

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

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

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Electronic documents for the carriage of dangerous goods

Information on the work of the RID Committee of Experts

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1. Section 5.4.0 of the Regulation on the Carriage of Dangerous Goods by Rail (RID, Annex to COTIF Appendix C) contains the following general provisions concerning documentation:

“5.4.0 General

5.4.0.1 Unless otherwise specified, any carriage of goods governed by RID shall be accompanied by the documentation prescribed in this Chapter, as appropriate.

5.4.0.2 The use of electronic data processing (EDP) or electronic data interchange (EDI) techniques as an aid to or instead of paper documentation is permitted, provided that the procedures used for the capture, storage and processing of electronics data meet the legal requirements as regards the evidential value and availability of data during transport in a manner at least equivalent to that of paper documentation.

5.4.0.3 When the dangerous goods transport information is given to the carrier by EDP or EDI techniques, the consignor shall be able to give the information to the carrier as a paper document, with the information in the sequence required by this Chapter.”

2. The 2nd session of the RID Committee of Experts' standing working group (Copenhagen, 18 to 22 November 2013) dealt with a proposal from the International Rail Transport Committee (CIT) to give priority in future to electronic documents in the carriage of dangerous goods rather than paper documents (see http://www.otif.org/fileadmin/user_upload/otif_verlinkte_files/05_gef_guet/02_RID_fach_01_gt_p/021_2013/CE_GTP_2013-INF_09_E.pdf).

3. The working group unanimously welcomed CIT's proposal. Among other things, it was recalled that at the RID/ADR/ADN Joint Meeting (Geneva, 17 to 27 September 2013), a decision of principle had been taken on the system architecture for using the electronic transport document and to improve emergency management in the transport of dangerous goods. This decision was based on the interim results of the RID/ADR/ADN Joint Meeting's informal working group on telematics, which are summarised in document:

<http://www.unece.org/fileadmin/DAM/trans/doc/2013/dgwp15ac1/ECE-TRANS-WP15-AC1-2013-GE-INF.3e.pdf>.

4. The system architecture chosen enables transport undertakings to input all the data necessary for the transport of dangerous goods into their own database or into a database belonging to a service provider of their choice. In transport checks or intervention by the emergency services, externally recognisable characteristics, such as wagon numbers, are transmitted by the inspection personnel or emergency services to their respective control centres, which then use an internet-based interface to retrieve data from the carrier's databank. In so doing, the central control service ensures that access to the data input by the carriers can only be obtained via authorised entities.

5. The system architecture chosen means that both transport undertakings and the control authorities or emergency services can use existing systems. The central control service, which deals with the interrogation of and access to data, should preferably be set up at European Commission level.
6. One of the decisions concerning interpretation taken by the RID/ADR/ADN Joint Meeting's working group on telematics was based on the principle that each individual transport undertaking can decide on the basis of the existing section 5.4.0 whether the transport documentation is issued in electronic or paper form. However, it was assumed that a lot of undertakings would stop using the paper format very quickly, as they already had electronic systems available with which, for example, the delivery of a consignment is confirmed.
7. Based on the Revision Committee's decision, CIT intends to submit a proposal – initially to the RID/ADR/ADN Joint Meeting – to amend section 5.4.0, which is the same for all land transport modes. As in the proposed Art. 6a CIM, the proposal will include material provisions on the electronic transport document and will suggest that the electronic document is given precedence over the paper document.

These proposals will be examined in conjunction with developments on the technical specifications for interoperability for telematic applications for freight.
