

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBahnVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

INF. 7

5 November 2012

Original: German

RID: 1st Session of the RID Committee of Experts' standing working group
(Riga, 12 – 15 November 2012)

Subject: Resolution of problems when changing from the SMGS to the CIM transport regime (East-West traffic)

Joint proposal transmitted by Slovakia and the Czech Republic

Introduction

1. There are problems in practice when changing from the SMGS to the CIM transport regime. The purpose of these new provisions for RID 1.1.4 proposed by Slovakia and the Czech Republic is to remove these difficulties.

Current situation

2. Consignments of dangerous goods travelling from East to West carried to the border crossing station in the Slovak Republic (Čierna nad Tisou, TKD Dobrá) in accordance with Annex 2 to SMGS have to meet the provisions of RID for reconsignment in RID Contracting States. Removing the marking required under Annex 2 to SMGS and affixing the marking required in Chapter 5.3 of RID causes operational problems at the border, additional work and a financial burden for the carrier. This proposal aims to resolve these problems.

Proposal

3. Insert the following new sub-section:

"1.1.4.6 Carriage of means of transport from SMGS Contracting States to RID Contracting States (transport from East to West)

1.1.4.6.1 Consignments of dangerous goods which start in an SMGS Contracting State

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

and which continue in an RID Contracting State are subject to the provisions of Annex 2 to SMGS and to the provisions of RID. Annex 2 to SMGS may only be applied in RID Contracting States in connection with the affixing of safety markings/placards to the means of transport.

1.1.4.6.2 If the means of transport is marked in accordance with the provisions of Chapter 5.3 of Annex 2 to SMGS during transport by rail from East to West, the following shall be entered in the transport document:

"Carriage in accordance with 1.1.4.6 of RID."

1.1.4.6.3 All the other provisions of RID remain unaffected."

Justification

4. 1520 mm gauge wagons or transport units (containers, tank-containers, swap bodies etc.) carrying dangerous goods which are handed over for carriage in an SMGS Contracting State have to bear safety markings/placards in accordance with Chapter 5.3 of Annex 2 to SMGS. In contrast to RID, this Chapter also requires the means of transport to be marked with the emergency card number, either as part of the marking or separately.

Practical example:



или



5. RID 5.2.2.2.1 accepts minor variations in corresponding danger labels required for other modes of transport, providing they do not affect the obvious meaning of the label.
 6. In this proposal, the carriage of dangerous goods by rail is dealt with in accordance with another international transport law applied in the Euro-Asian area. Allowing markings in accordance with Annex 2 to SMGS has no negative effect on safety, but would enable the smooth transition of consignments from East to West when changing from the SMGS to the CIM transport regime. Even in this case the other provisions for placards in accordance with RID 5.3.1.7, which are identical to the provisions of Annex 2 to SMGS (dimensions, sizes, colours, symbols) remain unaffected.
-