



## **DANGEROUS GOODS PANEL (DGP)**

### **TWENTY-FOURTH MEETING**

**Montréal, 28 October to 8 November 2013**

#### **Agenda Item 6: Other business**

#### **STATE-SPECIFIC APPROACHES TO DANGEROUS GOODS INCIDENT COLLECTION AND REPORTING SYSTEMS**

(Presented by C. Glasow)

##### **SUMMARY**

This information paper is in response to the Secretary's invitation (DGP-WG/12-WP/24) for States to share their processes and systems utilized to collect and analyse data related to Dangerous Goods incidents.

#### **1. INTRODUCTION**

1.1 Incident reporting is critical for a timely first response; for remediation and clean-up; and for information gathering. The gathering of dangerous goods incident data is critical for the purposes of root cause analysis, investigations, enforcement, and risk-based oversight of operators and shippers. Incident data analysis may lead to regulatory changes or other industry / governmental standards. Incident data is a prerequisite for risk-based oversight of operators and implementation of Safety Management Systems (SMS) or best practices.

1.2 For these reasons, the Secretary's suggestion at DGP-WG/12 to convene a working group on this issue is appreciated and well founded. The working group should consider how States or Operators certificated by another State share information on dangerous goods incidents with a particular emphasis on sharing information on shippers involved in or contributing to an incident, when the shipper may reside outside of the State of reporting. The working group should also consider the tendency for dangerous goods-related incidents to be reported to and stored in databases designed for aviation-related incidents. The development of a distinct dangerous goods incident reporting system with common dangerous goods specific fields and reporting guidance for operators and CAAs may be prudent to assist in collecting the data that will provide the desired outcome for use in risk management.

**2. CONSIDERATION BY THE DGP**

2.1 As a working group is considered and in response to the Secretary’s request for State-specific examples, the below table is an overview of incident reporting systems utilized in the U.S. The DGP is invited to consider the information in the Appendix to determine if any further info would be of value to the future work on incidents.

2.2 It is important to note that incident reports may also be required to be made to environmental authorities (hazardous waste), nuclear regulatory authorities, and health authorities (poisonous and toxic materials) depending on the nature of the dangerous goods involved in an incident. States without existing transportation incident reporting systems may find other regulators in their States with relevant incidents to share.

2.3 US DOT Form F5800.1: dangerous goods incident reports are available to the public online at <https://hazmatonline.phmsa.dot.gov/IncidentReportsSearch/>.

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APPENDIX

System / Source	Scope	Trigger for Report	Who Reports?
<b>Telephonic Reporting to National Response Center</b>  (49 CFR 171.15)	Discovery of undeclared DG		Whoever is in physical possession of dangerous good at the time the incident is discovered
	Traditional incident (release), occurring during transportation (including loading, unloading, and temporary storage)	Fatality, serious injury, major transportation disruption caused by Dangerous Goods	
<b>Written Report – DOT Form F5800.1</b>  (49 CFR 171.16)		Other unintentional releases or undeclared shipments	
<b>Discrepancy Reporting (Telephonic and electronic notification permitted)</b>  (49 CFR 175.31)	improperly described, certified, labelled, marked, or packaged shipments, in a manner <u>not</u> discoverable at the time of acceptance	Discovery of the discrepancy post-acceptance	Person who discovers the discrepancy (usually the Operator or Freight Forwarder)
<b>Voluntary Disclosure</b>  (FAA Advisory Circular (AC) 121-37)	49 CFR 175 non-compliance (equivalent to Part 7 of the ICAO TI). FAA forgoes civil penalty enforcement upon the approval and successful implementation of a corrective action plan in certain circumstances.	Operator notifies (self-reports) to FAA regarding non-compliance of Operator-specific regulations.	
<b>Aviation Safety Report System (ASRS)</b>	Captures confidential reports, analyzes the resulting aviation safety data, and disseminates vital information to the aviation community.	Safety incident or situation (reporting is voluntary)	There are forms for pilots, controllers, mechanics, ground personnel, and cabin crew.
<b>FAA Aviation Safety Hotline</b>	Maintenance issues, aircraft incidents, aircraft accidents, suspected violations of Federal Aviation Regulations	Voluntary reports of safety issues, incidents, etc.	Usually from Operator/Company employees
<b>Foreign CAAs</b>	U.S. Shippers associated with DG incidents	Incidents where the State of occurrence and State of operator are outside the US.	Other CAAs