

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous GoodsJoint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Geneva, 13-17 September 2004)Comments on document 2004/9 from UIC/IURTransmitted by the European Chemical Industry Council (CEFIC)

UIC/IUR proposes to start a discussion on the merits of indicating on the transport document the name and the telephone number of a responsible person also for substances other than of division 6.2.

The main task of that “responsible person”, whose obligations need still to be determined, would be to provide advice in case of emergencies, occurring during transport.

For many years the chemical industry is aware of the need for rapid advice, in the local language, from product experts to responders in emergency situations. In order to achieve this goal it has set up, under the umbrella of Cefic, a cooperative programme (called ICE – International Chemical Environment).

This programme aims to set up in each European country, in close co-operation with the National Competent Emergency Authorities, a framework for providing this assistance in an effective way by pooling this response capacity and by making use of mutual assistance amongst chemical companies.

To date such schemes of assistance have been established in 17 countries, resulting in a network (on a voluntary basis but comprised of committed companies) of over 600 companies, which provide assistance also for products, not manufactured by themselves:

Austria	TUIS	Netherlands	TRC
Belgium	BELINTRA	Norway	RVK
Czech Republic	TRINS	Poland	SPOT
Denmark	FDKI/RVK	Slovak republic	DINS
Finland	FINTERC	Spain	CERET
France	TRANSAID	Sweden	ERC
Germany	TUIS	Switzerland	Chemiefachberatung
Hungary	VERIK	United Kingdom	CHEMSAFE
Italy	SET		

All these countries have also one or more national or regional focal points: this makes it easier for Emergency Services to get into contact with an industry expert rather than, in the case of many transit countries, having to call a number abroad.

In view of the above, the chemical industry is not convinced that adding the name and telephone number of a responsible person on the transport document would be very beneficial because of language reasons (will the Italian fireman be able to communicate with a Czech manufacturer about technical details in a stressful situation?) and because of availability (one cannot assume that each company can readily guarantee a 24 hour availability of an expert).

The chemical industry rather believes that its voluntary initiative, as described above, offers a much more effective and efficient alternative, which is already operational and which the chemical industry, through Cefic, is gradually improving by conducting training and tests.

Additionally, a number of chemical companies already communicate local emergency contacts on the Instructions in writing (Tremcards) or have arrangements with their carriers or other third parties in order to facilitate emergency response.

More information on ICE on <http://www.cefic.org/Templates/shwStory.asp?NID=27&HID=378>
