

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

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

INF. 14

22 May 2012

(Original: English)

RID: 51th Session of the Committee of Experts on the Transport of Dangerous Goods
(Berne, 30 and 31 May 2012)

Subject: Working group on safety obligations of participants

Transmitted by Italy

1. As agreed at the 50th session of the RID Committee of Experts (Malmö, 21 – 25 November 2011) Italy hosted the working group, together with Germany and UIC. The working group was held in Rome on 12 and 13 April 2012
2. The following countries took part in the discussions at this meeting: Belgium, France, Germany, Italy, Netherlands, Sweden, Switzerland and the United Kingdom. The Intergovernmental Organisation for International Carriage by Rail (OTIF) and the European Railway Agency (ERA) were also represented. The European Chemical Industry Council (CEFIC), the International Union of Railways (UIC) and the International Union of Private Wagons (UIP) also took part (see Annex II)

Chairman of the working group

3. The working group was chaired by Mr Arne Bale (United Kingdom)

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.

Agenda

4. On the basis of a mandate from the RID Committee of Experts (see report OTIF/RID/CE/2011-A, paragraph 30), the working group discussed:
 - The possibility of taking over the obligations concerning inspections from point 5 of UIC leaflet 471-3 into RID 1.4.2.2.1;
 - The type of reference to assign to the CEFIC checklists for the filler and unloader in RID 1.4.3.3 and 1.4.3.7.1.

Item 1: 1.4.2.2 Carrier checks

5. The representative of France gave a presentation in which she illustrated the system used by SNCF (French National Railway Company) at present to inspect rail wagons used for the transport of dangerous goods. This system was based on the requirements of UIC leaflet 471-3, point 5 (Inspections). She also made a point on the terminology and the methods relating to the "representative checks" in connection with the texts which are currently referenced, in particular standards ISO 3534 and ISO 2859 concerning representative samples (1.2.35) and the choice of the sample (8.1) respectively.
6. Following the presentation, a representative of SNCF presented the method the railway companies that apply UIC leaflet 471-3 use to carry out the representative checks. The presentation focussed essentially on both the points indicated above.
7. There was a discussion on the correct interpretation and subsequent application of the last sentence of RID 1.4.2.2.1. The discussion focused particularly on the meaning of representative checks, since the reference in RID is linked to point 5 of the UIC leaflet.
8. It was pointed out that even though appendix G to the leaflet was not enforceable, many companies were currently carrying out the checks on a voluntary basis.
9. The representative of Italy observed that using this approach, there would be several cases in which rail wagons transporting dangerous goods would not be checked at all, so the checks required should be extended to cover all wagons.
10. A further question raised by the representative of the United Kingdom concerned international traffic and particularly where quality assessments of checks carried out on wagons should be performed.
11. The representative of ERA explained that according to the requirements of the TSI (Technical Specifications for Interoperability) relating to Traffic Operation and Management, each train had to be checked before departure. They also specified that railway undertakings are required to define which checks are to be carried out. So in the context of international traffic, each train should be checked each time the train formation is changed.
12. The representative of the Netherlands pointed out that if the provision were maintained in its current form, in the event of a change of carrier, wagons checked at the first departure point would not have to be checked again up to the final destination.
13. With a view to facilitating access by all railway undertakings to the information set out in point 5 of UIC leaflet 471-3, UIC proposed that this information should be made available on the OTIF website. It was also important to check whether the amendments to 1.4.2.2.1 did not alter how the responsibilities were shared out, to the detriment of the carrier.

14. Following the discussion, the working group supported the proposal to amend the last part of the introductory sentence of 1.4.2.2.1 by removing the reference to representative checks, and inserting a new paragraph after 1.4.2.2.1(g) to allow representative checks when the carriage is taken over by a subsequent carrier (see Annex I).
15. It was also agreed to refer to UIC leaflet 471-3 as best practice for the implementation of representative checks. This would also be useful for carriers that do not apply the leaflet.

Item 2: CEFIC checklists for the filler/unloader

16. In his document the representative of Italy remarked that the use of a checklist for fillers and unloaders should be mandatory in order to improve the development of a basic standard safety tool, which is essential if drip leaks are to be avoided.
17. Although the checklists proposed by CEFIC were considered a useful guide, many delegates were of the view that the responsibility of the filler, whose obligations according to RID go beyond the inspection points listed in the checklists, might be restricted by the mandatory application of the checklists by means of a reference. It was also pointed out that a detailed description of a sequence of steps to be completed would not necessarily ensure that the provisions of RID had been met.
18. In view of the different positions that emerged during the debate, the representative of Germany suggested that the checklists be used as a minimum requirement and that each company could adapt the checklists on the basis of its own activities and the obligations described in RID Chapter 1.4.
19. In response to a text suggested by the representative of the Netherlands, the Chairman asked him to prepare a draft proposal to amend the relevant provisions of RID, taking into account the working group's discussions.
20. The working group supported, with some amendments, the text of new paragraphs 1.4.3.3 and 1.4.3.7.1 submitted by the representative of the Netherlands (see Annex I).
21. The representative of CEFIC was asked to revise the introductory text of the checklists, highlighting that the checklist may be considered as a minimum requirement to be adapted as necessary, as agreed by the working group, and to submit the revised text to the 52nd session of the RID Committee of Experts.
22. The working group also agreed to put the proposal in square brackets and to postpone the final decision on referring to the CEFIC checklists to the next session of the 52nd session of the RID Committee of Experts.
23. The representative of the Netherlands said that a similar provision should be discussed at the RID/ADR/ADN Joint Meeting, bearing in mind the multimodal transport of tank-containers.

Texts adopted by the Working Group

(EN:)

1.4.2.2.1 In the introductory sentence, delete:

", by means of representative checks".

After paragraph (g), insert the following paragraph:

"If the carriage is taken over by a subsequent carrier the checks may be carried out by means of representative checks*."

* Best practices for representative checks can be found in UIC leaflet 471-3 (version applicable as from 1 January 2011)."

In footnote 9, add the following sentence:

"This information is also available on the OTIF website (www.otif.org)."

(DE:)

1.4.2.2.1 Im Einleitungssatz streichen:

"durch repräsentative Stichproben".

Nach dem Absatz g) folgenden Absatz einfügen:

"Wenn die Beförderung von einem nachfolgenden Beförderer übernommen wird, dürfen die Prüfungen anhand repräsentativer Stichproben durchgeführt werden*).

*) Bewährte Verfahren für repräsentative Stichproben können dem UIC-Merkblatt 471-3 (ab dem 1. Januar 2011 geltende Fassung) entnommen werden."

In der Fußnote 11) folgenden Satz hinzufügen:

"Diese Informationen sind auch auf der Website der OTIF (www.otif.org) eingestellt."

(FR:)

1.4.2.2.1 Dans la phrase introductive, supprimer :

« , par sondages représentatifs ».

Après l'alinéa g), insérer le paragraphe suivant :

« Lorsque le transport est repris par un transporteur subséquent, les contrôles peuvent être effectués par sondages représentatifs*).

*) Les meilleures pratiques pour les sondages représentatifs peuvent être trouvées dans la fiche UIC 471-3 (édition applicable à partir du 1^{er} janvier 2011). ».

Dans la note de bas de page 12), ajouter la phrase suivante :

« Ces informations sont également disponibles sur le site web de l'OTIF (www.otif.org). ».

(EN:)

1.4.3.3 Add the following Note to paragraphs (a) and (f):

"NOTE: The filler shall establish procedures to check the correct functioning of the closures of the tank of a tank-wagon and to ensure their leaktightness before and after filling. [Guidelines in the form of checklists for tank-wagons for liquids, issued by the European Chemical Industry Council (CEFIC), are available on the OTIF website (www.otif.org).]"

(DE:)

1.4.3.3 Nach den Absätzen a) und f) jeweils eine Bem. mit folgendem Wortlaut einfügen:

"Bem. Der Befüller muss Verfahren für die Überprüfung der richtigen Funktionsweise der Verschlüsse des Kesselwagentanks und die Gewährleistung ihrer Dichtheit vor und nach dem Befüllen erarbeiten. [Richtlinien in Form von Checklisten für Kesselwagen für flüssige Stoffe, die vom Europäischen Verband der chemischen Industrie (CEFIC) herausgegeben wurden, sind auf der Website der OTIF (www.otif.org) eingestellt.]"

(FR:)

1.4.3.3 Après les alinéas a) et f), ajouter le Nota suivant :

« **NOTA** Le remplisseur doit établir des procédures pour vérifier le fonctionnement correct des fermetures de la citerne d'un wagon-citerne et pour garantir leur étanchéité avant et après le remplissage. [Les lignes directrices sous forme de listes de vérification pour les wagons-citernes destinés au transport de liquides, qui ont été publiées par le Conseil européen des fédérations de l'industrie chimique (CEFIC), sont disponibles sur le site web de l'OTIF (www.otif.org).] ».

(EN:)

1.4.3.7.1 Add the following Note to paragraphs (b) and (d) (ii):

"NOTE: The unloader shall establish procedures to check the correct functioning of the closures of the tank of a tank-wagon and to ensure their leaktightness before and after unloading. [Guidelines in the form of checklists for tank-wagons for liquids, issued by the European Chemical Industry Council (CEFIC), are available on the OTIF website (www.otif.org).]"

(DE:)

1.4.3.7.1 Nach den Absätzen b) und d) (ii) jeweils eine Bem. mit folgendem Wortlaut einfügen:

"Bem. Der Entlader muss Verfahren für die Überprüfung der richtigen Funktionsweise der Verschlüsse des Kesselwagentanks und die Gewährleistung ihrer Dichtheit vor und nach dem Befüllen erarbeiten. [Richtlinien in Form von Checklisten für Kesselwagen für flüssige Stoffe, die vom Europäischen Ver-

INF. 14

band der chemischen Industrie (CEFIC) herausgegeben wurden, sind auf der Website der OTIF (www.otif.org) eingestellt.]"

(FR:)

1.4.3.7.1 Après les alinéas b) et d) ii), ajouter le Nota suivant :

« **NOTA** Le déchargeur doit établir des procédures pour vérifier le fonctionnement correct des fermetures de la citerne d'un wagon-citerne et pour garantir leur étanchéité avant et après le déchargement. [Les lignes directrices sous forme de listes de vérification pour les wagons-citernes destinés au transport de liquides, qui ont été publiées par le Conseil européen des fédérations de l'industrie chimique (CEFIC), sont disponibles sur le site web de l'OTIF (www.otif.org).] ».


List of participants

I. Gouvernements/Regierungen/Governments

Allemagne/Deutschland/Germany

M./Hr./Mr Helmut **Rein**


Referatsleiter
Bundesministerium für Verkehr, Bau und
Stadtentwicklung
Referat UI 33 – Beförderung gefährlicher Güter
Postfach 20 01 00
Robert-Schuman-Platz 1
DE-53175 Bonn

 +49 (228) 99 300 26 40
Fax +49 (228) 99 300 24 99
E-mail helmut.rein@bmvbs.bund.de

Allemagne/Deutschland/Germany

M./Hr./Mr Alfons **Hoffmann**


Sachbearbeiter
Bundesministerium für Verkehr, Bau und
Stadtentwicklung
Referat UI 33
Postfach 20 01 00
Robert-Schuman-Platz 1
DE-53175 Bonn

 +49 (228) 99 300 26 45
Fax +49 (228) 99 300 807 26 45
E-mail alfons.hoffmann@bmvbs.bund.de

Belgique/Belgien/Belgium

Mme./Fr./Ms Caroline **Bailleux**


Ingénieur
Service public fédéral Mobilité et Transports
Service de Sécurité et Interopérabilité des
chemins de fer
Local 5B01
Rue du Progrès 56
BE-1210 Bruxelles

 +32 (2) 277 39 16
Fax +32 (2) 277 40 55
E-mail caroline.bailleux@mobilite.fgov.be

France/Frankreich/France


Mme/Fr./Ms Geneviève **Pompidor**

Ministère de l'Écologie, du Développement durable, des Transports et du Logement
SDRA/SRT
Mission du Transport de marchandises dangereuses
Arche Nord
FR-92055 La Défense

 +33 (1) 40 81 17 42
Fax +33 (1) 40 81 10 65
E-mail genevieve.pompidor@developpement-durable.gouv.fr

M./Hr./Mr. Didier **Belleville**


Conseiller national SNCF à la sécurité pour le transport des marchandises dangereuses
Société nationale des chemins de fer français (SNCF)
Direction Sécurité Fret
24, rue Villeneuve
10 place de Budapest
FR-82953 Clichy la Garenne Cedex

 +33 (1) 80 46 26 67
Fax +33 (1) 80 46 29 57
E-mail didier.belleville@sncf.fr

Italie/Italien/Italy

M./Hr./Mr. Giorgio **Morandi**


Ministero delle Infrastrutture e dei trasporti ferroviarie
Direzione generale per il Trasporto Ferroviario - Div 5
Direzione generale per le investigazioni ferroviarie
Via Caraci 36
IT-00157 Roma

 +39 (06) 415 835 41
Fax +39 (06) 415 835 77
E-mail giorgio.morandi@mit.gov.it


Italie/Italien/Italy

M./Hr./Mr. Benedetto **Legittimo**


Ministero delle Infrastrutture e dei trasporti
Direzione generale per il Trasporto Ferroviario - Div. 5
Direzione generale per le investigazioni ferroviarie
Via Caraci 36
IT-00157 Roma

 +39 (06) 415 835 49
Fax +39 (06) 415 835 77
E-mail benedetto.legittimo@mit.gov.it


Italie/Italien/ItalyM./Hr./Mr. Giovanni **Adamo**Ministero delle Infrastrutture e dei Trasporti
Via G. Caraci 36
IT-00157 Roma

 +39 (06) 415 835 28
 Fax +39 (06) 415 835 25
 E-mail g.adamo@itertech.it


Pays-Bas/Niederland/NetherlandsM./Hr./Mr. Klaas **Tiemersma**Policy Adviser
Ministry of Infrastructure and the Environment
Directorate-General for the Environment and
International Affairs
Safety and Risk Department
Postbus 20901
NL-2500 EX Den Haag

 +31 (70) 456 15 81
 Fax +31 (70) 456 11 11
 E-mail klaas.tiemersma@minlenM.nl

**Royaume-Uni/Vereinigttes Königreich/
United Kingdom**M./Hr./Mr. Rodney **Timms**Senior Technical Adviser Dangerous Goods
Department for Transport
3/13, Great Minster House
33 Horseferry Road
GB–London SW1P 4DR

 +44 (20) 7944 2768
 Fax
 E-mail rodney.timms@dft.gsi.gov.uk

**Royaume-Uni/Vereinigttes Königreich/
United Kingdom**M./Hr./Mr. Arne **Bale**Senior Principal Scientific Officer (Team Leader)
Scientifics LTD
Environmental Scientifics Group
Traffic & Dangerous Goods Team
Fagnall Farm Barns
Fagnall Lane
Winchmore Hill
Amersham
GB-Bucks HP7 0PQ


 +44 (0) 1494 787744
 Fax +44 (0) 1494 726 384
 E-mail arne.bale@esg.co.uk

INF. 14

Suède/Schweden/Sweden

M./Hr./Mr. Bo **Zetterström**


Expert
MSB
Karolinen
SE-651 81 Karlstad

 +46 (10) 240 53 32
Fax +46 (10) 240 56 20
E-mail bo.zetterstrom@msb.se

Suisse/Schweiz/Switzerland

M./Hr./Mr. François **Le Fort**

Expert matières dangereuses
Office fédéral des transports
Division technique
Section Environnement
CH-3003 Berne


 +41 31 324 12 09
Fax +41 31 324 12 48
E-mail francois.lefort@bav.admin.ch

**II. Organisations supranationales
Supranationale Organisationen
Supranational organisation**

ERA

M./Hr./Mr Emmanuel **Ruffin**

Project Officer, Safety Unit
European Railway Agency
120 Rue Marc Lefrancq
BP 20392
FR-59307 Valenciennes Cedex


 +33 (0) 327096707
Fax +33 (0) 3 27 09 68 07
E-mail emmanuel.ruffin@era.europa.eu

**III. Organisations et associations internationales non-gouvernementales
Nichtstaatliche internationale Organisationen und Verbände
International Non-Governmental Organisations or Associations**

CEFIC

M./Hr./Mr. Torsten **Klein**

Transport and Distribution Safety Adviser
BASF SE
GUS/DT - J660
Carl-Bosch-Straße
DE-67056 Ludwigshafen

 +49 (621) 60 71 972
Fax +49 (621) 60-6671947
E-mail torsten.klein@basf.com

UIPM./Hr./Mr Rainer **Kogelheide**Geschäftsführer
GATX
Herrengaben 74
DE-20459 Hamburg

☎ +49 (40) 36 804 82 32
 Fax +49 (40) 36 804 113
 E-mail rainer.kogelheide@gatx.de

UIPM./Hr./Mr. Ernst **Winkler**Experte für den Transport gefährlicher Güter
GEFAG Gefahrgutausbildung und -Beratung AG
Postfach
CH-8603 Schwerzenbach

☎ +41 (43) 355 53 56
 Fax +41 (43) 355 53 57
 E-mail info@gefahrgutberatung.ch

UICM./Hr./Mr. Jean-Georges **Heintz**Expert industriel et sécurité du TMD
Union Internationale des Chemins de fer (UIC)
16, rue Jean-Rey
FR-75015 Paris

☎ +33 (1) 532 530 28
 Fax
 E-mail heintz@uic.org

**IV. Secrétariat
 Sekretariat
 Secretariat**
M./Hr./Mr Jochen **Conrad**Mme/Fr./Ms Katarina **Guricová**
