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, 25-28 March 2024
Item 7 of the provisional agenda
Accidents and risk management

Improvement of the report on occurrences relating to the carriage of dangerous goods (amendments in 1.8.5.1, 1.8.5.2 and 1.8.5.4)

Transmitted by the Government of France*: **

Summary

Executive summary: Proposal to amend 1.8.5.1, 1.8.5.2 and 1.8.5.4 as discussed in the informal working group in Paris, 23-24 October 2023. It is proposed to introduce a more detailed and complete accident report model and to define a two-step process for sending the report (short term and long term).

Related documents: Informal document INF.8 (Joint Meeting, September 2022); Informal document INF.47 (Joint Meeting, September 2023); report of the working group.

Introduction

1. Following the presentation of informal document INF.47 and the discussions during the session of the joint meeting in September 2023, France hosted an informal working group (23-25 October 2023) in Paris. Based on the discussions and the results of this working group, the following proposals are submitted to the joint meeting.

2. The informal working group agreed that it would be a good way forward to introduce in 1.8.5.4 the new reporting model as proposed in INF.47 and in this document with one part of the information being in a short-term report (72 hours after the occurrence) and the

* A/78/6 (Sect.20), table 20.5.
** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2024/16.
remaining part being sent in a longer term to be agreed in period between four and six months 
to be discussed).

3. This would require modifications in 1.8.5.1 and 1.8.5.2 to clarify that all participants 
have to provide information on the part that is concerning their duty. It was indeed considered 
that none of participants could be able to provide the totality of the relevant information.

4. The discussions concerning 1.8.5.3 were not as advanced and did not allow to draft a 
proposal for amendments. Some ideas to continue the discussion on that subject are listed in 
a separate document.

5. France volunteered to draft a proposal for an amendment on the parts of 1.8.5 based 
on the principles agreed by the working group.

Proposals

6. Modify 1.8.5.1 and 1.8.5.2 as follows (new text underlined, deleted text stricken 
through):

"1.8.5 Notifications of occurrences involving dangerous goods

1.8.5.1 If a serious accident or incident corresponding to the criteria defined in 
1.8.5.3, takes place during loading, filling, carriage or unloading of 
dangerous goods on the territory of a Contracting Party, the loader, filler, 
carrier, unloader or consignee, respectively, shall ascertain that a reporting 
conforming to the model prescribed in 1.8.5.4 is made to the competent 
authority of the Contracting Party concerned. The reporting shall be in 
conformity with the model in 1.8.5.4 and consist in a short term report sent 
the latest 72 h after the occurrence followed by a long term report sent [4/6] 
months after the occurrence. The short-term report shall contain the 
information referred as such in the model for reporting 1.8.5.4. The 
reporting obligations of the participants in the transport chain are 
considered fulfilled once they have given the information related to their 
respective duties to their best knowledge. If necessary, the competent 
authority may request further relevant information, at the latest month of 
the occurrence.

1.8.5.2 The Contracting Party shall in turn, if necessary, make a report to the 
Secretariat of the United Nations Economic Commission for Europe 
compiling the information contained in the reports from the participants in 
the transport chain with a view to informing the other Contracting Parties."

2
7. Modify 1.8.5.4 (ADR) as follows:

"1.8.5.4 Model for report on occurrences during the carriage of dangerous goods

Report on occurrences during the carriage of dangerous goods
in accordance with ADR section 1.8.5

Short term report 72 h

Date of the report:

| Company: ........................................................................................................................................ |
| Address: ..................................................................................................................................... |
| Contact name: ............................................... |
| Telephone: ......................... Fax: ......................... |
| Email address: ......................... |

(The competent authority shall remove this cover sheet before forwarding the report)

Report on behalf of a company as:
(Several choices possible)

☐ Consignor
☐ Loader
☐ Unloader
☐ Consignee
☐ Packer
☐ Filler
☐ Carrier
☐ Tank-container or portable tank operator
### DATE AND LOCATION OF OCCURRENCE

**short term report 72h**

<table>
<thead>
<tr>
<th>Year...</th>
<th>Month...</th>
<th>Day...</th>
<th>Local Time...</th>
</tr>
</thead>
</table>

- Town:  
- District:  
- Region:  
- Country:  

- Geographical coordinates:  
  - Latitude:  
  - Longitude:  

### NATURE OF OPERATION PERFORMED AT THE TIME OF THE OCCURRENCE:

**short term report 72h**

- Carrying moving  
- Carrying stationary  
- Shunting  
- Marshalling  
- Loading  
- Filling  
- Unloading  
- Emptying  
- Transhipment  
- Other (explain):  

### CONTEXT

**short term report 72h**

#### WEATHER CONDITIONS:

- Dry  
- Heatwave  
- Normal Weather Condition  
- Hail  
- Smoke  
- Fog  
- Sleet  
- Rain  
- Storm  
- Temperature: ...°C  
- High Winds  
- Thunder  
- Unknown  
- Others (to explain):  

#### SURFACE CONDITIONS:

- Dry surface  
- Ice  
- Damp  
- Frost  
- Slippery  
- Flooded  
- Wet  
- Snow  
- Sleet  
- Leaves  
- Unknown  
- Others (to explain):  

#### LIGHT CONDITIONS:

- Daylight  
- Twilight  
- Twilight Sunrise  
- Street Light Lit  
- Workstation Light Lit  
- Workstation Light Unlit

### INFRASTRUCTURE

**short term report 72h**

#### DESCRIPTION OF THE ROAD:

- Highway: ...  
- National road: ...  
- District road: ...  
- Bidirectional road  
- Bidirectional road with separation  
- Loading or unloading station  
- Multimodal logistical  
- Parking on public space  
- Parking on private space  
- Parking road infrastructure (name or number): ...  
- Round-about  

#### SPECIFIC STRUCTURES:

- Tunnel entrance  
- Inside the tunnel  
- Tunnel exit  
- On the tunnel  
- Bridge  
- Level crossing  
- Gradient (indicate estimate value)  

#### TOPOGRAPHICAL:

- Straight road  
- Curve road  
- S – Curve road  
- Narrow road  
- Road on uphill direction (indicate gradient if known)  
- Road in a downslope direction (indicate gradient if known)  

#### SURROUNDING AREA:

- Rural side  
- Urban area  
- Industrial area  
- Unknown
## IDENTIFICATION OF ROAD VEHICLES INVOLVED IN THE ACCIDENT

- Total number of transport unit involved: 
  - Short term report 72h
    - Of those, total number of DG transport unit(s): 
- Total number of transport unit(s) belonging to interested party:

### Indicate type of transport unit involved in the occurrence

- Truck
- Truck with trailer
- Road tractor with semi trailer
- Light-duty vehicle (less than 3.5 tonnes)
- Tank impacted
  - Yes
  - No

## DESCRIPTION OF THE TRANSPORT UNIT’S COMPONENT INVOLVED IN THE OCCURRENCE

(reiterate the description for each wagon involved in the occurrence)

<table>
<thead>
<tr>
<th>VEHICLE N°: ....</th>
<th>Type of vehicle</th>
<th>Description of the type of involvement</th>
<th>Location of fire</th>
<th>Crash type</th>
<th>Collision with vehicle or against fixed obstacle</th>
<th>Collision with objects temporarily present on and near track</th>
</tr>
</thead>
</table>

## IDENTIFICATION OF DANGEROUS GOODS TRANSPORTED

<table>
<thead>
<tr>
<th>UN number</th>
<th>Class</th>
<th>Packing Group if known (if relevant)</th>
<th>Hazard labels</th>
<th>Estimated quantity of loss of products (Kg or L)</th>
<th>Packing Instructions</th>
<th>Tank Code</th>
<th>Means of containment</th>
<th>Means of containment material</th>
<th>Containment Status</th>
<th>Dangerous phenomena</th>
<th>Damage type (imminent risk of loss of product)</th>
<th>Leakage</th>
<th>Place of leakage</th>
</tr>
</thead>
</table>

- For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated.
- For class 7, indicate values according to the criteria in 1.8.5.3.
1. Tank vehicle
2. Battery vehicle
3. Closed vehicle
4. Open vehicle
5. Sheeted vehicle
6. Vehicle for bulk transport

(2) Indicate the appropriate number
1. Submerged in water
2. Drop from a height
3. Collision (if known, indicate impact speed)
4. Lost or displaced loads
5. Fire
6. Jack-knifing
7. Truck in a ditch
8. Rolling over outside the road
9. Rolling over on the road
10. Leaving the road
11. Submerged in water
12. Fallen on railway tracks

(3) Indicate the appropriate number
1. Pressure receptacle
2. Trailer
3. Tank-trailer
4. Semi-trailer
5. Tractor cab
6. Road tractor
7. Tank
8. Tyre(s)
9. Transport unit

(4) Indicate the appropriate number
1. Head on collision
2. Left front
3. Center front
4. Right front
5. Right side
6. Left side
7. Right rear
8. Center rear
9. Left rear

(5) Indicate the appropriate number
1. Bridge pillars
2. Obstacles outside clearance gauge
3. Overhead contact lines
4. Moving track maintenance equipment
5. Track maintenance equipment on stationary
6. Infrastructure's equipment
7. Moving road vehicle
8. Collision with a train on a level crossing
9. Collision with a train outside a level crossing
10. Stopped road vehicle
11. Parked vehicle
12. Overhead contact lines
13. Other fixed objects

(6) Indicate the appropriate number
1. Animals
2. Trees
3. Landslides
4. Lost loads
5. Lost parts of vehicles on track
6. Pedestrian

(7) Indicate the appropriate number
1. Rocks
2. Other (to explain)

(8) Indicate the appropriate number
1. Steel
2. Aluminium
3. Wood
4. Fibreboard
5. Plywood
6. Plastic film
7. Metal

(9) Indicate the appropriate number
1. Filled
2. Empty and not cleaned
3. Empty and not gas free
4. Empty and cleaned
5. Empty and gas-free

(10) Indicate the appropriate number
1. Absence of dangerous phenomena
2. Jet fire
3. Vapour cloud explosion
4. Explosion without fire
5. Fire
6. Flames
7. Jet fire
8. Gas cloud fire
9. Toxic vapour cloud
10. Bleve
11. Over pressurized inside the tank / packaging
12. Other (explain):

(11) Indicate the appropriate number
1. Bent
2. Gouged
3. Cut
4. Ripped or torn
5. Torn off
6. Damaged
7. Ventilated
8. Dropped
9. None

(12) Indicate the appropriate number
1. Small release
2. Limited release
3. Continuous release
4. Full release
5. None

(13) Indicate the appropriate number
1. Cylinder valve
2. Flange
3. Gauging device
4. Hose coupling
5. Inlet valve
6. Inner packaging
7. Inner receptacle
8. Loading/unloading lines
9. Piping or fittings
10. Bottom valve
11. Pressure relief valve
12. Tank shell
13. Vacuum relief valve
14. Vent
15. Weld or seam
16. Bursting disk
17. Body
18. Bottom
19. Lid
20. None
21. Other (to explain)
### DEEMED CAUSES OF OCCURRENCE

**EXTERNAL CAUSES:**

- Rock or stone fall
- Slippery road
- Recreational traffic
- Landslide
- Earthquake
- Vegetation
- Fog
- Flood
- Frost
- Ice
- High winds
- Storm
- Snow
- Heat
- Drought
- Heatwave
- Other (to explain)

**HUMAN CAUSES:**

- Deliberate action
- Carelessness driving
- Alcohol effect
- Effect of narcotic drugs
- Inadequate training
- Inattention
- Lack of experience
- Non-compliance with procedures
- Loss of control
- Medical treatment
- Medical emergency
- Excessive speed (indicate speed if known)
- Authorized speed limit:
- Sleepiness
- Unauthorized employees on the track
- Tiredness
- Communication or language problem
- Other (to explain)

**RELATED TO DG CARRIED:**

- Incompatible products
- Incompatible material of the containment with the product carried
- Self-ignition
- Polymerization

**FAULTY LOAD SECURING:**

- Improper securing arrangement
- Inadequate blocking and bracing
- Other loading default

**RELATED TO PROCEDURE:**

- Improper preparation for transport
- Inadequate maintenance
- Inadequate procedures
- Overfilled
- Over pressurized
- Valve open
- Sudden braking

**TECHNICAL FAILURE VEHICLE:**

- Electrical system failure
- Mechanical system failure
- Broken component or device
- Defective component or device
- Missing component or device
- Abrasion
- Exterior corrosion
- Interior corrosion
- Damaged lining
- Coupling failure
- Engine failure
- Braking system failure
- Defective train
- Axle failure
- Tyre
- Other (to explain)
## CONSEQUENCES

**Short term report**

- Involvement of authorities
- Injured people

### DEATH AND INJURY IN DANGEROUS GOODS COMPANY PERSONAL

- Total number of injured: ...
- Of those, total number of injured caused by dangerous good: ...
  - Serious injury (Abbreviated Injury Scale >3):
  - Minor injury (Abbreviated Injury Scale <3):
  - Not known
- Nature of injury:
  - Traumatic: ...
  - Chemical burn: ...
  - Intoxicated: ...
  - Radiation: ...
  - Thermal burns: ...
- Days of hospitalization (if known): ...
- Total number of death: ...
- Of those, death number caused by dangerous good: ...

### DEATH AND INJURY THIRD PARTY AND PUBLIC:

- Total number of injured: ...
- Of those, total number of injured caused by dangerous good: ...
  - Serious injury (Abbreviated Injury Scale >3):
  - Minor injury (Abbreviated Injury Scale <3):
  - Not known
- Nature of injury:
  - Traumatic: ...
  - Chemical burn: ...
  - Intoxicated: ...
  - Radiation: ...
  - Thermal burns: ...
- Days of hospitalization (if known): ...
- Total number of death: ...
- Of those, death number caused by dangerous good: ...

### MATERIAL AND ENVIRONMENT DAMAGES:

- Pollution
  - Air
  - Water
  - Soil
- Estimated total quantity of financial loss (euro): ...

### INVOLVEMENT OF AUTHORITIES:

- Involvement Of Authorities:
  - No
  - Yes (to precise authority): ...
- Evacuation of people for a duration of at least 3 hours caused by the dangerous goods involved
  - No
  - Yes
- Closure of public traffic routes for a duration of at least 3 hours
  - No
  - Yes (to precise closure duration if known)

### ADDITIONNAL DESCRIPTION:

...
8. Modify 1.8.5.4 (RID) as follows:

"1.8.5.4 Model for report on occurrences during the carriage of dangerous goods

Report on occurrences during the carriage of dangerous goods
in accordance with RID section 1.8.5

short term report 72 h

Date of the report:

Company: ......................................................................................................................
Address: .....................................................................................................................
Contact name: .................................................................
Telephone: .............................................. Fax: ..............................................
Email address: ..............................................

(The competent authority shall remove this cover sheet before forwarding the report)

Report on behalf of a company as:
(Several choices possible)

☐ Carrier
  ☐ Railway undertaking
  ☐ Railway infrastructure manager
  ☐ Entity in charge of maintenance
  ☐ Tank-wagon operator
    ☐ Railway undertaking
    ☐ Keeper
  ☐ Other
    ☐ Consignor
    ☐ Packer
    ☐ Consignee
    ☐ Loader
    ☐ Filler
    ☐ Tank-container/portable tank operator
    ☐ Unloader

☐ Other company type (free text input)
**DATE AND LOCATION OF OCCURRENCE**

**short term report 72h**

<table>
<thead>
<tr>
<th>Year...</th>
<th>Month...</th>
<th>Day...</th>
<th>Local Time...</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Town:</td>
<td>□ Geographical coordinates:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>□ District:</td>
<td>□ Latitude:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>□ Region:</td>
<td>□ Longitude:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>□ Country:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NATURE OF OPERATION PERFORMED AT THE TIME OF THE OCCURRENCE:**

**short term report 72h**

| Carrying moving | □ Filling |
| Carrying stationary | □ Unloading |
| Shunting | □ Emptying |
| Marshalling | □ Transhipment |
| Loading | □ Other (explain): |

**CONTEXT**

**short term report 72h**

**WEATHER CONDITIONS:**

| □ Temperature: …°C | □ Dry |
| □ Rain | □ Snow |
| □ Fog | □ Smoke |
| □ Sleet | □ Hail |
| □ Thunder | □ Storm |
| □ High Winds | □ Heatwave |
| □ Lightning | □ Normal Weather Condition |
| □ Unknown | |

**SURFACE CONDITIONS:**

| □ Dry surface | □ Snow |
| □ Frost | □ Ice |
| □ Sleet | □ Slippery |
| □ Wet | □ Damp |
| □ Leaves | □ Flooded |
| □ Unknown | □ Others (to explain) |
| |

**LIGHT CONDITIONS:**

| □ Daylight | □ Darkness |
| □ Twilight | □ Twilight sunrise |
| □ Track light lit | □ Track light unlit |

**INFRASTRUCTURE:**

**LINE CATEGORY: short term report 72h**

| □ Train station | □ Under the bridge |
| □ Marshalling yard | □ Tunnel entrance |
| □ Siding | □ Inside the tunnel |
| □ Terminal | □ Tunnel exit |
| □ Open line | □ Level crossing and type: … |
| □ Single track | □ Gradient (indicate estimate value) |
| □ Double track | □ Multiple track (more than 2): … |

**SPECIFIC STRUCTURES:**

| □ On the bridge |
| □ Under the bridge |
| □ Tunnel entrance |
| □ Inside the tunnel |
| □ Tunnel exit |
| □ Level crossing and type: … |

**RAILWAY SEGMENTS/ENVIRONMENT**

| □ Rural side | □ Urban area |
| □ Industrial area | □ Unknown |
| □ Unknown | □ Unknown |
**TYPE OF RAILWAY EVENT (short term report 72h)**

Comment: for the description of a railway event, we aimed that following the railway taxonomy (CSM ASLP). It should be verified by railway experts.

<table>
<thead>
<tr>
<th>Collision (train or wagon(s))</th>
<th>Derailment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front to front collision</td>
<td>on a continuous track</td>
</tr>
<tr>
<td>Front to end (rear end collision)</td>
<td>on a switch</td>
</tr>
<tr>
<td>Side collision</td>
<td>on a crossing (other than level-crossing)</td>
</tr>
<tr>
<td>□ right side</td>
<td></td>
</tr>
<tr>
<td>□ left side</td>
<td></td>
</tr>
<tr>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td>Collision with obstacle within the clearance gauge</td>
<td></td>
</tr>
<tr>
<td>□ with object fixed on or near the track</td>
<td></td>
</tr>
<tr>
<td>□ with butter stops</td>
<td></td>
</tr>
<tr>
<td>□ with part of infrastructure (equipment)</td>
<td></td>
</tr>
<tr>
<td>□ with overhead contact lines</td>
<td></td>
</tr>
<tr>
<td>□ with bridge pillars</td>
<td></td>
</tr>
<tr>
<td>□ with other fixed object</td>
<td></td>
</tr>
<tr>
<td>□ with object temporarily present on or near the track</td>
<td></td>
</tr>
<tr>
<td>□ with animals</td>
<td></td>
</tr>
<tr>
<td>□ with rocks</td>
<td></td>
</tr>
<tr>
<td>□ with landslides</td>
<td></td>
</tr>
<tr>
<td>□ with trees</td>
<td></td>
</tr>
<tr>
<td>□ with lost parts of railway vehicles</td>
<td></td>
</tr>
<tr>
<td>□ with lost or displaced loads</td>
<td></td>
</tr>
<tr>
<td>□ with vehicles and machines or equipment for track maintenance</td>
<td></td>
</tr>
<tr>
<td>□ Moving</td>
<td></td>
</tr>
<tr>
<td>□ Stationary</td>
<td></td>
</tr>
<tr>
<td>□ with road vehicles (not at level crossing)</td>
<td></td>
</tr>
<tr>
<td>□ Moving</td>
<td></td>
</tr>
<tr>
<td>□ Stationary</td>
<td></td>
</tr>
<tr>
<td>□ with other temporary objects</td>
<td></td>
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</tbody>
</table>

## Level-crossing accident

| □ with one or more crossing vehicles |  |
| □ with crossing users (e.g. pedestrians) |  |
| □ with objects temporarily present on or near the track, if lost by a crossing vehicle or a user |  |

## Accidents to persons involving rolling stock in motion (not at level-crossing)

| □ with road vehicles (not at level crossing) |  |
| □ with other temporary objects |  |
| □ with objects temporarily present on or near the track, if lost by a crossing vehicle or a user |  |

## Fire or explosion

| □ in rolling stock |  |
| □ in fixed installations |  |

## Suicides and attempted suicides

| □ suicide |  |
| □ attempted suicide |  |

## Other accident

| □ Electric shock |  |
| □ Cargo falling from a height |  |
| □ Dangerous goods occurrence not related to another type A event |  |
| □ Other |  |
## WAGON AND DANGEROUS GOOD CONTAINED
(indicate the information describing the occurrence according the descriptions lists (1) to (13))

### IDENTIFICATION OF WAGONS INVOLVED IN THE OCCURRENCE

- Total number of wagons involved (short term report)
  - of those, total number of DG wagon(s)

### DESCRIPTION OF EACH WAGONS INVOLVED IN THE OCCURRENCE
(reiterate the description for each wagon involved in the occurrence)

### WAGON N°: ....

<table>
<thead>
<tr>
<th>Wagon type</th>
<th>Description of the type of involvement</th>
<th>Location of fire</th>
<th>Crash type</th>
<th>Collision with vehicle or against fixed obstacle</th>
<th>Collision with objects temporarily present on and near track</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

### DANGEROUS GOODS CONTAINED IN THE WAGON

<table>
<thead>
<tr>
<th>Up Number</th>
<th>Class</th>
<th>Packing Group if known (if relevant)</th>
<th>Hazard Labels</th>
<th>Estimated quantity of loss of products (Kg or L)</th>
<th>Packing Instructions</th>
<th>Tank Code</th>
<th>Means of containment</th>
<th>Means of containment material</th>
<th>Containment status</th>
<th>Dangerous phenomena</th>
<th>Damage type (imminent risk of loss of product)</th>
<th>Leakage</th>
<th>Place of leakage</th>
</tr>
</thead>
<tbody>
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</tr>
</tbody>
</table>

| (*) For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated.  
| (**) For class 7, indicate values according to the criteria in 1.8.5.3. |
| (2) Indicate the appropriate number | 1. Drop in the water | 2. Drop from a height | 3. Collision (if known, indicate impact speed) | 4. Lost or displaced loads | 5. Derailment on a crossing other than level-crossing | 6. Derailment on a level-crossing | 7. Fire |
| (6) Indicate the appropriate number | 1. Moving track maintenance equipment | 2. Track maintenance equipment | 3. Track maintenance equipment | 4. Track maintenance equipment on stationary | 5. Infrastructure’s equipment | 6. Moving road vehicle | 7. Stopped road vehicle on a level crossing |
| (17) Indicate the appropriate number | 1. Other (explain) | 2. Other (explain) | 3. Other (explain) | 4. Other (explain) | 5. Other (explain) | 6. Other (explain) | 7. Other (explain) |


### DEEMED CAUSES (short term report)

<table>
<thead>
<tr>
<th>Operation failures:</th>
<th>Technical failure of the vehicles:</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Failure to operate the infrastructure</td>
<td>□ Failure of the wheelset</td>
</tr>
<tr>
<td>□ Improper routing</td>
<td>□ Broken wheel on rolling stock in service</td>
</tr>
<tr>
<td>□ On track plant incorrectly outside possession</td>
<td>□ Broken axle on rolling stock in service</td>
</tr>
<tr>
<td>□ Pushed switch</td>
<td>□ Hot axle box</td>
</tr>
<tr>
<td>□ Other failure to operate the infrastructure</td>
<td>□ Suspension system failure</td>
</tr>
<tr>
<td>□ Failure to operate a train or rail vehicle(s)</td>
<td>□ Other failure of the wheelset</td>
</tr>
<tr>
<td>□ Signal passed at danger when passing a danger point</td>
<td>□ Failure of the braking system</td>
</tr>
<tr>
<td>□ Signal passed at danger without passing a danger point</td>
<td>□ Brake not operating with the expected performance</td>
</tr>
<tr>
<td>□ Runaway</td>
<td>□ Other failure of the braking system</td>
</tr>
<tr>
<td>□ Over-speeding</td>
<td>□ Other failures of the vehicle</td>
</tr>
<tr>
<td>□ Loading irregularity</td>
<td>□ Wrong side signalling (vehicle) failure</td>
</tr>
<tr>
<td>□ Improper securing arrangement</td>
<td>□ Losing of vehicle parts</td>
</tr>
<tr>
<td>□ Inadequate blocking and bracing</td>
<td>□ Traction motor failure (electrical)</td>
</tr>
<tr>
<td>□ Other loading irregularity</td>
<td>□ Coupling failure</td>
</tr>
<tr>
<td>□ Train composition Failure</td>
<td>□ Doors failure</td>
</tr>
<tr>
<td>□ Train available for boarding or alignment outside platform</td>
<td>□ Loss of ventilation</td>
</tr>
<tr>
<td>□ Passenger entrapment in door</td>
<td>□ ERTMS/ATP/APC odometry error</td>
</tr>
<tr>
<td>□ Train departure with open door</td>
<td>□ Twisted underframe</td>
</tr>
<tr>
<td>□ Long stop in tunnel</td>
<td>□ Train detection equipment failure</td>
</tr>
<tr>
<td>□ Severe brake/snatch</td>
<td>□ Other</td>
</tr>
<tr>
<td>□ Brake not correctly set for load</td>
<td>□ Other un-coded technical failure of the vehicles</td>
</tr>
<tr>
<td>□ Brake not checked</td>
<td>□ Other un-coded technical failure of the vehicles</td>
</tr>
<tr>
<td>□ Other failure to operate a train or rail vehicle(s)</td>
<td>□ Other un-coded technical failure of the vehicles</td>
</tr>
<tr>
<td>□ Other un-coded operation failure</td>
<td>□ Other</td>
</tr>
</tbody>
</table>

### Technical failure of the infrastructure

<table>
<thead>
<tr>
<th>Failure of the track</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Broken rail</td>
</tr>
<tr>
<td>□ Track buckle and other track misalignment</td>
</tr>
<tr>
<td>□ Gauge spread</td>
</tr>
<tr>
<td>□ Track twist</td>
</tr>
<tr>
<td>□ Improper rail fastening and joints</td>
</tr>
<tr>
<td>□ Other track buckle and other track misalignment</td>
</tr>
<tr>
<td>□ Wrong-side signalling (infrastructure) failure</td>
</tr>
<tr>
<td>□ Switch and crossing failure</td>
</tr>
<tr>
<td>□ Failure of the level crossing equipment</td>
</tr>
<tr>
<td>□ Disorder of earthworks/embankment failure</td>
</tr>
<tr>
<td>□ Other failure of the track</td>
</tr>
</tbody>
</table>

### Structures failure

<table>
<thead>
<tr>
<th>Tunnel failure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viaduct failure</td>
</tr>
<tr>
<td>Culvert failures</td>
</tr>
<tr>
<td>Rail bridge structural failure</td>
</tr>
<tr>
<td>Over line bridge (e.g., pedestrian) failure</td>
</tr>
<tr>
<td>Station structure failure</td>
</tr>
<tr>
<td>Platform failure</td>
</tr>
<tr>
<td>Other structures failure</td>
</tr>
</tbody>
</table>

### Other failures of the infrastructure

| Power supply equipment failure |
| Train detection equipment failure |
| Overhead contact line failure |
| Loss of ventilation |
| Other |

### Other un-coded technical failure of the infrastructure
**Related to DG carried:**
- incompatible products
- incompatible material of the containment with the product carried
- self-ignition
- polymerization

**Faulty load securing:**
- improper securing arrangement
- inadequate blocking and bracing

**Human performance (causal factor):**
- External events - Security
  - deliberate action
  - Other - External events - Security
- Dynamic staff factors
  - Intention: Expectation / Intention while acting /Decision model / Error type
    - deliberate action
    - Other - Intention
  - Attention / Vigilance/ Concentration
    - inattention
    - carelessness (driving, shunting)
  - Other - Attention / Vigilance/ Concentration
- Fatigue
  - sleepiness
  - Other - fatigue
- Stress (incl. emotions & psychosocial factors)
- Situational awareness (incl. self-awareness - situational self-knowledge)
  - effect of alcohol
  - effect of narcotic drugs
  - Other - situational awareness
- Static Staff Factors
  - Experience: Familiarity / Individual experience - job history
    - lack of experience
    - inadequate training
    - Other - experience
  - Fit to work (matching to the requirements of the tasks/activities, health)
    - medical treatment
    - medical emergency
    - Other - fit to work
- Static Task Factors
  - Task instructions - Quality of procedures and rules
    - non-compliance with procedures
    - Other - task instructions, quality of procedures and rules
- Other

**Related to TDG procedure:**
- improper preparation for transport
- inadequate maintenance
- inadequate procedures
- overfilled
- over pressurized
- valve open

**Failure of the DG containment or its equipment:**
- Electrical system failure
- Mechanical system failure
- Broken component or device
- Defective component or device
- Missing component or device
- Abrasion
- Exterior corrosion
- Interior corrosion
- Damaged lining
- Other failure of the DG containment or its equipment
CONSEQUENCES

Short term report

- Involvement of authorities
- Injured people

MATERIAL AND ENVIRONMENT DAMAGES:

- Pollution
  - Air
  - Water
  - Soil
- Estimated quantity of loss
- Estimated total quantity of financial loss (euro)

INVolVEMENT OF AUTHORITIES:

- Involvement Of Authorities:
  - No
  - Yes (to precise authority): …
- Evacuation of people for a duration of at least 3 hours caused by the dangerous goods involved
  - No
  - Yes
- Closure of public traffic routes for a duration of at least 3 hours
  - No
  - Yes (to precise closure duration if known)

DEATH AND INJURY IN DANGEROUS GOODS COMPANY PERSONAL

- Total number of injured
  - Of those, total number of injured caused by dangerous good

Serious Injury (Abbreviated Injury Scale >3)
Minor Injury (Abbreviated Injury Scale<3)
Not Known

- Nature of injury
  - Traumatic: …
  - Intoxicated: …
  - Thermal burns: …
  - Chemical burn: …
  - Radiation: …

Days Of Hospitalization (If Known): …

- Total number of death
  - Of those, death number caused by dangerous good

DEATH AND INJURY OF PASSENGERS:

- Total number of injured
  - Of those, total number of injured caused by dangerous good

Serious injury (Abbreviated Injury Scale >3)
Minor injury (Abbreviated Injury Scale<3)
Not known

- Nature of injury
  - Traumatic: …
  - Intoxicated: …
  - Thermal burns: …
  - Chemical burn: …
  - Radiation: …

Days of hospitalization (if known): …

- Total number of death
  - Of those, death number caused by dangerous good
DEATH AND INJURY IN DANGEROUS GOODS TRESPASSERS:

- Total number of injured
  - Of those, total number of injured caused by dangerous good

Serious injury (Abbreviated Injury Scale >3)

Minor injury (Abbreviated Injury Scale <3)

Not known

- Nature of injury
  - Traumatic: …
  - Intoxicated: …
  - Thermal burns: …
  - Chemical burn: …
  - Radiation: …

Days of hospitalization (if known): ...

- Total number of death
  - Of those, death number caused by dangerous good

DEATH AND INJURY OF THIRD PARTY:

- Total number of injured
  - Of those, total number of injured caused by dangerous good

Serious injury (Abbreviated Injury Scale >3)

Minor injury (Abbreviated Injury Scale <3)

Not known

- Nature of injury
  - Traumatic: …
  - Intoxicated: …
  - Thermal burns: …
  - Chemical burn: …
  - Radiation: …

Days of hospitalization (if known): ...

- Total number of death
  - Of those, death number caused by dangerous good

ADDITIONAL DESCRIPTION:

..............................................................................................................................................
9. Modify 1.8.5.4 (ADN) as follows:

"REPORT ON OCCURRENCES DURING THE CARRIAGE OF DANGEROUS GOODS IN ACCORDANCE WITH ADN SECTION 1.8.5"

short term report 72 h

Date of the report:

| Company: |  |
| Address: |  |
| Contact name: |  |
| Telephone: | Fax: |
| Email address: |  |
| Official number (ENI) of the vessel |  |

(The competent authority shall remove this cover sheet before forwarding the report)

Report on behalf of a company as:
(Several choices possible)

- ☐ Consignor
- ☐ Loader
- ☐ Unloader
- ☐ Consignee
- ☐ Packer
- ☐ Filler
- ☐ Carrier
- ☐ Tank-container or portable tank operator
- ☐ Reception facility operator
- ☐ Waterway infrastructure manager
### DATE AND LOCATION OF OCCURRENCE: short term report 72h

<table>
<thead>
<tr>
<th>Year...</th>
<th>Month...</th>
<th>Day...</th>
<th>Local Time...</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Port</td>
<td>□ Inland waterway (name):</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>□ Free sector (name):</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>□ Km point:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>□ Geographical coordinates:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>□ Latitude:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>□ Longitude:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>□ Country</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### NATURE OF OPERATION PERFORMED AT THE TIME OF THE OCCURRENCE:

**short term report 72h**

- □ Anchored
- □ Emptying
- □ Maintenance
- □ Transport
- □ Berthed
- □ Filling
- □ Repairs
- □ Unloading
- □ Degassing
- □ Loading
- □ Shifting
- □ Others (to explain)

### CONTEXT: short term report 72h

#### WEATHER CONDITIONS:

- □ Dryness
- □ Heatwave
- □ Normal weather condition
- □ Smoke
- □ Thunder
- □ Temperature: ...°C
- □ Fog
- □ High winds
- □ Rain
- □ Snow
- □ Hail
- □ Lightning
- □ Sleet
- □ Storm
- □ Normal weather condition
- □ Unknown
- □ Other (to precise)

#### CONDITIONS OF INLAND WATERWAY

- □ High water
- □ Flood
- □ Water level: ...
- □ Low water
- □ Ice condition
- □ Estimated speed through water: ...

#### LIGHT CONDITIONS

- □ Daylight
- □ Darkness
- □ Twilight
- □ Artificial light lit
- □ Twilight sunrise
- □ Artificial light unlit

### INFRASTRUCTURE: short term report 72h

**INFRASTRUCTURE:**

- □ Aqueduct
- □ Navigation channel
- □ Dam
- □ Lifit
- □ Lock
- □ Fixed bridge
- □ Movable bridge
- □ Tunnel
- □ Others (to explain)

### WATERWAY SEGMENT/ENVIRONMENT:

- □ Rural side
- □ Urban area
- □ Industrial area
- □ CEMT class: ....
### VESSEL / CONTAINER AND DANGEROUS GOOD CONTAINED

(Indicate the information describing the occurrence according the descriptions lists (1) to (13))

#### VESSEL / CONTAINERS INVOLVED IDENTIFICATION

- [ ] Total number of vessels or containers involved
- [ ] Of those, total number of DG vessels or containers

#### DESCRIPTION OF THE VESSEL / CONTAINERS INVOLVED IN THE OCCURRENCE

(Reiterate the description for each wagon involved in the occurrence)

<table>
<thead>
<tr>
<th>VESSEL N°...</th>
<th>Type of vessel/container</th>
<th>Description of the type of involvement</th>
<th>Crash type</th>
<th>Crash spot</th>
</tr>
</thead>
</table>

#### DANGEROUS GOODS TRANSPORTED IN THE VESSEL/CONTAINER

<table>
<thead>
<tr>
<th>UN Number</th>
<th>Class</th>
<th>Packing Group if known</th>
<th>Hazard Labels</th>
<th>Estimated quantity of loss of products (Kg or L)</th>
<th>Packing Instructions</th>
<th>Tank Code</th>
<th>Means of containment</th>
<th>Means of containment material</th>
<th>Containment status</th>
<th>Dangerous phenomena</th>
<th>Damage type (imminent risk of loss of product)</th>
<th>Leakage</th>
<th>Place of leakage</th>
</tr>
</thead>
</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.
1. Dry cargo vessel  
2. Tank vessel  
3. Single vessel  
4. Pusher tug  
5. Barge  
6. Supply vessel  
7. Vessel for the carriage of liquids

Indicate the appropriate number

1. Head on collision  
2. Left front  
3. Center front  
4. Right front  
5. Right side  
6. Left side  
7. Right rear  
8. Center rear  
9. Left rear

Indicate the appropriate number

1. Packaging  
2. Large packaging  
3. Intermediate packaging container (IBC)  
4. Pressure receptacle  
5. Pressure drum  
6. BK 1  
7. BK 2  
8. BK 3  
9. VC1  
10. VC2  
11. VC3  
12. Small container  
13. Wagon  
14. Vehicle  
15. Tank wagon  
16. Tank vehicle  
17. Battery wagon  
18. Battery vehicle  
19. Wagon with demountable tanks  
20. Demountable tank  
21. Large container  
22. Tank container  
23. MEGC  
24. Portable tank  
25. Dry cargo vessel (single hull, double-hull)  
26. Tank vessel

Indicate the appropriate number

1. Steel  
2. Aluminium  
3. Wood  
4. Fibreboard  
5. Plywood  
6. Plastic film  
7. Metal  
8. Paper  
9. Plastic  
10. Textile  
11. Glass

Indicate the appropriate number

1. Filled  
2. Empty and not cleaned  
3. Empty and not gas free  
4. Empty and cleaned  
5. Empty and gas-free

Indicate the appropriate number

1. Absence of dangerous phenomena  
2. Fireball  
3. Vapour cloud explosion  
4. Explosion without fire  
5. Fire  
6. Flames  
7. Jet fire  
8. Gas cloud fire  
9. Toxic vapour cloud  
10. Blevé  
11. Over pressurized inside the tank / packaging  
12. None  
13. Other (to explain)

Indicate the appropriate number

1. Distorted  
2. Bent  
3. Folded  
4. Gouged  
5. Cut  
6. Ripped or torn  
7. Torn off  
8. Damaged  
9. Vented  
10. Dropped  
11. None

Indicate the appropriate number

1. Cylinder valve  
2. Flange  
3. Gauging device  
4. Hose coupling  
5. Inlet valve  
6. Inner packaging  
7. Inner receptacle  
8. Loading/unloading lines  
9. Piping or fittings  
10. Bottom valve  
11. Pressure relief valve  
12. Tank shell  
13. Vacuum relief valve  
14. Vent  
15. Weld or seam  
16. Burring disk  
17. Body  
18. Bottom  
19. Lid  
20. None  
21. Other (to explain)
## CAUSES OF OCCURRENCE

<table>
<thead>
<tr>
<th>EXTERNAL CAUSES:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Recreational traffic</td>
</tr>
<tr>
<td>☐ Fog</td>
</tr>
<tr>
<td>☐ Flood</td>
</tr>
<tr>
<td>☐ Frost</td>
</tr>
<tr>
<td>☐ Ice</td>
</tr>
<tr>
<td>☐ High winds</td>
</tr>
<tr>
<td>☐ Storm</td>
</tr>
<tr>
<td>☐ Snow</td>
</tr>
<tr>
<td>☐ Heat</td>
</tr>
<tr>
<td>☐ Drought</td>
</tr>
<tr>
<td>☐ Heatwave</td>
</tr>
<tr>
<td>☐ Other (explain):</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RELATED TO DG CARRIED:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Incompatible products</td>
</tr>
<tr>
<td>☐ Incompatible material of the containment with the product carried</td>
</tr>
<tr>
<td>☐ Self-ignition</td>
</tr>
<tr>
<td>☐ Polymerization</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FAULTY LOAD SECURING:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Improper securing arrangement</td>
</tr>
<tr>
<td>☐ Inadequate blocking and bracing</td>
</tr>
<tr>
<td>☐ Other loading default</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HUMAN CAUSES:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Deliberate action</td>
</tr>
<tr>
<td>☐ Carelessness driving</td>
</tr>
<tr>
<td>☐ Alcohol effect</td>
</tr>
<tr>
<td>☐ Effect of narcotic drugs</td>
</tr>
<tr>
<td>☐ Inadequate training</td>
</tr>
<tr>
<td>☐ Inattention</td>
</tr>
<tr>
<td>☐ Lack of experience</td>
</tr>
<tr>
<td>☐ Non-compliance with procedures</td>
</tr>
<tr>
<td>☐ Loss of control</td>
</tr>
<tr>
<td>☐ Medical treatment</td>
</tr>
<tr>
<td>☐ Medical emergency</td>
</tr>
<tr>
<td>☐ Excessive speed (indicate speed if known)</td>
</tr>
<tr>
<td>☐ Authorized speed limit:</td>
</tr>
<tr>
<td>☐ Unauthorized persons on the track</td>
</tr>
<tr>
<td>☐ Suicide</td>
</tr>
<tr>
<td>☐ Sleepiness</td>
</tr>
<tr>
<td>☐ Unauthorized employees on the track</td>
</tr>
<tr>
<td>☐ Tiredness</td>
</tr>
<tr>
<td>☐ Communication or language problem</td>
</tr>
<tr>
<td>☐ Other (to explain)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RELATED TO PROCEDURE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Incompatible products</td>
</tr>
<tr>
<td>☐ Incompatible material of the containment with the product carried</td>
</tr>
<tr>
<td>☐ Self-ignition</td>
</tr>
<tr>
<td>☐ Polymerization</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TECHNICAL FAILURE ON VEHICLE:</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Electrical system failure</td>
</tr>
<tr>
<td>☐ Mechanical system failure</td>
</tr>
<tr>
<td>☐ Broken component or device</td>
</tr>
<tr>
<td>☐ Defective component or device</td>
</tr>
<tr>
<td>☐ Missing component or device</td>
</tr>
<tr>
<td>☐ Abrasion</td>
</tr>
<tr>
<td>☐ Exterior corrosion</td>
</tr>
<tr>
<td>☐ Interior corrosion</td>
</tr>
<tr>
<td>☐ Damaged lining</td>
</tr>
<tr>
<td>☐ Coupling failure</td>
</tr>
<tr>
<td>☐ Engine failure</td>
</tr>
<tr>
<td>☐ Steering installation failure</td>
</tr>
<tr>
<td>☐ Other (to explain)</td>
</tr>
</tbody>
</table>
## CONSEQUENCES

### Short term report
- □ Involvement of authorities
- □ Injured people

### DEATH AND INJURY IN DANGEROUS GOODS COMPANY PERSONAL
- □ Total number of injured: …
- □ Of those, total number of injured caused by dangerous good: …
  - □ Serious injury (Abbreviated Injury Scale >3): …
  - □ Minor injury (Abbreviated Injury Scale <3): …
  - □ Not known

### Nature of injury
- □ Traumatic: …
- □ Chemical burn: …
- □ Intoxicated: …
- □ Radiation: …
- □ Thermal burns: …
- □ Drowned: …

### Days of hospitalization (if known): …
- □ Total number of death: …
- □ Of those, death number caused by dangerous good: …

### DEATH AND INJURY THIRD PARTY AND PUBLIC:
- □ Total number of injured: …
- □ Of those, total number of injured caused by dangerous good: …
  - □ Serious injury (Abbreviated Injury Scale >3): …
  - □ Minor injury (Abbreviated Injury Scale <3): …
  - □ Not known

### Nature of injury
- □ Traumatic: …
- □ Chemical burn: …
- □ Intoxicated: …
- □ Radiation: …
- □ Thermal burns: …
- □ Drowned: …

### Days of hospitalization (if known): …
- □ Total number of death: …
- □ Of those, death number caused by dangerous good: …

### MATERIAL AND ENVIRONMENT DAMAGES:
- □ Pollution
  - □ Air
  - □ Water
  - □ Soil

### Estimated total quantity of financial loss (euro): …

### INVOlVEMENT OF AUTHORITIES:
- □ Involvement Of Authorities:
  - □ No
  - □ Yes (to precise authority): …
- □ Evacuation of people for a duration of at least 3 hours caused by the dangerous goods involved
  - □ No
  - □ Yes
- □ Closure of public traffic routes for a duration of at least 3 hours
  - □ No
  - □ Yes (to precise closure duration if known)

### ADDITIONAL DESCRIPTION:
...........................................................................................................

```
```