



OTIF/RID/CE/GTP/2017/2

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(Utrecht, 20 to 24 November 2017)

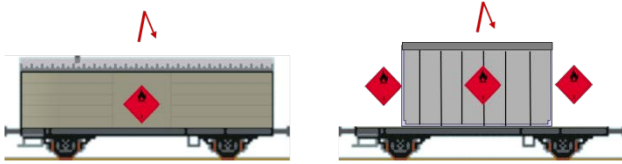

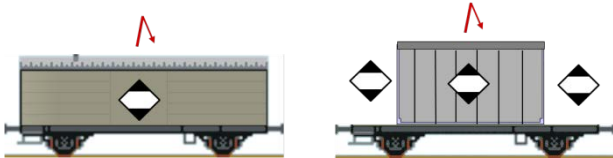
Subject: Proposed amendments to the safety obligations of the participants as regards the carriage of dangerous goods packed in limited quantities

Proposal transmitted by the International Union of Railways (UIC)

Introduction

1. The introduction of the requirement to placard wagons and containers carrying over 8 tonnes of dangerous goods packed in limited quantities prompted the question of whether the carrier should notify the infrastructure manager of the presence of such quantities.
2. At the 48th session of the RID Committee of Experts in May 2010, it was decided by 7 votes to 5 that the duties of the infrastructure manager, as introduced by RID 2007, should be extended to encompass the IM's being informed of the presence onboard a train of dangerous goods packed in limited quantities. The notion that the information on the presence of dangerous goods packed in limited quantities was of no use to the infrastructure manager was rejected.
3. Under RID 2011, 1.4.2.2.5, the carrier is required to ensure that the manager of the railway infrastructure being used is able to obtain, at any time during carriage, rapid and unrestricted access to the information allowing him to meet the requirements of 1.4.3.6 (b). A note to the text makes clear that the arrangements by which the above information is provided shall be laid down in the rules for using the railway infrastructure. At the same time, the obligations of the infrastructure manager as per 1.4.3.6 were extended accordingly.
4. Moreover, 3.4.12 states that in advance of carriage, consignors of dangerous goods packed in limited quantities shall inform the carrier in a traceable form of the total gross mass of such goods to be consigned.

5. Taking as a basis informal document INF.5 submitted by the United Kingdom, the standing working group decided at its 5th session that this information only needed to be shared if the wagon or container had to be marked in accordance with RID 3.4 (in other words, if it contained over 8 tonnes of dangerous goods packed in limited quantities).
6. UIC drew attention to the issues surrounding carriers' checks of the marking of dangerous goods packed in limited quantities in document OTIF/RID/CE/GTP/2015/9, and argued that consignors should inform carriers of the presence of dangerous goods in limited quantities (and the total gross mass thereof) using a standard statement in the transport documents. The RID Committee of Experts' standing working group came to no consensus on whether the issue would be better handled by the Joint Meeting. The UIC representative said he was prepared to collect the railways' views on the matter and prepare a new document for the next session of the Joint Meeting in March 2016.
7. At its meeting in March 2016, the UIC Expert Group on the Carriage of Dangerous Goods decided not to submit a paper to the Joint Meeting, considering that the matter affected rail transport only and that road hauliers had no legal interaction with railway infrastructure managers.
8. Moreover, the railway representatives noted that the rules governing the markings on such wagons and containers to indicate the quantities of dangerous goods being carried were not consistent. For example, let us take the case of UN 1170 Ethanol, 3, II:

Quantity carried of UN 1170	Marking on wagon/container	Information to infrastructure manager
20 litres		UN 1170
7600 litres <small>(380 boxes, each containing 20 x 1 litres as per LQ)</small>		—
10 000 litres <small>(500 boxes, each containing 20 x 1 litres as per LQ)</small>		Dangerous goods packed in limited quantities present.

9. It is understandable that a railway wagon/container loaded with one 20-litre canister of ethanol must be placarded and the UN number sent to the infrastructure manager so that the latter can fulfil his obligations of informing the emergency services of the dangerous goods on board in the event of an incident or accident.

10. It is not understandable, however, why no such information needs to be supplied to the infrastructure manager in the case of dangerous goods packed in limited quantities of up to 8 tonnes. In such cases, the infrastructure manager will be unable to reliably inform the emergency services whether or not the wagons/containers contain dangerous goods.
11. The emergency services thus have to assume that even wagons/containers without placards may contain up to 8 tonnes of dangerous goods packed in limited quantities. This then raises the question of why infrastructure managers have to inform the emergency services of quantities in excess of 8 tonnes.
12. Furthermore, if the infrastructure manager wishes to ascertain whether loading units/wagons carrying more than 8 tonnes of dangerous goods packed in limited quantities have been correctly notified to him, he is faced with another problem: movements which are part of a transport chain involving a sea leg must be placarded in accordance with RID 3.4 for LQ of one kilogram and over. For land transport modes, it is also possible – albeit on a voluntary basis – to apply LQ markings to wagons and loading units carrying less than 8 tonnes of LQ. In neither case, however, is it mandatory to notify the infrastructure manager of the presence of such goods.

Alternative proposal 1 (based on OTIF/RID/CE/GTP/2015/9)

3.4.1 Paragraph (e) to read as follows (changes shown underlined):

"(e) Part 5, 5.1.2.1 a) (i) and b), 5.1.2.2, 5.1.2.3 and 5.2.1.10, 5.4.0, 5.4.1.4 and 5.4.2;".

3.4.12 Amend to read as follows (changes shown underlined):

"Consignors of dangerous goods packed in limited quantities shall provide the carrier with a transport document containing the following information:

"DANGEROUS GOODS IN LIMITED QUANTITIES. TOTAL GROSS MASS xxx KG".

Loaders of dangerous goods packed in limited quantities shall observe the provisions of 3.4.13 to 3.4.15 concerning marking."

3.4.14 Amend to read as follows:

"(deleted)".

Consequential amendments

1.4.2.2.1 Amend paragraph (f) to read as follows:

"(f) ascertain that the placards, marks and orange-coloured plates prescribed for the wagons and containers in chapters 3.4 and 5.3 have been affixed;"

1.4.3.6 Amend the second bullet-point of paragraph (b) to read as follows:

"– UN numbers of the dangerous goods being carried in or on each wagon, insofar as they are required to be shown in the transport document, or if only dangerous goods in limited quantities in accordance with Chapter 3.4 are being carried, information indicating their presence ~~when marking of the wagon or large container in accordance with Chapter 3.4 is required,~~"

Alternative proposal 2

1.4.3.6 Amend the second bullet-point of section b) to read as follows:

- "– UN numbers of the dangerous goods being carried in or on each wagon insofar as they are required to be shown in the transport document, ~~or if only dangerous goods in limited quantities in accordance with Chapter 3.4 are being carried, information indicating their presence when marking of the wagon or large container in accordance with Chapter 3.4 is required,~~".

Feasibility

13. UIC considers that adopting Alternative 1 would simplify the rules and increase safety for the emergency services if required to intervene in an incident or accident, since they would be informed as to the presence of dangerous goods packed in limited quantities.
 14. Adopting Alternative 2 would enable infrastructure managers to fulfil their duties correctly, but would require the emergency services to assume that any wagon/container – whether placarded or not – could contain dangerous goods packed in limited quantities.
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