Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Bern, 21–25 March 2011

Item 6 of the provisional agenda

Reports of informal working groups

Comments on the report of the informal working group on reduction of the risk of a BLEVE

Transmitted by the Government of France

1. The BLEVE working group that was held from 20 to 22 December 2010 in Paris has raised the high interest of having a standardised database allowing a reliable analysis of accidents happening during the transport of dangerous goods.

2. Several examples have pointed out that it could be extremely interesting to analyse accident data, not only on the basis of one single specific accident, but also based upon statistical analysis given a large number of accidents. In particular the working group has been able to assess the efficiency and show the relevance of some safety measures by analysing the statistical data produced.

3. Indeed, France has been developing for many years a database reporting accidents that have occurred during the transport of dangerous goods. The existing data were very helpful for the working group, who reckoned that this tool should be spread to all issues dealing with TMD. Members of the working group have encouraged France to submit a proposal for a more general tool.

4. Although the idea of accident reporting at European level is already mentioned in 1.8.5, for now it has never led to the reporting of a number of accidents large enough to carry out a statistical analysis at European level. Yet we think the analysis of a large number of recurrent, even if small accidents, would be very helpful.

5. France suggests a systematic report of accident data, through a simple tool that would cover thoroughly the sections given in the model report in 1.8.5.4. An extract of the French database spreadsheet is given in Annex 1 by way of an example.

6. If the Joint Meeting considers that the idea raised by the working group is interesting, France is willing to produce a more elaborate proposal.
Annex 1: Extract of the French accident database

<table>
<thead>
<tr>
<th>Mode</th>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Topography</th>
<th>Weather conditions</th>
<th>Description</th>
<th>Additional description of occurrence</th>
<th>Dangerous goods involved</th>
<th>Cause of occurrence</th>
<th>Consequences of occurrence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td>03/2001</td>
<td>13:08</td>
<td>1</td>
<td>Underground coal mine</td>
<td>Fog</td>
<td>Collision</td>
<td>1</td>
<td>Packaging</td>
<td>[ ]</td>
<td>Personal injury</td>
</tr>
<tr>
<td>Road</td>
<td>03/2001</td>
<td>13:29</td>
<td>6</td>
<td>Mainline</td>
<td>[ ]</td>
<td>[ ]</td>
<td>1</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
</tbody>
</table>

Note: The table contains data on accidents involving dangerous goods by road in France for the years 2001-2007. The data includes information on the mode of transportation, date and time of the accident, location, topography, weather conditions, description of the accident, additional description of occurrence, dangerous goods involved, cause of occurrence, and consequences of occurrence. The consequences of occurrence include personal injury, damage to goods, and damage to the environment. The data is presented in a tabular format with columns for each of these categories.