



**OTIF/RID/CE/GTP/2014/19**

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

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

**Proposal transmitted by Sweden**

## Background

1. Commission Decision 2011/314/EU of 12 May 2011 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the trans-European conventional rail system includes several requirements for the carriage of dangerous goods by rail.
2. One is the information the infrastructure manager requires for the transport of dangerous goods, which is covered by RID 1.4.3.6 (b). Another one is the minimum elements relevant to professional qualifications for the task of preparing trains for the carriage of dangerous goods and this can be found in RID 1.3.2. The railway undertaking must have access to any special restrictions for dangerous goods and these restrictions are to be reported according to RID 1.9.4.
3. According to 4.2.3.4.3 of Decision 2011/314/EU, the railway undertaking also has a duty to advise the driver of the presence and position of dangerous goods on the train. According to RID 5.4.0.1, a transport document must accompany the carriage and this document lets the driver know which dangerous goods are being carried. But so far, information for the driver on the position of dangerous goods in the train has not been regulated in RID.
4. In Sweden a "Wagon List" contains the UN number for each dangerous substance or article in each wagon and together with the load weight on each wagon, the driver has the information referred to in the Commission decision.

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5. Section 4.2.3.4.3 of the Commission Decision is reproduced below.

**"4.2.3.4.3. Dangerous goods**

The Railway Undertaking must define the procedures to supervise the transport of dangerous goods.

These procedures must include:

- the provisions as specified in Directive 2008/68/EC of the European Parliament and of the Council
- advice to the driver of the presence and position of dangerous goods on the train
- information the infrastructure manager requires for transport of dangerous goods
- determination of, in conjunction with the Infrastructure Manager, lines of communication and planning of specific measures in case of emergency situations involving the goods."

**Discussion**

6. The second indent in 4.2.3.4.3 of Commission Decision 2011/314/EU specifies the requirement for the railway undertakings in the European Union but other countries are not obliged to follow this requirement.
7. Sweden would therefore be interested in hearing the views of other countries as to whether a requirement to inform the driver of the position of dangerous goods in the train should be included in RID or not. If so, this requirement could be included in e.g. 1.4.2.2.1 or 5.4.3.3.
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