



ORGANISATION INTERGOUVERNEMENTALE POUR LES TRANSPORTS INTERNATIONAUX FERROVIAIRES
ZWISCHENSTAATLICHE ORGANISATION FÜR DEN INTERNATIONALEN EISENBahnVERKEHR
INTERGOVERNMENTAL ORGANISATION FOR INTERNATIONAL CARRIAGE BY RAIL

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Electronic consignment note in the context of RID

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Chapter 5.4 Documentation

5.4.0 General

5.4.0.1 Unless otherwise specified, any carriage of goods governed by RID shall be accompanied by the documentation prescribed in this Chapter, as appropriate.

5.4.0.2 The use of electronic data processing (EDP) or electronic data interchange (EDI) techniques as an aid to or instead of paper documentation is permitted, provided that the procedures used for the capture, storage and processing of electronics data meet the legal requirements as regards the evidential value and availability of data during transport in a manner at least equivalent to that of paper documentation.



5.4.0.3 When the dangerous goods transport information is given to the carrier by EDP or EDI techniques, the consignor shall be able to give the information to the carrier as a paper document, with the information in the sequence required by this Chapter.



Elements of the dangerous goods consignment note

- Hazard identification number
- UN number
- Proper shipping name, in specific cases supplemented with the technical name
- Hazard labels
- Packing group

Example: “663, UN 1098 ALLYL ALCOHOL, 6.1(3), PG I”



Elements of the dangerous goods consignment note

- Number and prescription of the packages (see also CIM Article 7 § 1 (h) and (i))
- Total quantity of each type of dangerous goods
- Name and address of the consignor (see also CIM Article 7 § 1 (b))
- Name and address of the consignee(s) (see also CIM Article 7 § 1 (g))



- Replacing the principle of functional equivalence between electronic documents and paper documents in section 5.4.0 of the RID by specific provisions relating to electronic documents;
- Giving priority to electronic documents, paper documents only being used in exceptional circumstances.

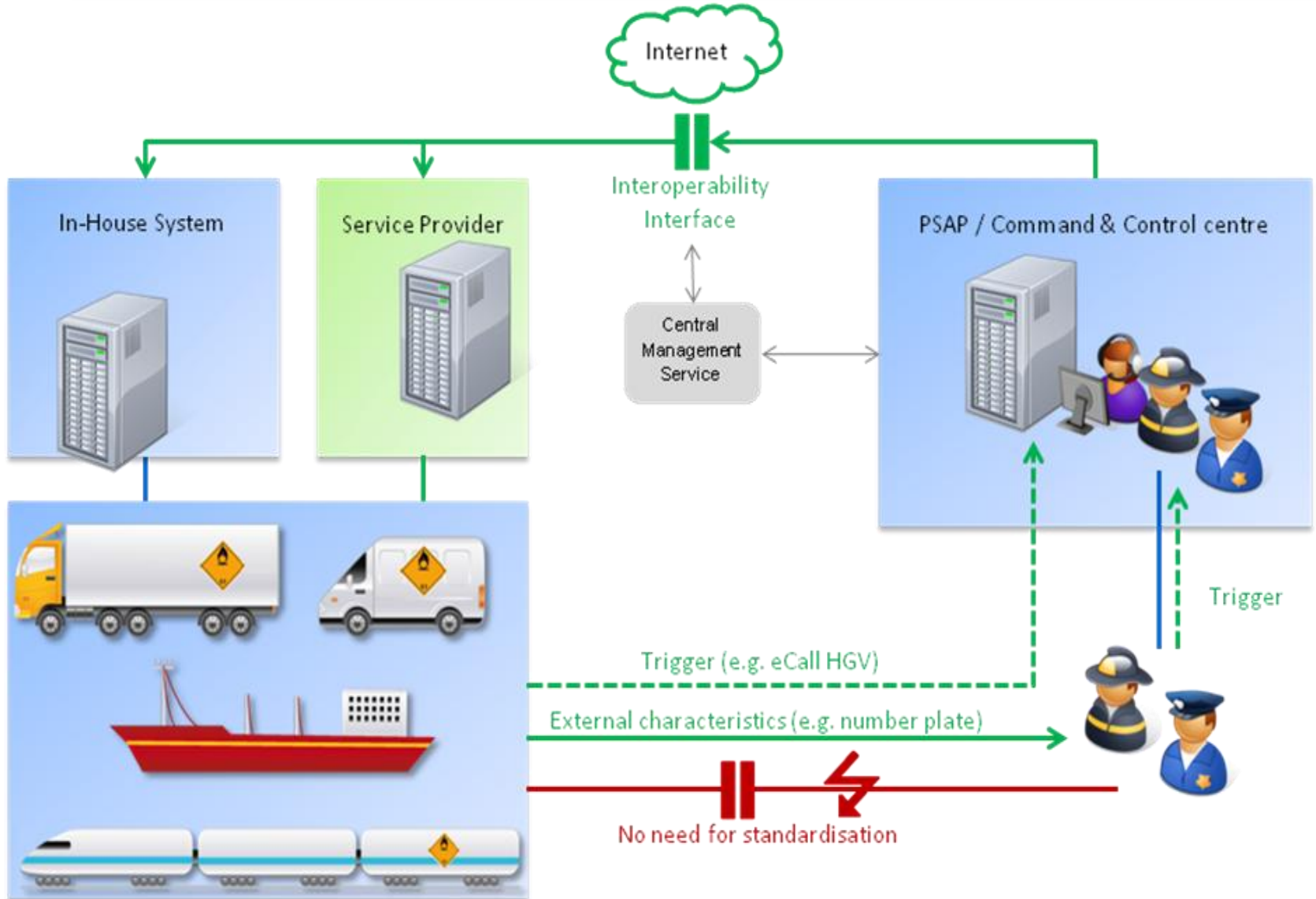


Decision of the RID/ADR/ADN Joint Meeting

- Each individual transport undertaking makes its own decision on the way the transport documentation is produced (in electronic or paper format)
- A lot of undertakings will stop using the paper format as they already have electronic systems available (for example for the confirmation of delivery of a consignment)
- As for the paper document, access to the whole document shall be ensured for authorised organisations



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Questions ?

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