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Economic Commission for Europe**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**

Geneva, 17–21 September 2018

Item 7 of the provisional agenda

Accidents and risk management**Improvement of the accident report****Transmitted by the Government of France^{*,**}***Summary***Executive summary:** Improve the accident reporting in 1.8.5**Action to be taken:** Establish a working group and decide upon its terms of reference**Reference documents:** ECE/TRANS/WP.15/150, paragraphs 74 to 79**Introduction**

1. At its last session the Joint meeting considered informal document INF.42 where a proposal to initiate a work on the modification to the accident report in 1.8.5 was made. This proposal followed the report from the European Railways Agency (ERA) on the activities concerning risk assessment and the necessary associated data in informal document INF.26 of the same session.

* In accordance with the programme of work of the Inland Transport Committee for 2018-2019, (ECE/TRANS/2018/21/Add.1, Cluster 9 (9.2)).

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2018/26.

2. As the documents were late informal submissions the joint meeting invited France to renew its proposal in an official document (ECE/TRANS/WP.15/AC.1/150 par 79):

“79. Concerning the proposal in informal document INF.42, there was some support for the establishment of an informal working group. The Joint Meeting invited the representative of France to submit an official proposal for the autumn session. Delegations were invited to provide comments on the proposed terms of reference listed under paragraph 5 of the informal document to the representative of France before 1 June 2018.”

3. No comments were received to modify the initially proposed terms of reference. Therefore, these are proposed as they were in informal document INF.42, now in an official way for consideration by the joint meeting

4. The basic elements from the workshop held at ERA have not changed and informal document INF.26 from the last session shall be maintained on the agenda for consideration together with this proposal. To help with translation issues the introductory part of that document is reproduced in the annex to this document:

Proposal

5. The terms of reference for a working group on the modification of 1.8.5 could include the following items:

- “(a) Modify the report in 1.8.5. to include in particular all data useful for risk assessment and to provide an improved description of event for better understanding of the occurrences.
- (b) Draft a rationalized template for an easy declaration. Take into account the possibility for inclusion in an automated database system.
- (c) Consider the contributions provided by the transport of dangerous goods workshop for Risk management in particular the list established by workgroup A and the “input parameter table” for the harmonised risk estimation model.
- (d) Liaise with the “common occurrence reporting project” (COR) for railways events to avoid contradictory and/or overlapping reporting.”.

Historical background

6. In 2014 the joint meeting invited the workshop on risk management held at ERA to study the type of information necessary for risk assessment and it was agreed that it could “possibly establish an informal working group, if necessary, to deal with the development of 1.8.5 and the database” (see ECE/TRANS/WP.15/AC.1/136).

7. In spring 2015 it was noted that the workshop had not finalized its work on producing the list of necessary data however it was clear that the current reporting system was not adapted for the purpose of risk assessment. In the meantime, an experiment on a database was running. To clarify the situation the Joint meeting agreed to launch a survey “to gather information on the way each government currently handled the data obtained through reports made under 1.8.5 and on the kind of more detailed information that should be collected so that it could be used for risk management” (see ECE/TRANS/WP.15/AC.1/138, paragraphs 59 and 60).

8. In autumn 2015 the result of the survey was presented. Twenty-one countries have answered. It showed that in the opinion of a majority of answers “*the existing provisions of the 1.8.5 fulfilled the role for which they were intended, namely feedback to the relevant body (Joint Meeting, WP.15, RID Committee of Experts) when a serious accident justified reconsideration of the provisions in force*”. However “*it was noticed that the current model for reporting occurrences was not adapted to the elaboration of detailed region-wide statistics on accidents. Such statistics would be essential to carry out risk assessments under consideration in the context of the ERA workshops*” (see ECE/TRANS/WP.15/AC.1/140, paragraph 87).

9. In addition to that, it showed that the current report does not contain the totality of information necessary to analyse an accident because “*60 per cent of the authorities request additional information even when the report form has been fully filled*”. However, at that time “*only 40 per cent of authorities that replied were in favour of improving 1.8.5*”. This apparent contradiction was explained “*by the fact that certain detailed very supplementary information they wish to obtain may not be easily integrated in a codified report.*” (see ECE/TRANS/WP.15/AC.1/140, paragraph 88).

10. Given the available information the joint meeting didn’t take any decision on at that session except continuing the work in synergy with the ERA workshop.

Conclusion

11. It appears today that the data necessary to complete the accident report as requested by the joint meeting are extensively provided after completion of the work by the ERA workshop. These results also allow to answer the doubts expressed in September 2015 about the difficulty to establish a codified report.

12. Noting that the work on risk assessment continues in “*experts users development groups*” and that many competent authorities have shown interest and applied to participate to such groups, it seems clear that the conditions for establishing a working group for the improvement of the report in 1.8.5 are now met. It is proposed that the joint meeting establishes such working group with the proposed terms of reference possibly amended as deemed necessary.

Annex

The introductory text of information document INF.26, submitted by the European Railways Agency for consideration by the Joint Meeting at its spring 2018 session is reproduced hereafter for ease of reference. Appendices 1, 2 and 3 referenced to in this annex are those contained in informal document INF.26.

“Contributions for reflecting on an improved reporting system of inland TDG occurrences

General information

As reported in the minutes of the autumn 2017 session of the Joint Meeting, ERA was reminded that the TDG roadmap workshops should contribute to the topic of revising the content of the model reports on accidents/incidents.

In order to contribute to this reflection ERA presents with this document several contributions in relation with the potential improvement of TDG occurrence reporting.

ERA believes that these contributions should be considered by the Joint Meeting and would be interested to collect the views of the delegates on the potential further actions in this domain.

Contribution 1

As presented during the 2017 autumn session, the Guide for risk estimations of the inland TDG risk management framework will establish a harmonised risk estimation method applicable to the three inland transport modes.

In order to provide an overview of the main parameters used by the risk estimation method, a draft list of parameters is reported in appendix 1.

ERA believes that future reporting systems should ease the implementation of the harmonised risk estimation method in providing accessible and relevant statistics for the most important parameters.

Contribution 2

Another important contribution is concerning ERA proposal for the development of a (railway) Common Occurrence Reporting (COR) system which will cover TDG occurrences as part of the reporting of railway system occurrences.

ERA proposal for the development of the COR system is reported in appendix 2.

This proposal is in the consultation phase of the interested parties. Joint Meeting representatives are kindly invited to contribute to this consultation in reporting their comment at the following address: cor@era.europa.eu.

Contribution 3

The result of the TDG roadmap workgroup on data is provided in appendix 3.

It contains a working draft list of parameters which have been identified in existing reporting databases and considered relevant by the group for improving the level of information collected on Inland TDG occurrences.

From a general point of view the workgroup considered that this list of parameters may be used 1) for better learning on individual TDG events and 2) if the number of collected occurrences would provide representative samples, may allow for building better statistics.

Conclusion

The contributions presented in this document are linked at several levels and a good coordination is needed to develop one practicable and efficient answer for future reporting system(s) of Inland TDG occurrences, allowing better availability of key information also for risk management purpose.

The Agency would be interested to collect the views of the Joint Meeting concerning the following:

- Interactions between the COR proposal (appendix 2) and the reporting of TDG occurrences,
 - Improvement needs of the existing reporting systems for TDG occurrences,
 - The framework in which the Joint Meeting would wish interested experts continue with the development of well-coordinated reporting systems.”.
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