

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

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**Subject: Transmission of data to the railway infrastructure manager**

**Proposal submitted by Switzerland**

## **Introduction**

At the 41<sup>st</sup> session of the RID Committee of Experts, the deputy chairman of the multidisciplinary working group (Mr Bieger, Germany) provided information on the current status of the work on the TSIs for safety in tunnels (see paragraphs 43 to 49 of report A 81-03/511.2004). A measure had been introduced prescribing that the infrastructure manager must be informed before dangerous goods are carried in order that he can subsequently inform the emergency services.

In reply to the question as to whether it would have to be laid down in the carrier's obligations that the information in the consignment note has to be made available to the infrastructure manager, so that he was at all times aware that the train was carrying dangerous goods, Mr Bieger said that in the event of an incident, it was important for the emergency services to receive information in good time. It was not a matter of giving advance notification of all the dangerous goods being carried, but of being able to retrieve information as soon as possible in the event of an incident. According to the TSIs, carriers and infrastructure managers had to determine jointly where information on the goods loaded was available in the event of an incident. It was proposed to include a formulation such as this in RID.

It emerged in further discussions that:

- in various States, there already existed an obligation on the part of the carrier to provide advance information to the infrastructure manager (Belgium, Netherlands, Switzerland);

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. The Central Office only has a small number of copies available.

- in some States, the emergency services are not interested in being informed in advance of all the dangerous goods being carried (Austria);
- among other things, for reasons of confidentiality, it had to be established which data had to be transmitted (UN number, number of packages, mass?).

The representative of Switzerland said he was prepared to submit a proposed text to the next session of the RID Committee of Experts, taking into account the wording in the TSIs.

The following text appears in the draft TSIs on "Traffic Operation and Management Subsystem" dated 20.12.2004:

#### "4.2.3.4.3 Dangerous goods

The Railway Undertaking must define the procedures to supervise the transport of dangerous goods.

These procedures must include:

- existing European standards as specified in EC directive 96/49 for identifying dangerous goods on board a train
- advice to the driver of the presence and position of dangerous goods on the train
- information the Infrastructure Manager requires for transport of dangerous goods
- determination of, in conjunction with the Infrastructure Manager, lines of communication and planning of specific measures in case of emergency situations involving the goods."

### Proposal

- Include a new obligation for the carrier and the infrastructure manager prescribing that a line of communication be set up. If an incident occurs, this should make it possible for the infrastructure manager to have rapid and unhindered access to data on the goods being carried and the quantities.
- Include a new obligation for the infrastructure manager to restrict the transmission of these data exclusively to the emergency services concerned and the competent authority.

Include a new 1.4.2.2.5:

**"1.4.2.2.5** Before the train leaves, the carrier has the obligation to provide the manager of the railway infrastructure to be used with the data that enable the railway infrastructure manager to satisfy the requirements of 1.4.3.6."

Amend 1.4.3.6 as follows (new text underlined)

#### **"1.4.3.6 Railway infrastructure manager**

In the context of 1.4.1, the railway infrastructure manager has in particular the following obligations. The railway infrastructure manager

- (a) shall ensure that internal emergency plans for marshalling yards are prepared in accordance with Chapter 1.11;

(b) shall ensure that he has rapid and unrestricted access to the following information at all times:

- composition of the train,
- UN numbers of the dangerous goods being carried,
- position of these wagons in the train,
- weight of the load.

These data may only be transmitted to the emergency services concerned and the competent authority."

### **Justification**

In order to avoid the continual transmission of numerous data that are only of use in the event of an incident, it would seem reasonable only to prescribe that they be available if needed.

### **Feasibility**

These data are available. The obligation to be in a position to transmit them at any time should not cause any difficulties.

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