loading / unloading lines - manhole or dome cover - piping or fittings - pressure relief valve - sample line - sample line - sample line - sample line - inter cother in the sample in the s	* explosion with fire (concerned item) :		
- pressure receptacle - other packaging ▶ Loss (location of the leakage for all packaging) : - body - bottom outlet valve - bottom outlet valve - closure (cap, top, or plug) - cover - cover - US DOT- 109 - flange - gauging device - lose - lose - lose adaptor or coupling - inlet (loading) valve - inner packaging - inner receptacle - loading / unloading lines - manhole or dome cover - lose inping outlet in the pressure relief valve - pressure relief valve - sample line - sample line - source - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 144 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - sample line - loading / us DOT- 148 - loading			
- other packaging Loss (location of the leakage for all packaging): - body - bottom outlet valve - closure (cap, top, or plug) - cover - cover - samping device - hose - hose adaptor or coupling - inlet (loading) valve - inner packaging - loading / unloading lines - loading / unloading lines - manhole or dome cover - pressure relief valve - sample line - bottom outlet valve US DOT- 104 US DOT- 109 US DOT- 109 US DOT- 118 US DOT- 118 US DOT- 122 - loading / unloading lines US DOT- 128 - pressure relief valve US DOT- 137 - pressure relief valve US DOT- 141 US DOT- 144 US DOT- 146			
▶ Loss (location of the leakage for all packaging) : US DOT- 104 - body US DOT- 104 - bottom outlet valve US DOT- 106 - closure (cap, top, or plug) US DOT- 109 - cover US DOT- 110 - flange US DOT- 118 - gauging device US DOT- 122 - hose US DOT- 125 - hose adaptor or coupling US DOT- 126 - inlet (loading) valve US DOT- 127 - inner packaging US DOT- 128 - inner receptacle US DOT- 128 - loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 143 - pressure relief valve US DOT- 143 - sample line US DOT- 146			
- body	► Loss (location of the leakage for all packaging):		
- bottom outlet valve US DOT- 106 - closure (cap, top, or plug) US DOT- 109 - cover US DOT- 110 - flange US DOT- 118 - gauging device US DOT- 122 - hose US DOT- 125 - hose adaptor or coupling US DOT- 126 - inlet (loading) valve US DOT- 127 - inner packaging US DOT- 128 - inner receptacle US DOT- 129 - loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146	- body	US DOT- 104	
- closure (cap, top, or plug) - cover - cover - US DOT- 110 - flange - US DOT- 118 - gauging device - hose - hose - hose adaptor or coupling - inlet (loading) valve - inner packaging - inner receptacle - loading / unloading lines - manhole or dome cover - piping or fittings - pressure relief valve - sample line - cover - US DOT- 120 - US DOT- 127 - pressure relief valve - sample line - US DOT- 141 - pressure relief valve - US DOT- 143 - sample line - US DOT- 146		US DOT- 106	
- cover		US DOT- 109	
- flange US DOT- 118 - gauging device US DOT- 122 - hose US DOT- 125 - hose adaptor or coupling US DOT- 126 - inlet (loading) valve US DOT- 127 - inner packaging US DOT- 128 - inner receptacle US DOT- 129 - loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146		US DOT- 110	
- gauging device US DOT- 122 - hose US DOT- 125 - hose adaptor or coupling US DOT- 126 - inlet (loading) valve US DOT- 127 - inner packaging US DOT- 128 - inner receptacle US DOT- 129 - loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146		US DOT- 118	
- hose US DOT- 125 - hose adaptor or coupling US DOT- 126 - inlet (loading) valve US DOT- 127 - inner packaging US DOT- 128 - inner receptacle US DOT- 129 - loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146		US DOT- 122	
- inlet (loading) valve - inner packaging - inner receptacle - inner receptacle - loading / unloading lines - manhole or dome cover - piping or fittings - pressure relief valve - sample line US DOT- 127 US DOT- 128 US DOT- 129 US DOT- 135 US DOT- 137 US DOT- 141 - pressure relief valve US DOT- 143 US DOT- 143		US DOT- 125	
- inlet (loading) valve US DOT- 127 - inner packaging US DOT- 128 - inner receptacle US DOT- 129 - loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146	- hose adaptor or coupling	US DOT- 126	
- inner packaging US DOT- 128 - inner receptacle US DOT- 129 - loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146	- inlet (loading) valve	US DOT- 127	
- inner receptacle US DOT- 129 - loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146	- inner packaging		
- loading / unloading lines US DOT- 135 - manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146		US DOT- 129	
- manhole or dome cover US DOT- 137 - piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146		US DOT- 135	
- piping or fittings US DOT- 141 - pressure relief valve US DOT- 143 - sample line US DOT- 146		US DOT- 137	
- pressure relief valve US DOT- 143 US DOT- 146 US DOT- 146		US DOT- 141	
- sample line US DOT- 146	- pressure relief valve	US DOT- 143	
		US DOT- 146	
	- tank head	US DOT- 149	
- tank shell US DOT- 150			

- vacuum relief valve	US DOT- 153	
- vent	US DOT- 159	
- weld or seam	US DOT- 161	
- other		

9- TECHNICAL FAILURE (related to visible facts)

► Related to the transport unit :	
- traction unit	
- power suplly	
- mechanical failure	
- axle locking / failure	
- discharge flap (hopper car)	
- brake	
- coupling device	
- corrosion	
- valve gasket	
- damaged packaging	
- hose coupling	
- hose	
- other	
➤ Related to the railway infrastructure :	
- embankment collapse	
- poor conditions of the railway line	
- master retarder	
- group retarder	
-	

10- CAUSE OF OCCURRENCE (related to a 1st assessment, if feasible)

► Technical fault	
- electrical system failure	
- mechanical system failure	
- brake system failure	
- corrosion	
- poor condition of the packaging or tank	

- inappropriate material of the containment	
(packaging or tank) - measuring instruments	
- bad calibration of the safety valve	
- switch point	
- switch point - other	
- otner	
► Fault load securing	
- without securing arrangement	
- non-appropriate securing arrangement	
► Related to DG carried (spontaneous chemical	
reaction / combustion)	
► reaction between incompatible goods	
► Human cause	
- consumption of alcohol	
- consumption of narcotics	
- medical treatment / unwell feeling	
- excessive speed	
- lack of experience	
- inattention	
- sleepiness	
- careless driving	
 loss of control over the DGV (observation of speed limits) 	
- loss of control over the DGV (non-	
specified)	
- non-compliance with the procedures	
- wrong switching	
- other	
► External cause	
- defective master / group retarder	
- poor conditions of the railway line	
- railway signals	
- weather conditions	
- other	
► Other vehicle	
L	

► Other (theft, sabotage,)	

12- CONSEQUENCES OF OCCURRENCE

Estimated quantity of loss of products (kg or I)	1.8.5		
► Total number of personal injury :			
* number of deaths			
* number of injured people			
▶ Of those, number of personal injury in connection			
with DG:			
* number of deaths			
* number of injured people			

Material / Environment damage

Estimated level of damage ≤ 50,000 Euros Estimated level of damage ≥ 50,000 Euros

► damage relating to DG packaging		
- abraded	US DOT- 301	
- bent	US DOT- 302	
- burst or ruptured	US DOT- 303	
- cracked	US DOT- 304	
- crushed	US DOT- 305	
- failed to operate	US DOT- 306	
- gouged or cut	US DOT- 307	
- leaked	US DOT- 308	
- punctured	US DOT- 309	
- ripped or torn	US DOT- 310	
- structural	US DOT- 311	
- torn off or damaged	US DOT- 312	
- vented	US DOT- 313	
- collapsed		
Estimated quantity of loss of products (kg or I)	1.8.5	

1.8.5 1.8.5

Involvement of authorities

No	1.8.5	
Yes	1.8.5	
Evacuation of persons for a duration of at least 3 hours	1.8.5	
Closure of public traffic routes for a duration of at last 3 hours	1.8.5	