

OTIF



ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES

ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR

INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL

INF. 8

10. August 2009

Original: Deutsch

RID/ADR/ADN

Gemeinsame Tagung des RID-Fachausschusses und der
Arbeitsgruppe für die Beförderung gefährlicher Güter
(Bern, 8. bis 11. September 2009 und
Genf, 14. bis 18. September 2009)

Tagesordnungspunkt 3: Berichte informeller Arbeitsgruppen

Anlage zum Dokument OTIF/RID/RC/2009/25 (ECE/TRANS/WP.15/AC.1/2009/25): Arbeits- gruppe "Telematik" – Bericht über die 4. Tagung (München, 14. und 15. Mai 2009)

Mitteilung Deutschlands

Wie in Absatz 22 des Berichts über die 4. Sitzung der Arbeitsgruppe "Telematik" (München, 14. und 15. Mai 2009) erwähnt, hatte Deutschland sich bereit erklärt, die Tabelle auf Grundlage der bisher getroffenen Entscheidungen zu überarbeiten und auch den rechten Teil der Tabelle (Spalten "availability" und "use of telematics"), der von der Arbeitsgruppe bisher noch nicht beraten wurde, nochmals zu überprüfen.

Das Ergebnis dieser Überarbeitung hat Deutschland den Teilnehmern der Arbeitsgruppe per E-Mail zugeleitet. Die Änderungen betrafen im Wesentlichen den Teil C ("new informations"). Geprüft wurde auch, ob das Symbol "O" bei allen Beteiligten sinnvoll ist. Die Spalte "availability" spiegelt die heutigen Bedingungen in Bezug auf diese Informationen gemäß der aktuellen Rechtslage wider.

Darüber hinaus wurde die Frage in Absatz 21 des Berichts der letzten Sitzung der Arbeitsgruppe in München geprüft. Die Einträge "alert-system for routing of dangerous goods" und "tunnel restrictions: selection of an optimal route" sind Systeme zur Unterstützung des Fahrers (Fahrerassistenzsysteme) und "alert-system for position control (geofencing)" ist ein System zur Aufenthaltsortbestimmung (Tracking und Tracing). Die Tabelle wurde entsprechend geändert.

Aus Kostengründen wurde dieses Dokument nur in begrenzter Auflage gedruckt. Die Delegierten werden daher gebeten, die ihnen zugesandten Exemplare zu den Sitzungen mitzubringen. Die OTIF verfügt nur über eine sehr geringe Reserve.

Zu dieser überarbeiteten Fassung hat Deutschland Kommentare von Österreich, dem Vereinigten Königreich (siehe auch Absatz 18 des Berichts) und der FIATA erhalten. Diese Kommentare wurden weitestgehend in der nochmals überarbeiteten Version der Tabelle (Rev. 6) berücksichtigt.

Die anliegende Tabelle bildet nun die Grundlage für die Diskussionen in der nächsten Sitzung der Arbeitsgruppe "Telematik" (14. – 16. Oktober 2009).

No.	INFORMATION	WHO IS IT FOR?														WHAT IS IT FOR?	WHEN IS IT NEEDED? ³⁾	HOW IS IT PROVIDED?	AVAILABILITY		USE OF TELEMATICS										
		Driver / Crew	Shipper/Consignor/Sender ¹⁾	Freight forwarder	Consignee	Loader	Carrier	Tank-wagon operator	Packer	Filler	Tank-container operator	Infrastructure manager ²⁾	Competent authority	Emergency responders	Public authorities				Security bodies	Enforcement bodies		Operational	In case of incident/accident	Technical feasible	Better availability in case of incidents/accidents	Operational advantage					
A. Entry in the transport document or documents attached to the transport document																															
1	UN number 5.4.1.1.1 (a) [+ 5.2.1 + 5.3.2]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Identify DG	Initial incident, initial enforcement, initial security	Transport document [, package markings, plates]	Y	N	Y	Y	Y
2	Proper Shipping Name 5.4.1.1.1 (b) [, 5.2.1.5, 5.2.1.6, 5.2.1.7]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Identify DG	Later in incident, clean-up, later enforcement	Transport document [, package markings Class 1 & 7, sometimes Class 2]	Y	N	Y	Y	Y
3	Technical name (if req) 5.4.1.1.1 (b)		X	X	O	X	X		X	X					X	X	X							Further characterize generic or N.O.S. PSNs	Later as incident/enforcement develops	Transport document	Y	N	Y	Y	Y
4	Class (for Class 7) 5.4.1.1.1 (c) [+ 5.2 + 5.3.1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Identify nature of hazard	Initial incident, initial enforcement, initial security	Transport document [, package labels, placards, [HINs]]	Y	N	Y	Y	Y
5	Code (for Class 1) 5.4.1.1.1 (c) [+ 5.2 + 5.3.1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Identify nature of hazard	Initial incident, initial enforcement, initial security	Transport document [, package labels, placards]	Y	N	Y	Y	Y

6	Danger labels (class and subsidiary risks) 5.4.1.1.1 (c) [+ 5.2 + 5.3.1]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Identify additional hazard(s)	Initial incident, initial enforcement, initial security	Transport document [, package labels, placards]	Y	N	Y	Y	Y
7	Packing Group 5.4.1.1.1 (d)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Identify degree of danger	Initial incident, initial enforcement, initial security	Transport document	Y	N	Y	Y	Y
8	Number & type of packages 5.4.1.1.1 (e)	X	X	X	X	X	X					O		X	X	X	Indicate what DGs are contained	Later as incident/enforcement develops	Transport document	Y	N	Y	Y	Y
9	Total quantity of DG 5.4.1.1.1 (f)	X	X	X	X	X	X			X	X	X		X	X	X	Indicate quantity of individual DGs	Initial incident, initial enforcement, initial security	Transport document	Y	N	Y	Y	Y
10	Consignor name & address 5.4.1.1.1 (g) [+ 5.2.1.7.1 (Cl. 7)]	X		X	X	O	X			O		O		X	X	X	To identify the person who initiated the transport	Later in incident, clean-up, later enforcement	Transport document and consignment note [+ package markings]	Y	N	Y	Y	Y
11	Consignee name & address 5.4.1.1.1 (h) [+ 5.2.1.7.1 (Cl. 7)]	X	X	X			X					O		X	X	X	To identify destination	Later enforcement	Transport document [and consignment note + package markings]	Y	N	Y	Y	Y
12	Declaration req'd by multilateral agreement 5.4.1.1.1 (i)	X	X	X	X	X	X	X	X	X	X		X	X	X		Various	Before and throughout journey	Transport document	Y	N	Y	Y	Y
13	HIN number 5.4.1.1.1 (j) (RID)		R: X				R: X	R: X		R: X	R: X			R: X			Identify nature of hazard and degree of danger	Initial incident	Transport document (for RID) [, (plates)]	Y	N	Y	Y	Y
14	Tunnel restriction code (road) 5.4.1.1.1 (k) (ADR)	A: X		A: X	A: X		A: X							A: X			To select a route in consideration with the tunnel restrictions		Transport document (for ADR)	Y	N	Y	Y	Y
15	Wastes 5.4.1.1.3	X	X	X	X	X	X			X				X			To identify simplified classification of wastes and interface with waste regs	Later as incident/enforcement develops	Transport document	Y	N	Y	Y	Y

16	Salvage packaging 5.4.1.1.5 + 5.4.1.1.6	X	X	O	X	X	X							X	X		Indicates a special packaging situation	Later as incident/enforcement develops	Transport document [, package marking]	Y	N	Y	Y	Y
17	Empty uncleaned packagings 5.4.1.1.6	X	X	O	X	O	X							X	X	X	Identify risks from fumes/residues	Later as incident/enforcement develops	Transport document	Y	N	Y	Y	Y
18	Multimodal transport 5.4.1.1.7	O	X	X		X	X							X	X		Indicates sea or air requirements apply	Initial incident, initial enforcement, initial security	Transport document	Y	N	Y	Y	Y
19	IBC and tank carriage post inspection date 5.4.1.1.11		X	X	X	X	X	X							X		Indicates that journey must be to inspection/disposal facility	Initial enforcement	Transport document [, IBC and tank marking]	Y	N	Y	Y	Y
20	Multi-compartment tank 5.4.1.1.13 (ADR) [+ 5.3.1.2]		A: X		A: O	A: X	A: X	A: X	A: X	A: X				A: X	A: X		Indicates which DG in which compartment	Initial incident, later enforcement	Transport document [, plates]	Y	N	Y	Y	Y
21	Elevated temperature 5.4.1.1.14 [+ 5.3.3]	X	X	X	X	X	X	X	X	X	X	X		X	X		Identify scalding/burning hazard		Transport document [, marking on vehicle]	Y	N	Y	Y	Y
22	Temp control/stabilized 5.4.1.1.15 (ADR)	A: X		A: X	A: X		Need to maintain conditions		Transport document	Y	N	Y	Y	Y										
23	SP 640x 5.4.1.1.16		X	X	X			X		X	X				X		Indicates substance classification tank code	Enforcement	Transport document	Y	N	Y	Y	Y
24	Bulk container approval or marking 5.4.1.1.17 [+ 6.11.3.4]	A: X	X	X		X	X			X					X		Indicates approved containment	Later enforcement	Transport document [, plate]	Y	N	Y	Y	Y
25	Net Quantity (Class 1) 5.4.1.2.1 (a)	X	X	X	X	X	X		X					X	X	X	Indicate quantity of explosives in article	Later as incident/enforcement develops	Transport document	Y	N	Y	Y	Y
26	Explosives label statement 5.4.1.2.1 (c)		X	X			X								X		Clarify for enforcement purposes	Later as incident/enforcement develops	Attached to transport document	Y	N	Y	Y	Y

27	Additional provisions Class 2 5.4.1.2.2		X	X		X	X	X	X	X	X				X		(a) Identify degree of danger; (b) RID, (c) and (d): Indicates specific conditions of transport	Later enforcement?	Transport document	Y	N	Y	Y	Y
28	Classes 4.1 & 5.2 statement and condition of transport 5.4.1.2.3	X	X	X	X	X	X	X	X	X	X			X	X	X	Indicates possible explosive hazard and specific conditions of transport	Later as incident/enforcement develops	Transport document [and approval]	Y	N	Y	Y	Y
29	Infectious substances phone no. (Cl.6.2) 5.4.1.2.4	X	X	X	X	X	X	X	X	X	X			X	X	X	Identifies source of expert advice	Later as incident/enforcement develops	Transport document	Y	N	Y	Y	Y
30	RAM information 5.4.1.2.5 [+ 5.2 + 5.3.1 + 6.4]	X	X	X	X	X	X	X	X	X	X			X	X	X	Identify detailed RAM hazard	Mix of initial and later incident information; later enforcement; operational requirements (loading etc)	Transport document [, package labels and approval]	Y	N	Y	Y	Y
31	Non DGs 5.4.1.5	O	X	O			O	O						X	O		Indicates not subject to ADR/RID	Initial enforcement	Transport document	Y	N	Y	Y	Y
32	Container packing certificate 5.4.2	A: X R: O	X	X		X	X							X	X		Certifies loading/filling of container/vehicle in accordance with 5.4.2 IMDG-Code	Later enforcement, following loading	Attached to transport document	Y	N	Y	Y	Y
B. Miscellaneous																								
33	Instructions in writing 5.4.3	X					X								X		Emergency information for the vehicle crew	Before the journey, initial incident/accident, operational requirements	Information sheet	Y	N	Y	Y	Y
34	Tank certificate 6.8.2.3.1		O	O			A: X	X		X	X		X	O	X		Suitability for the intended purpose	Operational requirements (e.g. filling)	Certificate	N	N	Y	Y	Y

35	Test report for packagings 6.1.5.8, 6.5.6.14, 6.6.5.4		X			O			X				X	O	X		Suitability for the intended purpose	Operational requirements (e.g. filling)	Certificate	N	N	Y	Y	Y	
36	Labels and markings 5.2	X			X	X	X		X					X	X	X	Hazard communication (also relevant for the general public)	During loading, throughout journey, in case of incident/accident	Labels and markings	Y	N	Y	Y	Y	
37	Placards and markings 5.3.1 + 5.5.2	X			X	X	X		X		X			X	X	X	Hazard communication (also relevant for the general public)	During loading, throughout journey, in case of incident/accident	Placards and markings	Y	N	Y	Y	Y	
38	Orange plate 5.3.2	X			X	X	X		X		X			X	X	X	Hazard communication (also relevant for the general public)	During loading, throughout journey, in case of incident/accident	Orange plate	Y	N	Y	Y	Y	
39	Packaging design type approval markings 6.1 - 6.6		X		O	X	X		X				X	X	X		Indicates design type approval; indicates some properties of containment	During loading, throughout journey; some information may be helpful in case of incident	Packaging marking	Y	N	Y	Y	Y	
40	Pressure receptacle markings 6.2		X		O	O	X		X				X	X	X		Indicates design type approval; indicates some properties of containment	During loading, throughout journey; some information may be helpful in case of incident	Pressure receptacle markings	Y	N	Y	Y	Y	
41	Tank plate and marking 6.7 + 6.8 + 6.9	X	X		O	O		X	X				X	X	X		Indicates design type approval; indicates some properties of containment	During loading, throughout journey; some information may be helpful in case of incident	Tank plate and marking	Y	N	Y	Y	Y	
42	Identity of carrier in general 1.10.1.2	O	X		X	O	X		O		X	O	O		O	O	X	Security purposes	Before offering the goods for carriage	Appropriate identity checks (professional competencies); legal compliance checks	Y	N	Y	Y	Y
43	Driver identifier 1.10.1.4		O		O	O	A: X	X			A: X				X	X	Security purposes	Before handing over the goods to the driver for carriage and throughout journey	ID card or other documents accepted by the competent authority	Y	N	Y	Y	Y	

44	Driver/ADN-expert training certificate 7.5.1.2 and 8.2.1	X	X	O		X	X			X				X	X	Indicates qualification for carrying dangerous goods	Before and throughout journey	Certificate, on board	Y	N	Y	Y	Y
45	Certificate of approval for vehicles/inland waterway vessels 9.1.3.5 ADR / 8.1.8. ADN	O	X	X		X	X			X			X	O	X	Indicates suitability for carrying dangerous goods	Before and throughout journey	Certificate, on board	Y	N	Y	Y	Y
46	Tunnel category (road) 1.9.5.3.1, 1.9.5.3.7 (ADR)	A: X	A: X	A: X						A: X	A: X	A: X	A: X			Indicates tunnel restrictions	Before and throughout journey	Road sign (for ADR) and Website UNECE	Y	Y	Y	Y	Y
47	Composition of the train and Position of DG wagons in the train (including mass of load and UN-No.) 1.4.2.2.5 + 1.4.3.6 (RID)	R: X								R: X				R: X	R: O	Indicates location of dangerous goods in a train	Before and throughout journey in case of incident/accident	Access to a data base or information	Y	Y	Y	Y	Y
C. New informations⁴⁾																							
48	Alert-system for incident/accident - fire	S	O	O	O			O	O				O	S		Various	During loading, throughout journey, in case of incident/accident	Fire detector	N	N	Y	Y	N
49	Alert-system for incident/accident - rollover (ADR)	A: S	O	O	O			O	O				O	A: S	A: S	Automatic emergency call	In case of an accident	Tilt sensor	N	N	Y	Y	N
50	Alert-system for incident/accident - derailment (RID)	R: S	O	O	O			R: S	O				O	R: S	R: S	Automatic emergency call	In case of an accident	Derailment detector	N	N	Y	Y	Y
51	Alert-system for incident/accident - axle-bearing temperature detection	S						S	S					S		Alert before an accident happens	Throughout journey	Temperature sensor	N	N	Y	Y	Y
52	Alert-system for vehicles - brakes	S						S	S					S		Alert before an accident happens	Throughout journey	Temperature sensor	N	N	Y	Y	Y

53	Alert-system for road vehicles - tire pressure (ADR)	A: S															Alert before an accident happens	Throughout journey	Tire pressure sensor	N	N	Y	Y	Y
54	Alert-system for road vehicles - engine overheating (ADR)	A: S					A: S					A: S					Alert before an accident happens	Throughout journey	Temperature sensor	N	N	Y	Y	Y
55	Alert-system for load - pressure	S	O	O	S		S	S		S	S	S					Information / Alert before an incident/accident happens	Before and throughout journey	Pressure sensor	N	N	Y	Y	Y
56	Alert-system for load - Temperature control [2.2.41.1.17 + 2.2.52.1.16 + 7.2.4 (V8) + 8.5 (S4) (ADR)]	S	O	O	S	S	S			S		S	S				Information / Alert before an incident/accident happens	Before and throughout journey	Temperature sensor	N	N	Y	Y	Y
57	Alert-system for load - gas leakage (load compartment)	S	O	O	S	S	S					S	S				Alert in case of an incident/accident	Before and throughout journey	Gas sensor	N	N	Y	Y	Y
58	Alert-system for load - gas leakage (tank and battery vehicles)	S	O	O	S		S			S		S	S				Alert in case of an incident/accident	Before and throughout journey	Gas sensor	N	N	Y	Y	Y
59	Alert-system for unauthorised opening of load compartment	S	S	S	S		S						S	S			Alert in case of an incident/accident	Before and throughout journey	Anti-theft device	N	N	Y	Y	Y
60	Alert-system for unauthorised use of vehicles	S	S	S	S		S						S	S			Alert in case of an incident/accident	Before and throughout journey	Anti-theft device	N	N	Y	Y	Y
61	Alert-system for load - Full/Empty	S	S	S	S	S	S			S		S		S	S		Alert in case of an incident/accident	Before and throughout journey	Load sensor device	N	N	Y	Y	Y
62	Alert-system for - routing for DG [1.9.1 - 1.9.4]	S	O	S			S					S		S	S		e.g. Use of defined routes (e.g. motorways), no environmentally sensitive areas	Before and throughout journey	Navigation system for the driver	N	N	Y	Y	Y
63	Alert-system for - position control (geofencing)	S	S	S			S					S		S	S		Position monitoring by a control unit	Throughout journey	GSM / GPS	N	N	Y	Y	Y

64	Tunnel restrictions: Selection of an optimal route 1.9.5 + 8.6 (ADR)	A: S	A: S	A: S			A: S							A: S	A: S		Selection of an optimal route in consideration of the tunnel restrictions	Before and throughout journey	Navigation system for the driver	Y	Y	Y	N	Y
65	Transport unit / containment system identifier	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	Identify DG and their status	During loading, throughout journey, in case of incident/accident	Smartboxes or Monitoring Units with different kinds of sensors	N	N	Y	Y	Y
66	Relevant traffic / weather conditions	S		S			S				S			S	S		Routing / e.g.: Parking at smoothness and ice	Throughout journey	Radio, TV	Y	Y	Y	Y	Y
67	Automatic calculation of the total maximum quantity per transport unit 1.1.3.6	X	X	X		X	X				X			X	X		Automatic calculation of the total maximum quantity per transport unit	During loading, throughout journey, in case of incident/accident	e.g. RFID-reader	N	N	Y	Y	Y
68	LQ Marking 3.4	X	X	X	X	X	X		X			X		X	X		Indicates LQ exemption	During loading, throughout journey, in case of incident/accident	Package and TU marking	Y	N	Y	Y	Y
69	EQ Marking 3.5.4	X	X	X	X	X	X		X			X		X	X		Indicates EQ exemption	During loading, throughout journey, in case of incident/accident	Package marking	Y	N	Y	Y	Y
70	Special provisions 3.3 et al.	X	X	X		X	X	X	X	X	X	X	X	X	X		Various	Various	Various	Y	N	Y	Y	Y
71	Required information regarding national derogations (see also No. 71)	X	X	X	X	X	X	X	X	X	X	X	X	X	X		Various	Various	Various	Y	N	Y	Y	Y

¹⁾ The person who initiates the process.

²⁾ Infrastructure manager means public or private body with influence over the use of road, rail or inland waterways

3) Interpretation of "When is it needed" column:

- a. Initial incident – the immediate availability of information to those responders to an incident who are first on the scene.
- b. Initial enforcement – the immediate availability of information to allow visual determination of compliance with regulations.
- c. Initial security – the availability of information to determine compliance with security provisions at the roadside/trackside.
- d. Later in incident – the availability of additional, more detailed information that may inform the response to an incident once the initial actions have been taken.
- e. Later enforcement – the availability of additional more detailed information to assess full compliance with the regulations.
- f. Later security – availability of information to determine full compliance with security provisions.

4) Availability under Part C: New Informations, means the availability of this information today

Additional proposal for Part C from the UK: "Emergency Services have prime responsibility for dealing with an ongoing incident. Where there is a risk of an incident occurring, the Enforcement Body has the primacy and power to stop a vehicle and move it to a place of safety"

X = Required under existing DG Regulations or directly necessary to comply with the regulations

O = May be known or needed for other reasons or may be indirectly necessary to comply with the regulations

S = Safety-linked information for this participant

Y = Yes

N = Possible restricted availability in case of incident/accident or during operation

R = RID only

A = ADR only

[] = supplementary requirement / means of provisions