

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBahnVERKEHR**

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

INF. 10

31 October 2013

(English only)

RID: 2nd Session of the RID Committee of Experts' standing working group
(Copenhagen, 18 to 22 November 2013)

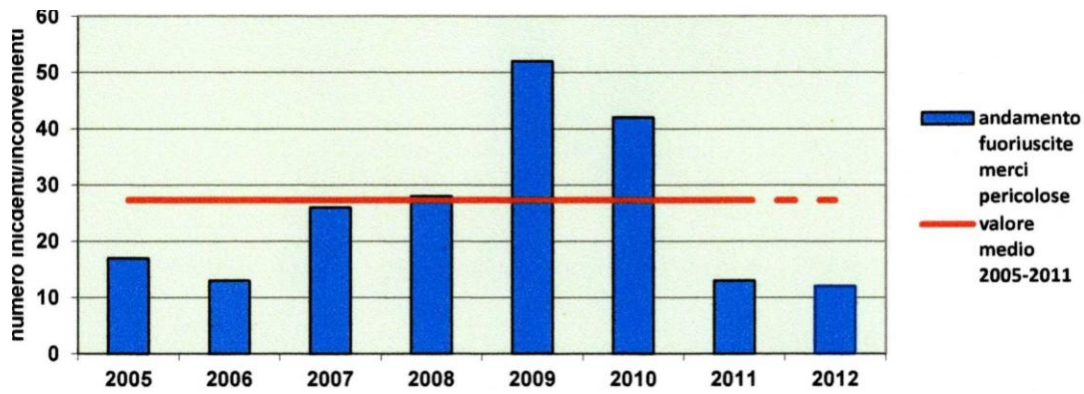
Subject: Comments on document OTIF/RID/CE/GTP/2013/7 (UIC)

Transmitted by Italy

1. In document OTIF/RID/CE/GTP/2013/13 UIC asks the RID Committee of Experts' standing working group whether it is aware of the status of implementation of the circular issued by the Italian Ministry of Infrastructure and Transport on 6 April 2010, and whether it shares UIC's view that the measures detailed in Appendix 1 to this circular should now be withdrawn in the light of the entry into force of the new provisions in RID.
2. In observance of the national circular the Italian National Safety Authority for Railway Safety continued monitoring the non-compliance of the transport of dangerous goods and in particular dangerous goods spillages. These are mainly small amounts of substance that leak due to problems of loading. The data recorded show that in 2010 there was a reversal of the trend, which seems to be confirmed in the 2011-2012 period. The following graph shows the trend between 2005 and 2012 for the number of dangerous goods spillages.

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INF. 10



3. As indicated, there has been a drastic decrease in the number of incidents over the past few years. Italy believes that the introduction of the circular in 2010 has contributed significantly to achieving this result. It is believed that the result achieved is linked on one hand to the assumption of responsibility that the compilation of a check list implicitly involves, and on the other, to the deterrent effect provided by the full traceability of information.
4. Italy considers that amendments to RID that have entered into force since 1 July 2013, particularly:
 - the inclusion of a note referring to the CEFIC check-lists (classes 3 - 6 and 8 - 9) in the filler's and unloader's duties as the minimum level and
 - inspections by the carrier of all wagons (rather than representative spot checks) at the point of dispatch upon acceptance of a dangerous goods consignment

meet the aim of safer traceability of the process, even if limited to the carriage of dangerous goods by rail (classes 3 - 6 and 8 - 9) in tanks and tank containers.

5. By the end of 2013, the Italian Ministry of Infrastructure and Transport will start an internal process, which will include specific meetings with all relevant stakeholders, in order to reexamine the circular by the middle of 2014 in accordance with the new provisions introduced in RID 2013.

Conclusion

6. Italy will update the RID Committee of Experts' standing working group on future developments.
