

**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/2009/6**

2 October 2009

Original: German

**RID:** 47<sup>th</sup> Session of the Committee of Experts on the Transport of Dangerous Goods  
(Sofia, 16 - 20 November 2009)

**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, the RID Committee of Experts decided at its 46<sup>th</sup> session to include instructions in writing in RID based on the principle adopted for ADR and adapted to the needs of rail transport.

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

**Reference documents:** Report of the 45<sup>th</sup> session of the RID Committee of Experts, OTIF/RID/CE/2008-A, paragraphs 18 to 20, document OTIF/RID/CE/2008/20 (Germany), document OTIF/RID/CE/2008/22 (UIC), report of the 46<sup>th</sup> session of the RID Committee of Experts OTIF/RID/CE/2008-B, paragraphs 13 to 41.

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## Introduction

1. At the 46<sup>th</sup> session of the RID Committee of Experts, it was decided that instructions in writing on the basis of the regulations in ADR/ADN should also be included in RID (see also paragraph 19 of report OTIF/RID/CE/2008-B).
2. Following this decision of principle at the last session, Germany's proposal OTIF/RID/CE/2008/20 was reviewed in detail. As a result, some decisions were made on the individual proposals, particularly on the "Actions in the event of an accident or incident" and the "Equipment for personal and general protection".

Various parts of the text were amended or aligned with the UIC proposal (document OTIF/RID/CE/2008/22). Germany was also asked to check that there was no conflict between points 1, 2 and 5 on page 1 of the instructions in writing and the Technical Specifications for Interoperability relating to the subsystem Traffic Operation and Management of the trans-European conventional rail system (TSI Operation and Management) (paragraph 16 of report OTIF/RID/CE/2008-B) and again to revise the wording of various points (paragraphs 21 and 40 of report OTIF/RID/CE/2008-B).

Germany would then submit an accordingly revised proposal to the next session of the RID Committee of Experts. The representatives of other States were asked to send him any requests they might have concerning this proposal (see also paragraph 41 of report OTIF/RID/CE/2008-B).

3. Germany subsequently received a great number of proposals for amendments from UIC. UIC had also taken on the task of checking the wording to see whether it conflicted with the wording of the TSI. With regard to this, UIC stated that *the basis for the operating regulations for all trans-European rail transport undertakings and railway infrastructure managers is, among others, the TSI Operation and Management. The requirements of Directive 2004/49/EC (Rail Safety Directive) have been duly taken into account in the TSI.*

*Section 4.2 of the TSI Operation and Management sets out for example the minimum specifications relating to staff and the scope of the locomotive "Driver's Rule Book". According to this, the Driver's Rule Book must contain all the information necessary for carrying out the train journey. It must state the requirements for all the routes worked and the rolling stock used on those routes according to the situations of normal operation, degraded operation and in emergency situations.*

*The minimum elements relevant to professional qualification for applying measures relating to operational incidents and accidents, particularly those relating to train protection and to fire or dangerous goods are set out in section 4.6 of Annex H to the TSI.*

*The minimum requirements set out in the TSI are an integral part of the internal regulations produced and applied by the railways.*

4. UIC's proposals for amendments have been included in the following revised proposal from Germany as far as possible. However, UIC proposed to delete two measures (first and second incidents) and the safety clothing, as these requirements are already contained in the railways' national operating rules (fire alarm on the train – general case) and in the Driver's Rule Book in TSI Operation and Management.

However, this proposal could not be followed, because it is not sufficient only to require this in the TSI, given that the scope of application of RID goes beyond Europe and internal operating rules are not sufficient to meet the requirements of international regulations on the transport of dangerous goods. So these measures and the safety clothing should continue to be referred to in RID, especially as there are no differences with regard to the content and so there is no harm in repeating them in RID.

5. As a consequential amendment, the proposal also contains the proposed wording that the RID Committee of Experts wanted for a new obligation on the part of the carrier in 1.4.2.2 (see also paragraph 38 of report OTIF/RID/CE/2008-B).
6. In addition, at the request of ERA, a new note has been included in 5.4.3.1 with a reference to further-reaching national provisions for managing emergency situations.
7. To take account of the Rail Safety Directive (Directive 2004/49/EC), the terms “accident or incident” have been replaced with “dangerous event (accident or incident)”.
8. Germany has incorporated all these amendments into a revised original prepared by the OTIF Secretariat already containing all the decisions of the 46<sup>th</sup> session of the RID Committee of Experts (shown in underlined text). The additional amendments are shown in bold, underlined text.

## Proposal

9. 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.

**Note. Further-reaching provisions of railway regulations for managing emergency situations and operational guidelines for implementing such legal provisions shall not be affected.**

- 5.4.3.2 Before the start of the journey, these instructions shall be provided by the carrier to the locomotive driver(s) in (a) language(s) that he (they) can read and understand. The carrier shall ensure that the locomotive driver understands the instructions and is capable of carrying them out properly.
- 5.4.3.3 [Before the start of the journey, the carrier shall inform the locomotive driver of the dangerous goods loaded. The locomotive driver shall consult the instructions in writing for details on actions to be taken in the event of a **dangerous event** (accident or **incident**).]
- 5.4.3.4 The instructions in writing should correspond to the following four page model as regards their form and contents.










## INSTRUCTIONS IN WRITING





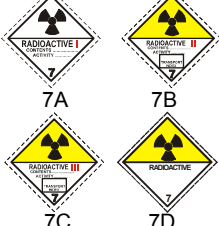



### Actions in the event of a **dangerous event** (accident or **incident**)

In the event of a **dangerous event** that may occur or arise during carriage, the locomotive drivers shall take the following actions where safe and practicable to do so<sup>1</sup>:

- **Bring** the train/shunting movement **to a stop in a suitable place**, 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);
- **Switch off combustion engine and/or shut down the locomotive in accordance with the operating instructions;**
- Avoid sources of ignition, in particular, do not smoke or switch on 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 carriage;
- Inform the **reporting point** or the appropriate emergency services, giving as much information as possible about **the dangerous event** and substances involved;
- Keep **information on the dangerous goods being carried** (if necessary, the transport documents) readily available for the emergency services on arrival, **or have these made available by means of electronic data interchange (EDI)**;
- **When leaving the locomotive, put on the prescribed safety clothing;**
- **If necessary, use other protective equipment;**
- Move away from the immediate vicinity of the **dangerous event**, advise other persons 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;
- Remove any contaminated clothing and **dispose of it safely.**

<sup>1</sup> **Guidelines contained in provisions of railway regulations or railway operations shall be observed.**

Additional guidance to locomotive drivers on the hazard characteristics of dangerous goods by class and on actions 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.	Take cover. Keep out of low areas.
Flammable liquids  3	<u>Risk of burns.</u> Risk of fire. Risk of explosion. Containments may explode when heated.	Take cover. Keep out of low areas.
Flammable solids, self-reactive substances and solid 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.	
Substances liable to spontaneous combustion  4.2	Risk of spontaneous combustion if packages are damaged or contents spilled. May react vigorously with water.	
Substances which, in contact with water, emit flammable gases  4.3	Risk of fire and explosion in contact with water.	

Danger labels and placards, description of the hazards	Hazard characteristics	Additional guidance
(1)	(2)	(3)
Oxidizing substances  5.1	Risk of ignition and explosion. Risk of vigorous reaction in contact with flammable substances.	
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.	
Toxic substances  6.1	Risk of intoxication. Risk to the aquatic environment and the sewage system.	
Infectious substances  6.2	Risk of infection. Risk to the aquatic environment and the sewage system.	
Radioactive material  7A 7B 7C 7D	Risk of intake and external radiation.	Limit time of exposure.
Fissile material  7E	Risk of nuclear chain reaction.	
Corrosive substances  8	Risk of burns. May react vigorously with each other, with water and with other substances. Risk to the aquatic environment and the sewage system.	
Miscellaneous dangerous substances and articles  9	Risk of burns. Risk of fire. Risk of explosion. Risk to the aquatic environment and the sewage system.	

- 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 **and, if necessary, to supplement them on the basis of existing national guidelines.**

**Equipment for personal protection to be carried in the driver's cab**

The following equipment<sup>1</sup> shall be carried in the driver's cab for all danger label numbers.

– portable lighting apparatus;

for the locomotive driver

– suitable warning clothing (e.g. as described in standard EN 471).

<sup>1</sup> The equipment to be kept available shall, if necessary, be supplemented on the basis of existing national guidelines.

## Consequential amendments

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

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

## Justification

11. 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.

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