

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBahnVERKEHR**

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

**INF. 13 E**

25 August 2004

Original: German

**RID/ADR**

Joint Meeting of the RID Safety Committee and the  
Working Party on the Transport of Dangerous Goods  
(Geneva, 13 – 17 September 2004)

**Chapter 1.10: Security requirements**

**Discussion document transmitted by the International Union of Railways (UIC)**

During discussions on the new security provisions held at the UN Sub-Committee of Experts on the Transport of Dangerous Goods and at the Joint Meeting, the representative of the International Union of Railways (UIC) referred several times to ambiguities in these new provisions and to problems in practical implementation.

Those involved in the transport of dangerous goods must now implement these provisions in practice in the course of this year. Apart from the ambiguities mentioned above, there are also linguistic differences in the wording of the texts in RID and ADR.

In this respect, UIC would like to refer in particular to 1.10.3.3. This text is particularly important for the equipping of goods wagons and for railway operations. However, the content of the text is hard to understand and there are differences between the various language versions:

- 1.10.3.3** Devices, equipment or arrangements to prevent the theft of the train or wagon / the vehicle carrying high consequence dangerous goods (see Table 1.10.5) or its cargo, shall be applied and measures taken to ensure that these are operational and effective at all times. The application of these protective measures shall not jeopardize emergency response.

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- 1.10.3.3** Des dispositifs, des équipements ou des systèmes de protection doivent être installés sur les trains ou wagons / les véhicules transportant des marchandises dangereuses à haut risque (voir tableau 1.10.5) afin d'empêcher leur vol ou celui de leur chargement, et des mesures doivent être prises pour assurer qu'ils soient opérationnels et efficaces à tout moment. L'application de ces mesures de protection ne doit pas compromettre les interventions de secours d'urgence.
- 1.10.3.3** Züge oder Wagen / Fahrzeuge, die gefährliche Güter mit hohem Gefahrenpotential (siehe Tabelle 1.10.5) befördern, müssen mit Vorrichtungen, Ausrüstungen oder Systemen zum Schutz gegen Diebstahl des Zuges oder des Wagens / des Fahrzeugs oder dessen Ladung ausgestattet sein; es sind Maßnahmen zu treffen, um sicherzustellen, dass diese jederzeit eingeschaltet sind und funktionieren. Die Anwendung dieser Schutzmaßnahmen darf die Reaktion auf Notfälle nicht gefährden.

If we start with the original English text, the question arises as to what is meant by "arrangements" (German: "Systeme"; French: "systèmes"). According to COLPOFER's security guidelines (COLPOFER = Railway Police International Cooperation Group), arrangements can be, for example:

- loading containers onto carrying wagons in such a way that the doors are positioned facing inwards;
- arranging train timetables in such a way that stops are unnecessary or are kept as short as possible;
- permanent or regular supervision during intermediate stops.

However, this interpretation does not accord with the German and French translation.

A second problem is the translation of the words "shall be applied" (German: "müssen ... ausgestattet sein"; French: "doivent être installés sur"). According to the German and French translations, certain devices, equipment or systems must always be fitted; "arrangements" within the meaning of the English text are not prescribed.

Bearing in mind the fact that there are several hundred thousand goods wagons and containers which are suitable for carrying dangerous goods, this matter should be clarified as soon as possible.

Another ambiguity arises from the translation of the words "operational and effective" (German: "eingeschaltet sind und funktionieren"; French: "opérationnelles et efficaces"). In the German translation particularly, the impression given is that this can only concern constructional, mechanical or electronic devices on the means of transport and that the meaning of the English term "arrangements", which goes further, does not come into effect here.

UIC requests the Joint Meeting to clarify this matter as well.

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