



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

INF. 43

9 March 2016

(English only)

RID/ADR/ADN

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Berne, 14 - 18 March 2016)

Agenda item 7: Accidents and risk management

Report on the 5th and 6th Workshops of the roadmap on risk management in the context of rail, road and inland waterways transport of Dangerous Goods and invitation to the 7th workshop

Transmitted by the European Railway Agency (ERA)

Related documents: OTIF/RID/RC/2015-B – ECE/TRANS/WP.15/AC.1/140, paragraphs 85-90

General information

1. The fifth and the sixth workshops of the roadmap on risk management in the context of inland transport of dangerous goods took place respectively on 13-15 October 2015 and 16-18 February 2016 at the European Railway Agency headquarters (ERA), Valenciennes (France).
2. Each of these workshops were attended by more than thirty participants, experts in the field of transport of dangerous goods, representatives of national administrations (from 11 states), of the private sector and of international bodies and associations.

3. Mr. Emmanuel Ruffin, project officer in charge of transport of dangerous goods at ERA, chaired the plenary sessions of the workshops while the parallel sessions of the working groups were facilitated by the persons nominated at the 5th workshops, as following:
 - Group A: Guide on data management and reporting regimes, facilitated by Mr. Claude Pfauvadel and Mr. Rodrigo Gutierrez,
 - Group B: Guide on risk estimation practices, facilitated by Mr. Geoffrey Cambier and Mr. Emmanuel Ruffin,
 - Group C: Guide on decision making, facilitated by Mr. Henk Langenberg and Mr. Torben Holvad.
4. In line with the draft Terms of Reference of the working groups, the participants sent to ERA before the workshop their contributions to the drafting of the guides in the form of technical notes. ERA published also general information concerning the progress of the Roadmap and key points on the pursued objectives.
5. The documents received were presented during the 1st day (plenary session) and were discussed in detail by the workgroups on the next day.
6. The three workgroups reported their conclusions to the plenary sessions at the end of each workshop.
7. The present report integrates both the conclusions of the plenary sessions and of the workgroups.

Main achievements of the workgroups

8. **Group A**, continued the identification of 1) available data in existing databases, 2) drafting of an accident data set, 3) categorizing the data in relevant groupings, including the categories of parameters that are relevant for the risk estimations
9. Group A continued the detailed identification of various data from existing databases (CADAS, UNECE, US DOT, 1.8.5, UIC, TAF TSI, CSIs, E-Rail, etc..) for road and railway modes.
10. Group A concluded that:
 - The document of existing data sets needs to be further cleaned-up and classified. ERA will perform this task as facilitator of the TDG roadmap;
 - ERA will use the agreed mapping methodology and will reformat the set of identified data in a more practical environment (excel format).
11. Group A noted also that inland waterways data are not populated yet due to the lack of inputs from this mode.
12. **Group B**, continued the definition of the harmonized approach to risk estimations.
13. After a detailed review, Group B adopted unanimously the option 2 of the approach centered on the occurrence (or not) of dangerous goods releases (loss of containment).
14. The participants went through all the received technical notes and agreed on some supplements or modifications allowing the further elaboration of the bowtie (fault-trees / event trees).

15. Group B concluded that:

- Concerning the scope of risk estimations, it was agreed that the entire logistic chain should be considered as in the scope of the modal regulations RID/ADR/ADN. Concerning this point a clarification was requested concerning the fact that the guides scope should not include the entire scope of risks encountered in ‘establishments’ in the meaning of the Directive on major hazards. However, activities having potential repercussions on the risks posed to the transport chain should be considered in the guide (for example filling centers, unloading areas ...);
- In order to establish the reference frequencies of the different categories of release occurrences, a clear link with the existing/future reporting regimes of occurrence shall be defined, for example, if and how to use occurrence reporting thresholds;
- Further developments concerning fault trees and event trees should continue, if possible using the same approach than the railway example discussed;
- It was decided that participants to the workgroup should provide causal-trees for the most know typical occurrences of the relevant activities: filling centers, loading/unloading/handling/stowage areas, temporary stops areas of the transport chain;
- It was also agreed that all the participants should continue providing relevant inputs for the next meeting and that, based on the result of the discussions, the Agency would propose an update of the draft Guide B for discussion at the 7th workshop.

16. **Group C**, focused on describing the generic purposes of decision-making in the context of TDG risk management. It was confirmed that the guide should be applicable across different contexts by different categories of actors and at various aggregation levels while it should remain very practical to use.

17. Group C worked on definitions, available decision-making instruments, limitations of decision-making instruments and on the planning process of the safety chain. On this basis specific tasks for the coming period were set out.

18. Group C concluded that:

- The six following decision-making principles are confirmed and will be described in the Guide C, including their practical implementation in different use cases:
 - Non-regression of existing systems’ safety
 - Continuous improvement and utility for the society
 - Fair treatment of individuals and groups of individuals
 - Avoidance of uncontrolled risk shifting
 - Justification of risk management measures
 - Transparency and Mutual recognition of practices;
- The next working group meeting will be devoted to the detailed description of the three first principles. The facilitators of the group will prepare a new version of the draft Guide C, as supporting document.

Conclusions from the Plenary sessions

19. The 5th workshop was the first one with the new configuration integrating the workgroup sessions. All participants concluded that the new organisation was setting the workgroups in a good working environment and this organisation was also used for the 6th workshop. After the 6th workshop, it was confirmed that the organization including working groups was functioning well and that this organization will be used until draft guides are finalized.

20. **The participants could achieve good progress towards the challenging objectives of editing the framework of the guides on the Risk management of Inland transport of dangerous goods by end of 2017.**
21. Considering the challenging task of editing the guides at the end of their technical development, it was agreed that a small 'edition team' should meet, as from the next workshop.
22. Important achievements for the progress of the entire framework development were reached, in particular:
- The general structure of the Framework, and draft Part A of the Framework documents, an introductory part on the framework structure and on its life-cycle, were agreed with few amendments. It was decided to add a Part B, concerning the maintenance of the whole Framework, which is under development.
 - The general structure and the principle content of the Guides B and C have been confirmed by the detailed discussions of the workgroups. This offers a stable environment for the continuation of the drafting tasks.
 - The overall risk estimation approach: reference bow-tie, way of estimating risks, ... was reviewed by the group B and agreed.
 - The six (6) decision-making principles which were firstly discussed at the 4th workshop, have now been reviewed in detail and agreed following the discussions of the group C.
 - Concerning data management and reporting regimes, the identification of existing data is progressing well and it was noted that for the railway mode, these developments will be used by the Agency as an input to the Common Occurrence Reporting programme (COR). It was also confirmed that all the relevant existing regimes concerning reporting of occurrences should be coordinated at EU and UNECE level.
23. Finally, it was decided that cross-working group sessions will be organized, as from the next workshop, to improve the discussions of important technical interfaces between the three workgroups. Also to facilitate the coordination it was agreed that the development of some common reference documents would be useful, for example:
- A glossary of common definitions applicable to the entire framework,
 - A list and description of use cases to be used as implementing examples,
 - A list of formulas entering in the estimation of risks ...
24. As a conclusion, the Agency considered that all the progress made offer a stable basis for the continuation of the drafting of the entire framework. The Agency warmly thanked all the participants who demonstrated their great motivation and commitment to achieve the development of the Guides.
25. The next workshop will be organized on the 14-16 June 2016, Valenciennes, ERA Headquarters (see annex). Interested delegates are kindly invited.
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Valenciennes,
CC/ER/C068-16

04 MARS 2016

To the attention of the
interested organisations
(sent by email)

**Subject: 7th Workshop on Risk Management in the context of rail, road and inland waterways
Transport of Dangerous Goods**

Dear Sir/Madam,

I am pleased to invite you to the **7th Workshop on Risk Management in the context of rail, road and inland waterways Transport of Dangerous Goods**.

**14 - 16 June 2016
European Railway Agency, 120 rue Marc Lefrancq
59307 Valenciennes (France)**

The workshop will start at 09:30 on the first day and will end not later than 13:00 on the last day.

The 7th Workshop will be continuing the development of guides forming a future framework for inland TDG risk management. This framework is developed by the following informal workgroups:

- Workgroup A, drafting the guide on data management and reporting regimes,
- Workgroup B, drafting the guide on risk estimation practices, and
- Workgroup C, drafting the guide on decision-making.

The 7th Workshop will be organized with plenary and parallel working sessions, as follows:

- 1st day - 14 June – 9:30 – 17:30
Plenary session dedicated to the progress review, discussions of principles and cross-cutting issues for the workgroups (limited to 50 participants)
1st parallel session of the workgroups (limited to 20 participants for each workgroup)
- 2nd day - 15 June – 9:30 – 17:30
Parallel sessions of the workgroups (limited to 20 participants for each workgroup)
- 3rd day - 16 June – 9:30 – 13:00
Plenary session dedicated to the reporting of the workgroups and concluding discussions (limited to 50 participants)

With the present invitation, you may find the provisional agenda in Annex I and travelling & accommodation information in Annex II.

You are kindly requested to **confirm your attendance**:

- a) to the plenary sessions, and/or
- b) to the parallel workgroup sessions

by sending your registration form duly completed, **before the 13 May 2016**, to the TDG functional mailbox: TDG@era.europa.eu. If you need more information, you may also contact the Safety Unit Secretariat at the tel: +33 3 27 096 534 (Ms Hermione Veopoulou).

Please consider that due to the limited capacity of the meeting rooms, ERA may need to allocate the available seats with the objective to achieve a well-balanced representation of each type of organisations or modes of transport.

In addition to your participation, **you are kindly invited to share information related to the technical matters to be considered by each workgroup, or by the plenary session.**

Any document or presentation shall be made available 2 weeks before the workshop and will be accessible on the ERA extranet workspace to the registered participants.

Further information on the detailed agenda of the workgroups' sessions will be made available on the dedicated extranet workspace of ERA.

The workshop will be held in English.

There will be no reimbursement of travelling or other expenses for your participation to the workshop plenary sessions or to the workgroups.

Yours faithfully,

(signed)
Head of Safety Unit

Enclosures: provisional agenda, travel and accommodation information

Provisional agenda

Day 1 - 14 June 2016

Plenary session (limited to 50 participants)

Welcome of the participants	09:00
Progress review	[09:30 - 11:00]
<ul style="list-style-type: none"> • Adoption of the 6th workshop minutes • Adoption of the 7th workshop agenda • Review of actions • Review of received comments 	
Coffee break	[11:00 - 11:30]
Update on the Guides – review of comments and contributions	[11:30 - 13:00]
<ul style="list-style-type: none"> • Framework document • Guide on risk management and decision-making • Guide on harmonized risk estimation • Guide on data management and reporting regimes 	
Lunch break	[13:00 - 14:00]
Roadmap and Workgroups objectives	[14:00 - 15:30]
<ul style="list-style-type: none"> • Master plan • Cross-cutting objectives • Group A objectives • Group B objectives • Group C objectives • Alignment discussion 	
Coffee break	[15:30 - 16:00]

Parallel sessions (limited to 20 participants per workgroups)

1st session of the workgroups	[16:00 - 17:30]
End of 1 st day	17:30

Day 2 - 15 June 2016

Parallel sessions (limited to 20 participants per workgroups)

Welcome of the participants	09:00
2nd session of the workgroups	[09:30 - 11:00]
Coffee break	[11:00 - 11:30]
3rd session of the workgroups	[11:30 - 13:00]
Lunch break	[13:00 - 14:00]
4th session of the workgroups	[14:00 - 15:30]
Coffee break	[15:30 - 16:00]
5th session of the workgroups	[16:00 - 17:00]
Preparation of reporting to the plenary session	[17:00 - 17:30]
End of 2 nd day	17:30

Day 3 - 16 June 2016

Plenary session (limited to 50 participants)

Welcome of the participants	09:00
Reporting from Workgroup A	[09:30 - 10:00]
Reporting from Workgroup B	[10:00 - 10:30]
Reporting from Workgroup C	[10:30 - 11:00]
Coffee break	[11:00 - 11:30]
Discussion of workgroup results	[11:30 - 12:30]
Conclusions	[12:30 - 13:00]
Closure of the workshop	13:00
Lunch	[13:00 - 14:00]

'Edition team' session (limited to the group of facilitators)

Session of the edition team	[14:00 - 16:00]
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Visiting ERA Valenciennes headquarters

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120, rue Marc Lefrancq
59300 Valenciennes
France
Tel. +33 327 096-500
Fax + 33 327 334-065

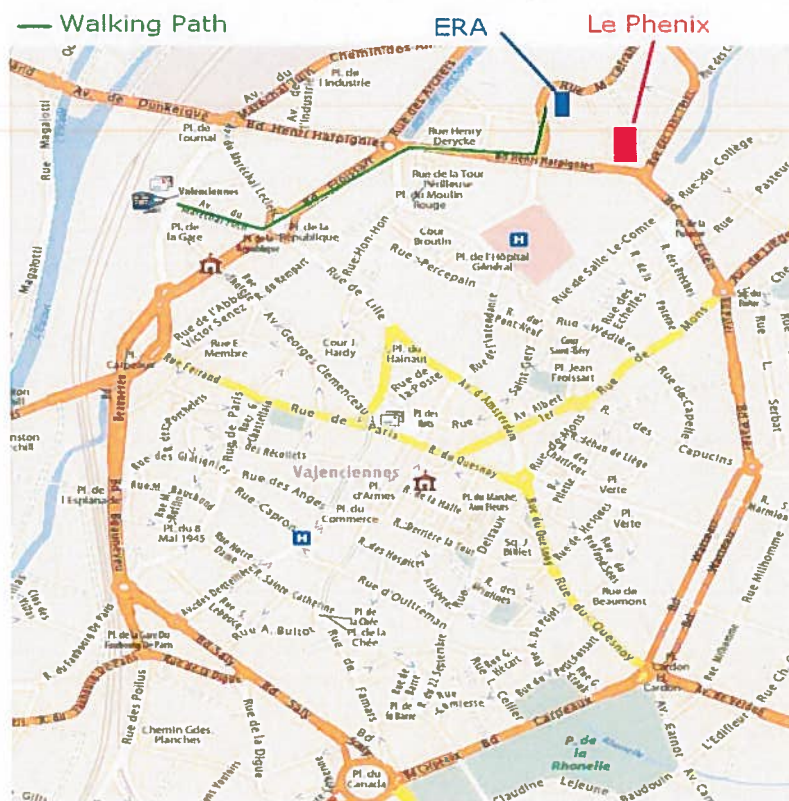


By train:

From Lille Europe railway station, you first need to go to Lille Flandres railway station (5 minutes walking distance).

From Lille Flandres railway station you can use regional ([TER](#)) trains connecting frequently Lille Flandres with Valenciennes to reach the Agency.

From Valenciennes railway station, the Agency is within 15 minutes walking distance from Valenciennes railway station - see map with the walking path below.



- ➔ For information on timetables for direct trains from Paris to Valenciennes, please consult this [website](#)
- ➔ For detailed train timetables from Lille Flandres to Valenciennes, please consult the information for the line 16-16bis [here](#).

By Car:

From Paris:

Motorway A1 then A2
Exit 21 "Valenciennes Centre"
At roundabout "place du Canada"
Follow "Théâtre Le Phenix"

From Belgium:

Motorway A2
Exit 21 "Valenciennes Centre"
At roundabout "place du Canada"
Follow "Théâtre Le Phenix"

From Lille:

Motorway A23
Exit 8 "Valenciennes Nord"
Follow "Valenciennes centre"
Then follow "Théâtre Le Phenix"

Where to stay overnight in Valenciennes?

Many hotels are available in Valenciennes and may be found using the Internet search engines.

The following hotels are located in proximity to the Railway Station and near the European Railway Agency building:

Le Grand Hôtel *** (842 m)* 8, place de la Gare 59300 Valenciennes +33.3.27.46.32.01 www.grand-hotel-de-valenciennes.fr	Mercure Valenciennes Centre (1,3 km) 5, Rue du Saint Cordon 59300 Valenciennes +33.3.27.23.50.60 http://www.accorhotels.com/fr/hotel-8576-mercure-valencihennes-centre/index.shtml
Residhome du Théâtre*** (75m) 90, boulevard Henri Harpignies 59300 Valenciennes +33.3.27.19.80.80 http://www.residhome.com/residence-hoteliere-aparthotel-valenciennes-229.html	Auberge du Bon Fermier (1,33 km) 64 rue Famars 59300 Valenciennes +33.3.27.46.68.25 http://www.bonfermier.com/
Le Chat Botté *** (871 m) 25, rue Tholozé 59300 Valenciennes +33.3.27.14.58.59 www.hotel-lechatbotte.com	IBIS Hôtel ** (2 km) 90, Rue Baudouin 59300 Valenciennes +33.3.27.22.80.80 http://www.accorhotels.com/de/hotel-6549-ibis-valenciennes/index.shtml

* walking distance from the Agency's meeting rooms.