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Translation

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Inspections of dangerous goods consignments

Vérifications à effectuer pour les envois des marchandises dangereuses
Prüfungen, die bei Sendungen gefährlicher Güter durchzuführen sind



INTERNATIONAL UNION
OF RAILWAYS



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The person responsible for this leaflet is indicated in the UIC Code

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Summary

The purpose of this leaflet is to:

- maintain the quality of inspections and transport at a constantly high level,
- set out the safety obligations required of carriers in accordance with *RID*, paragraph 1.4.2.2.1.

The leaflet also contains a list of those RUs for which its application is mandatory.

1 - Purpose of the leaflet

1.1 - The purpose of this leaflet is to:

- maintain the quality of inspections and transport at a constantly high level,
- set out the safety obligations required of carriers in accordance with *RID*, paragraph 1.4.2.2.1 (see [List of abbreviations - page 24](#)).

1.2 - Railway undertakings (RUs) carry out inspections in accordance with paragraph 1.4.2.2.1 of the *RID* (see [Bibliography - page 25](#)) by implementing the present leaflet. They shall keep each other mutually informed of any irregularities and apply a quality assurance system (QAS).

2 - Mandatory status of the leaflet

This leaflet shall be mandatory for RUs listed in [Appendix A - page 12](#).

3 - Management of the leaflet

The Group of Experts for the Carriage of Dangerous Goods shall be responsible for managing this leaflet. This shall include adapting the provisions of the leaflet to the legislation in force.

Rete Ferroviaria Italiana S.p.A. (RFI) shall administer up-dates to the "List of RUs for which this leaflet is mandatory".

To this end, RUs shall apply in writing to RFI to be entered on the list. If one of the RUs in this list wishes to cease being under the obligation to apply the provisions of the leaflet, it shall send a written request to RFI to be removed from the list.

RUs in the list are obliged to inform RFI immediately in the following cases:

- Definitive cessation of business activities;
- Loss of prescribed authorisations;
- Change of name of the company.

RFI will then delete the corresponding RU from the list or correct the information.

4 - General provisions

4.1 - Each RU taking over RID goods for carriage at the point of departure shall carry out an inspection to ascertain compliance with the provisions of [point 5 - page 7](#).

4.2 - The obligation to carry out inspections is confined to checks ascertaining that the markings and signs on wagons/containers and the information provided in the transport documents are compliant with the RID regulations. When effecting the checks, special attention must be paid to "obvious defects" in tanks and their equipment. The term "obvious defects" denotes irregularities that can be detected during routine inspections. The RUs have agreed to define their own application procedures if need be.

4.3 - If the RU identifies irregularities during the inspections specified in [point 5](#), it shall ensure that these are put right.

4.4 - For piggy-back traffic, as a rule, road vehicles and their dangerous goods consignments shall not be inspected for compliance with the ADR ([see List of abbreviations - page 24](#)).

4.5 - The obligations of consignors and their liability vis à vis carriers, railway infrastructure managers and third parties shall remain unchanged.

4.6 - If a successive RU finds that the regulations set out in [point 5](#) have not been observed, it shall notify the RU which was responsible for checking compliance with the regulations about the irregularities identified (RU cited in the list given in [Appendix A - page 12](#)) by means of a form called "RID report" in accordance with [Appendix B - page 13](#). The RU finding an irregularity shall be responsible for correcting the irregularity. As soon as it receives the RID report, the RU which was responsible for checking compliance with the regulations shall open an enquiry immediately and take corrective measures. In order to keep track of irregularities effectively, the RID report must reach the RU which was responsible for checking compliance with the regulations as soon as possible, and no later than 4 weeks after the irregularity was identified.

4.7 - In the event of infringements

- where a high degree of safety is required,
- which attracted the attention of the public and/or of authorities,
- which were reported several times, but were not corrected,

the RU which found these infringements may demand a reply to the RID report.

In such instances, the RID report must be clearly marked:

"PRIORITY"

The RU which was to have checked compliance with regulations shall reply as quickly as possible to these "priority RID reports" at the latest, four weeks following receipt of the report.

The reply must contain the findings of the enquiry and the measures taken to avoid reoccurrence.

4.8 - The quality of the inspections made by the RUs shall be assessed using a Quality Assurance System (QAS) as described in [Appendix D - page 15](#).

4.9 - All provisions related to liability, and in particular those concerning limits to liability and exclusion from liability, shall remain unchanged. No new liability shall be created.