



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

##### Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Geneva, 17–27 September 2019

Item 5 (a) of the provisional agenda

##### Proposals for amendments to RID/ADR/ADN: pending issues

### Proposal of amendment to 5.4.1.1.1

Transmitted by the Government of Ukraine\*,\*\*

#### Introduction

1. During the carriage of dangerous goods across the territory of the participating countries that use the transport law of COTIF and SMGS a serious breakdown or accident may occur. In order promptly to resolve issues, which ensure safety for a subsequent carriage, it might be necessary to urgently inform the sender or the recipient of dangerous goods about the incident.
2. In this regard, we propose to provide obligatory information about the phone (fax) number or e-mail address of the sender and the recipient of dangerous goods in a consignment. We believe that information about the incident during the dangerous goods carriage shared with the sender or the recipient in the shortest time will improve the carriage safety.

#### Proposal

3. We propose to amend sub-paragraphs (g) and (h) of 5.4.1.1.1 of the Regulations concerning International Carriage of Dangerous Goods by Rail as follows (new text is underlined, deleted text ~~crossed out~~):

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\* In accordance with the programme of work of the Inland Transport Committee for 2018-2019, (ECE/TRANS/2018/21/Add.1, Cluster 9, (9.2)).

\*\* Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2019/23.

- “(g) The name, ~~and~~ address, and phone (fax) number or e-mail address of the consignor (see also CIM Article 7 para. 1 (b);
- (h) The name, ~~and~~ address, and phone (fax) number or e-mail address of the consignee~~(s)~~ (see also CIM Article 7 para. 1 (g)).”.

### **Justification**

4. This amendment improves the safety of carriage and harmonizes requirements to carriage by rail that apply different systems of legal regulations for carriage of dangerous goods that cover large areas.

### **Difficulties**

5. No difficulties with the application of the amendment are expected.
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