

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/2011/5

4 October 2011

Original: French

RID: 50th Session of the RID Committee of Experts on the Transport of Dangerous Goods
(Malmö, 21 – 25 November 2011)

Subject: Incident report and discussion on the question of declaring occurrences involving dangerous goods in accordance with 1.8.5

Proposal transmitted by Switzerland

Introduction

1. As the competent authority for Switzerland, the Federal Office of Transport has received a report of an accident that occurred in the Chiasso marshalling yard on 5 February 2011. The report was received from the infrastructure manager in accordance with the provision in 1.8.5.1.
2. After being composed, a freight train was moved onto a track in the marshalling yard. The brakes were not applied and owing to the track being on a slight slope, the 26 wagons in the train began to move and collided with a freight train. Four empty dangerous goods wagons derailed; one of these wagons, which had contained ethylene oxide, overturned. As a precautionary measure, 80 locals were evacuated. No leakages occurred and nobody was injured. The report prepared in accordance with the model prescribed in 1.8.5.4 is attached.
3. 1.8.5.2 says that the RID Contracting State on whose territory the accident or incident occurs “shall, if necessary, make a report to the Secretariat of OTIF with a view to informing the other RID Contracting States”.

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

Current situation

4. Before informing the Secretariat of OTIF, the expert from Switzerland consulted the relevant page of OTIF's website and noted the following:
 - few occurrences are reported: seven since 2002! This seems a paltry figure compared to the number of accidents in which dangerous goods are released recorded each year in the European Union: 24 in 2006, 25 in 2008 (source: ERA, "Final Report Impact Assessment on the use of Derailment Detection Devices in the EU Railway System" of 7 May 2009).
 - Three States have reported two occurrences, one State has reported one.
 - The last really serious rail accident with a lot of victims (Viareggio, June 2009) does not appear.
5. ADR 1.8.5.2 is identical. The corresponding page of the UN website is even more revealing in terms of the need to look at this situation: one single road accident has been reported since 2006 (Belgium, Antwerp 2004)!
6. The wording of 1.8.5.2 gives States the freedom to decide whether it is worth sending a report to the OTIF Secretariat.

Proposal for discussion

7. Switzerland proposes that the RID Committee of Experts should discuss the following questions:
 - What is the purpose of 1.8.5?
 - What must be done to ensure that it is better applied?
 - Is it wise to indicate quantity thresholds for the amount of dangerous goods released, in the knowledge that these quantities are often rough estimates and that a low estimate can exempt States from having to notify an incident or accident?
 - Would it be desirable to develop common criteria for sending a report to the OTIF Secretariat?
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Annex
(Original: German/French)

1. Mode	
<input checked="" type="checkbox"/> Rail Wagon number (optional):	<input type="checkbox"/> Road Vehicle registration (optional):
2. Date and location of occurrence	
Year: ..2011..... Month: ..02..... Day:05..... Time:04:51.....	
<input type="checkbox"/> Station <input checked="" type="checkbox"/> Shunting/marshalling yard <input type="checkbox"/> Loading/unloading/transshipment site Location / Country: or <input type="checkbox"/> Open line Description of line: Kilometres:	Road <input type="checkbox"/> Built-up area <input type="checkbox"/> Loading/unloading/transshipment site <input type="checkbox"/> Open road Location / Country:
3. Topography	
<input checked="" type="checkbox"/> Gradient/incline <input type="checkbox"/> Tunnel <input type="checkbox"/> Bridge/Underpass <input type="checkbox"/> Crossing	
4. Particular weather conditions	
<input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Fog <input type="checkbox"/> Thunderstorm <input type="checkbox"/> Storm Temperature: ... °C	
5. Description of occurrence	
<input checked="" type="checkbox"/> Derailment/Leaving the road <input type="checkbox"/> Collision <input checked="" type="checkbox"/> Overturning/Rolling over <input type="checkbox"/> Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Loss <input type="checkbox"/> Technical fault Additional description of occurrence: A composed freight train was pulled in a shunting manoeuvre from Chiasso SM (track 01) towards Chiasso VG (track 51). A set of 26 wagons remained on track 1 without the brakes applied. As this sector (track 1) was on a slight slope, the unbraked wagons began to move on their own towards Chiasso VG. On track 31 the runaway wagons collided with another stabled freight train set. Of the runaway wagons, four empty dangerous goods wagons derailed; one of them, which had contained ethylene oxide (UN code 263/1040), overturned.	

6. Dangerous goods involved						
UN Num-ber ⁽¹⁾	Class	Packing Group	Estimated quantity of loss of products (kg or l) ⁽²⁾	Means of contain-ment ⁽³⁾	Means of con-tainment mate-rial	Type of failure of means of con-tainment ⁽⁴⁾
1040	2	---	0	7		---
1965	2	---	0	7		---
(1) For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated.				(2) For Class 7, indicate values according to the criteria in 1.8.5.3.		
(3) Indicate the appropriate number 1 Packaging 2 IBC 3 Large packaging 4 Small container 5 Wagon 6 Vehicle 7 Tank-wagon 8 Tank-vehicle 9 Battery-wagon 10 Battery-vehicle 11 Wagon with demountable tanks 12 Demountable tank 13 Large container 14 Tank-container 15 MEGC 16 Portable tank				(4) Indicate the appropriate number 1 Loss 2 Fire 3 Explosion 4 Structural failure		
7. Cause of occurrence (if clearly known)						
<input type="checkbox"/> Technical fault <input type="checkbox"/> Faulty load securing <input checked="" type="checkbox"/> Operational cause (rail operation) <input type="checkbox"/> Other:						
8. Consequences of occurrence						
<p><u>Personal injury in connection with the dangerous goods involved:</u></p> <input type="checkbox"/> Deaths (number:) <input type="checkbox"/> Injured (number:) <p><u>Loss of product:</u></p> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Imminent risk of loss of product <p><u>Material/Environmental damage:</u></p> <input checked="" type="checkbox"/> Estimated level of damage ≤ 50,000 Euros <input type="checkbox"/> Estimated level of damage > 50,000 Euros <p><u>Involvement of authorities:</u></p> <input checked="" type="checkbox"/> Yes → <input checked="" type="checkbox"/> Evacuation of persons for a duration of at least three hours caused by the dangerous goods involved <input type="checkbox"/> Closure of public traffic routes for a duration of at least three hours caused by the dangerous goods involved <input type="checkbox"/> No						

If necessary, the competent authority may request further relevant information.