

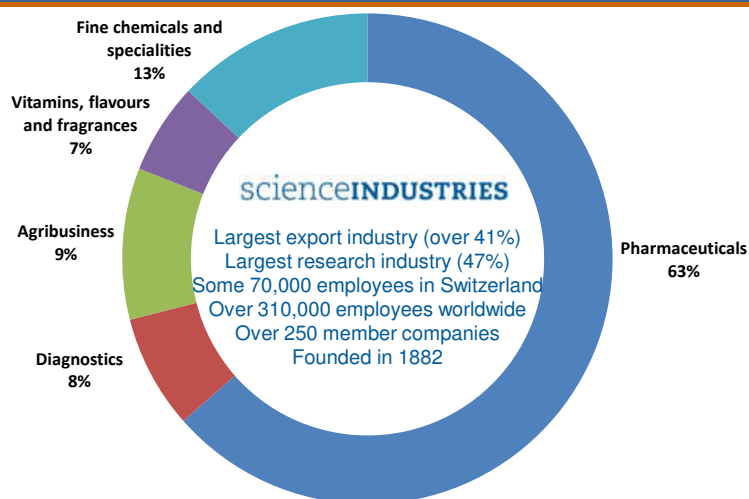
Transport of Chlorine by Rail in Switzerland

Euro Chlor 10th International Chlorine
Technology Conference & Exhibition

18 May 2017

Erwin Sigrist - scienceindustries

Leading Swiss Business Association



Source: scienceindustries, turnover shares "Top 10" companies (2015 : CHF 138 billion)

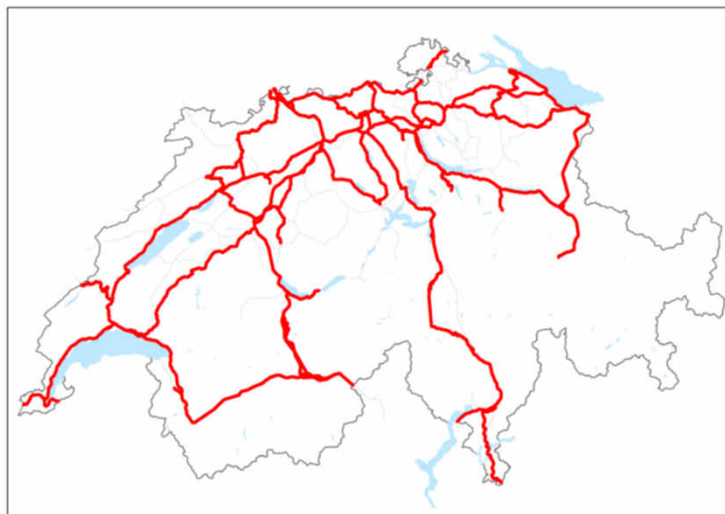
2

A few facts to begin with

- Approx. 20'000 tons of Chlorine are imported into Switzerland each year
- The main suppliers are in Southern France and therefore a significant percentage is imported via Geneva and transported along the Lake of Geneva to the consignees in the region of Valais
- The construction of 7'000 appartements along the Lake of Geneva is impacted due to the potential risk caused by chlorine transports and the «Major Accidents Ordinance (MAO)»

3

Chlorine-Transports in Switzerland



4

Some History

- In 2002 the chemical industry signed a «Common Declaration» together with the Swiss government and Swiss railways (SBB)
- Agreed measures:
 - SGCI (scienceindustries): selection of closer suppliers resulting in shorter transports
 - SBB: railcars must be equipped with Derailment detectors
 - Swiss Government:
 - Efforts to develop standards for improved chlorine railcars
 - reduce the permissible quantities per packaging on roads (1000 kg Nett)

5

New Discussions

- With a letter dated 16 August 2013 scienceindustries was invited by the «Head Security and Quality» of Swiss Railways to a meeting.
Topic: «*Future Chlorine Transports by Rail in Switzerland*»
- 17 October 2013 a first meeting of SBB, the companies involved and scienceindustries took place
- According to a risk analysis of SBB there seems to be a «non-acceptable risk along the lake of Geneva from 2020»
- SBB sent strong signals of "zero risk" for that specific transport. This should be achieved by on-site production of chlorine instead of transport.

6

New Discussions

- Discussions on CEO-Level (between SBB and member companies)
- It was agreed to involve the local authorities in these discussions
- 19 September 2014: Formation of a Working Group chaired by the «Federal Office for the Environment - FOEN»

7

The Chlorine Project Team

Three sub-groups were formed:

- I: Safety precautions in the surrounding
- II: On-site production
- III: Transport regulations

8

Media

- Swiss media became aware of the ongoing discussions: several reports in newspapers and on television followed
- Even Mr Helmut Rein - Federal Ministry of Transport and Digital Infrastructure in Bonn (DG Division) was contacted by German newspapers
- On 25 April 2015 six railcars derailed in Daillens (near Lake of Geneva): 25 tons of sulphuric Acid and a small amount of sodium hydroxide leaked from these railcars: nobody was injured - Chlorine was not involved.
- This event led to several political activities: among others the canton of Geneva and the Green party submitted a proposal to prohibit the transport of chlorine by rail in Switzerland!

Le Matin Dimanche 10.05.2015

10.05.2015 | La Matin Dimanche

Suisse /

«L'industrie doit renforcer la sécurité des wagons de transports à risques»

Catastrophe La fronde politique contre les produits dangereux sur le rail s'élargit. C'est au tour de la ministre vaudoise des Transports Nuna Gorrite de donner de la voix.



«C'est appliqué le principe de précaution»
Nuna Gorrite, ministre vaudoise des transports

«L'industrie doit renforcer la sécurité des wagons de transports à risques», a déclaré Nuna Gorrite, ministre vaudoise des transports, lors d'une conférence de presse mardi 5 mai. Elle a réitéré son appel à la Commission suisse des transports (CST) de renforcer la sécurité des wagons de transports à risques, notamment ceux qui transportent des produits dangereux.

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Blick 15.06.2015

Fehler nach Zugunfall von Dailens VD

Rollte eine «tickende Zeitbombe» durch die Schweiz?

Publiziert: 15.06.2015 3 Kommentare · Drucken · E-Mail



DAILLENS - VD - Nach dem Unfall in Dailens sollen 50 Tonnen Salzsäure in falsche Tanks umgefüllt worden und quer durch die Schweiz gerollt sein. Es ist die Rede von einer «tickenden Zeitbombe».

MEHR ZUM THEMA

f Teilen < 45
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11

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RTS 23.06.2015

Régions Mise à jour mardi à 16:37 f t g+

En cas d'accident, un wagon de chlore pourrait intoxiquer 20'000 personnes

Des milliers de personnes pourraient décéder en cas d'accident d'un des wagons de chlore qui traversent quotidiennement l'Arc lémanique et la vallée du Rhône. Habitez-vous dans une zone à risque? Cherchez la réponse sur notre visualisation interactive.

<http://www.rts.ch/info/regions/6851235-en-cas-d-accident-un-wagon-de-chlore-pourrait-intoxiquer-20-000-personnes.html>

12

Current situation

- The board of scienceindustries decided that for several reasons no on-site Chlorine production plant will be constructed! This is mainly driven by economic factors but also by the fact that entrepreneurial freedom must be respected
- In September 2016 the «Common Declaration II» was signed by SBB, the Association of Freight Carriers - VAP, Federal Office of Transport - FOT, the Federal Office for the Environment - FOEN and scienceindustries. Main elements are:
 - Phase 1 (end of 2018)
 - Speed reduction in the most affected areas (40 km/h)
 - Exclusive use of tankcars with highest safety standards
 - Phase 2 (end of 2025)
 - Agreement to continue efforts for further risk reduction

13

Discussions on European Level

- SBB contacted UIC (Internat. Union of Railways) mid of March 2017 to discuss the implications for chlorine transport in Europe
- A meeting in France took place on 21 April (French Chemical Federation UIC with SNCF Frêt and their ministry)
- A meeting of UIC-Rail with SBB, SNCF, DB and others took place early May
- A meeting with the Chemical Industry (CEFIC and scienceindustries) is planned for summer this year

14

Statement of the Federal President of Switzerland

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In a Q&A-Session of our parliament on 6 March 2017, our current Federal President, Mrs Doris Leuthard stated:

«As long as Dangerous Goods are being transported, a certain risk always remains! This risk must be minimized to make it acceptable. Without this risk tolerance the chemical industry in Switzerland is at stake!»

15

Links

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- Common Declaration I ([Deutsch](#) / [Français](#)) – not available in English
- Common Declaration II ([English](#) / [Deutsch](#) / [Français](#))

16

Thank you very much!

scienceindustries

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