



Ministerie van Verkeer en Waterstaat

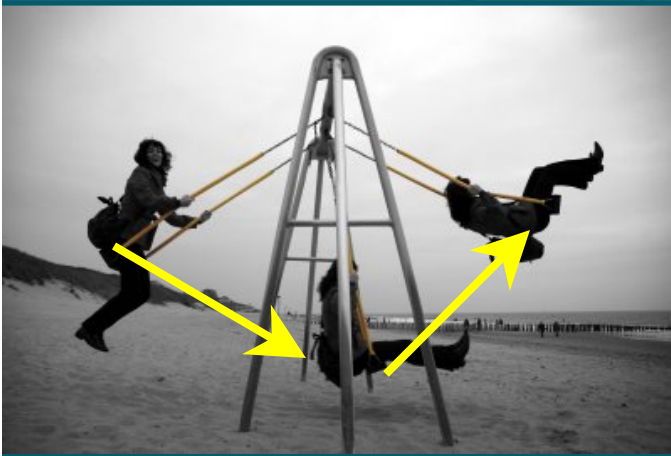
QRA in the Netherlands

Introduction Dutch risk policy

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Swinging policy



- Opinions on the extent of control that is needed, changes through the years
- If calamities do not occur for a long time, policy is eased
- When a calamity occurs, policy is sharpened
- External safety policy should be sustainable
- The presence of safety risks needs to be acknowledged

Not only effects

- The Netherlands use a risk approach
- Not only effect, but also probability
- Looking only at the effect is not possible in a densely populated country like NL
- Risks have to be reduced in a reasonable and well-considered way



Individual risk <> Societal Risk

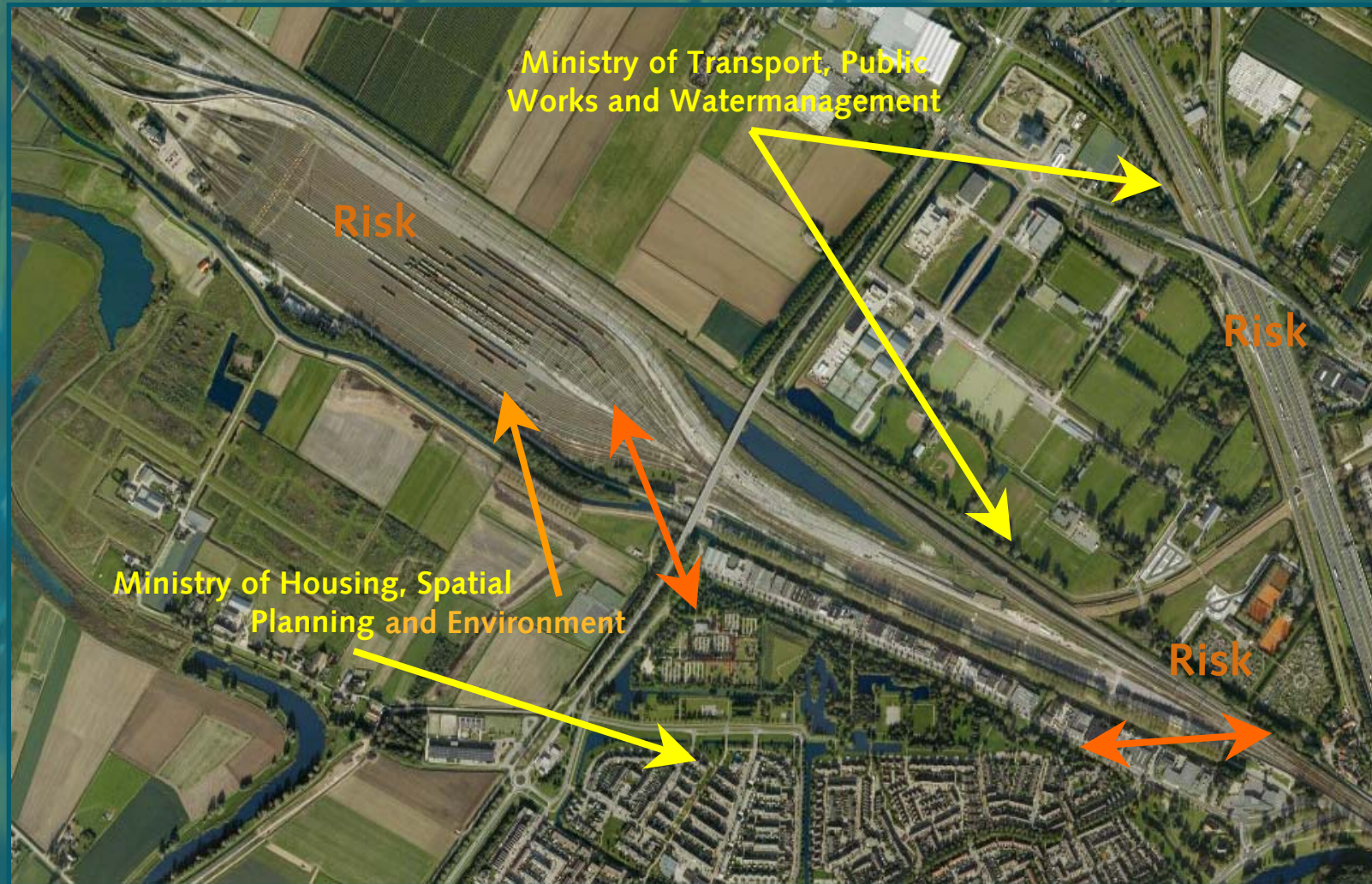


- Two different kinds of risk with two different purposes
- Individual Risk (location based risk):
 - Risk of an individual person to come to harm
 - Protects the individual person
- Societal Risk:
 - Risk of a certain number of people to come to harm
 - Can we, as a society, overcome certain possible accidents (emergency aid, economical and societal damage).

Policy

- External safety is about the balance between transport and spatial planning
- For 'transport' and for 'establishments' different ministers have political responsibility
- NMP4 (Future Environment Agenda)
- Mobility Policy Document
- Policy document on the Transport of Dangerous Goods

Different ministries



Policy Document on the Transport of Dangerous Goods (nov 2005)

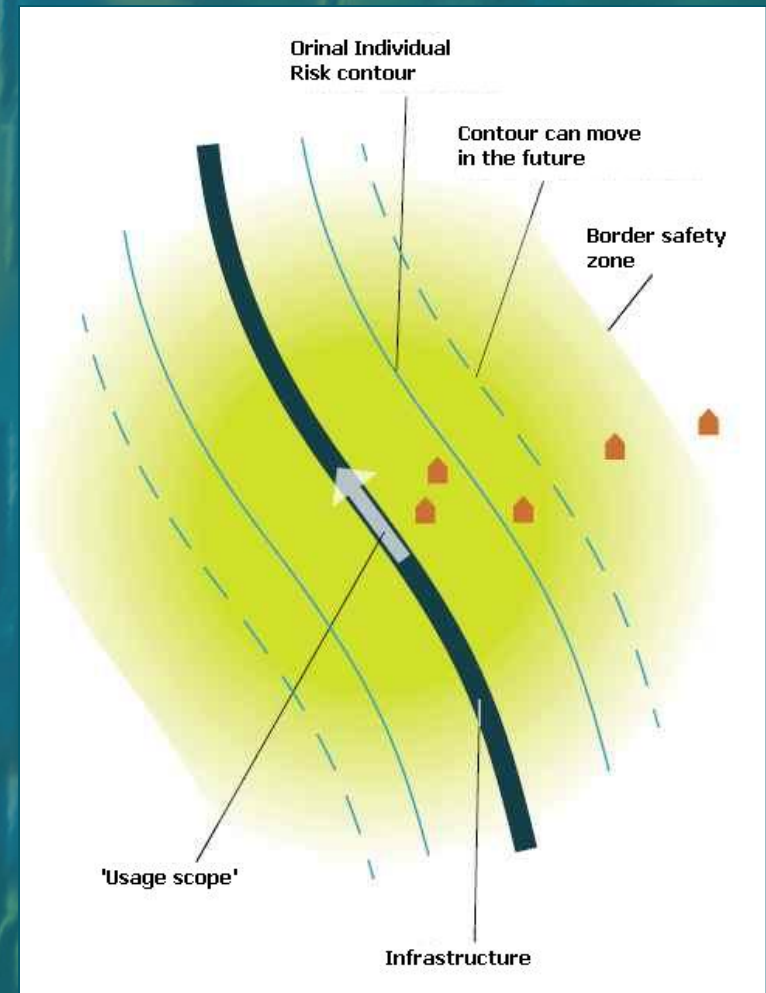
- 2 Tracks
- Track 1: Spatial planning and transport in balance
- Track 2: Better tools for improving safety

This means for QRA:

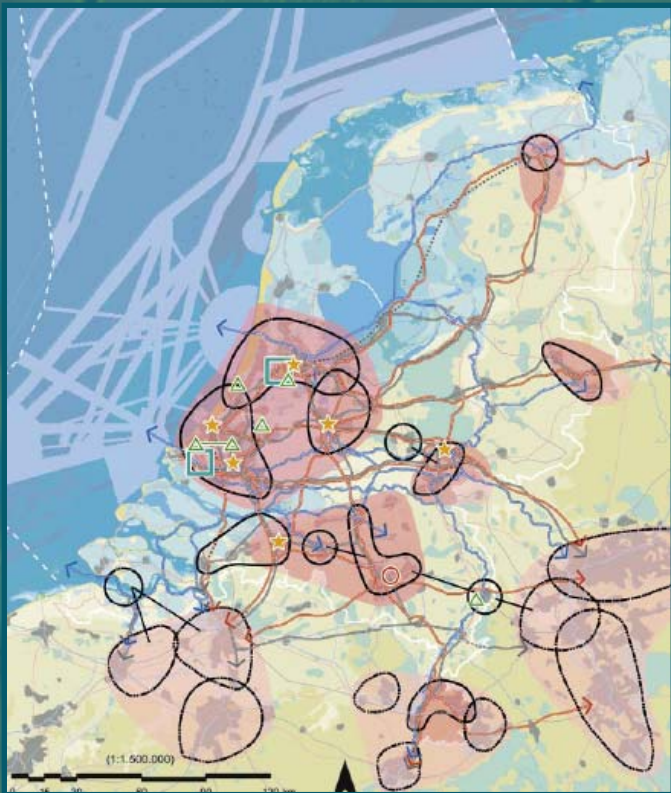
- Track 1: Establishing legislation for QRA transport
- Track 2: Better tools for the improvement of safety

'Track' 1

- Spatial development and transport in balance
- Providing external safety
- Basis Transport Network
 - Safety zones
 - 'Usage scope'



Basic Transport Network



- Points the way to sustainable balance between transport and spatial planning
- Satisfies the applicable, international, treaties and framework directives
- Accommodates transport of dangerous goods to and from economic core areas

Some general developments

- Knowledge-management concerning QRA has improved, and has become more transparent
- Over the years the expertise concerning external safety and QRA has grown as a result of practical experience
- Some provinces (County Boards) are already designing their own Basis Transport Network (for road)

QRA had evolved and is becoming more and more complex (more people, telling more things)

This complicates discussions about the Basic Transport Network and resolutions concerning Spatial Planning

The programme: today and tomorrow



- How does NL perform QRA?:
- Practical Case: How are QRA-rapports actually used in spatial planning
- What is needed for QRA knowledge management?
- QRA in perspective: With new methods come new problems and new needs
- Examination of requests for recommendation on Safety aspects