

Restrictions in accordance with RID 1.9.2 for consignments using certain tunnels in Denmark

Regulations concerning the carriage of explosives in the Great Belt and Øresund railway tunnels

Version 3, 11 May 2017

Pursuant to Section 56 and 113 subsection 1 of the Danish Railway Act, cf. Act No. 686 of 27 May 2015, the following is laid down under the authority of Section 112, subsection 1:

1. Scope

These Railway Safety Regulations lay down provisions concerning

- 1.1 Quantity limitation on explosives in the Great Belt Tunnel (Korsør-Nyborg).
- 1.2 Quantity limitation on explosives in the Øresund Tunnel (Kastrup-country border, Sweden).
- 1.3 Protective distance between wagons, large containers, UN-tanks, tank-containers, MEGCs, or road vehicles that carries dangerous goods, associated to RID divisions 1.1, 1.2, 1.3, 1.5 or 1.6 through the Danish Great Belt and Øresund Railway tunnels.

The provisions apply to wagons, large containers, UN-tanks, tank-containers, MEGCs or road vehicles, that carry dangerous goods of RID divisions 1.1, 1.2, 1.3, 1.5 or 1.6 through the Danish Great Belt and Øresund railway tunnels.

The provisions of these Railway Safety Regulations apply to national as well as international traffic.

2. Requirement for quantity limitation on explosives in the Great Belt Tunnel (Korsør-Nyborg)

- 2.1 Wagons, large containers, UN-tanks, tank-containers, MEGCs and road vehicles used to carry dangerous goods of RID divisions 1.1, 1.2, 1.3, 1.5 or 1.6 are only permitted if the quantity of net explosive substance through the Great Belt Tunnel does not exceed 5,000kg per railway wagon, large container UN-tank, tank-container, MEGC or per road vehicle.

3. Requirement for quantity limitation on explosives in the Øresund Tunnel (Kastrup-country border, Sweden)

- 3.1 Wagons, large containers, UN-tanks, tank-containers, MEGCs or road vehicles used to carry dangerous goods of RID divisions 1.1, 1.2, 1.3, 1.5 or 1.6 are only permitted if the quantity of net explosive substance through the Øresund Tunnel does not exceed 1,000kg per railway wagon, large container UN-tank, MEGC or per road vehicle.

4. Requirement for protective distance between wagons or large containers of dangerous goods

- 4.1 In trains that use the tunnels mentioned in Sections 2 and 3 above, wagons, large containers, UN-tanks, tank-containers, MEGCs and road vehicles of dangerous goods of RID divisions 1.1, 1.2, 1.3, 1.5 or 1.6 must be separated by a protective distance:
 - a) to each other;
 - b) to wagons, large containers, UN-tanks, tank-containers, MEGCs or road vehicles with danger labels 2.1, 3, 4.1, 4.2, 4.3, 5.1 or 5.2;
 - c) to the train traction power unit(s) and
 - d) to the rear of the train.
- 4.2 The requirement for the protective distance is met if there is a distance of minimum 18 metres between the buffer heads or the end of a large container, a UN-tank, tank-container, MEGC or another road vehicle **or** a distance corresponding to the length of two two-axled wagons or one four or more-axled wagon.

5. Appeals

- 5.1 Decisions made by the Danish Transport, Construction and Housing Authority in pursuance of the provisions of these Railway Safety Regulations cannot be appealed to the ministry of Danish Transport, Building and Housing or another administrative authority, cf. Order no. 1197, of 28 September 2018, on the Danish Transport, Construction and Housing Authority's tasks, authorities and appeals.

6. Entry into force

- 6.1. These Railway Safety Regulations come into force on 1 July 2017.
- 6.2. These Railway Safety Regulations dissolves the Safety Regulations about carriage of explosives in the Great Belt and Øresund railway tunnels by 15 February 2010 (BJ no. 5-070-001).

The Danish Transport-, Construction and Housing Authority, 11 May 2017

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