

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

**INF.26**

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(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: Comments from the Secretariat on UIC's informal document INF.17**

1. In informal document INF.17, UIC proposes various corrections to the French version of document OTIF/RID/CE/2009/6.
2. The Secretariat has checked each of the proposed corrections and has noticed that some of them also have repercussions for the other language versions.

General amendments

3. UIC proposes to replace "locomotive" with "engin-moteur ou train". If this amendment is adopted, in the English version, "locomotive" should be replaced with "traction unit or train" and in the German version, "oder Zug" should be added to "Triebfahrzeug".
4. With reference to Directive 2007/59, UIC proposes to replace "transporteur" with "entreprise ferroviaire". If this amendment is adopted, in the English version, "carrier" should be replaced by "railway undertaking" and in the German version, "Beförderer" should be replaced by "Eisenbahnunternehmen".

However, the Secretariat is of the view that in RID, the term "carrier" should be kept, as this term is defined in 1.2.1 and provides a clear distinction from the railway infrastructure manager. The Secretariat does not believe that the term "railway undertaking" provides such a distinction, as this undertaking could be the rail transport undertaking or the railway infrastructure undertaking.

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5. With reference to Directive 2007/59, UIC proposes to replace “conducteur de locomotive” by “conducteur de train”. If the amendment to the French version is adopted, in the English version, “locomotive driver” should be replaced by “train driver”. In the German version, the term “Triebfahrzeugführer” should be maintained.
6. UIC proposes to replace “poste d'alerte” by the more general term “gestionnaire d'infrastructure”. If this amendment is adopted, in the English version, “reporting point” should be replaced by “infrastructure manager” and in the German version, “Meldestelle” should be replaced by “Infrastrukturbetreiber”. However, it would be better to use the term “gestionnaire de l'infrastructure ferroviaire”/“railway infrastructure manager”/“Betreiber der Eisenbahninfrastruktur” defined in 1.2.1.
7. UIC proposes to replace “vêtements d'avertissement” by “équipements individuels de signalisation”. This amendment too would entail amendments in the German and English versions. However, the Secretariat believes that the terms to be used in all language versions should be those used in standard EN 471, which is referred to (“vêtements de signalisation”/“warning clothing”/“Warnkleidung”).

#### Specific proposals for amendments to document OTIF/RID/CE/2009/6

8. For the second indent on the first page of the model for the instructions in writing, UIC proposes the following wording:

“– Arrêter le moteur à combustion et prendre les dispositions prévues par les consignes d'utilisation de l'engin-moteur;”.

If this amendment is adopted, the second indent in the English and German texts should read as follows:

“– Switch off combustion engine and take the measures contained in the operating instructions for the traction unit;”

“– Verbrennungsmotor abstellen und die in der Bedienungsanleitung des Triebfahrzeugs vorgesehenen Vorkehrungen treffen;”.

However, the Secretariat is of the view that this wording is not quite correct either, as reference is only made to switching off a combustion engine. It is therefore proposed that the following general wording be used, as it can be applied to both diesel and electric locomotives:

“– Mettre l'engin-moteur hors service selon les consignes d'utilisation;”

“– Switch off the traction unit in accordance with the operating instructions;”

“– Triebfahrzeug gemäß Bedienungsanweisung außer Betrieb setzen;”.

9. In footnote 1 on the last page of the model for the instructions in writing, instead of the wording “sur la base des exigences nationales”, UIC proposes “conformément aux exigences nationales”. If this amendment is adopted, in the English version, “on the basis of” should be replaced by “according to” and in the German version, “auf Grund” should be replaced by “gemäß”.

10. For the beginning of 1.4.2.2.1 (g), UIC proposes the following wording:

“mettre les consignes écrites requises à la disposition du conducteur de train, dans une langue compréhensible, ...”.

If this amendment is adopted, the English and German versions would also have to be amended. However, the French text should only be made clearer to say that the language to be used must be one that the locomotive driver can understand.

It is therefore proposed to use the following wording:

"mettre les consignes écrites requises à la disposition du [conducteur de locomotive] [conducteur de train], dans une langue compréhensible pour lui, ...".

"provide the [locomotive driver] [train driver] with the required instructions in writing in a language he can understand ...".

"dem Triebfahrzeugführer die erforderlichen schriftlichen Weisungen in einer für ihn verständlichen Sprache bereitzustellen ...".

11. When reviewing these amendments, the Secretariat noticed that the French version of 5.4.3.4 requires that the instructions in writing must correspond to the four-page model. But in the German and English versions, this is less stringent, as the word "sollen"/"should" is used.

However, the Secretariat is of the view that this point should be looked at in more detail, because in the German and English versions, the less stringent wording in 5.4.3.4 could result in a contradiction with 5.4.3.1, which refers to the instructions in writing in "the form specified".

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