

UIC Leaflet 471-3 O

"Inspections of dangerous goods consignments"

(<http://www.shop-ETF.com/en/catalogsearch/result/?q=471-3>).

The 10th edition of UIC Leaflet 471-3 O entered into force on 1 January 2017.

This edition contains the changes to Point 5 made necessary by the amendments to the 2017 RID. It also contains new provisions taking account of developments in the field of railway safety. The principal changes are described hereafter.

1. **More closely aligned with the requirements for safety management systems contained in the railway safety directives (Directives 2004/49/EU and 2016/798/EU) and in EU Regulation 1078/2012**

The provisions governing quality-assurance systems have been modified in order to control railway operating risks associated with the carriage of dangerous goods. As such, the leaflet now incorporates the principles of the Plan-Do-Check-Act method (**PDCA method**, also known as the PDCA or Deming cycle). In addition, in future RUs will inspect both their own dangerous goods consignments and those of other RUs at the place of departure (when accepting RID goods for onward carriage).

The results of quality inspections will be sent to the tested RU at least half-yearly. For data-protection reasons, amongst others, the leaflet no longer provides for a copy to be sent to the Chairman of the UIC Group of Experts on the Carriage of Dangerous Goods.

In the event of any irregularities, RID reports are to be prepared and sent within two weeks at the latest. In future, any RU receiving an RID report is to inform the parties ahead of him in the chain, at least the consignor.

2. **Discontinuation of the list of RUs applying the leaflet as mandatory (Appendix A)**

The list in Appendix A as currently constituted will no longer exist. In future, RUs will decide for themselves whether they wish to apply the whole leaflet or just parts thereof (e.g. Point 5). There will no longer be the option for RUs to have themselves included in a special "List of RUs applying the leaflet as mandatory" by writing to Rete Ferroviaria Italiana (RFI).

3. **UIC leaflet as "Best Practice Instrument"**

Whether they are UIC members or not, RUs will henceforth be able to use the leaflet as a "Best Practice Instrument" with which to perform the carrier's inspections at the place of departure as per RID 1.4.2.2.1, or meet the requirements for safety management systems or controlling dangerous goods-related risk as required by the EU Directives and Regulations on railway safety. The leaflet will continue to be updated by the UIC Group of Experts on the Carriage of Dangerous Goods, which is open to all interested RUs and IMs, whether or not they are UIC members, though only UIC members have voting rights.

For further information, please see the UIC website or contact us at the following address:

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