

## ECONOMIC COMMISSION FOR EUROPE

## INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous GoodsJoint Meeting of the RID Safety Committee and the  
Working Party on the Transport of Dangerous Goods  
(Geneva, 13-17 September 2004)Chapter 1.9 RID/ADRProposal by the Government of Germany to transform the present RID Working Group  
on "Standardized Risk Analysis" as a Joint Meeting Working Group

## SUMMARY

<i>Explanatory summary:</i>	The present RID Working Group on "Standardized Risk Analysis" of the RID Expert Committee should be established as a Working Group of the Joint Meeting
<i>Decision to be taken:</i>	Approve the establishment of the Working Group
<i>Related documents:</i>	OCTI/RID/GT-III/2003/71 (TRANS/WP.15/AC.1/2003/71.

**Introduction**

Chapter 1.9 of RID/ADR allows the Member States to carry out under certain conditions more far-reaching safety measures, especially restrictions on carriage. In these cases, the RID demands that from 1 January 2005 the competent authority proves the necessity of the measures.

Individual Contracting States have already made use of this chapter for rail transport (the Netherlands and Switzerland). In road transport, too, various countries are already practicing restrictions on carriage.

Other states and especially the transport enterprises concerned are not always of the opinion that these measures are sufficiently well-founded. Especially the predictability of the services on individual transport relations is at risk if national measures at short notice make certain transport operations impossible.

The following demands were formulated in the international discussion:

- Before its introduction such a measure should be well-founded by the competent authority through risk analysis, i.e. through a probability theory, and it should be sufficiently based on statistical data.
- For reasons of transparency, the procedures and evaluations applied should be used according to a uniform scale.
- The measures should lead to a proven increase in transport safety and not to a shift of the risks to other routes or networks.
- The measure “shift to alternative routes” also implies the inclusion of road transport into the risk analysis justification of the measures.
- An internationally uniform evaluation method for all modes of transport would be desirable.

At the 39<sup>th</sup> meeting of the RID Expert Committee (Bern, 18 to 21 November 2002) it was decided to establish an international Working Group for rail transport. This Working Group should, without having a “narrow mandate”, examine the possibilities of a Europe-wide standardization and adaptation to Chapter 1.9 of ADR, possibly in the framework of CEN.

The Working Group “Chapter 1.9 RID” had the task of presenting a revised draft of Chapter 1.9 RID for the next meeting of the RID Expert Committee. The aim was to ensure a harmonised approach in all the COTIF Member States. In this connection, the Working Group charged UIC with the elaboration of proposals for a guideline for standardized risk analyses. At the 40<sup>th</sup> meeting of the RID Expert Committee (Sinaia, 17 to 21 November 2003) UIC stated that it could not fulfil this task with its own funds. It was decided to establish a Working Group for the elaboration of proposals for a guideline for standardized risk analyses. Germany assumed the organization and invitation to the foundation of the Working Group. Since there was a technical connection and the problem was the same for road transport, it was decided at the same time to propose that the Joint Meeting deal with the initiative.

At the first meeting of the Working Group “Standardized Risk Analysis” on 22/23 April 2004 the task of the Working Group was described as follows: “To find and define possibilities for standardizing risk analyses to evaluate the need for measures in the context of Chapter 1.9 of RID/ADR. In so doing there is the need to harmonize the procedure for rail transport and road transport.”

The basic elements of a research project which is to concretize, fill in and implement these tasks were presented and discussed. A preliminary expression of interest for assistance of the research project by the representatives of the Member States, international associations and the European Commission showed a great deal of approval of this research project. The funding of the research project was to be realized with the assistance of the European Commission and a 50 % co-financing by Member States and interested associations.

The following requirements regarding the further treatment of the problem were made or highlighted in the following opinions on a draft application for research assistance by the European Commission:

1. The mandate of the Working Group should be confirmed and concretized by the RID Expert Committee or by the Joint Meeting.
2. The Working Group “Standardized Risk Analysis” should be charged to accompany the research work as a “Steering Committee”.

At the meeting on 28 June 2004 organised to deal with the issue of co-financing, it was considered necessary to take account of the existing decision of the RID Expert Committee and of the above mentioned reservations in the opinions quoted and to bring about a decision of the Joint Meeting.

### **Application**

The Joint Meeting is requested to decide:

1. The Working Group “Standardized Risk Analysis” constituted on 23/24 April 2004 in Bonn is to continue its assignment as a Working Group of the Joint Meeting. The Working Group has to regularly report to the Joint Meeting on the continuation of its work.
2. The Working Group “Standardized Risk Analysis” is to scientifically accompany and control the research project drawn up by its scientific management. Furthermore, endeavours should be made to achieve funding by the European commission in connection with co-financing by the RID/ADR Member States and/or interested international associations.

The aim of the research project is:

- The elaboration of recommendations for a guideline on standardized risk analyses in case of measures in accordance with Chapter 1.9 RID/ADR.
  - For this purpose the models used in the area of RID and ADR Member States are to be analysed and evaluated.
  - Minimum standards for the risk analysis models are to be developed.
  - A guideline for the execution of risk analyses is to be elaborated.
  - The most comprehensive, Europe-wide database possible to be used for risk analysis is to be established.
  - Recommendations for a scientific and organisational procedure for the further development of the recognized models are to be developed.
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