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”.

OTIF/RID/CE/2011/5
4 October 2011
Original: French
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?
### 1. Mode

- Rail
  - Wagon number (optional):
  - Vehicle registration (optional):

- Road

### 2. Date and location of occurrence

- **Year:** 2011
- **Month:** 02
- **Day:** 05
- **Time:** 04:51

- **Location / Country:**

  - Shunting/marshalling yard
  - Loading/unloading/transhipment site

  or

- **Open line**
  - Description of line:
  - Kilometres:

- **Road**
  - Built-up area
  - Loading/unloading/transhipment site

### 3. Topography

- Gradient/incline
- Tunnel
- Bridge/Underpass
- Crossing

### 4. Particular weather conditions

- Rain
- Snow
- Ice
- Fog
- Thunderstorm
- Storm

- **Temperature:** °C

### 5. Description of occurrence

- Derailment/Leaving the road
- Collision
- Overturning/Rolling over
- Fire
- Explosion
- Loss
- 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

<table>
<thead>
<tr>
<th>UN Number(1)</th>
<th>Class</th>
<th>Packing Group</th>
<th>Estimated quantity of loss of products (kg or l)(2)</th>
<th>Means of containment(3)</th>
<th>Means of containment material</th>
<th>Type of failure of means of containment(4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1040</td>
<td>2</td>
<td>---</td>
<td>0</td>
<td>7</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>1965</td>
<td>2</td>
<td>---</td>
<td>0</td>
<td>7</td>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>

(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)

- □ Technical fault
- □ Faulty load securing
- ✗ Operational cause (rail operation)
- □ Other: ........................................................................................................

## 8. Consequences of occurrence

**Personal injury in connection with the dangerous goods involved:**
- □ Deaths (number: ......)
- □ Injured (number: ......)

**Loss of product:**
- □ Yes
- ✗ No
- □ Imminent risk of loss of product

**Material/Environmental damage:**
- ✗ Estimated level of damage ≤ 50,000 Euros
- □ Estimated level of damage > 50,000 Euros

**Involvement of authorities:**
- ✗ Yes → ✗ Evacuation of persons for a duration of at least three hours caused by the dangerous goods involved
- □ Closure of public traffic routes for a duration of at least three hours caused by the dangerous goods involved
- □ No

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