

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

OCTI/RID/CE/41/6d)

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RID: 41st Session of the Committee of Experts on the Transport of Dangerous Goods
(Meiningen, 15 - 18 November 2004)

Subject: Specialized training for locomotive drivers

Proposal transmitted by Switzerland

SUMMARY

Explanatory summary:

The new specialized training for locomotive drivers, as formulated in the 2005 edition of RID, has raised questions with regard to its consequences for operational activities. Clarification of this provision is proposed, which will provide a definitive response to such questions.

Measure:

Introduction of a note into the existing text.

Related documents:

1 January 2005 edition of RID, amendments to Part 1 of RID.

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Tel. (+41) 31 – 359 10 17 • Fax (+41) 31 – 359 10 11 • E-Mail info@otif.org • Gryphenhübeliweg 30 • CH – 3006 Berne/Bern

Introduction

In Sinaia, the RID Committee of Experts agreed to the proposal from Germany by a clear majority (document OCTI/RID/CE/40/7c)). Switzerland was rather reluctant with regard to this proposal, as the training it prescribes for locomotive drivers is not in accordance with practice within Swiss Railways. The provision in accordance with paragraph 1.3.2.2.2 (a), first indent, has raised questions of interpretation, which make it necessary for the requirements to be clarified.

In Member States where locomotive drivers are given a train list containing, *inter alia*, information on the train/brake series, a complete list of all the wagons in the train and information on those wagons carrying dangerous goods and where they are situated in the train, the new RID provision makes sense.

However, in countries such as Switzerland, where locomotive drivers do not have a train list, because in accordance with the alarm procedures, they have to notify incidents immediately to the train control centre, which is manned round the clock, and which is responsible for alerting the emergency services with information at the same time on the dangerous goods being carried in the goods train concerned, the required further training makes no sense at all.

Does the new 1.3.2.2.2 (a), first indent, regulate training for locomotive drivers in case they are given a train list, or does this provision "hide" a new RID provision, according to which in future, it will be mandatory to give locomotive drivers "necessary information concerning the composition of the train, the presence of dangerous goods and where they are situated in the train"?

Experts from other delegations were asked this question. The replies received are clear: this provision is not to alter the operational procedures of the Member States' railways. We wish to have this made clear by an addition to the text, which will also avoid other questions of interpretation.

Proposal

Switzerland proposes that a note be added to the existing text (underlined text):

"1.3.2.2.2 Special subjects to be covered by the specialized training shall be, at least:

- (a) Locomotive driver or personnel with an equivalent function of category 1:
 - necessary information concerning the composition of the train, the presence of dangerous goods and where they are situated in the train;
Note: If it is ensured that the necessary information is made available by other, equivalent means (e.g. from a train control centre), the specialized training shall be adapted accordingly.
 - types of irregularity;
 - dealing in critical situations with irregularities, taking measures relating to the protection of their own train and nearby traffic."

Justification

Experience in Switzerland has shown that a more precise formulation of specialized training for locomotive drivers is necessary.
