**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 9 March 2023**

Bern, 20-24 March 2023

Item 7 of the provisional agenda

**Accidents and risk management**

Working group on the improvement of the Report on occurrences – complementary information to informal document INF.25 (ERA)

Submitted by the Government of France

1. France welcomes informal document INF.25 from ERA and we are very grateful for the work done on the coordination of the reporting of transport of dangerous goods occurences and the more general reporting of railway occurences in the context of the Common Safety Methods on the Assessment of Safety Level and Performance of Railway Operators (CSM ASLP).

2. Although this work relates to railway transport, many of the conclusions are valid for other modes. Therefore, we believe it is useful to recall some points relating to multimodal transport.

3. In 2018 the Joint Meeting approved the terms of reference for an informal working group for the improvement of accident reporting (see ECE/TRANS/WP.15/AC.1/152, annex IV) which is reproduced in an annex to this document. It shall also be noted that this work has been based on the outcome of a 3-year workshop that has met before under the guidance of ERA.

4. The working group reported its conclusions to the Joint Meeting at its September 2020 session in document ECE/TRANS/WP.15/AC.1/2020/55 and some related informal documents (INF.40, INF.41, INF.42 and INF.47 of that session).

5. The first answers to the different points in the terms of reference have been given in document ECE/TRANS/WP.15/AC.1/2020/55 and informal document INF.47 provided detailed a proposal for occurrence reporting templates in each mode.

6. The Joint Meeting recommended that the informal working group should resume its work. See (ECE/TRANS/WP.15/AC.1/158, para. 61). Unfortunately, due to the COVID-19 pandemic, difficulties did not facilitate the continuation of that work in the corresponding working group

7. In the meantime, ERA has continued the developpement of the CSM ASLP including consideration of occurence reporting for railway events and informal document INF.25 to this session provides very useful and more advanced answers to the different points in the terms of reference for railways occurrence reporting, but we believe many concepts are valid for all modes and can easily be transposed.

8. As an improved reporting system is going to be adopted in the Eurpeoan Union (EU) under the CSM ASLP for railways, it is not desirable that other modes would not follow this way or stay behind. So, we believe that it is a good time to continue the activities initiated in the informal working group, as decided by the Joint Meeting.

9. To help this process, we are providing information in this document and its annexes that contain a copy of the initial terms of reference, and 3 draft reports, one for each mode.

10. The draft reports are in substance based on the drafts contained in informal document INF.47 of September 2020 but have been modified to match the work already done for the CSM ASLP. However, the distinction between short-term and long-term reporting mentioned in INF.8 of Joint Meeting of September 2022 does not appear and we believe it requires more consideration.

11. We are conscious that this is a late information document. These drafts are not aimed to initiate a detailed discussion but to help delegations gathering information that would otherwise require research of documents relating to several previous sessions of the Joint Meeting.

12. Finally, we believe that the informal working group should resume its work using this material as a basis and concentrate mainly on the points that have not yet been addressed as follows:

(a) Definition of a revised scope for the accident reporting and declaration criteria, if necessary;

(b) Coordination with CSM ASLP reporting;

(c) Identification of data for short-term and long-term reporting and associated timing;

(d) Anonimity issues;

(e) Drafting of a new text in 1.8.5 as a frame and introduction to the new reporting;

(f) Measures to facilitate declarations and IT tools.

13. To contribute in particular to point (f) above, France would like to offer a presentation to the Joint Meeting on the developpemnt of a national dematerialized occurrence declaration system.

14. The Joint Meeting is invited to take note of this information and decide on the best way forward, as appropriate.

Annex I

Terms of reference for the informal working group on the improvement of accident reporting

The informal working group shall organise its work by examining the points (a) to (h) hereafter. It may complement and adapt them as appropriate during its first session and report to the joint meeting as appropriate.

(a) Clarify the purpose of reporting information on accidents and identify the use of the reported information (1.8.3.6, 1.8.5, etc);

(b) Clarify the participants responsible for sending the report and/or complementary information to the report;

(c) Examine anonymity issues;

(d) Study the relevant information necessary for the report according to its intended use (such as: lessons learnt from single occurrences, lessons learnt from repeated occurrences, risk assessment) and propose relevant improvements to RID/ADR/ADN;

(e) Propose measures to facilitate the collection of the report by competent authorities and the transmission of relevant information to the UNECE and OTIF secretariats;

(f) Exchange of experience from competent authorities on methods that are used to ensure the accuracy of accident reporting;

(g) Take into account relevant input including 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;

(h) Take into account the relevant IT tools, including coordination with the development of the common occurrence reporting system (COR).

Annex II

Draft reports

**REPORT ON OCCURRENCES DURING THE CARRIAGE OF DANGEROUS GOODS IN ACCORDANCE WITH RID SECTION 1.8.5**

Date of the report:

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| *Company:* ..............................................................................................…………………………  *Address*: .....................................................................................................................................    *Contact name: .......................................…………*  *Telephone: ............................ Fax: ................................*  *Email address:* ……………………. |

*(The competent authority shall remove this cover sheet before forwarding the report)*

Report on behalf of a company as:

*(Several choices possible)*

* Carrier
  + - Railway undertaking
* Railway infrastructure manager
* Entity in charge of maintenance
* Tank-wagon operator
  + - Railway undertaking
    - Keeper
* Other
  + - Consignor
    - Packer
    - Consignee
    - Loader
    - Filler
    - Tank-container/portable tank operator
    - Unloader
* Other company type (free text input)

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| **DATE AND LOCATION OF OCCURRENCE** | | |
| Year… Month… Day… Local Time… | | |
| * Town: * District: * Region : * Country: | * Geographical coordinates: * Latitude: * Longitude: | |
| **NATURE OF OPERATION** **PERFORMED AT THE TIME OF THE OCCURRENCE :** | | |
| * Carrying moving * Carrying stationary * Shunting * Marshalling * Loading | * Filling * Unloading * Emptying * Transhipment * Other (explain): | |
| **CONTEXT** | | |
| WEATHER CONDITIONS:   Temperature: …°C   Dry   Rain   Snow   Fog   Smoke   Sleet   Hail   Thunder   Storm   High Winds   Heatwave   Lightning   Normal Weather Condition   Unknown | SURFACE CONDITIONS:   * Dry surface * Snow * Frost * Ice * Sleet * Slippery * Wet * Damp * Leaves * Flooded * Unknown * Others (to explain) | LIGHT CONDITIONS   * Daylight * Darkness * Twilight * Twilight sunrise * Track light lit * Track light unlit |
| **INFRASTRUCTURE:** | | |
| LINE CATEGORY:   * Train station * Marshalling yard * Siding * Terminal * Open line * Single track * Double track * Multiple track (more than 2): … | SPECIFIC STRUCTURES:   * On the bridge * Under the bridge * Tunnel entrance * Inside the tunnel * Tunnel exit * Level crossing and type : … * Gradient (indicate estimate value) | RAILWAY SEGMENTS/ENVIRONMENT   * Rural side * Urban area * Industrial area * Unknown |

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| **TYPE OF RAILWAY EVENT** | |
| * Collision (train or wagon(s)): * Front to front collision * Front to end (rear end collision) * Side collision   + right side   + left side * Other: * Collision with obstacle within the clearance gauge * with object fixed on or near the track * with butter stops * with part of infrastructure (equipment) * with overhead contact lines * with bridge pillars * with other fixed object   + with object temporarily present on or near the track * with animals * with rocks   + - with landslides     - with trees     - with lost parts of railway vehicles     - with lost or displaced loads     - with vehicles and machines or equipment for track maintenance       * Moving       * Stationary     - with road vehicles (not at level crossing)       * Moving       * Stationary     - with other temporary objects | * Derailment   + on a continuous track   + on a switch   + on a crossing (other than level-crossing) * Level-crossing accident   + with one or more crossing vehicles   + with crossing users (e.g. pedestrians)   + with objects temporarily present on or near the track, if lost by a crossing vehicle or a user * Accidents to persons involving rolling stock in motion (not at level-crossing) * Fire or explosion   + in rolling stock   + in fixed installations * Suicides and attempted suicides   + suicide   + attempted suicide * Other accident   + Electric shock   + Cargo falling from a height   + Dangerous goods occurrence not related to another type A event   + Other |

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| **WAGON AND DANGEROUS GOOD CONTAINED** *(indicate the information describing the occurrence according the descriptions lists (1) to (13))*  **IDENTIFICATION OF WAGONS INVOLVED IN THE OCCURRENCE**   |  | | --- | | * Total number of wagons involved | | * + of those, total number of DG wagon (s) |   **DESCRIPTION OF EACH WAGONS INVOLVED IN THE OCCURRENCE** *(reiterate the description for each wagon involded in the occurrence)*    **WAGON N°: ….**   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | Wagon Type*(1)* | Description Of The type of involvement *(2)* | Location Of Fire*(3)* | Crash Type *(4)* | Collision With Vehicule Or Against Fixed Obstacle *(5)* | Collision With Objects Temporarily Present On And Near Track *(6)* | |  |  |  |  |  |  |   **DANGEROUS GOODS CONTAINED IN THE WAGON**   |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | Un Number *(\*)* | Class | Packing Group If Known  (If Relevant) | Hazard Labels | Estimated Quantity Of Loss Of Products (Kg Or L) *(\*\*)* | Packing Instructions | Tank Code | Means Of Containment (*7)* | Means Of Containment Material *(8)* | Containement Status *(9)* | Dangerous Phenomena *(10)* | Damage Type (Imminent Risk Of Loss Of Product) *(11)* | Leakage *(12)* | Place Of Leakage *(13)* | |  |  |  |  |  |  |  |  |  |  |  |  |  |  | |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | *(\*)* For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated. | | | | | | | *(\*\*)* For class 7, indicate values according to the criteria in 1.8.5.3. | | | | | | | |

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| *(1) Indicate the appropriate number*   1. Tank wagon 2. Battery-wagon 3. Closed wagon 4. Open wagon 5. Sheeted wagon 6. Hopper-type bottom 7. Intermodal transport unit on wagon   *(2) Indicate the appropriate number*   1. Drop in the water 2. Drop from a height 3. Collision (if known, indicate impact speed) 4. Lost or displaced loads 5. Derailment on a crossing other than level-crossing 6. Derailment on a level-crossing 7. Fire 8. Derailment outside of track 9. Derailment on a continuous track 10. Derailment on a switch 11. Rolling over on the track 12. Leaving the track   *(3)* *Indicate the appropriate number*   1. Axle 2. Train axle 3. Locomotive 4. Pressure receptacle 5. Trailer 6. Tank-trailer 7. Semi-trailer 8. Intermodal transport unit 9. Tractor cab | *(4)* *Indicate the appropriate number*   1. Head on collision 2. Left front 3. Center front 4. Right front 5. Right side 6. Left side 7. Right rear 8. Center rear 9. Left rear   *(5) Indicate the appropriate number*   1. Bridge pillars 2. Obstacles outside clearance gauge 3. Track immersed in water 4. Track submerged in water 5. Buffer-stop 6. Overhead contact lines 7. Railway vehicle 8. Moving track maintenance equipment 9. Track maintenance equipment on stationary 10. Infrastructure's equipment 11. Moving road vehicle 12. Stopped road vehicle on a level crossing 13. Parked vehicle 14. Other fixed objects   *(6) Indicate the appropriate number*   1. Animals 2. Trees | 1. Landslides 2. Lost loads 3. Lost parts of vehicles on track 4. Pedestrian 5. Rocks 6. Other (to explain)   *(7) Indicate the appropriate number*   1. Packaging 2. Large packaging 3. Intermediate packaging container (IBC) 4. Pressure receptacle 5. Pressure drum 6. BK 1 7. BK 2 8. BK 3 9. VC1 10. VC2 11. VC3 12. Vacuum-operated waste tanks 13. MGEC 14. Fixed tank 15. Portable tank 16. Demountable tank 17. Tank container 18. Container for packages transport 19. Wagon 20. Tank wagon 21. Battery wagon 22. Closed wagon 23. Open wagon 24. Sheeted wagon 25. Fixed tank trailer | *(8) Indicate the appropriate number*   1. Steel 2. Aluminium 3. Wood 4. Fibreboard 5. Plywood 6. Plastic film 7. Metal 8. Paper 9. Plastic 10. Textile 11. Glass   *(9) Indicate the appropriate number*   1. Filled 2. Empty and not cleaned 3. Empty and not gas free 4. Empty and cleaned 5. Empty and gas-free   *(10) Indicate the appropriate number*   1. Absence of dangerous phenomena 2. Jet fire 3. Vapour cloud explosion 4. Explosion without fire 5. Fire 6. Flames 7. Jet fire 8. Gas cloud fire 9. Toxic vapour cloud 10. Bleve 11. Over pressurized inside the tank / packaging 12. *Other (explain)* | *(11) Indicate the appropriate number*   1. Bent 2. Gouged 3. Cut 4. Ripped or torn 5. Torn off 6. Damaged 7. Vented 8. Dropped 9. None   *(12) Indicate the appropriate number:*   1. Small release 2. Limited release 3. Continuous release 4. Full release 5. None   *(13) Indicate the appropriate number:*   1. Cylinder valve 2. Flange 3. Gauging device 4. Hose coupling 5. Inlet valve 6. Inner packaging 7. Inner receptacle 8. Loading/unloading lines 9. Piping or fittings 10. Bottom valve 11. Pressure relief valve 12. Tank shell 13. Vacuum relief valve 14. Vent 15. Weld or seam 16. Bursting disk 17. Body 18. Bottom 19. Lid 20. None   21. Other (to explain) |

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| **DEEMED CAUSES** | |
| **Operation failures:**   * Failure to operate the infrastructure   + lmproper routing   + On track plant incorrectly outside possession   + Pushed switch   + Other failure to operate the infrastructure * Failure to operate a train or rail vehicle(s)   + Signal passed at danger when passing a danger point   + Signal passed at danger without passing a danger point   + Runaway   + Over-speeding   + Loading irregularity     - lmproper securing arrangement     - lnadequate blocking and bracing     - Other loading irregularity   + Train composition Failure   + Train available for boarding or alignment outside platform   + Passenger entrapment in door   + Train departure with open door   + Long stop in tunnel   + Severe brake/snatch   + Brake not correctly set for load   + Brake not checked   + Other failure to operate a train or rail vehicle(s) * Other un-coded operation failure   **Technical failure of the infrastructure**   * Failure of the track   + Broken rail   + Track buckle and other track misalignment     - Gauge spread * Track twist * lmproper rail fastening and joints * Other track buckle and other track misalignment * Wrong-side signalling (infrastructure) failure * Switch and crossing failure * Failure of the level crossing equipment * Disorder of earthworks/embankment failure * Other failure of the track * Structures failure   + Tunnel failure   + Viaduc! failure   + Culvert failures   + Rail bridge structural failure   + Over line bridge (e.g., pedestrian) failure   + Station structure failure   + Platform failure   + Other structures failure * Other failures of the infrastructure   + Power supply equipment failure   + Train detection equipment failure   + Overhead contact line failure   + Loss of ventilation   + Other * Other un-coded technical failure of the infrastructure | **Technical failure of the vehicles:**     * Failure of the wheelset   + Broken wheel on rolling stock in service   + Broken axle on rolling stock in service   + Hot axle box   + Suspension system failure   + Other failure of the wheelset * Failure of the braking system   + Brake not operating with the expected performance   + Other failure of the braking system * Other failures of the vehicle   + Wrong side signalling (vehicle) failure   + Losing of vehicle parts   + Traction motor failure (electrical)   + Diesel engine failure   + Coupling failure   + Doors failure   + Loss of ventilation   + ERTMS/ATP/APC odometry error   + Twisted underframe   + Train detection equipment failure   + Other * Other un-coded technical failure of the vehicles   **Other:**   * Fire external to railway system in proximity of rail infrastructure, * Unauthorised presence of staff/employees on railway system * Unauthorised presence of other third parties on the railway system   **External direct or indirect causes:**   * Landslides * Rock/stone fall * Earthquake * Vegetation * Flooding * Other   + *Environmental relevant factors*     - *Fog*     - *Frost*     - *!ce*     - *High winds*     - *Storm*     - *Snow*     - *Heat*   + Other (explain): (text) |

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| **Related to DG carried:** | **Related to TDG procedure:** |
| * incompatible products * incompatible material of the containment with the product carried * self-ignition * polymerization   **Faulty load securing:** | * improper preparation for transport * inadequate maintenance * inadequate procedures * overfilled * over pressurized * valve open |
| * improper securing arrangement * inadequate blocking and bracing   **Human performance (causal factor):**   * External events - Security   + deliberate action   + Other - External events - Security * Dynamic staff factors   + Intention: Expectation / Intention while acting /Decision model / Error type     - deliberate action     - Other - Intention   + Attention / Vigilance/ Concentration     - inattention     - carelessness (driving, shunting)     - Other - Attention / Vigilance/ Concentration   + Fatigue     - sleepiness     - Other - fatigue   + Stress (incl. emotions & psychosocial factors)   + Situational awareness (incl. self-awareness - situational self­ knowledge)     - effect of alcohol     - effect of narcotic drugs     - Other - situational awareness * Static Staff Factors   + Experience: Familiarity / lndividual experiences - job history     - lack of experience     - inadequate training     - Other - experience   + Fit to work (matching to the requirements of the tasks/activities, health)     - medical treatment     - medical emergency     - Other - fit to work * Static Task Factors   + Task instructions - Quality of procedures and rules     - non-compliance with procedures     - Other - task instructions, quality of procedures and rules * Other | **Failure of the DG containment or its equipment:**   * Electrical system failure * Mechanical system failure * Broken component or device * Defective component or device * Missing component or device * Abrasion * Exterior corrosion * lnterior corrosion * Damaged lining * Other failure of the DG containment or ils equipment |

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| **CONSEQUENCES** |
| MATERIAL AND ENVIRONMENT DAMAGES:   |  | | --- | | * Pollution | | * Air | | * Water | | * Soil | | * Estimated quantity of loss | | * Estimated total quantity of financial loss (euro) |   INVOLVEMENT OF AUTHORITIES:   * Involvement Of Authorities: * No * Yes (to precise authority): … * Evacuation of personnes for a duration of at least 3 hours caused by the dangerous goods involved * No * Yes * Closure of public traffic routes for a duration of at least 3 hours * No   Yes (to precise closure duration if known)  DEATH AND INJURY IN DANGEROUS GOODS COMPANY PERSONAL   * Total number of injured * Of Those Total Number Of Injured Caused By Dangerous Good   + - Serious Injury (Abbreviated Injury Scale >3)     - Minor Injury (Abbreviated Injury Scale<3)     - Not Known * Nature of injury * Traumatic: … * Intoxicated: … * Thermal Burns: … * Chemical Burn: … * Radiation: …   + - Days Of Hospitalization (If Known): ... * Total number of death * Of Those, Death Number Caused By Dangerous Good   DEATH AND INJURY OF PASSENGERS :   * Total number of injured * Of Those Total Number Of Injured Caused By Dangerous Good   + - Serious Injury (Abbreviated Injury Scale >3)     - Minor Injury (Abbreviated Injury Scale<3)     - Not Known * Nature of injury * Traumatic: … * Intoxicated: … * Thermal Burns: … * Chemical Burn: … * Radiation: …   + - Days Of Hospitalization (If Known): ... * Total number of death * Of Those, Death Number Caused By Dangerous Good |

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| DEATH AND INJURY IN DANGEROUS GOODS TRESPASSERS:   * Total number of injured * Of Those Total Number Of Injured Caused By Dangerous Good   + - Serious Injury (Abbreviated Injury Scale >3)     - Minor Injury (Abbreviated Injury Scale<3)     - Not Known * Nature of injury * Traumatic: … * Intoxicated: … * Thermal Burns: … * Chemical Burn: … * Radiation: …   + - Days Of Hospitalization (If Known): ... * Total number of death * Of Those, Death Number Caused By Dangerous Good   DEATH AND INJURY OF THIRD PARTY :   * Total number of injured * Of Those Total Number Of Injured Caused By Dangerous Good   + - Serious Injury (Abbreviated Injury Scale >3)     - Minor Injury (Abbreviated Injury Scale<3)     - Not Known * Nature of injury * Traumatic: … * Intoxicated: … * Thermal Burns: … * Chemical Burn: … * Radiation: …   + - Days Of Hospitalization (If Known): ... * Total number of death * Of Those, Death Number Caused By Dangerous Good |

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| ADDITIONNAL DESCRIPTION:  …………………………………………………………………………………………………………………………. |

**REPORT ON OCCURRENCES DURING THE CARRIAGE OF DANGEROUS GOODS IN ACCORDANCE WITH ADR SECTION 1.8.5**

Date of the report:

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| *Company:* ..............................................................................................……………………  *Address*: .......................................................................................................................................    *Contact name: .......................................…………*  *Telephone: ............................ Fax: ................................*  *Email address:* ……………………. |

*(The competent authority shall remove this cover sheet before forwarding the report)*

Report on behalf of a company as:

*(Several choices possible)*

* Consignor
* Loader
* Unloader
* Consignee
* Packer
* Filler
* Carrier
* Tank-container or portable tank operator

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| **DATE AND LOCATION OF OCCURRENCE** | | | | |
| Year… Month… Day… Local Time… | | | | |
| **□** Town:  □ District:  □ Region:  □ Country: | | | * Geographical coordinates:   + Latitude:   + Longitude: | |
| **NATURE OF OPERATION** **PERFORMED AT THE TIME OF THE OCCURRENCE :** | | | | |
| * Carrying moving * Carrying stationary | * Shunting * Marshalling | * Loading * Filling | | * Unloading * Emptying * Transhipment * Other (explain): |
| **CONTEXT** | | | | |
| WEATHER CONDITIONS:   |  |  |  |  | | --- | --- | --- | --- | | * Dry | * Smoke | * Rain | * High Winds | | * Heatwave | * Fog | * Thunder | * Unknown | | * Normal Weather Condition | * Sleet | * Storm | * Others (to explain) | | * Hail | * Snow | * Lightning | * Temperature: …°C |   SURFACE CONDITIONS:   |  |  |  |  | | --- | --- | --- | --- | | * Dry surface | * Frost | * Sleet | * Snow | | * Ice | * Slippery | * Wet | * Leaves | | * Damp | * Flooded | * Unknown | * Others (to explain) |   LIGHT CONDITIONS   |  |  |  |  | | --- | --- | --- | --- | | * Daylight | * Twilight Sunrise | * Street Light Lit | * Workstation Light Lit | | * Darkness | * Twilight | * Street Light Unlit | * Workstation Light Unlit | | | | | |
| **INFRASTRUCTURE:** | | | | |
| DESCRIPTION OF THE ROAD:   * Highway : … * National Road : … * District Road : … * Unidirectional Road * Bidirectional Road * Bidirectional Road With Separation   SPECIFIC STRUCTURES:   * Tunnel entrance * Inside the tunnel * Tunnel exit * On the tunnel   TOPOGRAPHICAL:   * Straight Road * Curve Road * S – Curve Road * Narrow Road   SURROUNDING AREA   * Rural side * Urban area | | * Loading or Unloading Station * Multimodal Logistical * Parking On Public Space * Parking On Private Space * Parking Road Infrastructure (Name Or Number): … * Round-About * Bridge * Level crossing * Gradient (indicate estimate value) * Road On Uphill Direction (Indicate Gradient If Known) * Road In A Downslope Direction (Indicate Gradient If Known) * Industrial area * Unknown | | |

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| **VEHICLE AND DANGEROUS GOOD CONTAINED** *(indicate the information describing the occurrence according to the descriptions lists (1) to (13))* |
| **IDENTIFICATION OF ROAD VEHICLES INVOLDED IN THE ACCIDENT**   * Total number of transport unit involved :...   + Of those, total number of DG transport unit(s) :... * Total number of transport unit(s) belonging to interested party :...   **Indicate type of transport unit is involved in the occurrence**   |  |  | | --- | --- | | * Truck | * Truck With Trailer | | * Road Tractor With Semi Trailer | * Light-Duty Vehicle (Less Than 3.5 Tonnes) |   **Tank Impacted**   |  |  | | --- | --- | | * Yes | * No |   **DESCRIPTION OF THE TRANSPORT UNIT'S COMPONENT INVOLVED IN THE OCCURRENCE** *(reiterate the description for each wagon involded in the occurrence)*  **VEHICLE N°: ….**   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | Type of vehicle *(1)* | Description Of The type of involvement *(2)* | Location Of Fire*(3)* | Crash Type *(4)* | Collision With Vehicule Or Against Fixed Obstacle *(5)* | Collision With Objects Temporarily Present On And Near Track *(6)* | |  |  |  |  |  |  |   **IDENTIFICATION OF DANGEROUS GOODS TRANSPORTED**   |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | Un Number *(\*)* | Class | Packing Group If Known  (If Relevant) | Hazard Labels | Estimated Quantity Of Loss Of Products (Kg Or L) *(\*\*)* | Packing Instructions | Tank Code | Means Of Containment (*7)* | Means Of Containment Material *(8)* | Containement Status *(9)* | Dangerous Phenomena *(10)* | Damage Type (Imminent Risk Of Loss Of Product) *(11)* | Leakage *(12)* | Place Of Leakage *(13)* | |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | *(\*)* For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated. | | | | | | | *(\*\*)* For class 7, indicate values according to the criteria in 1.8.5.3. | | | | | | | |

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| *(1) Indicate the appropriate number*   1. Tank vehicle 2. Battery-vehicle 3. Closed vehicle 4. Open vehicle 5. Sheeted vehicle 6. Vehicle for bulk transport   *(2) Indicate the appropriate number*   1. Submerged in water 2. Drop from a height 3. Collision (if known, indicate impact speed) 4. Lost or displaced loads 5. Fire 6. Jack-knifing 7. Truck in a ditch 8. Rolling over outside the road 9. Rolling over on the road 10. Leaving the road 11. Submerged in water 12. fallen on railway tracks   *(3)* *Indicate the appropriate number*   1. Pressure receptacle 2. Trailer 3. Tank-trailer 4. Semi-trailer 5. Tractor cab 6. Road tractor 7. Tank 8. Tyre(s) 9. Transport unit | *(4I Indicate the appropriate number*   1. Head on collision 2. Left front 3. Center front 4. Right front 5. Right side 6. Left side 7. Right rear 8. Center rear 9. Left rear   *(5) Indicate the appropriate number*   1. Bridge pillars 2. Obstacles outside clearance gauge 3. Overhead contact lines 4. Moving track maintenance equipment 5. Track maintenance equipment on stationary 6. Infrastructure's equipment 7. Moving road vehicle 8. collision with a train on a level crossing 9. collision with a train outside a level crossing 10. Stopped road vehicle 11. Parked vehicle 12. Overhead contact lines 13. Other fixed objects   *(6)* *Indicate the appropriate number*   1. Animals 2. Trees 3. Landslides 4. Lost loads 5. Lost parts of vehicles on track 6. Pedestrian | 1. Rocks 2. Other (to explain)   *(7) Indicate the appropriate number*   1. Packaging 2. Large packaging 3. Intermediate packaging container (IBC) 4. Pressure receptacle 5. Pressure drum 6. BK 1 7. BK 2 8. BK 3 9. VC1 10. VC2 11. VC3 12. Vacuum-operated waste tanks 13. MGEC 14. Fixed tank 15. Portable tank 16. Demountable tank 17. Tank container 18. Tank compartments   *(8) Indicate the appropriate number*   1. Steel 2. Aluminium 3. Wood 4. Fibreboard 5. Plywood 6. Plastic film 7. Metal | 1. Paper 2. Plastic 3. Textile 4. Glass   *(9) Indicate the appropriate number*   1. Filled 2. Empty and not cleaned 3. Empty and not gas free 4. Empty and cleaned 5. Empty and gas-free   *(10) Indicate the appropriate number*   1. Absence of dangerous phenomena 2. Jet fire 3. Vapour cloud explosion 4. Explosion without fire 5. Fire 6. Flames 7. Jet fire 8. Gas cloud fire 9. Toxic vapour cloud 10. Bleve 11. Over pressurized inside the tank / packaging 12. *Other (explain):*   *(11)* *Indicate the appropriate number*   1. Bent 2. Gouged 3. Cut 4. Ripped or torn 5. Torn off 6. Damaged 7. Vented 8. Dropped 9. None | *12) Indicate the appropriate number*   1. Small release 2. Limited release 3. Continuous release 4. Full release 5. None   *(13*) *Indicate the appropriate number*   1. Cylinder valve 2. Flange 3. Gauging device 4. Hose coupling 5. Inlet valve 6. Inner packaging 7. Inner receptacle 8. Loading/unloading lines 9. Piping or fittings 10. Bottom valve 11. Pressure relief valve 12. Tank shell 13. Vacuum relief valve 14. Vent 15. Weld or seam 16. Bursting disk 17. Body 18. Bottom 19. Lid 20. None 21. Other (to explain) |

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| **DEEMED CAUSES OF OCCURRENCE** | |
| EXTERNAL CAUSES:   |  | | --- | | * Rock or stone fall | | * Slippery road | | * Recreational traffic | | * Landslide | | * Earthquake | | * Vegetation | | * Fog | | * Flood | | * Frost | | * Ice | | * High winds | | * Storm | | * Snow | | * Heat | | * Drought | | * Heatwave | | * Other (to explain) |   HUMAN CAUSES:   * Deliberate action * Carelessness driving * Alcohol effect * Effect of narcotic drugs * Inadequate training * Inattention * Lack of experience * Non-compliance with procedures * Loss of control * Medical treatment * Medical emergency * Excessive speed (indicate speed if known) * Authorized speed limit: * Sleepiness * Unauthorized employees on the track * Tiredness * Communication or language problem * Other (to explain) | RELATED TO DG CARRIED:   |  | | --- | | * Incompatible products | | * Incompatible material of the containment with the product carried | | * Self-ignition | | * Polymerization |   FAULTY LOAD SECURING:   * Improper securing arrangement * Inadequate blocking and bracing * Other loading default   RELATED TO PROCEDURE:   * Improper preparation for transport * Inadequate maintenance * Inadequate procedures * Overfilled * Over pressurized * Valve open * Sudden braking   TECHNICAL FAILURE VEHICLE*:*   * Electrical system failure * Mechanical system failure * Broken component or device * Defective component or device * Missing component or device * Abrasion * Exterior corrosion * Interior corrosion * Damaged lining * Coupling failure * Engine failure * Braking system failure * Defective train * Axle failure * Tyre * Other (to explain) |

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| **CONSEQUENCES** |
| DEATH AND INJURY IN DANGEROUS GOODS COMPANY PERSONAL   * Total number of injured: … * Of Those Total Number Of Injured Caused By Dangerous Good: …  |  |  |  | | --- | --- | --- | | * Serious Injury (Abbreviated Injury Scale >3): … | * Minor Injury (Abbreviated Injury Scale<3): … | * Not Known |   Nature of injury   |  |  |  | | --- | --- | --- | | * Traumatic: … | * Chemical Burn: … | * Intoxicated: … | | * Radiation: … | * Thermal Burns: … |  |   Days Of Hospitalization (If Known): ...   * Total number of death: … * Of Those, Death Number Caused By Dangerous Good: …   DEATH AND INJURY THIRD PARTY AND PUBLIC:   * Total number of injured: … * Of Those Total Number Of Injured Caused By Dangerous Good: …  |  |  |  | | --- | --- | --- | | * Serious Injury (Abbreviated Injury Scale >3): … | * Minor Injury (Abbreviated Injury Scale<3): … | * Not Known |   Nature of injury   |  |  |  | | --- | --- | --- | | * Traumatic: … | * Chemical Burn: … | * Intoxicated: … | | * Radiation: … | * Thermal Burns: … |  |   Days Of Hospitalization (If Known): ...   * Total number of death: … * Of Those, Death Number Caused By Dangerous Good: …   MATERIAL AND ENVIRONMENT DAMAGES:   * Pollution  |  |  |  | | --- | --- | --- | | * Air | * Water | * Soil |  * Estimated total quantity of financial loss (euro): …   INVOLVEMENT OF AUTHORITIES:   * Involvement Of Authorities:  |  |  | | --- | --- | | * No | * Yes (to precise authority): … |  * Evacuation of personnes for a duration of at least 3 hours caused by the dangerous goods involved  |  |  | | --- | --- | | * No | * Yes |  * Closure of public traffic routes for a duration of at least 3 hours  |  |  | | --- | --- | | * No | * Yes (to precise closure duration if known) | |

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| ADDITIONNAL DESCRIPTION:  …………………………………………………………………………………………………………………………. |

**REPORT ON OCCURRENCES DURING THE CARRIAGE OF DANGEROUS GOODS IN ACCORDANCE WITH ADN SECTION 1.8.5**

Date of the report:

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| --- |
| *Company:* ..............................................................................................………………………………………….  *Address*: ..............................................................................................................................    *Contact name: .......................................…………*    *Telephone: ............................ Fax: ................................*  *Email address:* …………………….  *Official number (ENI) of the vessel ……………………………* |

*(The competent authority shall remove this cover sheet before forwarding the report)*

Report on behalf of a company as:

*(Several choices possible)*

* Consignor
* Loader
* Unloader
* Consignee
* Packer
* Filler
* Carrier
* Tank-container or portable tank operator
* Reception facility operator
* Waterway infrastructure manager

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| **DATE AND LOCATION OF OCCURRENCE** | | | |
| Year… Month… Day… Local Time… | | | |
| * Port * Inland waterway (name):   + Free sector (name):   + Km point: * Country | | * Geographical coordinates:   + Latitude:   + Longitude: | |
| **NATURE OF OPERATION** **PERFORMED AT THE TIME OF THE OCCURRENCE :** | | | |
| * Anchored | * Berthed | | * Degassing |
| * Emptying | * Filling | | * Loading |
| * Maintenance | * Repairs | | * Shifting |
| * Transport | * Unloading | | * Others (to explain) |
| **CONTEXT** | | | |
| WEATHER CONDITIONS:   |  |  |  | | --- | --- | --- | | * Dryness | * Fog | * Hail | | * Heatwave | * High winds | * Lightning | | * Normal weather condition | * Rain | * Sleet | | * Smoke | * Snow | * Storm | | * Thunder | * Unknown | * Other (to precise) | | * Temperature:…°C |  |  | | CONDITIONS OF INLAND WATERWAY     |  |  | | --- | --- | | * High water | * Low water | | * Flood | * Ice condition | | * Water level: … | * Estimated speed through water: … | | | | |  | | LIGHT CONDITIONS   |  |  |  | | --- | --- | --- | | * Daylight | * Twilight | * Twilight sunrise | | * Darkness | * Artificial light lit | * Artificial light unlit | | | | |  | | | | |
| **INFRASTRUCTURE:** | | | |
| INFRASTRUCTURE:   |  |  |  |  | | --- | --- | --- | --- | | * Aqueduct | * Dam | * Lift | * Lock | | * Navigation channel | * Fixed bridge | * Movable bridge | * Tunnel | | * Others (to explain) |  |  |  | | | | |
| WATERWAY SEGMENT/ENVIRONMENT:   |  |  |  |  | | --- | --- | --- | --- | | * Rural side | * Urban area | * Industrial area | * CEMT class :… | | | | |

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| **VESSEL / CONTAINER AND DANGEROUS GOOD CONTAINED** *(indicate the information describing the occurrence according the descriptions lists (1) to (13))* |
| **VESSEL / CONTAINERS INVOLDED IDENTIFICATION**   * Total number of vessels or containers involved * of those, total number of DG vessels or containers   **DESCRIPTION OF THE VESSEL / CONTAINERS INVOLVED IN THE OCCURRENCE** *(reiterate the description for each wagon involded in the occurrence)*  **VESSEL N°…**   |  |  |  |  | | --- | --- | --- | --- | | Type of vessel/container *(1)* | Description of the type of involvement *(2)* | Crash type *(3)* | Crash spot *(4)* | |  |  |  |  |   **DANGEROUS GOODS TRANSPORTED IN THE VESSEL/CONTAINER**   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | Un Number *(\*)* | Class | Packing Group If Known  (If Relevant) | Hazard Labels | Estimated Quantity Of Loss Of Products (Kg Or L) *(\*\*)* | Packing Instructions | Tank Code | | Means Of Containment *(5)* | Means Of Containment Material *(6)* | Containement Status *(7)* | Dangerous Phenomena *(8)* | Damage Type (Imminent Risk Of Loss Of Product) *(9)* | Leakage *(10)* | Place Of Leakage *(11)* | |  |  |  |  |  |  |  | |  |  |  |  |  |  |  | | *(\*)* A indiquer le nom technique dans le cas des marchandises relevant d’une rubrique collective à laquelle s’applique la disposition spéciale 274 *For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated.* | | | | | | | *(\*\*)* Pour la classe 7, à préciser les valeurs selon les dispositions du 1.8.5.3. *For class 7, indicate values according to the criteria in 1.8.5.3.* | | | | | | | | |

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| *(1) Indicate the appropriate number*   1. Dry cargo vessel 2. Tank vessel 3. Single vessel 4. Pusher tug 5. Barge 6. Supply vessel 7. Vessel for the carriage of liquids   *(2) Indicate the appropriate number*   1. Drop in the water 2. Drop from a height 3. Collision (if known, indicate impact speed) 4. Lost or displaced loads 5. Fire 6. Capsizing 7. Leak 8. Shipwreck 9. Location and extent of damage (with additional description) 10. Other (to explain)   *(3)* *Indicate the appropriate number*   1. Collision with bank, structure or berthing installation 2. Collision with another cargo vessel (collision or impact) 3. Collision with passenger vessel 4. Contact with the waterway bed whether or not grounding 5. Other (to explain) | *(4) Indicate the appropriate number*   1. Head on collision 2. Left front 3. Center front 4. Right front 5. Right side 6. Left side 7. Right rear 8. Center rear 9. Left rear   *(5)* *Indicate the appropriate number*   1. Packaging 2. Large packaging 3. Intermediate packaging container (IBC) 4. Pressure receptacle 5. Pressure drum 6. BK 1 7. BK 2 8. BK 3 9. VC1 10. VC2 11. VC3 12. Small container 13. Wagon 14. Vehicle 15. Tank wagon 16. Tank vehicle 17. Battery wagon 18. Battery vehicle 19. Wagon with demountable tanks 20. Demountable tank 21. Large container 22. Tank container 23. MEGC | 1. Portable tank 2. Dry cargo vessel (single hull, double-hull) 3. Tank vessel   *(6) Indicate the appropriate number*   1. Steel 2. Aluminium 3. Wood 4. Fibreboard 5. Plywood 6. Plastic film 7. Metal 8. Paper 9. Plastic 10. Textile 11. Glass   *(7)* *Indicate the appropriate number*   1. Filled 2. Empty and not cleaned 3. Empty and not gas free 4. Empty and cleaned 5. Empty and gas-free   *(8) Indicate the appropriate number*   1. Absence of dangerous phenomena 2. Fireball 3. Vapour cloud explosion 4. Explosion without fire 5. Fire 6. Flames 7. Jet fire 8. Gas cloud fire 9. Toxic vapour cloud 10. Bleve 11. Over pressurized inside the tank / packaging 12. None 13. Other (to explain) | *(9)* *Indicate the appropriate number*   1. Distorted 2. Bent 3. Folded 4. Gouged 5. Cut 6. Ripped or torn 7. Torn off 8. Damaged 9. Vented 10. Dropped 11. None   *(10)* *Indicate the appropriate number*   1. Small release 2. Limited release 3. Continuous release 4. Full release 5. None   *(11)* *Indicate the appropriate number*   1. Cylinder valve 2. Flange 3. Gauging device 4. Hose coupling 5. Inlet valve 6. Inner packaging 7. Inner receptacle 8. Loading/unloading lines 9. Piping or fittings 10. Bottom valve 11. Pressure relief valve 12. Tank shell 13. Vacuum relief valve 14. Vent 15. Weld or seam 16. Bursting disk 17. Body 18. Bottom 19. Lid 20. None 21. Other (to explain) |

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| **CAUSES OF OCCURRENCE** | |
| EXTERNAL CAUSES:   * Recreational traffic * Fog * Flood * Frost * Ice * High winds * Storm * Snow * Heat * Drought * Heatwave * Other(explain):   HUMAN CAUSES:   * Deliberate action * Carelessness driving * Alcohol effect * Effect of narcotic drugs * Inadequate training * Inattention * Lack of experience * Non-compliance with procedures * Loss of control * Medical treatment * Medical emergency * Excessive speed (indicate speed if known) * Authorized speed limit: * Unauthorized persons on the track * Suicide * Sleepiness * Unauthorized employees on the track * Tiredness * Communication or language problem * Other (to explain) | RELATED TO DG CARRIED:   |  | | --- | | * Incompatible products | | * Incompatible material of the containment with the product carried | | * Self-ignition | | * Polymerization |   FAULTY LOAD SECURING:   * Improper securing arrangement * Inadequate blocking and bracing * Other loading default   RELATED TO PROCEDURE:   |  | | --- | | * Incompatible products | | * Incompatible material of the containment with the product carried | | * Self-ignition | | * Polymerization |   TECHNICAL FAILURE ON VEHICLE:   * Electrical system failure * Mechanical system failure * Broken component or device * Defective component or device * Missing component or device * Abrasion * Exterior corrosion * Interior corrosion * Damaged lining * Coupling failure * Engine failure * Steering installation failure * Other (to explain) |

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| **CONSEQUENCES** |
| DEATH AND INJURY IN DANGEROUS GOODS COMPANY PERSONAL   * Total number of injured: … * Of Those Total Number Of Injured Caused By Dangerous Good: …  |  |  |  | | --- | --- | --- | | * Serious Injury (Abbreviated Injury Scale >3): … | * Minor Injury (Abbreviated Injury Scale<3): … | * Not Known |   Nature of injury   |  |  |  | | --- | --- | --- | | * Traumatic: … | * Chemical Burn: … | * Intoxicated: … | | * Radiation: … | * Thermal Burns: … | * Drowned:... |   Days Of Hospitalization (If Known): ...   * Total number of death: … * Of Those, Death Number Caused By Dangerous Good: …   DEATH AND INJURY THIRD PARTY AND PUBLIC:   * Total number of injured: … * Of Those Total Number Of Injured Caused By Dangerous Good: …  |  |  |  | | --- | --- | --- | | * Serious Injury (Abbreviated Injury Scale >3): … | * Minor Injury (Abbreviated Injury Scale<3): … | * Not Known |   Nature of injury   |  |  |  | | --- | --- | --- | | * Traumatic: … | * Chemical Burn: … | * Intoxicated: … | | * Radiation: … | * Thermal Burns: … | * Drowned:.... |   Days Of Hospitalization (If Known): ...   * Total number of death: … * Of Those, Death Number Caused By Dangerous Good: …   MATERIAL AND ENVIRONMENT DAMAGES:   * Pollution  |  |  |  | | --- | --- | --- | | * Air | * Water | * Soil |  * Estimated total quantity of financial loss (euro): …   INVOLVEMENT OF AUTHORITIES:   * Involvement Of Authorities:  |  |  | | --- | --- | | * No | * Yes (to precise authority): … |  * Evacuation of personnes for a duration of at least 3 hours caused by the dangerous goods involved  |  |  | | --- | --- | | * No | * Yes |  * Closure of public traffic routes for a duration of at least 3 hours  |  |  | | --- | --- | | * No | * Yes (to precise closure duration if known) | |

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| ADDITIONNAL DESCRIPTION:  …………………………………………………………………………………………………………… |