

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
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(Madrid, 21 - 25 November 2005)**

**Subject: Use of the original transport document for returning empty uncleaned means of  
containment**

**Comments from the International Rail Transport Committee (CIT)**

### **Summary**

Analysis of the usefulness and practical feasibility of not having a new transport document for empty uncleaned means of containment. Proposal from CIT to dispense with this possibility for RID.

### **Introduction**

In its documents for the Joint Meeting (OCTI/RID/GT-III/2005/11 and .../2005/39 – TRANS/WP.15/AC.1/2005/11 and .../2005/39), Austria proposed for returning empty uncleaned means of containment to allow the possibility of using the original transport document (or a copy of it?) with hand-written amendments to certain information and without certain information required under 5.4.1.1.1 (see esp. new 5.4.1.1.6.2.3).

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## Practical application in rail transport

### Empty uncleaned packagings

In international transport, the railways hardly ever carry packages any more. The circumstances in domestic transport possibly vary from undertaking to undertaking.

### Empty uncleaned means of containment, except empty packagings

In future, for empty means of containment, with the exception of empty packagings, either a CIM consignment note (CIM CN) or a CUV consignment note (CUV CN) will be used in every case, provided it is a wagon, including an empty container carrying wagon. This will be the case irrespective of whether the keeper is a rail transport undertaking or a "private" keeper. In addition to the CIM Consignment Note Handbook (GLV-CIM), CIT has drafted the model consignment note and the CUV Consignment Note Manual (GLW-CUV) for the General Contract of Use (GCU, for which UIC is responsible).

The following overview provides information on which transport document is to be used for each empty uncleaned means of containment:

Empty uncleaned means of containment	CIM CN	CUV CN	CIM CN TC	CUV CN TC	ICF Transfer Certificate
Tank-wagon ("P" + railway owned)	X *)	X *)			
Tank-vehicle			X		
Demountable tank			X		
Battery-wagon ("P" + railway owned)	X *)	X *)			
Battery-vehicle			X		
Portable tank			X		
Tank-container	X °)				X °)
MEGC	X *)		X *)		
Wagon ("P" + railway owned)	X *)	X *)			
Vehicle			X		
Container	X °)				X °)
Receptacle	X *)		X *) °)		X °)

\*) alternative

°) possibly both documents

Empty tank-wagons, battery-wagons and wagons carried with a CIM consignment note are customs goods. For them, the simplified railway consignment procedure with the CIM consignment note as a customs document applies.

The transport document for running under load, whether purely rail transport or for the carriage of intermodal transport units (ITUs) serves as evidence for the content of the Contract of Carriage. The same applies to the transport document for returning the means of containment. Corrections, changes and additions to the original transport document would in practice cause a lot of difficulties and misunderstandings.

## **Conclusions**

Owing to the provisions of transport law or contractual provisions, empty uncleaned packagings and means of containment in rail transport cannot be carried or returned with the original transport document (or a copy of it).

In combined transport, a CIM combined transport consignment note is made out for each of the road vehicles, irrespective of whether it is a matter of a loaded or an empty uncleaned means of containment.

If an electronic consignment note is used, this exception could certainly not be used.

## **Proposal**

CIT therefore proposes to dispense with Austria's proposed amendment to RID.

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