



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**

Bern, 25-28 March 2024

Item 7 of the provisional agenda

Accidents and risk management**Report of the meeting on the improvement of transport of
dangerous goods occurrence reporting, held on 23 and 24
October 2023****Submitted by the Government of France*,*****Summary***Executive summary:** Report of the informal working group meeting held in Paris on 23 and 24 October 2023.**Related documents:** Informal document [INF.8](#) (Joint Meeting, September 2022); Informal document [INF.27](#) (Joint Meeting, March 2023); and two documents for the present session on behalf of the informal working group**I. Background**

1. At the Joint Meeting of March 2023 in Bern, France presented informal document [INF.27](#) as a contribution to the on-going activities of the UNECE/OTIF working group on improvement of accident reports (in particular as a follow-up to informal document [INF.47](#) of the Joint Meeting in Autumn 2020).

2. As agreed, France organised another meeting in Paris on 23 and 24 October 2023 to resume the work of the informal working group and to concentrate on some points that have not yet been addressed.

3. Eight main agenda items were discussed as follows:

- (a) Presentation of the online reporting on occurrences in France;

* A/78/6 (Sect.20), table 20.5.

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2024/15.



- (b) Presentation by the European Union Agency for Railways (ERA) on the reporting according to the Common Safety Methods on the Assessment of Safety Level and Performance (CSM ASLP) of Railway Operators;
- (c) Definition of a revised scope for the accident reporting and declaration criteria, if necessary;
- (d) Coordination with CSM ASLP reporting;
- (e) Identification of data for short-term and long-term reporting and associated timing;
- (f) Anonymity issues;
- (g) Drafting of a new text in 1.8.5 as a frame and introduction to the new reporting;
- (h) Measures to facilitate declarations and IT tools.

II. Introduction

4. Based on the mandate given by the Joint Meeting in its Spring session 2023, a meeting was held in Paris (23 and 24 of October 2023). The meeting was chaired by Mr. C. Pfauvadel, representative of France.

5. The following Contracting States/Parties of RID/ADR respectively participated in the meeting: Belgium, Finland, France, Italy, Netherlands and United Kingdom. The following Non-Governmental Organisation was represented: Liquid Gas Europe. The European Union Agency for Railways (ERA) was also present.

Presentation of the online reporting on occurrences in France

6. The representative of France presented the online reporting on occurrences and announced that the project is almost finished and will be launched in January 2024. This system will allow the online reporting on occurrences by all the participants mentioned in 1.8.5.

Presentation of the ERA CSM ASLP reporting

7. The representative of ERA gave a presentation of CSM ASLP reporting. He reminded that CSM ASLP is there to take care of safety in general (transport of passengers, freight and also dangerous goods).

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

8. The representative of France, chairing the informal working group, explained that the criteria described in 1.8.5.3 should be clarified. Indeed, for example, for a carriage under 1.1.3.6 in the case of loss of containment there is no reporting to be done, but in the case of an imminent risk of loss of containment a report should be established even if the quantities carried are under 1.1.3.6. A modification of those criteria could be a benefit to ensure a global risk analysis.

9. After discussions, the working group was of the opinion that the notion of imminent risk of loss should be better specified by adding a list of cases.

10. The informal working group also agreed that some other criteria should be clarified (such criteria to be clarified are notably related to the definition criteria of injury).

Coordination with CSM ASLP reporting

11. It was agreed that a CSM ASLP report can be recognized as a part of an RID report to avoid duplication of reporting and that there is a need of ensuring that the taxonomy used in the two reports is the same (e.g. definition of an event). To establish the link between the CSM ASLP and the RID report, a note should be included in RID.

Identification of data for short-term and long-term reporting and associated timing

12. The Chair of the informal working group introduced this item, saying that when an occurrence appears during an operation of dangerous goods (carriage, loading, unloading, etc.), some elements of the report are available on short-time because they are factual elements. On the contrary, some other elements need more inquiries to be defined. So, as for CSM ASLP, the notion of short-time report and long-time report shall be introduced for the reporting of 1.8.5.

13. To align on CSM ASLP for the reporting a nota should be included in the RID clarifying that this part of the short-term report, which would be in RID, is overlapping with the reporting on CSM ASLP and that this part is subject to the declaration within 72 hours under CSM ASLP.

14. The informal working group considered that the following items should be included in the short-term report:

- (a) general information (name of the company, type of activity ...);
- (b) date and location of occurrence;
- (c) nature of operation performed at the time of the occurrence;
- (d) the context of the occurrence (including type of railway event);
- (e) the description of the infrastructure (description of the road);
- (f) involvement of authorities;
- (g) loss of containment;
- (h) injured people;
- (i) number of transport units involved.

15. It was agreed by the informal working group that the short-term report should be a notification to the competent authority that an event occurred and that the notification should contain the minimum information. A discussion took place on who would be responsible for sending the report amongst the participants in the transport chain. Some experts felt that the current text was not so clear and that some clarification that any participant in the transport chain should sent its own report. This would be useful because each participant may have some information that the others do not know.

Anonymity issue (IT tool)

16. ERA confirmed that the information sharing system to be developed in accordance with the CSM ASLP will be compliant with the protection of data including anonymity issues.

17. The working group was in the opinion that an IT tool would facilitate the reporting. The way to introduce such a tool should be examined by the Joint Meeting. The Inland Transport Committee (ITC) could probably promote this idea in including this topic in the program of work (ITC strategy: support the new technologies and innovations).

Conclusion of the meeting

18. It was felt that the discussion on the modifications in 1.8.5.1 and 1.8.5.2 to introduce a long-term and short-term report, as well as the design of the report itself in 1.8.5.4 were well advanced and could be subject to a proposal for amendments to RID/ADR/ADN at the next session of the Joint Meeting. France volunteered to draft an official document to be sent in due time to cover these points.

19. On the declaration criteria in 1.8.5.3 it was felt that the discussions in the informal working group could not yet lead to draft a precise proposal with an amended text of 1.8.5.3. However, France volunteered to present in a separate document some ideas to start the analysis.
