

**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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**RID: 50<sup>th</sup> Session of the Committee of Experts on the Transport of Dangerous Goods**  
(Malmö, 21 – 25 November 2011)

**Subject: Representative checks in 1.4.2.2.1 of RID vs UIC Leaflet 471-3**

**Discussion paper transmitted by Sweden**

1. In Chapter 1.4 of RID the safety obligations of the participants in the carriage of dangerous goods are specified.
2. The carrier who takes over dangerous goods at the point of departure shall, in particular, by means of representative checks, ascertain compliance with RID regulations. If Section 5 of UIC Leaflet 471-3 is followed, the requirements of 1.4.2.2.1 are considered to have been complied with.
3. However, there are several non-contracting railways that do not use the UIC Leaflets but apply their own routines.
4. Sections 4 and 5 of UIC Leaflet 471-3 only refer to “inspections” but 1.4.2.2.1 of RID refers to “representative checks”. “Inspections” indicates that all requirements mentioned in sub-sections 5.1 to 5.10 must be checked for all consignments, but “representative checks” indicates that random checks of the particulars in 1.4.2.2.1 (a) – (g) are sufficient.
5. The conclusion of such reasoning is that if the carrier is a contracting railway, then it must check all consignments, but if it is a non-contracting railway, random checks are sufficient.
6. But another interpretation is that Section 5 of the UIC Leaflet shows how to carry out the representative checks mentioned in 1.4.2.2.1 in the proper way.
7. A comparison with 7.5.1 of RID indicates that all wagons etc. have to be inspected.

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8. On the other hand, 1.4.2.2.1 of ADR indicates that the carrier, *where appropriate*, shall ascertain ...
  9. The expert from Sweden would like to know the opinion of the RID Committee of Experts on this matter. This topic is important for the inspection bodies and in terms of equal competition between different railway companies.
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