



OTIF/RID/CE/GTP/2015/5

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(Zagreb, 23 - 27 November 2015)

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

Transmitted by the International Union of Railways (UIC)

Introduction

1. At the 4th session of the RID Committee of Experts' Standing Working Group (Madrid, 17 - 20.11.2014), the aforementioned topic had been addressed at the request of Sweden (OTIF/RID/CE/GTP/2014/19). Russia and UIC had also submitted informal documents on this subject (INF.2 and INF.5).
2. UIC was requested to submit a proposal to the 5th session of the RID Committee of Experts' Standing Working Group based on the discussions (see paragraphs 4-8 of the report OTIF/RID/CE/GTP/2014-B).
3. In accordance with the documentation requirements set out in RID 5.4, the information on the dangerous goods carried on board the train can be accessed in various formats, either electronically or with a hard copy. The driver is supplied with the information he requires to fulfil his tasks. This information is contained in the instructions in writing stipulated by RID 5.4.3 and other documents necessary for production. The provisions governing these documents are defined in each carrier's (railway undertaking) safety management system, which is designed in accordance with the applicable national railway rules.
4. In this context, information on dangerous goods and their position in the train is, in principle, to be contained in the braking sheet and consist list. Both these operational documents contain the information necessary to prepare the train, and in this context are indispensable for the driver's purposes. For this reason, railway undertakings have included dangerous goods information in these documents for many years.

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5. Given the need to simplify the exchange of production data between railway undertakings and to harmonise driver information on operational particularities and the dangerous goods on board the train, in 2013 UIC revised UIC Leaflet 472. In so doing, the possibility was left open for the content of said leaflet to serve as the basis for a train formation standard. The proposal respects the framework prescribed by sections 4.2.2.7.2 "Data required" and 4.2.3.4.3 "Dangerous goods" of Commission Regulation (EU) 2015/995 amending Decision 2012/757/EU concerning the technical specification for interoperability relating to "operation and traffic management".
6. UIC Leaflet 472, Appendix A, Field 8 requires information on whether the train is carrying dangerous goods or not, whilst Appendix B.2 – Section 2 requires that the position of each wagon in the rake be indicated (see annex).
7. Should dangerous goods be present in or on wagons, this appendix also requires RUs to supply the UN number(s), danger label number(s), and information on dangerous goods packed in limited quantities with a total gross weight of > 8 tonnes (LQ). As well as meeting the requirements of RID 1.4.2.2.5 and sub-section 1.4.3.6 (b), supplying the above data also gives the driver the information (danger label number(s)) to be aware in good time of the hazardous features of the dangerous goods in the train and to take the necessary measures using the instructions in writing. This information is in principle also contained in the transport document for each wagon, and also marked on the wagons themselves.
8. Given the various aspects pertaining to driver information, it seems logical from a UIC perspective to enshrine the duty to inform drivers of the position of dangerous goods in the train in a new RID 1.4.2.2.7, for this section to make reference to UIC Leaflet 472, and for it to include the carrier's duty to inform the driver of the dangerous goods loaded on board as per RID 5.4.3.3.
9. We should take this opportunity to adapt RID 5.4.3.3 to the new provisions.

Proposal

1.4.2.2 Add a new 1.4.2.2.7, with the following wording:

"1.4.2.2.7 The carrier must inform the train driver of the dangerous goods on board and their position on the train before the train begins its journey.

The requirements of this paragraph are considered to have been complied with if appendices A and B of UIC Leaflet 472 ("Braking sheet and consist list for international freight trains")* are applied.

* Version of the UIC leaflet applicable as from XX.XX.XXXX."

5.4.3.3 Amend 5.4.3.3 as follows:

"5.4.3.3 Before the start of his journey, the driver shall consult the instructions in writing for details on actions to be taken in the event of an accident or incident, taking into account the information on dangerous goods on board provided to him by the carrier."