

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

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

OTIF/RID/CE/2008/20

24 September 2008

Original: German

RID: 46th Session of the Committee of Experts on the Transport of Dangerous Goods
(Hamburg, 21 - 23 October 2008)

Subject: RID 5.4.3 – Introducing the concept of instructions in writing for rail transport

Proposal transmitted by Germany

SUMMARY

Summary: Following WP.15's decision concerning the provisions for instructions in writing in ADR, this issue should be discussed in relation to RID. It is proposed that the principle adopted for ADR be taken over for RID, adapted to the needs of rail transport.

Decision to be taken: Adoption of the proposed amendments to the text.

Reference documents: Report of the 45th session of the RID Committee of Experts, OTIF/RID/CE/2008-A, paragraphs 18 to 20.

Introduction

1. At the 45th session of the RID Committee of Experts, Germany said it was prepared to draft a proposal to introduce the concept of instructions in writing for rail transport in order to provide the locomotive driver with a standard set of instructions and thus to replace national rules (see report of the 45th session of the RID Committee of Experts OTIF/RID/CE/2008-A, paragraphs 18 to 20).

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2. The amendments to the provisions for instructions in writing were adopted at the 83rd session of WP.15. The text adopted for ADR will enter into force on 1 January 2009.
3. The initiative for drafting these amendments was taken by FIATA and IRU. The main reasons were differing and often contradictory information for the same substances in the instructions in writing as well as practical problems arising from a stack of instructions on vehicles with combined loads or containers. Following various working group meetings and discussions in WP.15, Germany took on the task of submitting the final document.
3. Having only one document in the driver's cab prepared by the carrier and no longer by the consignor will also entail consequences for the carriage of dangerous goods by rail. In future, a consignment in the road/rail transport chain will no longer be accompanied by individual instructions in writing. The locomotive driver as well can now be provided with a standard set of instructions, thus replacing national rules.
4. There has already been a similar discussion in the ADN Safety Committee for Inland Waterways transport: the proposal submitted to that body by Germany (CCNR/ZKR/ADN/WP.15/AC.2/2008/16) was adopted with some amendments at the 13th session of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (Geneva, 17 – 18 June 2008).
5. Germany proposes that the provisions adopted for the instructions in writing in ADR and ADN also be adopted, with appropriate adaptations, for rail transport.

Proposal

6. Amend section 5.4.3 to read as follows:

"5.4.3 Instructions in writing









- 5.4.3.1** As an aid during an accident emergency situation that may occur or arise during carriage, instructions in writing in the form specified in 5.4.3.4 shall be carried in the driver's cab and shall be readily available.
- 5.4.3.2** These instructions shall be provided by the carrier to the locomotive driver(s) in language(s) that he (they) can read and understand. The locomotive driver shall ensure that he is capable of carrying out the instructions properly.
- 5.4.3.3** Before the start of the journey, the locomotive drivers shall inform themselves of the dangerous goods loaded and consult the instructions in writing for details on actions to be taken in the event of an accident or emergency.
- 5.3.3.4** The instructions in writing shall correspond to the following four page model as regards their form and contents.






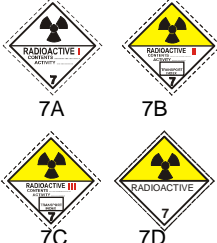



INSTRUCTIONS IN WRITING

Actions in the event of an accident or incident

In the event of an accident or incident that may occur or arise during carriage, the locomotive drivers shall take the following actions where safe and practicable to do so:

- Brake the train/shunting movement, bearing in mind the type of hazard (e.g. fire, loss of load), the local conditions (e.g. tunnel, built-up area) and possible actions by the emergency services (accessibility, evacuation);
- Isolate or switch off sources of energy (power supply, diesel engines) that might exacerbate the hazard;
- Avoid sources of ignition, in particular, do not smoke or switch on or off any electrical equipment;
- Observe the additional guidance assigned to the hazards of all concerned goods in the following table. The hazards correspond to the number of the danger label model assigned to the goods during transport;
- Inform the control centres and/or accident reporting point or the appropriate emergency services, giving as much information as possible about the accident or incident and substances involved;
- Keep the transport documents readily available for responders on arrival;
- Put on safety vest;
- Move away from the immediate vicinity of the accident or incident, tell other people to move away and follow the advice of the emergency services;
- Do not walk into or touch spilled substances and avoid inhalation of fumes, smoke, dusts and vapours by staying up wind;
- Where appropriate and safe to do so, fires in the cargo area may be tackled by locomotive drivers;
- Where appropriate and safe to do so, use on-board equipment to prevent leakages into the aquatic environment and to contain spillages;
- Remove any contaminated clothing and used contaminated protective equipment and dispose of it safely.

Additional guidance to locomotive drivers on the hazard characteristics of dangerous goods by class and on action subject to prevailing circumstances		
Danger labels and placards, description of the hazards	Hazard characteristics	Additional guidance
(1)	(2)	(3)
Explosive substances and articles  1 1.5 1.6	May have a range of properties and effects such as mass detonation; projection of fragments; intense fire/heat flux; formation of bright light, loud noise or smoke. Sensitive to shocks and/or impacts and/or heat.	Take cover but stay away from windows.
Explosive substances and articles  1.4	Slight risk of explosion and fire.	Take cover.
Flammable gases  2.1	Risk of fire. Risk of explosion. May be under pressure. Risk of asphyxiation. May cause burns and/or frostbite. Containments may explode when heated.	Take cover. Keep out of low areas.
Non-flammable, non-toxic gases  2.2	Risk of asphyxiation. May be under pressure. May cause frostbite. Containments may explode when heated.	Take cover. Keep out of low areas.
Toxic gases  2.3	Risk of intoxication. May be under pressure. May cause burns and/or frostbite. Containments may explode when heated.	Use escape device. Take cover. Keep out of low areas.
Flammable liquids  3	Risk of fire. Risk of explosion. Containments may explode when heated.	Take cover. Keep out of low areas. Prevent leaking substances from running into the aquatic environment.
Flammable solids, self-reactive substances and desensitized explosives  4.1	Risk of fire. Flammable or combustible, may be ignited by heat, sparks or flames. May contain self-reactive substances that are liable to exothermic decomposition in the case of heat supply, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gases or vapours. Containments may explode when heated.	Prevent leaking substances from running into the aquatic environment
Substances liable to spontaneous combustion  4.2	Risk of spontaneous combustion if packages are damaged or contents spilled. May react vigorously with water.	

Danger labels and placards, description of the hazards	Hazard characteristics	Additional guidance
(1)	(2)	(3)
Substances which, in contact with water, emit flammable gases  4.3	Risk of fire and explosion in contact with water.	Spilled substances should be kept dry by covering the spillages.
Oxidizing substances  5.1	Risk of ignition and explosion. Risk of vigorous reaction in contact with flammable substances.	Avoid mixing with flammable or combustible substances (e.g. sawdust).
Organic peroxides  5.2	Risk of exothermic decomposition at elevated temperatures, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gases or vapours.	Avoid mixing with flammable or combustible substances (e.g. sawdust).
Toxic substances  6.1	Risk of intoxication. Risk to the aquatic environment.	Use escape device.
Infectious substances  6.2	Risk of infection. Risk to the aquatic environment	
Radioactive material  7A 7B 7C 7D	Risk of intake and external radiation.	Limit time of exposure.
Fissile material  7E	Risk of nuclear chain reaction.	[Limit time of exposure].
Corrosive substances  8	Risk of chemical burns. May react vigorously with each other, with water and with other substances. Risk to the aquatic environment.	Prevent leaking substances from running into the aquatic environment.
Miscellaneous dangerous substances and articles  9	Risk of burns. Risk of fire. Risk of explosion. Risk to the aquatic environment.	Prevent leaking substances from running into the aquatic environment.

Note:

1. For dangerous goods with multiple risks and for mixed loads, each applicable entry shall be observed.
2. Additional guidance shown above may be adapted to reflect the classes of dangerous goods to be carried and their means of transport.

Equipment for personal and general protection to carry out general actions and hazard specific emergency actions to be carried in the driver's cab

The following equipment shall be carried in the driver's cab for all danger label numbers.

- eye wash liquid ^{a)} and

For the locomotive driver

- a safety vest (e.g. as described in EN standard 471);
- portable lighting apparatus;
- a pair of protective gloves and
- eye protection equipment (e.g. protective goggles).

Additional equipment prescribed for certain classes:

- an escape device ^{b)} must be available in the driver's cab for the locomotive driver when goods with danger label No. 2.3 or 6.1 are in the train;
- a shovel ^{c)}.

^{a)} Not required for danger label model Nos. 1, 1.4, 1.5, 1.6, 2.1, 2.2 and 2.3.

^{b)} For example an emergency mask with a gas/dust combination filter of type A1B1E1K1-P1 or A2B2E2K2-P2 comparable to that described in EN standard 141.

^{c)} Only prescribed for danger label Nos. 3, 4.1, 4.3, 8 and 9.

Consequential amendments

7. Amend 1.4.2.2.1 (g) to read as follows:

“(g) provide the required instructions in writing and ascertain that the prescribed equipment is carried in the driver’s cab;”.

Justification

8. The instructions in writing are an aid for the locomotive driver in emergency situations that arise as a result of an accident. Taking the principle from ADR and ADN and using it in RID as well – adapted to the needs of rail transport – will achieve standard guidance on what action to take in all the land transport modes. As a result, differing national rules can be dispensed with.
