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5 November 2014

Original: German

RID: 4th Session of the RID Committee of Experts' standing working group
(Madrid, 17 - 20 November 2014)

Subject: Carrier's requirement to inform the train driver of the position of dangerous goods in the train

Remarks submitted by the International Union of Railways (UIC) on documents OTIF/RID/CE/GTP/2014/19 (Sweden) and INF 2 (Russian Federation)

Introduction

1. RID 5.4.3.3 obliges the carrier to inform the train driver of the dangerous goods loaded on the train. The driver is to consult the instructions in writing for details of the actions to be taken in the event of an accident or incident.
2. Rail carriers generally use the fields on the braking sheet and consist list to inform the driver of the dangerous goods being carried on the train. These meet the requirement defined in Commission Decision 2011/314/EU of 12 May 2011, paragraph 4.2.3.4.3, whereby RUs must advise the driver of the presence and position of dangerous goods onboard the train.
3. The braking sheet indicates whether there are dangerous goods aboard. The consist list indicates where in the train the wagons carrying the dangerous goods are located. Moreover, the fields also contain more detailed information on the dangerous goods carried in or on individual wagons (e.g. UN number).
4. As a survey by the UIC Group of Experts on the Carriage of Dangerous Goods showed, the dangerous goods data given in the consist list varies significantly from one RU to another. One reason for this is that there are no binding legal requirements governing the information to be included in operational documents.

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5. Most RUs indicate very little dangerous goods data in the consist list, e.g. UN numbers and danger label numbers. However, as well as the aforementioned "basic data", further details (e.g. hazard identification numbers, packing groups, etc.) may be given in some cases.
6. In informal document INF.2, the Russian Federation contributed to the subject and described the dangerous goods data to be contained in the consist list and the dangerous goods data indicated by some other RUs in their consist lists, as prescribed by the "Operating instructions for preparing a train list applicable for the 1520 mm network".
7. UIC is of the opinion that, in order to harmonise and facilitate cross-border transport, it would be beneficial for the dangerous goods information needed by the driver to be clearly defined and harmonised. An opportunity to achieve this presented itself during revision of UIC Leaflet 472, "Braking sheet, consist list for locomotive drivers, and requirements for the exchange of data necessary to the operation of rail services".
8. The dangerous goods data defined as necessary for the braking sheet and wagon roster take into account the requirements of 1.4.3.6 (b) and 1.4.2.2.5, and of the information contained in the instructions in writing (cf. 5.4.3.4).
9. In addition, the information in the wagon roster now satisfies the requirements made of RUs by Commission Decision 2011/314/EU of 12 May 2011, paragraph 4.2.3.4.3.
10. UIC Leaflet 472 needs to contain the following dangerous goods data:

Appendix A Braking sheet

- Dangerous goods onboard: yes/no (mandatory)

Appendix B Consist list

- wagon number (mandatory)
 - Position of wagon in train (mandatory)
 - UN number (mandatory)
 - Danger label number (mandatory)
 - Details of dangerous goods packed in limited quantities in excess of 8 tonnes (LQ) (mandatory)
 - Environmentally-hazardous substances marking (optional)
 - Elevated-temperature substances marking (optional).
11. In order to satisfy the requirements of Commission Decision 2011/314/EU of 12 May 2011, paragraph 4.2.3.4.3 (2nd bullet-point), and with harmonisation in mind, it could be helpful, in UIC's view, to include a reference to the aforementioned dangerous goods data in UIC Leaflet 472 in order to meet the requirement to inform the driver as per 5.4.3.3.
 12. Once UIC Leaflet 472 enters into force (probably 1 January 2015), UIC would be happy to explore this issue in more depth with Sweden, the Russian Federation and other interested parties, and to submit a proposal to the 5th session of the RID Committee of Experts' standing working group.

Reasoning

13. The dangerous goods information required by UIC Leaflet 472 satisfies the driver-information requirement. The driver must know whether dangerous goods are present in the train, and where. He must also be in a position to take the measures prescribed by the written instructions (specifically, the danger label) in the event of an accident or incident, without having to approach the wagon and inspect the placards and markings.

14. Indicating the UN number and the presence of limited quantities (LQ) in excess of 8 tonnes meets the information requirements laid down by 1.4.3.6 b) and 1.4.2.2.5. In this way, the information provided to the driver via the braking sheet and consist list can also, if necessary, be quickly and straightforwardly supplied to the railway infrastructure manager (crisis manager) and/or the emergency services as a preliminary notification (cf. 5.4.3.4 "Actions in the event of an accident ...", 5th bullet-point).
 15. This does not alter the existing duty to make available to the railway infrastructure manager (crisis manager) and/or the emergency services any carriage documents carried aboard the locomotive and the detailed information on the dangerous goods as per RID 5.4 contained therein. Neither does it alter the option of sending these data electronically (cf. 5.4.3.4 "Actions in the event of an accident ...", 6th bullet-point).
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