

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

**INF.6**

14 October 2009

(English and 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 1.4.3.6 (b)

**Proposal transmitted by the Secretariat**

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## **Introduction**

1. The new 1.4.3.6 setting out the obligations of the railway infrastructure manager was included in the 2007 edition of RID. According to 1.4.3.6 (b), the railway infrastructure manager must ensure, among other things, that he has unrestricted access to the following information at any time during carriage:
  - composition of the train,
  - UN numbers of the dangerous goods being carried,
  - position of these wagons in the train,
  - mass of the load.
2. This decision was taken at the 42<sup>nd</sup> session of the RID Committee of Experts (Madrid, 21 – 25 November 2005) on the basis of Switzerland's proposal in OCTI/RID/CE/42/6a) (see report A 81-03/501.2006, paragraphs 80 to 84).
3. At the Joint Meeting's informal working group on telematics, the following questions arose when compiling the information that can be provided by means of telematics applications:
  - a) What is the difference between the information on "composition of the train" and "position of these wagons in the train"? The working group was of the view that the information concerning the position in the train of wagons carrying dangerous goods is already evident from the composition of the train.

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- b) Does the “mass of the load” relate to the mass of each dangerous substance with a different UN number, different proper shipping name or different packing group (see 5.4.1.1.1 (f)), or does this information relate to the total mass of the wagon load in the event of mixed loading of dangerous goods with non-dangerous goods?
4. As the members of the RID Committee of Experts represented in the working group on telematics were also unable to provide answers to these questions, the RID Committee of Experts is asked to discuss these questions so that an ad hoc working group can subsequently be given the task of clarifying the text.
5. The Secretariat has received the following explanations from Switzerland, the originator of the proposal, on the various pieces of information required in 1.4.3.6 (b):
- composition of the train: information on the design type and numbers of the individual wagons,
  - UN numbers of the dangerous goods being carried: information on the UN numbers loaded on each wagon,
  - position of these wagons in the train: information on the position of the individual wagons in the train (sequence),
  - mass of the load: information on the gross weight according to the dispatch order (weight of the goods loaded and of the packagings/containers, excluding the weight of the wagon itself) of all dangerous and non-dangerous goods on each wagon.
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