

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

OTIF/RID/CE/2007/3

4 July 2007

Original: German

RID: 44th Session of the Committee of Experts on the Transport of Dangerous Goods
(Zagreb, 19 - 23 November 2007)

Subject: Report of the fourth session of the RID Committee of Experts' working group on
standardized risk analysis
(Bern-Ittigen 23 and 24 April 2007)

Transmitted by Switzerland

The Swiss Federal Office for Transport (BAV) organised the 4th session of the working group on standardized risk analysis in Bern-Ittigen on 23 and 24 April 2007.

- The first day was spent examining the background to risk analysis in Switzerland and an explanation of the methodological principles on the basis of a specific risk assessment.
- The second day was used to carry out a review, to exchange experiences and for discussions.

1. Introduction to the 4th session of the working group

The working group's task would be concluded when the guideline was issued (document A 81-03/501.2006/Add.2 – final report of the 42nd session of the RID Committee of Experts).

At various meetings, representatives of States that do not have any formal risk analysis for the transport of dangerous goods said that they would like to be able to find out more about the methodology of risk analysis. States that have experience in the area of risk analysis should promote the exchange of information and provide access to their know-how. At the invitation of Switzerland, the Swiss representative offered to give his colleagues in the working group a clearer understanding of the risk analysis methodology used in his country.

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2. Objective

The aim of this meeting was to present to participants the methods used in Switzerland and to explain them using the specific example of Zurich-Oerlikon station. The correlation with the guideline should also be highlighted in the process.

Switzerland also wished to demonstrate that the risk analysis tool could be used not just to present and compare the extent of the risks posed by different dangerous goods, but that it could also be used to highlight the effect of safety measures, e.g. chlorine tank-wagons with improved safety technology or derailment detectors.

All the participants, i.e. the authorities, rail and industry representatives, had been involved in developing and applying the methodology to assess the risks posed by the carriage of dangerous goods by rail. These people were present at the meeting and reported openly on their experiences over the last 10 years.

3. Presentations

3.1 Legal basis for risk analysis in Switzerland (Federal Office for the Environment - BAFU), see Annex 1:

The representative of Switzerland's Federal Office for the Environment (BAFU) gave a presentation on Switzerland's "statutory order on hazardous incidents" as the background to risk analysis in Switzerland.

3.2 Explanation of the methodological principles on the basis of a completed risk assessment (Ernst, Basler & Partner - EBP), see Annex 2:

The explanation on the methodology of risk assessment included a presentation of the various elements, and definitions included in the RID Committee of Experts' guideline were referred to. The presentation by Ernst, Basler & Partner (EBP) focussed on the fundamental concepts and conventions and on application opportunities and limits. The stages and content of risk analysis and risk assessment were explained using Zurich-Oerlikon station as an example.

3.3 Experience with risk analysis – the authority's point of view (BAV), see Annex 3:

The representative of the Federal Office for Transport (BAV) presented the standpoint of the enforcement authority and provided explanations on:

- the chronology of co-operation with the industry,
- the interdependence of risk analysis and assessment criteria,
- the importance of including the stakeholders,
- communication,
- effect of measures (chlorine wagons, derailment detector),
- risk assessment as a dynamic process,
- current status and outlook.

3.4 Experiences from the infrastructure manager's perspective (SBB), see Annex 4:

The representative of Swiss Railways (SBB) talked about experiences and the benefits for the railways. He pointed out the need for good communication when publishing results.

3.5 Common Safety Targets and Common Safety Methods for the Railway Systems in Europe (ERA), see Annex 5:

The representative of the European Railway Agency (ERA) reported on the Agency's activities in the area of safety aims and methods.

4. Conclusion

With the help of the presentations and the lively discussions on various subject areas, the meeting succeeded in providing a better understanding of the methods involved and of the correlations in a political context.

The Chairman of the RID Committee of Experts, Mr Helmut Rein, emphasised in his concluding remarks that this type of risk analysis would in future be an important tool in the risk-oriented further development of the international dangerous goods regulations.

The meeting expressed the wish that the working group would be able to obtain an even better overview of various risk analysis procedures thanks to such meetings in States that had relevant experience. It should then be decided in the RID Committee of Experts whether the requirements of RID – starting with the guideline referred to above – should be made even more detailed or whether the existing guideline provided sufficient detail.
