



Organisation intergouvernementale pour les transports internationaux ferroviaires  
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr  
Intergovernmental Organisation for International Carriage by Rail

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**RID:** 8<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Utrecht, 20 to 24 November 2017)

**Subject:** Information on dangerous goods wagons at marshalling yards

**Proposal transmitted by the Netherlands**

### Summary

**Executive summary:** Improved information is needed regarding the presence and specific location of dangerous goods wagons in marshalling yards in the Netherlands, for the benefit of emergency response. Research has been carried out to improve the current situation. Results will be given in the form of a presentation during the meeting.

**Decision to be taken:** Decision at national level. Exchange of information on current practices in different countries.

**Related documents:** None.



## Introduction

1. During an ethanol fire in a tank-wagon at the “Kijfhoek” marshalling yard near Zwijndrecht on 14 January 2011 some information of relevance for emergency response was missing at the start of the incident, such as accurate information on wagon loads (full or empty) of the dangerous goods wagons in the proximity of the burning ethanol wagon. After some time it emerged that (empty, uncleaned) LPG wagons were situated nearby. Such circumstances have an impact on the emergency response strategy.
2. After the accident the Human Environment and Transport Inspectorate (ILT) investigated the registration of dangerous goods wagons at the marshalling yard. ILT concluded that the registration at the marshalling yard was not always accurate. At other marshalling yards, it also emerged that the actual presence of dangerous goods wagons did not quite reflect the information made available by the infrastructure manager and the carriers.
3. For purpose of emergency response strategy and safety the competent authorities need to know as quickly as possible which dangerous goods wagons are present on the different tracks of a marshalling yard.
4. The Dutch policy is to achieve correct and easily accessible information on the location and load of dangerous goods wagons at marshalling yards for the benefit of the emergency response strategy.

## Presentation and views

5. In a presentation at the meeting, the rail infrastructure manager ProRail would like to inform you of the progress in improving the information by means of newly available technology.
  6. Participants at the meeting are invited to give their views on the subject and provide information on practices in other Member States.
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