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 42nd 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.

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.
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?

Proposal 1

4. To avoid different interpretations, the Secretariat suggests that the individual pieces of information be supplemented with an explanation. The indents in 1.4.3.6 (b) should read as suggested below (additional text is underlined). The last indent has been placed in square brackets, because when the preliminary document INF.6 was discussed at the 47th session of the RID Committee of Experts, the view was that providing the emergency services with information on the total mass of the load was of no use, because this also included the mass of non-dangerous goods and the mass of any packagings and containers. If this information is only needed to calculate the braking weight of the train, this indent could be dropped (see report OTIF/RID/CE/2009-A, paragraphs 78 to 80).

“– composition of the train by indicating the design type and number of each wagon,

– UN numbers of the dangerous goods being carried in each wagon,

– position of each of the wagons in the train (wagon order)[],

– total mass of all goods contained in each wagon, including the mass of the packagings and containers].”

Proposal 2

5. At the 47th session of the RID Committee of Experts, Belgium’s informal document INF.8 was also discussed. In this document, it was pointed out that according to 3.4.1 of the 2011 edition of RID, Chapter 1.4 and hence 1.4.2.2.5 and 1.4.3.6 also apply to carriage in limited quantities. As the carrier cannot provide all the information prescribed in 1.4.3.6 (b) in the case of dangerous goods carried in limited quantities, because he does not have the UN numbers, the question arises as to whether the railway infrastructure manager must at least be informed of the presence of dangerous goods packed in limited quantities.

6. The Secretariat was asked to include the addition to the second indent of 1.4.3.6 (b) proposed by Belgium in this document or alternatively to rule out the application of 1.4.3.6 (b) in 3.4.1 (see report OTIF/RID/CE/2009-A, paragraphs 84 and 85).

Option 1

(the information indicating the presence of dangerous goods packed in limited quantities is useful for the railway infrastructure manager)

7. Amend the second indent according to paragraph 4 to read as follows (new text in bold):

“– UN numbers of the dangerous goods being carried in each wagon or, if dangerous goods packed in limited quantities in accordance with Chapter 3.4 are being carried, information indicating the presence of dangerous goods packed in limited quantities,”.
Option 2
(the information indicating the presence of dangerous goods packed in limited quantities is of no use to the railway infrastructure manager)

8. Amend 3.4.1 (a) to read as follows (new text in bold):

"(a) Part 1, Chapter 1.1, 1.2, 1.3, 1.4 with the exception of 1.4.2.5 and 1.4.3.6 (b), 1.5, 1.6, 1.8 and 1.9,".