Chapter 1.1

Scope and applicability

1.1.1 Structure

RID is grouped into seven parts. Each part is subdivided into chapters and each chapter into sections and sub-sections (see table of contents).

Within each part the number of the part is included with the numbers of the chapters, sections and sub-sections, for example Part 4, Chapter 2, Section 1 is numbered "4.2.1".

1.1.2 Scope

For the purposes of Article 1 of Appendix C, RID specifies:

(a) dangerous goods which are barred from international carriage;

(b) dangerous goods which are authorized for international carriage and the conditions attaching to them (including exemptions) particularly with regard to:

- classification of goods, including classification criteria and relevant test methods;
- use of packagings (including mixed packing);
- use of tanks (including filling);
- consignment procedures (including marking and labelling of packages and means of transport as well as documentation and information required);
- requirements concerning the construction, testing and approval of packagings and tanks;
- use of means of transport (including loading, mixed loading and unloading).

For carriage within the meaning of RID, in addition to Appendix C, the relevant provisions of the other Appendices to COTIF shall apply, in particular those of Appendix B for carriage performed on the basis of a contract of carriage.

1.1.3 Exemptions

1.1.3.1 Exemptions related to the nature of the transport operation

The provisions laid down in RID do not apply to:

(a) the carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their leisure or sporting activities, provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage. When these goods are flammable liquids carried in refillable receptacles filled by, or for, a private individual, the total quantity shall not exceed 60 litres per receptacle. Dangerous goods in IBCs, large packagings or tanks are not considered to be packaged for retail sale;

(b) the carriage of machinery or equipment not specified in RID and which happen to contain dangerous goods in their internal or operational equipment, provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage;

(c) the carriage undertaken by enterprises which is ancillary to their main activity, such as deliveries to or returns from building or civil engineering sites, or in relation to surveying, repairs and maintenance, in quantities of not more than 450 litres per packaging and within the maximum quantities specified in 1.1.3.6. Measures shall be taken to prevent any leakage of contents in normal conditions of carriage. These exemptions do not apply to Class 7. Carriage undertaken by such enterprises for their supply or external or internal distribution does not fall within the scope of this exemption;

(d) the carriage undertaken by or under the supervision of the emergency services, insofar as such carriage is necessary in relation to the emergency response, in particular carriage undertaken to contain and recover the dangerous goods involved in an incident or accident and move them to a safe place;

(e) emergency transport intended to save human lives or protect the environment, provided that all measures are taken to ensure that such transport is carried out in complete safety;

(f) the carriage of uncleaned empty static storage vessels which have contained gases of Class 2, groups A, O or F, substances of Class 3 or Class 9 belonging to packing group II or III or pesticides of Class 6.1 belonging to packing group II or III, subject to the following conditions:

- All openings with the exception of pressure relief devices (when fitted) are hermetically closed;
- Measures have been taken to prevent any leakage of contents in normal conditions of carriage; and
- The load is fixed in cradles or crates or other handling devices or to the wagon or container in such a way that they will not become loose or shift during normal conditions of carriage.

This exemption does not apply to static storage vessels which have contained desensitized explosives or substances the carriage of which is prohibited by RID.

NOTE: For radioactive material see 1.7.1.4.

1.1.3.2 Exemptions related to the carriage of gases

The provisions laid down in RID do not apply to the carriage of:

(a) gases contained in the tanks of a means of transport destined for its propulsion or for the operation of any of its equipment (e.g. refrigerating equipment);

(b) gases contained in the fuel tanks of vehicles transported. The fuel cock between gas tank and engine shall be closed and the electric contact open;

(c) gases of Groups A and O (according to 2.2.2.1), if the pressure of the gas in the receptacle or tank at a temperature of 20 °C does not exceed 200 kPa (2 bar) and if the gas is not a liquefied or a refrigerated liquefied gas. This includes every kind of receptacle or tank, e.g. also parts of machinery and apparatus;

(d) gases contained in the equipment used for the operation of the vehicle (e.g. fire extinguishers), including in spare parts (e.g. inflated pneumatic tyres); this exemption also applies to inflated pneumatic tyres carried as a load;

(e) gases contained in the special equipment of wagons and necessary for the operation of this special equipment during transport (cooling systems, fish-tanks, heaters, etc.) as well as spare receptacles for such equipment or uncleaned empty exchange receptacles, transported in the same wagon; and

(f) gases contained in foodstuffs or beverages.

1.1.3.3 Exemptions related to the carriage of liquid fuels

The requirements of RID do not apply to the carriage of fuel contained in fuel tanks of a means of transport where it is destined for its propulsion or the operation of any of its equipment (e.g. cooling systems). The fuel cock between the engine and the fuel tank of motorcycles and pedal cycles with an auxiliary engine, whose tanks contain fuel, shall be closed during carriage. In addition, these motorcycles and pedal cycles with an auxiliary engine shall be loaded upright and secured against falling.

1.1.3.4 Exemptions related to special provisions or to dangerous goods packed in limited or excepted quantities

NOTE: For radioactive material see 1.7.1.4.

1.1.3.4.1 Certain special provisions of Chapter 3.3 exempt partially or totally the carriage of specific dangerous goods from the requirements of RID. The exemption applies when the special provision is referred to in Column (6) of Table A of Chapter 3.2 against the dangerous goods entry concerned.

1.1.3.4.2 Certain dangerous goods may be subject to exemptions, provided that the conditions of Chapter 3.4 are met.

1.1.3.4.3 Certain dangerous goods may be subject to exemptions, provided that the conditions of Chapter 3.5 are met.

1.1.3.5 Exemptions related to empty uncleaned packagings

Empty uncleaned packagings (including IBCs and large packagings) which have contained substances of Classes 2, 3, 4.1, 5.1, 6.1, 8 and 9 are not subject to the conditions of RID if adequate measures have been taken to nullify any hazard. Hazards are nullified if adequate measures have been taken to nullify all hazards of Classes 1 to 9.

1.1.3.6 Total maximum permissible quantity per wagon or large container

1.1.3.6.1 (Reserved)

1.1.3.6.2 (Reserved)

1.1.3.6.3 Where, in accordance with 1.1.3.1 (c), dangerous goods of the same transport category are carried in the same wagon or large container, the maximum total quantity is indicated in column (3) of the table below:

Transport category	Substances or articles packing group or classification code/group or UN No.	Maximum total quantity per wagon or large container
0	Class 1: 1.1 L, 1.2 L, 1.3 L and UN No. 0190 Class 3: UN No. 3343 Class 4.2: Substances belonging to packing group I Class 4.3: UN Nos. 1183, 1242, 1295, 1340, 1390, 1403, 1928, 2813, 2965, 2968, 2988, 3129, 3130, 3131, 3134, 3148, 3396, 3398 and 3399 Class 5.1: UN No. 2426 Class 6.1: UN Nos. 1051, 1600, 1613, 1614, 2312, 3250 and 3294 Class 6.2: UN Nos. 2814 and 2900 Class 7: UN Nos. 2912 to 2919, 2977, 2978 and 3321 to 3333 Class 8: UN No. 2215 (MALEIC ANHYDRIDE, MOLTEN) Class 9: UN Nos. 2315, 3151, 3152 and 3432 and apparatus containing such substances or mixtures and empty uncleaned packagings, except those classified under UN No. 2908, having contained substances classified in this transport category	0
1	Substances and articles belonging to packing group I and not classified in transport category 0 and substances and articles of the following classes: Class 1: 1.1 B to 1.1 J[(a)], 1.2 B to 1.2 J, 1.3 C, 1.3 G, 1.3 H, 1.3 J, 1.5 D[(a)] Class 2: groups T, TC[(a)], TO, TF, TOC[(a)] and TFC aerosols: groups C, CO, FC, T, TF, TC, TO, TFC and TOC Class 4.1: UN Nos. 3221 to 3224 Class 5.2: UN Nos. 3101 to 3104	20
2	Substances or articles belonging to packing group II and not classified in transport categories 0, 1 or 4 and substances of the following classes: Class 1: 1.4B to 1.4G and 1.6N Class 2: group F aerosols: group F Class 4.1: UN Nos. 3225 to 3230 Class 5.2: UN Nos. 3105 to 3110 Class 6.1: substances and articles belonging to packing group III Class 9: UN No. 3245	333
3	Substances and articles belonging to packing group III and not classified in transport categories 0, 2 or 4 and substances and articles of the following classes: Class 2: groups A and O aerosols: groups A and O Class 3: UN No. 3473 Class 4.3: UN No. 3476 Class 8: UN Nos. 2794, 2795, 2800, 3028 and 3477 Class 9: UN Nos. 2990 and 3072	1000
4	Class 1: 1.4S Class 4.1: UN Nos. 1331, 1345, 1944, 1945, 2254 and 2623 Class 4.2: UN Nos. 1361 and 1362 packing group III Class 7: UN Nos. 2908 to 2911 Class 9: UN No. 3268 and empty, uncleaned packagings having contained dangerous goods, except for those classified in transport category 0	unlimited

[a] For UN Nos. 0081, 0082, 0084, 0241, 0331, 0332, 0482, 1005 and 1017, the total maximum quantity per wagon or large container shall be 50 kg.

In the above table, "maximum total quantity per wagon or large container" means:

– for articles, gross mass in kilograms (for articles of Class 1, net mass in kilograms of the explosive substance; for dangerous goods in machinery and equipment specified in RID, the total quantity of dangerous goods contained therein in kilograms or litres as appropriate);
– for solids, liquefied gases, refrigerated liquefied gases and dissolved gases, net mass in kilograms;
– for liquids and compressed gases, nominal capacity of receptacles (see definition in 1.2.1) in litres.

1.1.3.6.4 Where dangerous goods of different transport categories are carried in the same wagon or large container, the sum of

– the quantity of substances and articles of transport category 1 multiplied by "50",
– the quantity of substances and articles of transport category 1 referred to in Note a to the table in 1.1.3.6.3 multiplied by "20";
– the quantity of substances and articles of transport category 2 multiplied by "3", and
– the quantity of substances and articles of transport category 3

shall not exceed "1 000".

1.1.3.6.5 For the purposes of this sub-section, dangerous goods exempted in accordance with 1.1.3.2 to 1.1.3.5 shall not be taken into account.

1.1.3.7 Exemptions related to the carriage of lithium batteries

The provisions laid down in RID do not apply to:

(a) Lithium batteries installed in a means of transport, performing a transport operation and destined for its propulsion or for the operation of any of its equipment;

(b) Lithium batteries contained in equipment for the operation of this equipment used or intended for use during carriage (e.g. a laptop).

1.1.4 Applicability of other regulations

1.1.4.1 General

1.1.4.1.1 International carriage on the territory of a Member State may be subject to regulations or prohibitions imposed in accordance with Article 3 of Appendix C for reasons other than safety during carriage. Such regulations or prohibitions shall be published in an appropriate form.

1.1.4.1.2 (Reserved)

1.1.4.1.3 (Reserved)

1.1.4.2 Carriage in a transport chain including maritime or air carriage

1.1.4.2.1 Packages, containers, portable tanks and tank-containers and wagons containing a full load of packages with the same dangerous goods, which do not entirely meet the requirements for packing, mixed packing, marking, labelling of packages or placarding and orange plate marking, of RID, but are in conformity with the requirements of the IMDG Code or the ICAO Technical Instructions shall be accepted for carriage in a transport chain including maritime or air carriage subject to the following conditions:

(a) If the packages are not marked and labelled in accordance with RID, they shall bear markings and danger labels in accordance with the requirements of the IMDG Code or the ICAO Technical Instructions;

(b) The requirements of the IMDG Code or the ICAO Technical Instructions shall be applicable to mixed packing within a package;

(c) For carriage in a transport chain including maritime carriage, if the containers, portable tanks or tank-containers or wagons containing a full load of packages with the same dangerous goods are not marked and placarded in accordance with Chapter 5.3 of RID, they shall be marked and placarded in accordance with Chapter 5.3 of the IMDG Code. For empty, uncleaned portable tanks and tank-containers, this requirement shall apply up to and including the subsequent transfer to a cleaning station.

This derogation does not apply in the case of goods classified as dangerous goods in classes 1 to 9 of RID and considered as non-dangerous goods according to the applicable requirements of the IMDG Code or the ICAO Technical Instructions.

NOTE: For carriage in accordance with 1.1.4.2.1, see also 5.4.1.1.7. For carriage in containers, see also 5.4.2.

1.1.4.2.2 (Reserved)

1.1.4.2.3 (Reserved)

1.1.4.3 Use of IMO type portable tanks approved for maritime transport

IMO type portable tanks (types 1, 2, 5 and 7) which do not meet the requirements of Chapters 6.7 or 6.8, but which have been built and approved before 1 January 2003 in accordance with the provisions (including transitional provisions) of the IMDG Code (Amdt. 29-98) may be used until 31 December 2009 provided they are found to meet the applicable inspection and test provisions of the IMDG Code (Amdt. 29-98) and that the instructions referred to in Columns (12) and (14) of Chapter 3.2 of the IMDG Code (Amdt. 33-06) are fully complied with. They may continue to be used after 31 December 2009 if they meet the applicable inspection and test provisions of the IMDG Code, but provided that the instructions of Columns (10) and (11) of Chapter 3.2 of RID and of Chapter 4.2 are complied with.[1]

1.1.4.4 Piggyback transport

Dangerous goods may also be carried in piggyback transport under the following conditions:

Vehicles and their contents handed over for piggyback transport shall meet the provisions of ADR.

The following shall not be permitted:

– explosives of Class 1, compatibility group A (UN Nos. 0074, 0113, 0114, 0129, 0130, 0135, 0224 and 0473);
– self-reactive substances of Class 4.1 requiring temperature control (UN Nos. 3231 to 3240);
– organic peroxides of Class 5.2 requiring temperature control (UN Nos. 3111 to 3120);
– sulphur trioxide at least 99.95% pure, without inhibitor, carried in tanks (UN No. 1829).

NOTE: For the placarding and orange-coloured marking of wagons used in piggyback transport, see 5.3.1.3.2 and 5.3.2.1.6. For the information in the transport document, see 5.4.1.1.9.

1.1.4.5 Carriage other than by rail

1.1.4.5.1 If the wagon carrying out a transport operation subject to the requirements of RID is conveyed over a section of the journey otherwise than by rail haulage, then any national or international regulations which, on the said section, govern the carriage of dangerous goods by the mode of transport used for conveying the wagon shall alone be applicable to the said section of the journey.

1.1.4.5.2 Unless this would contravene the international Conventions governing the carriage of dangerous goods by the mode of transport used for conveying the wagon on the said section of the journey, the COTIF Member States may agree to apply the requirements of RID to this section of the journey, supplemented, if they consider it necessary, by additional requirements.

These agreements shall be notified to the Secretariat of OTIF by the Member State that initiated the agreement. The Secretariat of OTIF shall bring them to the attention of all Member States.[2]

1.1.4.5.3 (Reserved)

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[1] The International Maritime Organization (IMO) has issued "Guidance on the Continued Use of Existing IMO Type Portable Tanks and Road Tank Vehicles for the Transport of Dangerous Goods" as circular DSC.1/Circ.12 and Corrigenda. The text of this guidance can be found on the IMO website at: www.imo.org.

[2] Agreements concluded in accordance with this sub-section may be consulted on the OTIF website (www.otif.org).

Chapter 1.2

Definitions and units of measurement

1.2.1 Definitions

NOTE 1: This section contains all general or specific definitions.

2: Terms contained within a definition in this section which are defined separately are printed in italics.

For the purposes of RID:

A

"ADN" means the European Agreement concerning the International *Carriage* of *Dangerous Goods* by Inland Waterways;

"ADR" means the European Agreement concerning the International Carriage of *Dangerous Goods* by Road, including all special agreements signed by those states involved in the transport operation;

"Aerosol* or *aerosol dispenser" means any non-refillable *receptacle* meeting the requirements of 6.2.6, made of metal, glass or plastics and containing a *gas*, compressed, liquefied or dissolved under pressure, with or without a *liquid*, paste or powder, and fitted with a release device allowing the contents to be ejected as solid or liquid particles in suspension in a *gas*, as a foam, paste or powder or in a liquid state or in a gaseous state;

"Animal material" means animal carcasses, animal body parts, or animal foodstuffs;

"Applicant" means, in the case of *conformity assessment*, the manufacturer or its authorised representative in a Member State. In the case of periodic testing and exceptional checks, *applicant* means the testing facility, the operator or their authorised representative in a Member State;

NOTE: Exceptionally a third party (for instance an *operator* in accordance with the definition of 1.2.1) may apply for the *conformity assessment*.

"Approval"

"Multilateral approval", for the carriage of Class 7 material, means approval by the relevant *competent authority* of the country of origin of the *design* or shipment, as applicable, and by the *competent authority* of each country through or into which the consignment is to be carried. The term "through or into" specifically excludes "over", i.e. the approval and notification requirements shall not apply to a country over which radioactive material is carried in an aircraft, provided that there is no scheduled stop in that country;

"Unilateral approval", for the carriage of Class 7 material, means an approval of a *design* which is required to be given by the *competent authority* of the country of origin of the *design* only.

If the country of origin is not a COTIF Member State, the approval shall require validation by the *competent authority* of the first COTIF Member State reached by the consignment (see 6.4.22.6);

"ASTM" means the American Society for Testing and Materials (ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA, 19428-2959, United States of America);

B

"Bag" means a flexible *packaging* made of paper, plastics film, textiles, woven material or other suitable material;

"Battery-wagon" means a *wagon* containing elements which are linked to each other by a manifold and permanently fixed to a *wagon*. The following elements are considered to be elements of a battery-wagon: *cylinders*, *tubes*, *bundles of cylinders* (also known as frames), *pressure drums* as well as *tanks* destined for the carriage of *gases* of Class 2 with a capacity of more than 450 litres;

"Body" (for all categories of *IBC* other than *composite IBCs*) means the receptacle proper, including openings and closures, but does not include *service equipment*;

"Box" means a *packaging* with complete rectangular or polygonal faces, made of metal, wood, plywood, reconstituted wood, fibreboard, plastics or other suitable material. Small holes for purposes of ease of handling or opening or to meet classification requirements, are permitted as long as they do not compromise the integrity of the *packaging* during *carriage*;

"Bulk containers" means containment systems (including any liner or coating) intended for the *carriage* of *solid substances* which are in direct contact with the containment system. *Packagings, intermediate bulk containers (IBCs), large packagings* and *tanks* are not included.

Bulk containers are:

– of a permanent character and accordingly strong enough to be suitable for repeated use,
– specially designed to facilitate the *carriage* of goods by one or more modes of carriage without intermediate reloading,
– fitted with devices permitting its ready handling,
– of a capacity of not less than 1.0 m^3.

Examples of bulk containers are *containers*, *offshore bulk containers*, skips, bulk bins, *swap bodies*, trough-shaped *containers*, roller *containers*, load compartments of *wagons*;

"Bundle of cylinders" means an assembly of *cylinders* that are fastened together and which are interconnected by a manifold and carried as a unit. The total water capacity shall not exceed 3 000 litres except that bundles intended for the *carriage* of toxic *gases* of Class 2 (groups starting with letter T according to 2.2.2.1.3) shall be limited to 1 000 litres water capacity;

C

"Calculation pressure" means a theoretical pressure at least equal to the *test pressure* which, according to the degree of danger exhibited by the substance being carried, may to a greater or lesser degree exceed the working pressure. It is used solely to determine the thickness of the walls of the *shell*, independently of any external or internal reinforcing device (see also *"Discharge pressure", "Filling pressure", "Maximum working pressure (gauge pressure)"* and *"Test pressure"*);

NOTE: For *portable tanks*, see Chapter 6.7.

"Capacity of shell or shell compartment" *for tanks*, means the total inner volume of the *shell* or *shell* compartment expressed in litres or cubic metres. When it is impossible to completely fill the *shell* or the *shell* compartment because of its shape or construction, this reduced capacity shall be used for the determination of the degree of filling and for the marking of the *tank*;

"Carriage" means the change of place of *dangerous goods*, including stops made necessary by transport conditions and including any period spent by the *dangerous goods* in *wagons*, *tanks* and *containers* made necessary by traffic conditions before, during and after the change of place.

This definition also covers the intermediate temporary storage of *dangerous goods* in order to change the mode or means of transport (transshipment). This shall apply, provided that transport documents showing the place of dispatch and the place of reception are presented on request and provided that *packages* and *tanks* are not opened during intermediate storage, except to be checked by the *competent authorities*;

"Carriage in bulk" means the *carriage* of unpackaged *solids* or articles in *wagons* or *containers*. The term does not apply to packaged goods nor to substances carried in *tanks*;

"Carrier" means the *enterprise* which carries out the transport operation with or without a transport contract;

"CGA" means the Compressed Gas Association (CGA, 4221 Walney Road, 5th Floor, Chantilly VA 20151-2923, United States of America);

"Closed container", see *"Container"*;

"Closed wagon" means a *wagon* with sides and a fixed or movable roof;

"Closure" means a device which closes an opening in a *receptacle*;

"Collective entry" means an entry for a well defined group of substances or articles (see 2.1.1.2, B, C and D);

"Combination packaging" means a combination of *packagings* for transport purposes, consisting of one or more *inner packagings* secured in an *outer packaging* in accordance with 4.1.1.5;

NOTE: The "inners" of *"combination packagings"* are always termed *"inner packagings"* and not *"inner receptacles"*. A glass bottle is an example of such an *"inner packaging"*.

"Competent authority" means the authority or authorities or any other body or bodies designated as such in each State and in each specific case in accordance with domestic law;

"Compliance assurance" (radioactive material) means a systematic programme of measures applied by a competent authority which is aimed at ensuring that the requirements of RID are met in practice;

"Composite IBC with plastics inner receptacle" means an *IBC* comprising structural equipment in the form of a rigid outer casing encasing a plastics inner receptacle together with any *service* or other *structural equipment*. It is so constructed that the inner receptacle and outer casing once assembled form, and are used as, an integrated single unit to be filled, stored, transported or emptied as such;

NOTE: "Plastics material", when used in connection with inner receptacles for composite IBCs, is taken to include other polymeric materials such as rubber.

"Composite packaging (plastics material)" is a *packaging* consisting of an *inner* plastics *receptacle* and an *outer packaging* (made of metal, fibreboard, plywood, etc.). Once assembled such a *packaging* remains thereafter an inseparable unit; it is filled, stored, despatched and emptied as such;

NOTE: See NOTE under *"Composite packagings (glass, porcelain or stoneware)*".

"Composite packaging (glass, porcelain or stoneware)" is a *packaging* consisting of an *inner* glass, porcelain or stoneware *receptacle* and an *outer packaging* (made of metal, wood, fibreboard, plastics material, expanded plastics material, etc.). Once assembled, such a *packaging* remains thereafter an inseparable unit; it is filled, stored, despatched and emptied as such;

NOTE: The "inners" of *"composite packagings"* are normally termed *"inner receptacles"*. For example, the "inner" of a 6HA1 (*composite packaging*, plastics material) is such an *"inner receptacle"* since it is normally not designed to perform a containment function without its *"outer packaging"* and is not therefore an *"inner packaging"*.

"Confinement system", for the carriage of Class 7 material, means the assembly of fissile material and packaging components specified by the designer and agreed to by the *competent authority* as intended to preserve criticality safety;

"Conformity assessment" means the process of verifying the conformity of a product according to the provisions of sections 1.8.6 and 1.8.7 related to type approval, supervision of manufacture and initial inspection and testing;

"Consignee" means the *consignee* according to the contract for *carriage*. If the *consignee* designates a third party in accordance with the provisions applicable to the contract for carriage, this person shall be deemed to be the *consignee* within the meaning of RID. If the transport operation takes place without a contract for *carriage*, the *enterprise* which takes charge of the *dangerous goods* on arrival shall be deemed to be the *consignee*.

"Consignment" means any *package* or *packages*, or load of *dangerous goods*, presented by a *consignor* for *carriage*;

"Consignor" means the *enterprise* which consigns *dangerous goods* either on its own behalf or for a third party. If the transport operation is carried out under a contract for *carriage*, *consignor* means the *consignor* according to the contract for *carriage*;

"Container" means an article of transport equipment (lift van or other similar structure):

– of a permanent character and accordingly strong enough to be suitable for repeated use;
– specially designed to facilitate the *carriage* of goods, by one or more means of transport, without breakage of load;
– fitted with devices permitting its ready stowage and handling, particularly when being transloaded from one means of transport to another;
– so designed as to be easy to fill and empty
– having an internal volume of not less than 1 m^3, except for containers for the carriage of radioactive material.

A *swap body* is a *container* which, in accordance with European Standard EN 283:1991 has the following characteristics:

– from the point of view of mechanical strength, it is only built for *carriage* on a *wagon* or a vehicle on land or by roll-on roll-of ship;
– it cannot be stacked;
– it can be removed from vehicles by means of equipment on board the vehicle and on its own supports, and can be reloaded;

NOTE: The term *"container"* does not cover conventional *packagings*, *IBCs*, *tank-containers* or *wagons*. Nevertheless, a container may be used as a packaging for the carriage of radioactive material.

In addition:

"Closed container" means a totally enclosed *container* having a rigid roof, rigid side walls, rigid end walls and a floor. The term includes *containers* with an opening roof where the roof can be closed during transport;

"Large container" means

(a) a *container* which does not meet the definition of a *small container*;

(b) in the meaning of the *CSC*, a *container* of a size such that the area enclosed by the four outer bottom corners is either

(i) at least 14 m^2 (150 square feet) or

(ii) at least 7 m^2 (75 square feet) if fitted with top corner fittings;

"Open container" means an open top *container* or a platform based *container*;

"Sheeted container" means an open *container* equipped with a sheet to protect the goods loaded;

"Small container" means a *container* which has either any overall outer dimension (length, width or height) less than 1.5 m, or an internal volume of not more than 3 m^3;

"Containment system", for the carriage of Class 7 material, means the assembly of components of the *packaging* specified by the designer as intended to retain the radioactive material during *carriage*;

"Control temperature" means the maximum temperature at which the organic peroxide or the self-reactive substance can be safely carried;

"Crate" means an *outer packaging* with incomplete surfaces;

"Criticality safety index (CSI)" *assigned to a package, overpack or container containing fissile material,* for the carriage of Class 7 material, means a number which is used to provide control over the accumulation of *packages*, *overpacks* or *containers* containing fissile material;

"Critical temperature" means the temperature above which the substance cannot exist in the liquid state;

"Cryogenic receptacle" means a transportable thermally insulated *pressure receptacle* for refrigerated liquefied *gases* of a water capacity of not more than 1 000 litres;

"CSC" means the International Convention for Safe Containers (Geneva, 1972) as amended and published by the International Maritime Organization (*IMO*), London;

"Cylinder" means a transportable *pressure receptacle* of a water capacity not exceeding 150 litres (see also *"Bundle of cylinders"*);

D

"Dangerous goods" means those substances and articles the *carriage* of which is prohibited by RID, or authorized only under the conditions prescribed therein;

"Dangerous reaction" means:

(a) combustion or evolution of considerable heat;

(b) evolution of flammable, asphyxiant, oxidizing or toxic *gases*;

(c) the formation of corrosive substances;

(d) the formation of unstable substances; or

(e) dangerous rise in pressure (for *tanks* only);

"Demountable tank" means a *tank* designed to fit the special apparatus of the *wagon* but which can only be removed from it after dismantling their means of attachment;

"Design", for the carriage of Class 7 material, means the description of special form radioactive material, low dispersible radioactive material, *package* or *packaging* which enables such an item to be fully identified. The description may include specifications, engineering drawings, reports demonstrating compliance with regulatory requirements, and other relevant documentation;

"Discharge pressure" means the maximum pressure actually built up in the *tank* when it is being discharged under pressure (see also *"Calculation pressure", "Filling pressure", "Maximum working pressure (gauge pressure)"* and *"Test pressure"*);

"Drum" means a flat-ended or convex-ended cylindrical *packaging* made out of metal, fibreboard, plastics, plywood or other suitable materials. This definition also includes *packagings* of other shapes, e.g. round, taper-necked *packagings* or pail-shaped *packagings*. *Wooden barrels* and *jerricans* are not covered by this definition;

E

"EN" **(standard)** means a European standard published by the European Committee of Standardization (CEN) (CEN, 36 rue de Stassart, B-1050 Brussels);

"Emergency temperature" means the temperature at which emergency procedures shall be implemented in the event of loss of temperature control;

"Enterprise" means any natural person, any legal person, whether profit-making or not, any association or group of persons without legal personality, whether profit-making or not, or any official body, whether it has legal personality itself or is dependent upon an authority that has such personality;

"Exclusive use", for the carriage of Class 7 material, means the sole use, by a single *consignor*, of a *wagon* or of a *large container*, in respect of which all initial, intermediate and final loading and unloading is carried out in accordance with the directions of the *consignor* or *consignee*;

F

"Fibreboard IBC" means a fibreboard *body* with or without separate top and bottom caps, if necessary an *inner liner* (but no *inner packagings*), and appropriate *service* and *structural equipment*;

"Filler" means any enterprise which loads dangerous goods into a *tank* (*tank-wagon*, *wagon* with *demountable tank*, *portable tank* or *tank-container*) and/or into a *wagon*, *large container* or *small container* for *carriage in bulk*, or into a *battery-wagon* or *MEGC*;

"Filling pressure" means the maximum pressure actually built up in the *tank* when it is being filled under pressure (see also *"Calculation pressure", "Discharge pressure", "Maximum working pressure (gauge pressure)"* and *"Test pressure"*);

"Filling ratio" means the ratio of the mass of gas to the mass of water at 15 °C that would fill completely a *pressure receptacle* fitted ready for use;

"Fixed tank" means a *tank* having a capacity of more than 1 000 litres which is permanently attached to a *wagon* (which then becomes a *tank-wagon*) or is an integral part of the frame of such *wagon*;

"Flammable component" (for *aerosols*) means flammable *liquids*, flammable *solids* or flammable *gases* and gas mixtures as defined in Notes 1 to 3 of sub-section 31.1.3 of Part III of the *Manual of Tests and Criteria*. This designation does not cover pyrophoric, self-heating or water-reactive substances. The chemical heat of combustion shall be determined by one of the following methods ASTM D 240, ISO/FDIS 13943: 1999 (E/F) 86.1 to 86.3 or NFPA 30B.

"Flash-point" means the lowest temperature of a *liquid* at which its vapours form a flammable mixture with air;

"Flexible IBC" means a *body* constituted of film, woven fabric or any other flexible material or combinations thereof, and if necessary, an inner coating or *liner*, together with any appropriate *service equipment* and *handling devices*;

"Full load" means any load originating from one *consignor* for which the use of a *large container* is exclusively reserved and all operations for the loading and unloading of which are carried out in conformity with the instructions of the *consignor* or of the *consignee*;

NOTE: The corresponding term for Class 7 is *"exclusive use"*.

G

"Gas" means a substance which:

(a) at 50 °C has a vapour pressure greater than 300 kPa (3 bar); or

(b) is completely gaseous at 20 °C under standard pressure of 101.3 kPa;

"Gas cartridge" means any non-refillable *receptacle* containing, under pressure, a *gas* or a mixture of *gases*. It may be fitted with a valve;

"GHS" means the second edition of the Globally Harmonized System of Classification and Labelling of Chemicals, published by the United Nations as document ST/SG/AC.10/30/Rev.2;

H

"Handling device" (for *flexible IBCs*) means any sling, loop, eye or frame attached to the *body* of the *IBC* or formed from the continuation of the *IBC body* material;

"Hermetically closed tank" means a *tank* intended for the *carriage of liquid substances* with a *calculation pressure* of at least 4 bar or intended for the carriage *of solid substances* (powdery or granular) regardless of its *calculation pressure*, the openings of which are hermetically closed and which:

– is not equipped with *safety valves*, bursting discs, other similar safety devices or *vacuum valves* or with *self-operating ventilation valves*, or

– is not equipped with *safety valves*, bursting discs or other similar safety devices, but is equipped with *vacuum valves* or with *self-operating ventilation valves*, in accordance with the requirements of 6.8.2.2.3, or
– is equipped with *safety valves* preceded by a bursting disc according to 6.8.2.2.10, but is not equipped with *vacuum valves* or with *self-operating ventilation valves*, or
– is equipped with *safety valves* preceded by a bursting disc according to 6.8.2.2.10 and *vacuum valves* or *self-operating ventilation valves*, in accordance with the requirements of 6.8.2.2.3;

I

"IAEA" means the International Atomic Energy Agency (IAEA) (IAEA, P.O. Box 100, A-1400 Vienna);

"IBC", see *"Intermediate bulk container"*;

"ICAO" means the International Civil Aviation Organization (ICAO, 999 University Street, Montreal, Quebec H3C 5H7, Canada);

"ICAO Technical Instructions" means the Technical Instructions for the Safe Transport of Dangerous Goods by Air, which complement Annex 18 to the Chicago Convention on International Civil Aviation (Chicago 1944), published by the International Civil Aviation Organization (*ICAO*) in Montreal;

"IMDG Code" means the International Maritime Dangerous Goods Code, for the implementation of Chapter VII, Part A, of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), published by the International Maritime Organization (*IMO*), London;

"IMO" means the International Maritime Organization (IMO, 4 Albert Embankment, London SE1 7SR, United Kingdom);

"Inner packaging" means a *packaging* for which an *outer packaging* is required for *carriage*;

"Inner receptacle" means a *receptacle* which requires an *outer packaging* in order to perform its containment function;

"Inspection body" means an independent inspection and testing body approved by the *competent authority*;

"Intermediate bulk container" *(IBC)* means a rigid, or flexible portable *packaging*, other than those specified in Chapter 6.1, that:

(a) has a capacity of:
  (i) not more than 3.0 m^3 for *solids* and *liquids* of *packing groups* II and III;
  (ii) not more than 1.5 m^3 for *solids* of *packing group* I when packed in *flexible*, *rigid plastics*, *composite*, *fibreboard* and *wooden IBCs*;
  (iii) not more than 3.0 m^3 for *solids* of *packing group* I when packed in *metal IBCs*;
  (iv) not more than 3.0 m^3 for radioactive material of Class 7;
(b) is designed for mechanical handling;
(c) is resistant to the stresses produced in handling and transport as determined by the tests specified in Chapter 6.5

(see also *"Composite IBC with plastics inner receptacle", "Fibreboard IBC", "Flexible IBC", "Metal IBC", "Rigid plastics IBC"* and *"Wooden IBC"*);

NOTE 1: *Portable tanks* or *tank-containers* that meet the requirements of Chapter 6.7 or 6.8 respectively are not considered to be *intermediate bulk containers* (*IBCs*).

2: *Intermediate bulk containers* (*IBCs*) which meet the requirements of Chapter 6.5 are not considered to be *containers* for the purposes of RID.

"Remanufactured IBC" means a *metal*, *rigid plastics* or *composite IBC* that:

(a) is produced as a UN type from a non-UN type; or
(b) is converted from one UN design type to another UN design type.

Remanufactured IBCs are subject to the same requirements of RID that apply to new *IBCs* of the same type (see also design type definition in 6.5.6.1.1);

"Repaired IBC" means a *metal*, *rigid plastics* or *composite IBC* that, as a result of impact or for any other cause (e.g. corrosion, embrittlement or other evidence of reduced strength as compared to the design type) is restored so as to conform to the design type and to be able to withstand the design type tests. For the purposes of RID, the replacement of the *rigid inner receptacle* of a *composite IBC* with a *receptacle* conforming to the original manufacturer's specification is considered repair. However, *routine maintenance of*

rigid IBCs is not considered repair. The *bodies* of *rigid plastics IBCs* and the *inner receptacles* of *composite IBCs* are not repairable. *Flexible IBCs* are not repairable unless approved by the *competent authority*;

"Routine maintenance of flexible IBCs" means the routine performance on plastics or textile *flexible IBCs* of operations, such as:

(a) Cleaning; or

(b) Replacement of non-integral components, such as non-integral liners and closure ties, with components conforming to the manufacturer's original specification;

provided that these operations do not adversely affect the containment function of the *flexible IBC* or alter the design type;

"Routine maintenance of rigid IBCs" means the routine performance on *metal, rigid plastics* or *composite IBCs* of operations such as:

(a) Cleaning;

(b) Removal and reinstallation or replacement of *body* closures (including associated gaskets), or of *service equipment*, conforming to the original manufacturer's specifications, provided that the leaktightness of the *IBC* is verified; or

(c) Restoration of *structural equipment* not directly performing a dangerous goods containment or discharge pressure retention function so as to conform to the design type (e.g. the straightening of legs or lifting attachments), provided that the containment function of the IBC is not affected;

"Intermediate packaging" means a *packaging* placed between *inner packagings* or articles, and an *outer packaging*;

***"ISO"* (standard)** means an international standard published by the International Organization for Standardization (ISO) (ISO, 1, rue de Varembé, CH-1204 Geneva 20);

J

"Jerrican" means a metal or plastics *packaging* of rectangular or polygonal cross-section with one or more orifices;

L

"Large container", see *"Container"*;

"Large packaging" means a *packaging* consisting of an *outer packaging* which contains articles or *inner packagings* and which

(a) is designed for mechanical handling;

(b) exceeds 400 kg net mass or 450 litres capacity but has a volume of not more than 3.0 m^3;

"Leakproofness test" means a test to determine the leakproofness of a *tank*, a *packaging* or an *IBC* and of the equipment and closure devices;

NOTE: For *portable tanks*, see Chapter 6.7.

"Light-gauge metal packaging" means a *packaging* of circular, elliptical, rectangular or polygonal cross-section (also conical) and taper-necked and pail-shaped *packaging* made of metal, having a wall thickness of less than 0.5 mm (e.g. tinplate), flat or convex bottomed and with one or more orifices, which is not covered by the definitions for *drums* or *jerricans*;

"Liner" means a tube or bag inserted into a *packaging*, including *large packagings* or *IBCs*, but not forming an integral part of it, including the *closures* of its openings;

"Liquid" means a substance which at 50 °C has a vapour pressure of not more than 300 kPa (3 bar), which is not completely gaseous at 20 °C and 101.3 kPa, and which

(a) has a melting point or initial melting point of 20 °C or less at a pressure of 101.3 kPa, or

(b) is liquid according to the ASTM D 4359-90 test method or

(c) is not pasty according to the criteria applicable to the test for determining fluidity (penetrometer test) described in 2.3.4;

NOTE: "*Carriage* in the liquid state", for the purpose of tank requirements, means:

- *Carriage* of *liquids* according to the above definition, or
- *Solids* handed over for *carriage* in the molten state.

"Loader" means any *enterprise* which loads *dangerous goods* into a *wagon* or *large container*;

M

"Manual of Tests and Criteria" means the fourth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria, published by the United Nations Organization (ST/SG/AC.10/11/Rev.4 as amended by documents ST/SG/AC.10/11/Rev.4/Amend.1 and ST/SG/AC.10/11/Rev.4/Amend.2);

"Mass of package" means gross mass of the *package* unless otherwise stated;

"Maximum capacity" means the maximum inner volume of *receptacles* or *packagings* including *intermediate bulk containers* (*IBCs*) and *large packagings* expressed in cubic metres or litres;

"Maximum net mass" means the maximum net mass of contents in a single *packaging* or maximum combined mass of *inner packagings* and the contents thereof expressed in kilograms;

"Maximum normal operating pressure", for the carriage of Class 7 material, means the maximum pressure above atmospheric pressure at mean sea-level that would develop in the *containment system* in a period of one year under the conditions of temperature and solar radiation corresponding to environmental conditions in the absence of venting, external cooling by an ancillary system, or operational controls during *carriage*;

"Maximum permissible gross mass"

(a) (for all categories of *IBCs* other than *flexible IBCs*) means the mass of the *IBC* and any *service* or *structural equipment* together with the maximum net mass;

(b) (for *tanks*) means the tare of the *tank* and the heaviest load authorized for *carriage*;

NOTE: For *portable tanks*, see Chapter 6.7.

"Maximum permissible load" (for *flexible IBCs*) means the *maximum net mass* for which the *IBC* is intended and which it is authorized to carry;

"Maximum working pressure (gauge pressure)" means the highest of the following three pressures:

(a) the highest effective pressure allowed in the *tank* during filling (maximum *filling pressure* allowed);

(b) the highest effective pressure allowed in the *tank* during discharge (maximum *discharge pressure* allowed); and

(c) the effective gauge pressure to which the *tank* is subjected by its contents (including such extraneous *gases* as it may contain) at the maximum working temperature.

Unless the special requirements prescribed in Chapter 4.3 provide otherwise, the numerical value of this working pressure (gauge pressure) shall not be lower than the vapour pressure (absolute pressure) of the filling substance at 50 °C.

For tanks equipped with *safety valves* (with or without bursting disc) other than tanks for the carriage of compressed, liquefied or dissolved *gases* of Class 2., the *maximum working pressure (gauge pressure)* shall however be equal to the prescribed opening pressure of such *safety valves* (see also *"Calculation pressure"*, *"Discharge pressure"*, *"Filling pressure"* and *"Test pressure"*);

NOTE 1: For *portable tanks*, see Chapter 6.7.

2: For closed cryogenic receptacles, see Note to 6.2.1.3.6.5.

"MEGC", see *"Multiple-element gas container"*;

"Metal IBC" means a metal *body* together with appropriate *service* and *structural equipment*;

"Mild steel" means a steel having a minimum tensile strength between 360 N/mm^2 and 440 N/mm^2;

NOTE: For *portable tanks*, see Chapter 6.7.

"Multiple-element gas container (MEGC)" means a unit containing elements which are linked to each other by a manifold and mounted on a frame. The following elements are considered to be elements of a *multiple-element gas container*: *cylinders*, *tubes*, *pressure drums* and *bundles of cylinders* as well as *tanks* for the *carriage* of *gases* of Class 2 having a capacity of more than 450 litres;

NOTE: For UN MEGCs, see Chapter 6.7.

N

"Nominal capacity of the receptacle" means the nominal volume of the dangerous substance contained in the *receptacle* expressed in litres. For compressed *gas cylinders* the nominal capacity shall be the water capacity of the *cylinder*;

"N.O.S. entry (not otherwise specified entry)" means a collective entry to which substances, mixtures, solutions or articles may be assigned if they:

(a) are not mentioned by name in Table A of Chapter 3.2, and

(b) exhibit chemical, physical and/or dangerous properties corresponding to the Class, classification code, *packing group* and the name and description of the *n.o.s. entry*;

O

"Offshore bulk container" means a *bulk container* specially designed for repeated use for *carriage* to, from and between offshore facilities. An offshore bulk container is designed and constructed in accordance with the guidelines for the approval of offshore containers handled in open seas specified by the International Maritime Organization (*IMO*) in document MSC/Circ.860;

"Open container", see *"Container"*;

"Open wagon" means a wagon with or without side boards and a tailboard, the loading surfaces of which are open;

"Operator of a tank-container, portable tank or tank-wagon" means any *enterprise* in whose name the *tank-container*, *portable tank* or *tank-wagon* is registered or approved for transport;

"OTIF" means the Intergovernmental Organization for International Carriage by Rail (OTIF, Gryphenhübeliweg 30, CH-3006 Bern);

"Outer packaging" means the outer protection of the *composite* or *combination packaging* together with any absorbent materials, cushioning and any other components necessary to contain and protect *inner receptacles* or *inner packagings*;

"Overpack" means an enclosure used (by a single *consignor* in the case of Class 7) to contain one or more *packages*, consolidated into a single unit easier to handle and stow during *carriage*.

Examples of *overpacks*:

(a) a loading tray such as a pallet, on which several *packages* are placed or stacked and secured by a plastics strip, shrink or stretch wrapping or other appropriate means; or

(b) an outer protective *packaging* such as a *box* or a *crate*;

P

"Package" means the complete product of the packing operation, consisting of the *packaging* or *large packaging* or *IBC* and its contents prepared for dispatch. The term includes *pressure receptacles* for *gases* as defined in this section as well as articles which, because of their size, mass or configuration may be carried unpackaged or carried in cradles, crates or handling devices. Except for the carriage of radioactive material, the term does not apply to goods which are carried in *bulk*, nor to substances carried in *tanks*.

NOTE: For radioactive material, see 2.2.7.2, 4.1.9.1.1 and Chapter 6.4.

"Packaging" means one or more *receptacles* and any other components or materials necessary for the *receptacles* to perform their containment and other safety functions (see also *"Combination packaging", "Composite packaging (plastics material)", "Composite packaging (glass, porcelain or stoneware)", "Inner packaging", "Intermediate bulk container (IBC)", "Intermediate packaging", "Large packaging", "Light-gauge metal packaging", "Outer packaging", "Reconditioned packaging", "Remanufactured packaging", "Reused packaging", "Salvage packaging"* and *"Sift-proof packaging")*;

"Packer" means any *enterprise* which puts *dangerous goods* into *packagings*, including *large packagings* and *intermediate bulk containers (IBCs)* and, where necessary, prepares *packages* for *carriage*;

"Packing group" means a group to which, for packing purposes, certain substances may be assigned in accordance with their degree of danger. The *packing groups* have the following meanings which are explained more fully in Part 2:

Packing group I: Substances presenting high danger;

Packing group II: Substances presenting medium danger; and

Packing group III: Substances presenting low danger;

NOTE: Certain articles containing *dangerous goods* are assigned to a packing group.

"Piggyback transport" means the *carriage* of road vehicles on rail *wagons*;

"Portable tank" means a multimodal *tank* having, when used for the *carriage* of *gases* of Class 2, a capacity of more than 450 litres in accordance with the definitions in Chapter 6.7 or the *IMDG Code* and indicated by a portable tank instruction (T-Code) in Column (10) of Table A of Chapter 3.2;

"Pressure drum" means a welded transportable *pressure receptacle* of a water capacity exceeding 150 litres and of not more than 1 000 litres, (e.g. cylindrical *receptacles* equipped with rolling hoops, spheres on skids);"

*"**Pressure receptacle"*** means a collective term that includes *cylinders*, *tubes*, *pressure drums*, closed *cryogenic receptacles* and *bundles of cylinders*;

"Pressurized gas cartridge", see *"Aerosol or aerosol dispenser"*;

"Protected IBC" (for *metal IBCs*) means an *IBC* provided with additional protection against impact, the protection taking the form of, for example, a multi-layer (sandwich) or double-wall construction, or a frame with a metal lattice-work casing;

Q

"Quality assurance" means a systematic programme of controls and inspections applied by any organization or body which is aimed at providing confidence that the safety prescriptions in RID are met in practice;

R

"Radiation level", for the carriage of Class 7 material, means the corresponding dose rate expressed in millisieverts per hour;

"Radioactive contents", for the carriage of Class 7 material, mean the radioactive material together with any contaminated or activated *solids*, *liquids*, and *gases* within the *packaging*;

"Railway infrastructure" means all tracks and fixed equipment necessary for the movement of rail traffic and transport safety;

"Railway infrastructure manager" means any public body or *undertaking* responsible in particular for establishing or maintaining the *railway infrastructure*, and for managing the control and safety systems;

"Receptacle" (Class 1) includes *boxes*, bottles, cans, *drums*, jars and *tubes*, including any means of *closure* used in the *inner* or *intermediate packaging*;

"Receptacle" means a containment vessel for receiving and holding substances or articles, including any means of closing. This definition does not apply to *shells* (see also *"Cryogenic receptacle", "Inner receptacle", "Pressure receptacle", "Rigid inner receptacle"* and *"Gas cartridge"*);

"Reconditioned packaging" means in particular

(a) metal *drums* that are:

  (i) cleaned to original materials of construction, with all former contents, internal and external corrosion, and external coatings and labels removed;

  (ii) restored to original shape and contour, with chimes (if any) straightened and sealed and all non-integral gaskets replaced; and

  (iii) inspected after cleaning but before painting, with rejection of *packagings* with visible pitting, significant reduction in the material thickness, metal fatigue, damaged threads or closures or other significant defects;

(b) plastics *drums* and *jerricans* that:

  (i) are cleaned to original materials of construction, with all former contents, external coatings and labels removed;

  (ii) have all non-integral gaskets replaced; and

  (iii) are inspected after cleaning with rejection of *packagings* with visible damage such as tears, creases or cracks, or damaged threads or closures or other significant defects;

"Recycled plastics material" means material recovered from used industrial *packagings* that has been cleaned and prepared for processing into new *packagings*;

"Reel" (Class 1) means a device made of plastics, wood, fibreboard, metal or other suitable material comprising a central spindle with, or without, side walls at each end of the spindle. Articles and substances can be wound onto the spindle and may be retained by side walls;

"Reference steel" means a steel with a tensile strength of 370 N/mm^2 and an elongation at fracture of 27%;

"Remanufactured IBC", see *"Intermediate Bulk Container (IBC)"*;

"Remanufactured packaging" means in particular

(a) metal *drums* that:

(i) are produced as a UN type complying with the requirements of Chapter 6.1 from a non-UN type;

(ii) are converted from one UN type complying with the requirements of Chapter 6.1 to another UN type; or

(iii) undergo the replacement of integral structural components (such as non-removable heads);

(b) plastics *drums* that:

(i) are converted from one UN type to another UN type (e.g. 1H1 to 1H2); or

(ii) undergo the replacement of integral structural components.

Remanufactured *drums* are subject to the requirements of Chapter 6.1 which apply to new *drums* of the same type;

"Repaired IBC", see *"Intermediate Bulk Container* (*IBC)"*;

"Reused packaging" means a *packaging* which has been examined and found free of defects affecting the ability to withstand the performance tests. The term includes those which are refilled with the same or similar compatible contents and are carried within distribution chains controlled by the *consignor* of the product;

"Rigid inner receptacle" (for *composite IBCs*) means a *receptacle* which retains its general shape when empty without its closures in place and without benefit of the outer casing. Any inner receptacle that is not "rigid" is considered to be "flexible";

"Rigid plastics IBC" means a rigid plastics *body*, which may have structural equipment together with appropriate *service equipment*;

"Routine maintenance of flexible IBC", see *Intermediate Bulk Container (IBC)"*;

"Routine maintenance of rigid IBCs", see *"Intermediate Bulk Container* (*IBC)"*;

S

"Safety valve" means a spring-loaded device which is activated automatically by pressure the purpose of which is to protect the *tank* against unacceptable excess internal pressure;

"SADT" see *"Self-accelerating decomposition temperature"*;

"Salvage packaging" means a special *packaging* into which damaged, defective or leaking *dangerous goods packages*, or *dangerous goods* that have spilled or leaked are placed for purposes of *carriage* for recovery or disposal;

"Self-accelerating decomposition temperature" (SADT) means the lowest temperature at which self-accelerating decomposition may occur with substance in the *packaging* as used during *carriage*. Provisions for determining the SADT and the effects of heating under confinement are contained in Part II of the *Manual of Tests and Criteria*;

"Self-operating ventilation valve" means a venting device on *shells* with bottom discharge which is connected to the bottom valve and in normal operation is only opened during loading or unloading for the ventilation of *shells*.

"Service equipment"

(a) of the *tank* means filling and emptying, venting, safety, heating and heat insulating devices and measuring instruments;

NOTE: For *portable tanks*, see Chapter 6.7.

(b) of the elements of a *battery-wagon* or of a *MEGC* means filling and emptying devices, including the manifold, safety devices and measuring instruments;

(c) of an *IBC* means the filling and discharge devices and any pressure-relief or venting, safety, heating and heat insulating devices and measuring instruments;

"Settled pressure" means the pressure of the contents of a *pressure receptacle* in thermal and diffusive equilibrium;

"Sheeted container", see *"Container"*;

"Sheeted wagon" means an *open wagon* provided with a sheet to protect the load;

"Shell" means the sheathing containing the substance (including the openings and their closures);

NOTE 1: This definition does not apply to receptacles.

2: For *portable tanks*, see Chapter 6.7.

"Sift-proof packaging" means a *packaging* impermeable to dry contents, including fine *solid* material produced during *carriage*;

"Small container", see *"Container"*;

"Small receptacle containing gas", see *"Gas cartridge"*;

"Solid" means:

(a) a substance with a melting point or initial melting point of more than 20 °C at a pressure of 101.3 kPa, or

(b) a substance which is not liquid according to the ASTM D 4359-90 test method or which is pasty according to the criteria applicable to the test for determining fluidity (penetrometer test) described in 2.3.4;

"Structural equipment"

(a) for *tanks* of a *tank-wagon*, means the external or internal reinforcing, fastening or protective members of the *shell*;

(b) for *tanks* of a *tank-container*, means the external or internal reinforcing, fastening, protective or stabilizing members of the *shell*;

NOTE: For *portable tanks*, see Chapter 6.7.

(c) for elements of a *battery-wagon* or an *MEGC* means the external or internal reinforcing, fastening, protective or stabilizing members of the *shell* or *receptacle*;

(d) for *IBCs* other than *flexible IBCs* means the reinforcing, fastening, handling, protective or stabilizing members of the *body* (including the base pallet for *composite IBCs with plastics inner receptacle*);

"Swap-body", see *"Container"*;

T

"Tank" means a *shell*, including its *service* and *structural equipment*. When used alone, the term *tank* means a *tank-container*, *portable tank*, *tank-wagon*, and *demountable tank* as defined in this Part, including *tanks* forming elements of *battery-wagons* or *MEGCs*;

NOTE: For *portable tanks*, see 6.7.4.1.

"Tank-container" means an article of transport equipment meeting the definition of a *container*, and comprising a *shell* and items of equipment, including the equipment to facilitate movement of the *tank-container* without significant change of attitude, used for the *carriage* of *gases*, *liquid*, powdery or granular substances and, when used for the *carriage* of *gases* of Class 2, having a capacity of more than 0.45 m^3 (450 litres);

NOTE: *IBCs* which meet the requirements of Chapter 6.5 are not considered to be *tank-containers*.

"Tank record" means a file containing all the important technical information concerning a *tank*, a *battery-wagon* or a *MEGC*, such as certificates referred to in 6.8.2.3, 6.8.2.4 and 6.8.3.4;

"Tank swap body" is considered to be a *tank-container*;

"Tank-wagon" means a *wagon* intended for the *carriage* of *liquids*, *gases*, powdery or granular substances, comprising a superstructure, consisting of one or more *shells* and an underframe fitted with its own items of equipment (running gear, suspension, buffing, traction, braking gear and inscriptions);

NOTE: *Tank-wagon* also includes *wagons* with *demountable tanks*.

*"**Technical name"*** means a recognized chemical name, if relevant a biological name, or other name currently used in scientific and technical handbooks, journals and texts (see 3.1.2.8.1.1);

"Test pressure" means the required pressure applied during a pressure test for initial or periodic inspection (see also *"Calculation pressure"*, *"Discharge pressure"*, *"Filling pressure"* and *"Maximum working pressure (gauge pressure)"*);

NOTE: For *portable tanks*, see Chapter 6.7.

"Transport document" means the consignment note in accordance with the Contract of Carriage (see Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (CIM – Appendix B to COTIF)), the wagon note in accordance with the General Contract of Use for Wagons (GCU)[3] or another transport document meeting the provisions of section 5.4.1;

"Transport index (TI)" *assigned to a package, overpack or container, or to unpackaged LSA-I or SCO-I*, for the carriage of Class 7 material, means a number which is used to provide control over radiation exposure;

"Tray" (Class 1) means a sheet of metal, plastics, fibreboard or other suitable material which is placed in the *inner*, *intermediate* or *outer packaging* and achieves a close-fit in such *packaging*. The surface of the *tray* may be shaped so that *packagings* or articles can be inserted, held secure and separated from each other;

"Tube" (Class 2) means a seamless transportable *pressure receptacle* of a water capacity exceeding 150 litres and of not more than 3 000 litres;

U

"UIC" means the International Union of Railways (UIC, 16 rue Jean Rey, F-75015 Paris);

"Undertaking", see *"Enterprise"*;

"UNECE" means the United Nations Economic Commission for Europe (UNECE, Palais des Nations, 8-14 avenue de la Paix, CH-1211 Geneva 10);

"UN Model Regulations" means the Model Regulations annexed to the fifteenth revised edition of the Recommendations on the Transport of Dangerous Goods published by the United Nations (ST/SG/AC.10/1/Rev.15);

"UN number" means the four-figure identification number of the substance or article taken from the *UN Model Regulations*;

V

"Vacuum-operated waste tank" means a *tank-container* or *tank swap body* primarily used for the *carriage* of dangerous *wastes*, with special constructional features and/or equipment to facilitate the loading and unloading of *wastes* as specified in Chapter 6.10. A *tank* which fully complies with the requirements of Chapter 6.7 or 6.8 is not considered to be a *vacuum-operated waste tank*;

"Vacuum valve" means a spring-loaded device which is activated automatically by pressure the purpose of which is to protect the *tank* against unacceptable negative internal pressure;

W

"Wagon" means a rail vehicle without its own means of propulsion that runs on its own wheels on railway tracks and is used for the *carriage* of goods;

"Wagon load" means the exclusive use of a *wagon*, whether or not the loading space of the *wagon* is used wholly or in part;

NOTE: The corresponding term for Class 7 is *"exclusive use"*.

"Wastes" means substances, solutions, mixtures or articles for which no direct use is envisaged but which are carried for reprocessing, dumping, elimination by incineration or other methods of disposal;

"Wooden barrel" means a *packaging* made of natural wood, of round cross-section, having convex walls, consisting of staves and heads and fitted with hoops;

"Wooden IBC" means a rigid or collapsible wooden *body*, together with an inner *liner* (but no *inner packaging*) and appropriate *service* and *structural equipment*;

"Working pressure" means the *settled pressure* of a compressed *gas* at a reference temperature of 15 °C in a full *pressure receptacle*;

NOTE: For *tanks*, see *"Maximum working pressure(gauge pressure)"*.

"Woven plastics" (for *flexible IBCs*) means a material made from stretch tapes or monofilaments of suitable plastics material.

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[3] 1 July 2006 edition, published by the GCU Bureau, Avenue des Arts, 53, BE–1000 Brussels.

1.2.2 Units of measurement

1.2.2.1 The following units of measurement[4] are applicable in RID:

Measurement of	SI Unit[5]	Acceptable alternative unit	Relationship between units
Length	m (metre)	–	–
Area	m^2 (square metre)	–	–
Volume	m^3 (cubic metre)	l[6] (litre)	1 l = 10^{-3} m^3
Time	s (second)	min (minute)	1 min = 60 s
		h (hour)	1 h = 3 600 s
		d (day)	1 d = 86 400 s
Mass	kg (kilogram)	g (gramme)	1g = 10^{-3} kg
		t (ton)	1 t = 10^3 kg
Mass density	kg/m^3	kg/l	1 kg/l = 10^3 kg/m^3
Temperature	K (kelvin)	°C (degree Celsius)	0 °C = 273.15 K
Temperature difference	K (kelvin)	°C (degree Celsius)	1 °C = 1 K
Force	N (newton)	–	1 N = 1 kg·m/s^2
Pressure	Pa (pascal)		1 Pa = 1 N/m^2
		bar (bar)	1 bar = 10^5 Pa
Stress	N/m^2	N/mm^2	1 N/mm^2 = 1 MPa
Work	J (joule)	kWh (kilowatt hours)	1 kWh = 3.6 MJ
Energy	J (joule)		1 J = 1 N·m = 1 W·s
Quantity of heat	J (joule)	eV (electronvolt)	1 eV = 0.1602·10^{-18}J
Power	W (watt)	–	1 W = 1 J/s = 1 N·m/s
Kinematic viscosity	m^2/s	mm^2/s	1 mm^2/s = 10^{-6} m^2/s
Dynamic viscosity	Pa·s	mPa·s	1 mPa·s = 10^{-3} Pa·s
Activity	Bq (becquerel)		
Dose equivalent	Sv (sievert)		

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[4] The following round figures are applicable for the conversion of the units hitherto used into SI Units.

Force

1 kg	= 9.807 N
1 N	= 0.102 kg

Stress

1 kg/mm^2	= 9.807 N/mm^2
1 N/mm^2	= 0.102 kg/mm^2

Pressure

1 Pa	= 1 N/m^2	= 10^{-5} bar	= 1.02·10^{-5} kg/cm^2	= 0.75·10^{-2} torr
1 bar	= 10^5 Pa	= 1.02 kg/cm^2	= 750 torr	
1 kg/cm^2	= 9.807·10^4 Pa	= 0.9807 bar	= 736 torr	
1 torr	= 1.33·10^2 Pa	= 1.33·10^{-3} bar	= 1.36·10^{-3} kg/cm^2	

Energy, Work, Quantity of heat

1 J	= 1 Nm	= 0.278·10^{-6} kWh	= 0.102 kgm	= 0.239·10^{-3} kcal
1 kWh	= 3.6·10^6 J	= 367·10^3 kgm	= 860 kcal	
1 kgm	= 9.807 J	= 2.72·10^{-6} kWh	= 2.34·10^{-3} kcal	
1 kcal	= 4.19·10^3 J	= 1.16·10^{-3} kWh	= 427 kgm	

Power

1 W	= 0.102 kgm/s	= 0.86 kcal/h
1 kgm/s	= 9.807 W	= 8.43 kcal/h
1 kcal/h	= 1.16 W	= 0.119 kgm/s

Kinematic viscosity

1 m^2/s	= 10^4 St (Stokes)
1 St	= 10^{-4} m^2/s

Dynamic viscosity

1 Pa·s	= 1 N·s/m^2	= 10 P (poise)	= 0.102 kg·s/m^2
1 P	= 0.1 Pa·s	= 0.1 N·s/m^2	= 1.02·10^{-2} kg·s/m^2
1 kg·s/m^2	= 9.807 Pa·s	= 9.807 N·s/m^2	= 98.07 P

[5] The International System of Units (SI) is the result of decisions taken at the General Conference on Weights and Measures (Address: Pavillon de Breteuil, Parc de St-Cloud, F-92 310 Sèvres).

[6] The abbreviation "L" for litre may also be used in place of the abbreviation "l" when a typewriter cannot distinguish between figure "1" and letter "l".

The decimal multiples and sub-multiples of a unit may be formed by prefixes or symbols, having the following meanings, placed before the name or symbol of the unit:

Factor		Prefix	Symbol
1 000 000 000 000 000 000 = 10^{18}	quintillion	exa	E
1 000 000 000 000 000 = 10^{15}	quadrillion	peta	P
1 000 000 000 000 = 10^{12}	trillion	tera	T
1 000 000 000 = 10^{9}	billion	giga	G
1 000 000 = 10^{6}	million	mega	M
1 000 = 10^{3}	thousand	kilo	k
100 = 10^{2}	hundred	hecto	h
10 = 10^{1}	ten	deca	da
0.1 = 10^{-1}	tenth	deci	d
0.01 = 10^{-2}	hundredth	centi	c
0.001 = 10^{-3}	thousandth	milli	m
0.000 001 = 10^{-6}	millionth	micro	μ
0.000 000 001 = 10^{-9}	billionth	nano	n
0.000 000 000 001 = 10^{-12}	trillionth	pico	p
0.000 000 000 000 001 = 10^{-15}	quadrillionth	femto	f
0.000 000 000 000 000 001 = 10^{-18}	quintillionth	atto	A

NOTE: 10^{9} billion is United Nations usage in English. By analogy, so is 10^{-9} = 1 billionth.

1.2.2.2 Unless expressly stated otherwise, the sign "%" in RID represents:

(a) In the case of mixtures of solids or of liquids, and also in the case of solutions and of solids wetted by a liquid, a percentage mass based on the total mass of the mixture, the solution or the wetted solid;

(b) In the case of mixtures of compressed gases, when filled by pressure, the proportion of the volume indicated as a percentage of the total volume of the gaseous mixture, or, when filled by mass, the proportion of the mass indicated as a percentage of the total mass of the mixture;

(c) In the case of mixtures of liquefied gases and dissolved gases, the proportion of the mass indicated as a percentage of the total mass of the mixture.

1.2.2.3 Pressures of all kinds relating to receptacles (such as test pressure, internal pressure, safety valve opening pressure) are always indicated in gauge pressure (pressure in excess of atmospheric pressure); however, the vapour pressure of substances is always expressed in absolute pressure.

1.2.2.4 Where RID specifies a degree of filling for receptacles, this is always related to a reference temperature of the substances of 15 °C, unless some other temperature is indicated.

Chapter 1.3

Training of persons involved in the carriage of dangerous goods

1.3.1 Scope and applicability

Persons employed by the participants referred to in Chapter 1.4, whose duties concern the carriage of dangerous goods, shall receive training in the requirements governing the carriage of such goods appropriate to their responsibilities and duties. Training requirements specific to security of dangerous goods in Chapter 1.10 shall also be addressed.

NOTE 1: With regard to the training for the safety adviser, see 1.8.3.

2: (Reserved)

3: For training with regard to Class 7, see also 1.7.2.5.

4: The training shall be effected before taking on responsibilities concerning the carriage of dangerous goods.

1.3.2 Nature of the training

The training shall take the following form, appropriate to the responsibility and duties of the individual concerned.

1.3.2.1 General awareness training

Personnel shall be familiar with the general requirements of the provisions for the carriage of dangerous goods.

1.3.2.2 Function-specific training

Personnel shall receive detailed training, commensurate directly with their duties and responsibilities in the requirements of the regulations concerning the carriage of dangerous goods.

Where the carriage of dangerous goods involves a multimodal transport operation, the personnel shall be made aware of the requirements concerning other transport modes.

The carrier's and railway infrastructure manager's personnel shall also receive training covering matters specific to rail transport. This training shall be in the form of basic training and specialized training.

(a) Basic training for all personnel:

All personnel shall receive training covering the meaning of the danger labels and of the orange-coloured marking. In addition, personnel shall be aware of the procedure for reporting irregularities.

(b) Specialized training for operational personnel directly involved in the carriage of dangerous goods:

In addition to the basic training described under (a), personnel shall receive training commensurate with their duties.

Personnel shall receive training on the subjects covered by the specialized training, which are divided into three categories in 1.3.2.2.2, on the basis of the groups in 1.3.2.2.1.

1.3.2.2.1 The following Table sets out the groups of personnel for the individual categories:

Category	Description of category	Personnel
1	Operations personnel involved directly in the transport of dangerous goods	Drivers and marshalling staff or personnel with an equivalent function
2	Personnel responsible for the technical control of wagons used for the transport of dangerous goods	Rolling stock technician or personnel with an equivalent function
3	Personnel responsible for guiding and controlling rail and marshalling services and management personnel of the railway infrastructure manager	Controllers, signallers, control centre personnel or personnel with an equivalent function

1.3.2.2.2 Special subjects to be covered by the specialized training shall be, at least:

(a) Locomotive driver or personnel with an equivalent function of category 1:

- how to access the necessary information concerning the composition of the train, the presence of dangerous goods and where they are situated in the train;
- types of irregularity;

– dealing in critical situations with irregularities, taking measures relating to the protection of their own train and nearby traffic.

Marshallers or personnel with an equivalent function of category 1:

– meaning of the shunting labels in accordance with Models 13 and 15 of RID (see 5.3.4.2);
– protective distances for goods of Class 1 in accordance with RID 7.5.3;
– types of irregularity.

(b) Wagon technician or personnel with an equivalent function of category 2:

– performance of inspections in accordance with Annex XII (Conditions for the technical transitional inspection of goods wagons) of the Agreement governing the Exchange and Use of Wagons between Railway Undertakings (RIV);
– carrying out the guidelines of UIC leaflet 471-3 (only for personnel who perform the checks described in RID 1.4.2.2.1);
– recognition of irregularities.

(c) Traffic controller, signal box personnel, control centre personnel or personnel with an equivalent function of category 3:

– dealing with critical situations in the event of irregularities;
– internal emergency plans for marshalling yards in accordance with Chapter 1.11 of RID.

1.3.2.3 Safety training

Commensurate with the degree of risk of injury or exposure arising from an incident involving the carriage of dangerous goods, including loading and unloading, personnel shall receive training covering the hazards and dangers presented by dangerous goods.

The training provided shall aim to make personnel aware of the safe handling and emergency response procedures.

1.3.2.4 (Deleted)

1.3.3 Documentation

Details of all the training undertaken shall be kept by both the employer and the employee and shall be verified upon commencing a new employment. The training shall be periodically supplemented with refresher training to take account of changes in regulations.

Chapter 1.4

Safety obligations of the participants

1.4.1 General safety measures

1.4.1.1 The participants in the carriage of dangerous goods shall take appropriate measures according to the nature and the extent of foreseeable dangers, so as to avoid damage or injury and, if necessary, to minimize their effects. They shall, in all events, comply with the requirements of RID in their respective fields.

1.4.1.2 When there is an immediate risk that public safety may be jeopardized, the participants shall immediately notify the emergency services and shall make available to them the information they require to take action.

1.4.1.3 RID may specify certain of the obligations falling to the various participants.

If a Member State considers that no lessening of safety is involved, it may in its domestic legislation transfer the obligations falling to a specific participant to one or several other participants, provided that the obligations of 1.4.2 and 1.4.3 are met. These derogations shall be communicated by the Member State to the Secretariat of OTIF which will bring them to the attention of the other Member States.

The requirements of 1.2.1, 1.4.2 and 1.4.3 concerning the definitions of participants and their respective obligations shall not affect the provisions of domestic law concerning the legal consequences (criminal nature, liability, etc.) stemming from the fact that the participant in question is e.g. a legal entity, a self-employed worker, an employer or an employee.

1.4.2 Obligations of the main participants

NOTE: For radioactive materials see also 1.7.6.

1.4.2.1 Consignor

1.4.2.1.1 The consignor of dangerous goods is required to hand over for carriage only consignments which conform to the requirements of RID. In the context of 1.4.1, he shall in particular:

(a) ascertain that the dangerous goods are classified and authorized for carriage in accordance with RID;

(b) furnish the carrier with information and data and, if necessary, the required transports documents and accompanying documents (authorizations, approvals, notifications, certificates, etc.), taking into account in particular the requirements of Chapter 5.4 and of the tables in Part 3;

(c) use only packagings, large packagings, intermediate bulk containers (IBCs) and tanks (tank-wagons, demountable tanks, battery-wagons, MEGCs, portable tanks and tank-containers) approved for and suited to the carriage of the substances concerned and bearing the markings prescribed by RID;

(d) comply with the requirements on the means of dispatch and on forwarding restrictions;

(e) ensure that even empty uncleaned and not degassed tanks (tank-wagons, demountable tanks, battery-wagons, MEGCs, portable tanks and tank-containers) or empty uncleaned wagons and large and small bulk containers are appropriately marked and labelled and that empty uncleaned tanks are closed and present the same degree of leakproofness as if they were full.

1.4.2.1.2 If the consignor uses the services of other participants (packer, loader, filler, etc.), he shall take appropriate measures to ensure that the consignment meets the requirements of RID. He may, however, in the case of 1.4.2.1.1 (a), (b), (c) and (e), rely on the information and data made available to him by other participants.

1.4.2.1.3 When the consignor acts on behalf of a third party, the latter shall inform the consignor in writing that dangerous goods are involved and make available to him all the information and documents he needs to perform his obligations.

1.4.2.2 Carrier

1.4.2.2.1 In the context of 1.4.1, the carrier who takes over the dangerous goods at the point of departure shall in particular, by means of representative checks:

(a) ascertain that the dangerous goods to be carried are authorized for carriage in accordance with RID;

(b) ascertain that the prescribed documentation is attached to the transport document and is also forwarded;

(c) ascertain visually that the wagons and loads have no obvious defects, leakages or cracks, missing equipment, etc.;

(d) ascertain that the date of the next test for tank-wagons, battery-wagons, demountable tanks, portable tanks, tank-containers and MEGCs has not expired;

NOTE: Tanks, battery-wagons and MEGCs may however be carried after the expiry of this date under the conditions of 4.1.6.10 (in the case of battery-wagons and MEGCs containing pressure receptacles as elements), 4.2.4.4, 4.3.2.4.4, 6.7.2.19.6, 6.7.3.15.6 or 6.7.4.14.6.

(e) verify that the wagons are not overloaded;

(f) ascertain that the danger labels and markings prescribed for the wagons have been affixed.

Where appropriate, this shall be done on the basis of the transport documents and accompanying documents, by a visual inspection of the wagon or the containers and, where appropriate, the load.

The requirements of this paragraph are considered to have been complied with if Section 5[7] of UIC leaflet 471-3 O ("Inspections of dangerous goods consignments") is applied.

1.4.2.2.2 The carrier may, however, in the case of 1.4.2.2.1 (a), (b), (e) and (f), rely on information and data made available to him by other participants.

1.4.2.2.3 If the carrier observes an infringement of the requirements of RID, in accordance with 1.4.2.2.1, he shall not forward the consignment until the matter has been rectified.

1.4.2.2.4 If, during the journey, an infringement which could jeopardize the safety of the operation is observed, the consignment shall be halted as soon as possible bearing in mind the requirements of traffic safety, of the safe immobilisation of the consignment, and of public safety.

The transport operation may only be continued once the consignment complies with applicable regulations. The competent authority(ies) concerned by the rest of the journey may grant an authorization to pursue the transport operation.

In case the required compliance cannot be achieved and no authorization is granted for the rest of the journey, the competent authority(ies) shall provide the carrier with the necessary administrative assistance. The same shall apply in case the carrier informs this/these competent authority(ies) that the dangerous nature of the goods carried was not communicated to him by the consignor and that he wishes, by virtue of the law applicable in particular to the contract of carriage, to unload, destroy or render the goods harmless.

1.4.2.2.5 The carrier shall ensure that the manager of the railway infrastructure being used is able to obtain at any time during carriage rapid and unrestricted access to the information allowing him to meet the requirements of 1.4.3.6 (b).

NOTE: The arrangements by which the data are provided shall be laid down in the rules for using the railway infrastructure.

1.4.2.3 Consignee

1.4.2.3.1 The consignee has the obligation not to defer acceptance of the goods without compelling reasons and to verify, after unloading, that the requirements of RID concerning him have been complied with.

In the context of 1.4.1, he shall in particular:

(a) carry out in the cases provided for by RID the prescribed cleaning and decontamination of the wagons and containers;

(b) ensure that the wagons and containers once completely unloaded and cleaned, degassed and decontaminated, no longer bear placards and orange plates.

A wagon or container may only be returned or reused once the above requirements have beet met.

1.4.2.3.2 If the consignee makes use of the services of other participants (unloader, cleaner, decontamination facility, etc.) he shall take appropriate measures to ensure that the requirements of 1.4.2.3.1 have been complied with.

1.4.2.3.3 (Reserved)

1.4.3 Obligations of the other participants

A non-exhaustive list of the other participants and their respective obligations is given below. The obligations of the other participants flow from section 1.4.1 above insofar as they know or should have known that their duties are performed as part of a transport operation subject to RID.

1.4.3.1 Loader

1.4.3.1.1 In the context of 1.4.1, the loader has the following obligations in particular:

(a) he shall hand the dangerous goods over to the carrier only if they are authorized for carriage in accordance with RID;

(b) he shall, when handing over for carriage packed dangerous goods or uncleaned empty packagings, check whether the packaging is damaged. He shall not hand over a package the packaging of which is

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[7] Version of the UIC leaflet applicable as from 1 January 2009.

damaged, especially if it is not leakproof, and there are leakages or the possibility of leakages of the dangerous substance, until the damage has been repaired; this obligation also applies to empty uncleaned packagings;

(c) he shall, when loading dangerous goods in a wagon, or a large or small container, comply with the special requirements concerning loading and handling;

(d) he shall, when he hands dangerous goods over for carriage directly, comply with the requirements concerning placarding on the wagon or large container or the orange plates on the wagon or large container;

(e) he shall, when loading packages, comply with the prohibitions on mixed loading taking into account dangerous goods already in the wagon or large container and requirements concerning the separation of foodstuffs, other articles of consumption or animal feedstuffs.

1.4.3.1.2 The loader may, however, in the case of 1.4.3.1.1 (a), (d) and (e), rely on information and data made available to him by other participants.

1.4.3.2 Packer

In the context of 1.4.1, the packer shall comply with in particular:

(a) the requirements concerning packing conditions, or mixed packing conditions and,

(b) when he prepares packages for carriage, the requirements concerning marking and labelling of the packages.

1.4.3.3 Filler

In the context of 1.4.1, the filler has the following obligations in particular:

(a) he shall ascertain prior to the filling of tanks that both they and their equipment are technically in a satisfactory condition;

(b) he shall ascertain that the date of the next test for tank-wagons, battery-wagons, demountable tanks, portable tanks, tank-containers and MEGCs has not expired;

(c) he shall only fill tanks with the dangerous goods authorized for carriage in those tanks;

(d) he shall, in filling the tank, comply with the requirements concerning dangerous goods in adjoining compartments;

(e) he shall, during the filling of the tank, observe the maximum permissible degree of filling or the maximum permissible mass of contents per litre of capacity for the substance being filled;

(f) he shall, after filling the tank, check the leakproofness of the closing devices;

(g) he shall ensure that no dangerous residue of the filling substance adheres to the outside of the tanks filled by him;

(h) he shall, in preparing the dangerous goods for carriage, ensure that the orange plates and placards or labels prescribed are affixed on the tanks, on the wagons and on the large and small containers in accordance with the requirements;

(i) he shall, before and after filling tank-wagons with a liquefied gas, observe the applicable special checking requirements;

(j) he shall, when filling wagons or containers with dangerous goods in bulk, ascertain that the relevant provisions of Chapter 7.3 are complied with.

1.4.3.4 Tank-container/portable tank operator

In the context of 1.4.1, the tank-container/portable tank operator shall in particular:

(a) ensure compliance with the requirements for construction, equipment, tests and marking;

(b) ensure that the maintenance of shells and their equipment is carried out in such a way as to ensure that, under normal operating conditions, the tank-container/portable tank satisfies the requirements of RID until the next inspection;

(c) have an exceptional check made when the safety of the shell or its equipment is liable to be impaired by a repair, an alteration or an accident.

1.4.3.5 Tank-wagon operator

In the context of 1.4.1, the tank-wagon operator shall in particular:

(a) ensure compliance with the requirements for construction, equipment, tests and marking;

(b) ensure that the maintenance of tanks and their equipment is carried out in such a way as to ensure that, under normal operating conditions, the tank-wagon satisfies the requirements of RID until the next inspection;

(c) have a special check made when the safety of the shell or its equipment is liable to be impaired by a repair, an alteration or an accident.

1.4.3.6 Railway infrastructure manager

In the context of 1.4.1, the railway infrastructure manager has in particular the following obligations. The railway infrastructure manager

(a) shall ensure that internal emergency plans for marshalling yards are prepared in accordance with Chapter 1.11;

(b) shall ensure that he has rapid and unrestricted access to the following information at any time during carriage:

- composition of the train,
- UN numbers of the dangerous goods being carried,
- position of these wagons in the train,
- mass of the load.

This information shall only be disclosed to those parties that require it for safety, security or emergency response purposes.

NOTE: The arrangements by which the data are provided shall be laid down in the rules for using the railway infrastructure.

Chapter 1.5

Derogations

1.5.1 Temporary derogations

1.5.1.1 The competent authorities of the Member States may agree directly among themselves to authorize certain transport operations in their territories by temporary derogation from the requirements of RID, provided that safety is not compromised thereby. The authority which has taken the initiative with respect to the temporary derogation shall notify such derogations to the Secretariat of OTIF which shall bring them to the attention of the Member States[8].

NOTE: "Special arrangement" in accordance with 1.7.4 is not considered to be a temporary derogation in accordance with this section.

1.5.1.2 The period of validity of the temporary derogation shall not be more than five years from the date of its entry into force. The temporary derogation shall automatically cease as from the date of the entry into force of a relevant amendment to RID.

1.5.1.3 Transport operations on the basis of temporary derogations shall constitute transport operations in the sense of Appendix C of COTIF.

1.5.2 Military consignments

Derogations apply to military consignments, i.e. consignments with substances or articles of Class 1 belonging to the armed forces or for which the armed forces are responsible (see 5.2.1.5, sub-sections 5.2.2.1.8, 5.3.1.1.2 and 5.4.1.2.1(f) and 7.2.4, special requirement W2).

[8] The special agreements concluded under this Section may be consulted on the OTIF web site (www.otif.org).

Chapter 1.6

Transitional measures

1.6.1 General

1.6.1.1 Unless otherwise provided, the substances and articles of RID may be carried until 30 June 2009 in accordance with the requirements of RID[9] applicable up to 31 December 2008.

NOTE: For the information in the transport document, see 5.4.1.1.12.

1.6.1.2 (a) The danger labels and placards which until 31 December 2004 conformed to models No. 7A, 7B, 7C, 7D or 7E prescribed up to that date may be used until 31 December 2010.

(b) The danger labels and placards which until 31 December 2006 conformed to model No. 5.2 prescribed up to that date may be used until 31 December 2010.

1.6.1.3 Substances and articles of Class 1, belonging to the armed forces of a Member State, that were packaged prior to 1 January 1990 in accordance with the requirements of RID[10] in effect at that time may be carried after 31 December 1989 provided the packagings maintain their integrity and are declared in the transport document as military goods packaged prior to 1 January 1990. The other requirements applicable as from 1 January 1990 for this class shall be complied with.

1.6.1.4 Substances and articles of Class 1 that were packaged between 1 January 1990 and 31 December 1996 in accordance with the requirements of RID[11] in effect at that time may be carried after 31 December 1996, provided the packagings maintain their integrity and are declared in the transport document as goods of Class 1 packaged between 1 January 1990 and 31 December 1996.

1.6.1.5 IBCs built in accordance with the requirements of marg. 405 (5) and 555 (3) in force before 1 January 1999, but which do not meet the requirements of marg. 405 (5) and 555 (3) in force after 1 January 1999, may still be used.

1.6.1.6 Intermediate bulk containers (IBCs) manufactured before 1 January 2003 in accordance with the requirements of marginal 1612 (1) applicable up to 30 June 2001 and which do not conform to the requirements of 6.5.2.1.1 regarding the height of letters, numerals and symbols applicable as from 1 July 2001 may continue to be used.

1.6.1.7 Type approvals for drums, jerricans and composite packagings made of high or medium molecular mass polyethylene issued before 1 July 2005 in accordance with the requirements of 6.1.5.2.6 in force up to 31 December 2004, but which are not in accordance with the requirements of 4.1.1.19, continue to be valid until 31 December 2009. Any such packagings manufactured and marked on the basis of these type approvals may be used until the end of their period of use determined in 4.1.1.15.

1.6.1.8 Existing orange-coloured plates which meet the requirements of 5.3.2.2 applicable up to 31 December 2004 may continue to be used.

1.6.1.9 (Reserved)

1.6.1.10 Lithium cells or batteries manufactured before 1 July 2003 which had been tested in accordance with the requirements applicable until 31 December 2002 but which had not been tested in accordance with the requirements applicable as from 1 January 2003, and appliances containing such lithium cells or batteries, may continue to be carried up to 30 June 2013 if all the other applicable requirements are fulfilled.

1.6.1.11 Type approvals for drums, jerricans and composite packagings made of high or medium molecular mass polyethylene, and for high molecular mass polyethylene IBCs, issued before 1 July 2007 in accordance with the requirements of 6.1.6 (a) in force up to 31 December 2006, but which are not in accordance with the requirements of 6.1.6.1 (a) applicable as from 1 January 2007, continue to be valid.

1.6.1.12 (Reserved)

1.6.1.13 For wagons first registered or which first entered into service before 1 January 2009, the requirements of 5.3.2.2.1 and 5.3.2.2.2 that the plate, numbers and letters shall remain affixed irrespective of the orientation of the wagon need not be applied until 31 December 2009.

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[9] RID edition in force from 1 January 2007.

[10] RID edition in force from 1 May 1985.

[11] RID editions in force from 1 January 1990, 1 January 1993 and 1 January 1995.

1.6.1.14 IBCs manufactured before 1 January 2011 in accordance with the requirements in force up to 31 December 2010 and conforming to a design type which has not passed the vibration test of 6.5.6.13 may still be used.

1.6.1.15 IBCs manufactured, remanufactured or repaired before 1 January 2011 need not be marked with the maximum permitted stacking load in accordance with 6.5.2.2.2. Such IBCs, not marked in accordance with 6.5.2.2.2, may still be used after 31 December 2010 but must be marked in accordance with 6.5.2.2.2 if they are remanufactured or repaired after that date.

1.6.1.16 Animal material affected by pathogens included in Category B, other than those which would be assigned to Category A if they were in culture (see 2.2.62.1.12.2), may be carried in accordance with provisions determined by the competent authority until 31 December 2014.[12]

1.6.1.17 Substances of classes 1 to 9 other than those assigned to UN Nos. 3077 or 3082 to which the classification criteria of 2.2.9.1.10 have not been applied and which are not marked in accordance with 5.2.1.8 and 5.3.6 may still be carried until 31 December 2010 without application of the provisions concerning the carriage of environmentally hazardous substances.

1.6.1.18 The provisions of sections 3.4.9 to 3.4.13 need only be applied as from 1 January 2011.

1.6.2 Pressure receptacles and receptacles for Class 2

1.6.2.1 Receptacles built before 1 January 1997 and which do not conform to the requirements of RID applicable as from 1 January 1997, but the carriage of which was permitted under the requirements of RID applicable up to 31 December 1996, may continue to be transported after that date if the periodic test requirements in packing instructions P200 and P203 are complied with.

1.6.2.2 Cylinders in accordance with the definition in 1.2.1 which were submitted to an initial inspection or periodic inspection before 1 January 1997 may be transported empty and uncleaned without a label until the date of the next refilling or the next periodic inspection.

1.6.2.3 Receptacles intended for the carriage of Class 2 substances constructed before 1 January 2003, may continue to bear, after 1 January 2003, the markings conforming to the requirements applicable until 31 December 2002.

1.6.2.4 Pressure receptacles designed and constructed in accordance with technical codes no longer recognized according to 6.2.5 may still be used.

1.6.2.5 Pressure receptacles and their closures designed and constructed in accordance with standards applicable at the time of their construction (see 6.2.4) according to the provisions of RID which were applicable at that time may still be used.

1.6.2.6 Pressure receptacles for substances other than those of Class 2, built before 1 July 2009 in accordance with the requirements of 4.1.4.4 in force up to 31 December 2008, but which do not conform to the requirements of 4.1.3.6 applicable as from 1 January 2009, may continue to be used, provided that the requirements of 4.1.4.4 in force up to 31 December 2008 are complied with.

1.6.2.7 Member States may continue to apply the requirements of 6.2.1.4.1 to 6.2.1.4.4 applicable until 31 December 2008 instead of those of 1.8.6, 1.8.7, 6.2.2.9, 6.2.3.6 to 6.2.3.8 until 30 June 2011.

1.6.3 Tank-wagons and battery-wagons

1.6.3.1 Tank-wagons built before the entry into force of the requirements applicable as from 1 October 1978 may be kept in service if the equipment of the shell meets the requirements of Chapter 6.8. The thickness of the shell wall, except in the case of shells intended for the carriage of refrigerated liquefied gases of Class 2, shall be appropriate to a calculation pressure of not less than 0.4 MPa (4bar) (gauge pressure) in the case of mild steel or of not less than 200 kPa (2 bar) (gauge pressure) in the case of aluminium and aluminium alloys.

1.6.3.2 The periodic tests for tank-wagons kept in service under these transitional requirements shall be conducted in accordance with the requirements of 6.8.2.4 and 6.8.3.4 and with the pertinent special requirements for the various classes. Unless the earlier requirements prescribed a higher test pressure, a test pressure of 200 kPa (2 bar) (gauge pressure) shall suffice for aluminium shells and aluminium alloy shells.

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[12] Regulations for dead infected animals are contained e.g. in Regulation (EC) No. 1774/2002 of the European Parliament and of the Council of 3 October 2002 laying down health rules concerning animal by-products not intended for human consumption (Official Journal of the European Communities, No. L 273 of 10 October 2002, p. 1).

1.6.3.3 Tank-wagons which meet the transitional requirements in 1.6.3.1 and 1.6.3.2 may be used until 30 September 1998 for the carriage of the dangerous goods for which they have been approved. This transitional period shall not apply to tank-wagons intended for the carriage of substances of Class 2, or to tank-wagons whose wall thickness and items of equipment meet the requirements of Chapter 6.8.

1.6.3.4 Tank-wagons constructed before 1 January 1988 in accordance with the requirements applicable up to 31 December 1987 and which do not conform to the requirements applicable from 1 January 1988 may still be used. This also applies to tank-wagons which do not bear the inscription of the shell materials in accordance with Appendix XI, 1.6.1, required from 1 January 1988.

1.6.3.5 Tank-wagons, constructed before 1 January 1993 in accordance with the requirements in force up to 31 December 1992 but which do not conform to the requirements applicable as from 1 January 1993 may still be used.

1.6.3.6 Tank-wagons constructed before the entry into force of the requirements applicable from 1 January 1995 and which do not conform to those requirements, but were constructed according to the requirements of RID in force until that date may still be used.

1.6.3.7 Tank-wagons intended for the carriage of flammable liquids with a flash-point from 55 °C to 60 °C constructed before 1 January 1997 in accordance with the requirements of Appendix XI, paragraphs 1.2.7, 1.3.8 and 3.3.3 applicable up to 31 December 1996 which do not conform to the requirements of those paragraphs in force from 1 January 1997 may continue to be used.

1.6.3.8 Tank-wagons, battery-wagons and wagons with demountable tanks intended for the carriage of substances of Class 2, which were built prior to 1 January 1997, may carry markings conforming to the requirements applicable up to 31 December 1996, until the next periodic test.

When, because of amendments to RID, some proper shipping names of gases have been modified, it is not necessary to modify the names on the plate or on the shell itself (see 6.8.3.5.2 or 6.8.3.5.3), provided that the names of the gases on the tank-wagons, battery-wagons and wagons with demountable tanks or on the plates (see 6.8.3.5.6 (b) or (c)) are adapted at the first periodic test thereafter.

1.6.3.9 (Reserved)

1.6.3.10 (Reserved)

1.6.3.11 Tank-wagons constructed before 1 January 1997 in accordance with the requirements in force up to 31 December 1996 but which do not, however, conform to the requirements of Appendix XI, 3.3.3 and 3.3.4 applicable as from 1 January 1997, may still be used.

1.6.3.12 Tank-wagons intended for the carriage of UN No. 2401 piperidine constructed before 1 January 1999 in accordance with the requirements of Appendix XI, 3.2.3 in force up to 31 December 1998, but which do not, however, conform to the requirements applicable as from 1 January 1999, may continue to be used until 31 December 2009.

1.6.3.13 (Deleted)

1.6.3.14 Tank-wagons constructed before 1 January 1999 in accordance with the requirements of Appendix XI, 5.3.6.3 and which do not conform to the requirements of Appendix XI, 5.3.6.3 in force from 1 January 1999, may still be used.

1.6.3.15 Tank-wagons constructed before 1 July 2007 in accordance with the requirements in force up to 31 December 2006 but which do not, however, conform to the requirements of 6.8.2.2.3 applicable as from 1 January 2007 may continue to be used until the next periodic inspection.

1.6.3.16 For tank-wagons and battery-wagons constructed before 1 January 2007 which do not conform to the requirements of 4.3.2, 6.8.2.3, 6.8.2.4 and 6.8.3.4 concerning the tank record, the retention of files for the tank record shall start at the latest at the next periodic inspection.

1.6.3.17 Tank-wagons intended for the carriage of substances of Class 3, packing group I having a vapour pressure of not more than 175 kPa (1.75 bar) (absolute) at 50 °C, constructed before 1 July 2007 in accordance with the requirements applicable up to 31 December 2006, to which tank code L1.5BN had been assigned in accordance with the requirements applicable up to 31 December 2006, may continue to be used for the carriage of the substances mentioned above, until 31 December 2022.

1.6.3.18 Tank-wagons and battery-wagons constructed before 1 January 2003 in accordance with the requirements in force up to 30 June 2001, but which do not, however, conform to the requirements applicable as from 1 July 2001, may still be used.

Assignment to the tank code in the design type approvals and the relevant markings shall be carried out prior to 1 January 2011.

The marking of the alphanumeric codes of special provisions TC, TE and TA in accordance with 6.8.4 shall be carried out when the tank codes are assigned or at one of the tests in accordance with 6.8.2.4 subsequent to the assignment, but by 31 December 2010 at the latest.

1.6.3.19 (Reserved)

1.6.3.20 Tank-wagons constructed before 1 July 2003 in accordance with the requirements in force up to 31 December 2002 but which do not, however, conform to the requirements of 6.8.2.1.7 applicable as from 1 January 2003 and special provision TE15 of 6.8.4 (b) applicable from 1 January 2003 to 31 December 2006 may still be used.

1.6.3.21 Tank-wagons constructed before 1 January 2003 in accordance with the requirements applicable up to 30 June 2001, which conform to the requirements of 6.8.2.2.10 but are not equipped with a pressure gauge or another suitable indicator, shall nevertheless be considered as being hermetically closed until the next periodic inspection according to 6.8.2.4.2 but not later than 31 December 2010.

1.6.3.22 Tank-wagons whose shells are made of aluminium alloys, constructed before 1 January 2003 in accordance with the requirements in force until 31 December 2002 and which do not comply with the requirements in force from 1 January 2003, may still be used.

1.6.3.23 (Deleted)

1.6.3.24 Tank-wagons intended for the carriage of gases of UN Nos. 1052, 1790 and 2073, constructed before 1 January 2003 in accordance with the requirements in force until 31 December 2002 and which do not comply with the requirements of 6.8.5.1.1 (b) in force from 1 January 2003, may still be used.

1.6.3.25 The date of the leakproofness test required by 6.8.2.4.3 need not be added to the tank plate required by 6.8.2.5.1 until the first leakproofness test after 1 January 2005 is performed.

The type of the test ("P" or "L") required by 6.8.2.5.1 need not be added to the tank plate until the first test after 1 January 2007 is performed.

The letter "L" required by 6.8.2.5.2 need not be added until the first inspection after 1 January 2009 is performed.

1.6.3.26 Tank-wagons constructed before 1 January 2007 in accordance with the requirements in force up to 31 December 2006 but which do not, however, conform to the requirements applicable as from 1 January 2007 regarding the marking of the external design pressure in accordance with 6.8.2.5.1, may still be used.

1.6.3.27 (a) Tank-wagons and battery-wagons

- for gases of Class 2 with classification codes containing the letter(s) T, TF, TC, TO, TFC or TOC, and
- for substances of classes 3 to 8 carried in the liquid state and to which tank code L15CH, L15DH or L21DH is assigned in column (12) of Table A of Chapter 3.2,

constructed before 1 January 2005 and which do not conform to the applicable requirements of special provision TE22 of 6.8.4 in force from 1 January 2005 may still be used. However, by no later than 31 December 2010, they shall be fitted with the devices defined in special provision TE 22, which shall however be capable of absorbing at least 500 kJ of energy at each end of the wagon.

However, for tank-wagons and battery-wagons to be submitted to a periodic inspection in accordance with 6.8.2.4.2 or 6.8.3.4.6 between 1 January 2011 and 31 December 2012 this retrofitting may be carried out not later than 31 December 2012.

(b) Tank-wagons and battery-wagons

- for gases of Class 2 with classification codes containing only the letter F, and
- for substances of classes 3 to 8 carried in the liquid state and to which tank code L10BH, L10CH or L10DH is assigned in column (12) of Table A of Chapter 3.2,

constructed before 1 January 2007 and which do not conform to the applicable requirements of special provision TE 22 of 6.8.4 in force from 1 January 2007, may still be used.

1.6.3.28 Tank-wagons constructed before 1 January 2005 in accordance with the requirements applicable up to 31 December 2004 and which do not conform to the requirements of the second paragraph of 6.8.2.2.1, shall be refitted at the latest at the time of the next refurbishment or the next repair, where this is practicable and where the work carried out requires the attachments to be dismantled.

1.6.3.29 Tank-wagons constructed before 1 January 2005 and which do not conform to the requirements of 6.8.2.2.4 in force from 1 January 2005, may still be used.

1.6.3.30 (Reserved)

1.6.3.31 Tank-wagons and tanks forming elements of battery-wagons designed and constructed in accordance with a technical code which was recognized at the time of their construction according to the provisions of 6.8.2.7 which were applicable at that time may still be used.

1.6.3.32 Tank-wagons

– for gases of Class 2 with classification codes containing the letter(s) T, TF, TC, TO, TFC or TOC, and
– for liquids of classes 3 to 8 to which tank code L15CH, L15DH or L21DH is assigned in column (12) of Table A of Chapter 3.2,

constructed before 1 January 2007 and which do not conform to the applicable requirements of special provision TE 25 of 6.8.4 (b) in force from 1 January 2007 may still be used.

Tank-wagons for the carriage of gases UN 1017 chlorine, UN 1749 chlorine trifluoride, UN 2189 dichlorosilane, UN 2901 bromine chloride and UN 3057 trifluoroacetyl chloride, whose wall thickness of the ends does not meet the requirements of special provision TE 25 (b), shall however be fitted with devices in accordance with special provision TE 25 (a), (c) or (d) by no later than 31 December 2014.

1.6.3.33 Tank-wagons and battery-wagons for gases of Class 2 constructed before 1 January 1986 in accordance with the requirements applicable up to 31 December 1985 and which do not conform to the requirements of 6.8.3.1.6 concerning the buffers, may still be used.

1.6.3.34 (Reserved)

1.6.3.35 Member States need not apply the requirements of 1.8.6, 1.8.7 and 6.8.4 TA4 and TT9 before 1 July 2011.

1.6.3.36 to
1.6.3.40 (Reserved)

1.6.4 Tank-containers, portable tanks and MEGCs

1.6.4.1 Tank-containers constructed before 1 January 1988 in accordance with the requirements in force up to 31 December 1987 but which do not, however, conform to the requirements applicable as from 1 January 1988, may still be used.

1.6.4.2 Tank-containers constructed before 1 January 1993 in accordance with the requirements in force up to 31 December 1992 but which do not, however, conform to the requirements applicable as from 1 January 1993, may still be used.

1.6.4.3 Tank-containers constructed before 1 January 1995 in accordance with the requirements in force up to 31 December 1994 but which do not, however, conform to the requirements applicable as from 1 January 1995, may still be used.

1.6.4.4 Tank-containers intended for the carriage of flammable liquids with a flash-point from 55 °C to 60 °C constructed before 1 January 1997 in accordance with the requirements of Appendix X, paragraphs 1.2.7, 1.3.8 and 3.3.3 applicable up to 31 December 1996 which do not conform to the requirements of those paragraphs in force from 1 January 1997 may continue to be used.

1.6.4.5 When, because of amendments to RID, some proper shipping names of gases have been modified, it is not necessary to modify the names on the plate or on the shell itself (see 6.8.3.5.2 or 6.8.3.5.3), provided that the names of the gases on the tank-containers and MEGCs or on the plates (see 6.8.3.5.6 (b) or (c)) are adapted at the first periodic test thereafter.

1.6.4.6 Tank-containers constructed before 1 January 2007 in accordance with the requirements in force up to 31 December 2006 but which do not, however, conform to the requirements applicable as from 1 January 2007 regarding the marking of the external design pressure in accordance with 6.8.2.5.1, may still be used.

1.6.4.7 Tank-containers constructed before 1 January 1997 in accordance with the requirements in force up to 31 December 1996 but which do not, however, conform to the requirements of Appendix X, 3.3.3 and 3.3.4 applicable as from 1 January 1997, may still be used.

1.6.4.8 Tank-containers constructed before 1 January 1999 in accordance with the requirements of Appendix X, 5.3.6.3 and which do not conform to the requirements of Appendix X, 5.3.6.3 in force from 1 January 1999, may still be used.

1.6.4.9 Tank-containers and MEGCs designed and constructed in accordance with a technical code which was recognized at the time of their construction according to the provisions of 6.8.2.7 which were applicable at that time may still be used.

1.6.4.10 (Deleted)

1.6.4.11 (Reserved)

1.6.4.12 Tank-containers and MEGCs constructed before 1 January 2003 in accordance with the requirements applicable up to 30 June 2001, but which do not, however, conform to the requirements applicable as from 1 July 2001, may still be used.

1.6.4.13 Tank-containers constructed before 1 July 2003 in accordance with the requirements in force up to 31 December 2002 but which do not, however, conform to the requirements of 6.8.2.1.7 applicable as from 1 January 2003 and special provision TE15 of 6.8.4 (b) applicable from 1 January 2003 to 31 December 2006 may still be used.

1.6.4.14 Tank-containers intended for the carriage of gases of UN Nos. 1052, 1790 and 2073, constructed before 1 January 2003 in accordance with the requirements in force until 31 December 2002 and which do not comply with the requirements of 6.8.5.1.1 (b) in force from 1 January 2003, may still be used.

1.6.4.15 The type of the test ("P" or "L") required by 6.8.2.5.1 need not be added to the tank plate until the first test after 1 January 2007 is performed.

1.6.4.16 (Deleted)

1.6.4.17 Tank-containers constructed before 1 July 2007 in accordance with the requirements in force up to 31 December 2006 but which do not conform to the requirements of 6.8.2.2.3 applicable as from 1 January 2007 may continue to be used until the next periodic inspection.

1.6.4.18 For tank-containers and MEGCs constructed before 1 January 2007 which do not conform to the requirements of 4.3.2, 6.8.2.3, 6.8.2.4 and 6.8.3.4 concerning the tank record, the retention of files for the tank record shall start at the latest at the next periodic inspection.

1.6.4.19 Tank-containers intended for the carriage of substances of Class 3, packing group I having a vapour pressure of not more than 175 kPa (1.75 bar) (absolute) at 50 °C, constructed before 1 July 2007 in accordance with the requirements applicable up to 31 December 2006, to which tank code L1.5BN had been assigned in accordance with the requirements applicable up to 31 December 2006, may continue to be used for the carriage of the substances mentioned above until 31 December 2016.

1.6.4.20 Vacuum-operated waste tank-containers constructed before 1 July 2005 in accordance with the requirements applicable up to 31 December 2004 but which do not conform to the requirements of 6.10.3.9 applicable as from 1 January 2005, may still be used.

1.6.4.21 to
1.6.4.29 (Reserved)

1.6.4.30 Portable tanks and UN MEGCs which do not meet the design requirements applicable as from 1 January 2007 but which have been constructed according to a design approval certificate which has been issued before 1 January 2008 may continue to be used.

1.6.4.31 For substances where TP 35 is assigned in column (11) of Table A of Chapter 3.2, portable tank instruction T 14 prescribed in RID applicable up to 31 December 2008 may continue to be applied until 31 December 2014.

1.6.4.32 When the shell of a tank-container was already divided by partitions or surge plates into sections of not more than 7 500 litres capacity before 1 January 2009, the capacity of the shell need not be supplemented with the symbol "S" in the particulars required by 6.8.2.5.1 until the next periodic inspection according to 6.8.2.4.2 is performed.

1.6.4.33 Notwithstanding the provisions of 4.3.2.2.4, tank-containers intended for the carriage of liquefied gases or refrigerated liquefied gases, which meet the applicable construction requirements of RID but which were divided, before 1 July 2009, by partitions or surge plates into sections of more than 7 500 litres capacity may still be filled to more than 20% and less than 80% of their capacity.

1.6.4.34 Member States need not apply the requirements of 1.8.6, 1.8.7 and 6.8.4 TA4 and TT9 before 1 July 2011.

1.6.5 (Reserved)

1.6.6 Class 7

1.6.6.1 Packages not requiring competent authority approval of design under the 1985 and 1985 (as amended 1990) editions of IAEA Safety Series No. 6

Excepted packages, Industrial packages Type IP-1, Type IP-2 and Type IP-3 and Type A packages that did not require approval of design by the competent authority and which meet the requirements of the 1985 or 1985 (as amended 1990) Editions of IAEA Regulations for the Safe Transport of Radioactive Material (IAEA Safety Series No. 6) may continue to be used subject to the mandatory programme of quality assurance in accordance with the requirements of 1.7.3 and the activity limits and material restrictions of 2.2.7.2.2, 2.2.7.2.4.1, 2.2.7.2.4.4, 2.2.7.2.4.5, 2.2.7.2.4.6, special provision 336 of Chapter 3.3 and 4.1.9.3.

Any packaging modified, unless to improve safety, or manufactured after 31 December 2003, shall meet the requirements of RID. Packages prepared for carriage not later than 31 December 2003 under the 1985 or 1985 (as amended 1990) Editions of IAEA Safety Series No. 6 may continue in transport. Packages prepared for carriage after this date shall meet the requirements of RID.

1.6.6.2 Packages approved under the 1973, 1973 (as amended), 1985 and 1985 (as amended 1990) editions of IAEA Safety Series No. 6

1.6.6.2.1 Packagings manufactured to a package design approved by the competent authority under the provisions of the 1973 or 1973 (as amended) Editions of IAEA Safety Series No. 6 may continue to be used, subject to: multilateral approval of package design, the mandatory programme of quality assurance in accordance with the applicable requirements of 1.7.3 and the activity limits and material restrictions of 2.2.7.2.2, 2.2.7.2.4.1, 2.2.7.2.4.4, 2.2.7.2.4.5, 2.2.7.2.4.6, special provision 337 of Chapter 3.3 and 4.1.9.3. No new manufacture of such packaging shall be permitted to commence. Changes in the design of the packaging or in the nature or quantity of the authorized radioactive contents which, as determined by the competent authority, would significantly affect safety shall require that the requirements of RID be met. A serial number according to the provision of 5.2.1.7.5 shall be assigned to and marked on the outside of each packaging.

1.6.6.2.2 Packagings manufactured to a package design approved by the competent authority under the provisions of the 1985 or 1985 (as amended 1990) Editions of IAEA Safety Series No. 6 may continue to be used, subject to: the multilateral approval of package design; the mandatory programme of quality assurance in accordance with the requirements of 1.7.3 and the activity limits and material restrictions of 2.2.7.2.2, 2.2.7.2.4.1, 2.2.7.2.4.4, 2.2.7.2.4.5, 2.2.7.2.4.6, special provision 337 of Chapter 3.3 and 4.1.9.3. Changes in the design of the packaging or in the nature or quantity of the authorized radioactive contents which, as determined by the competent authority, would significantly affect safety shall require that the requirements of RID be met. All packagings for which manufacture begins after 31 December 2006 shall meet the requirements of RID.

1.6.6.3 Special form radioactive material approved under the 1973, 1973 (as amended), 1985 and 1985 (as amended 1990) Editions of IAEA Safety Series No. 6

Special form radioactive material manufactured to a design which had received unilateral approval by the competent authority under the 1973, 1973 (as amended), 1985 or 1985 (as amended 1990) Editions of IAEA Safety Series No. 6 may continue to be used when in compliance with the mandatory programme of quality assurance in accordance with the applicable requirements of 1.7.3. All special form radioactive material manufactured after 31 December 2003 shall meet the requirements of RID.

Chapter 1.7

General provisions concerning Class 7

1.7.1 Scope and application

NOTE 1: In the event of accidents or incidents during the carriage of radioactive material, emergency provisions, as established by relevant national and/or international organizations, shall be observed to protect persons, property and the environment. Appropriate guidelines for such provisions are contained in "Planning and Preparing for Emergency Response to Transport Accidents Involving Radioactive Material", Safety Standard Series No. TS-G-1.2 (ST-3), IAEA, Vienna (2002).

2: Emergency procedures shall take into account the formation of other dangerous substances that may result from the reaction between the contents of a consignment and the environment in the event of an accident.

1.7.1.1 RID establishes standards of safety which provide an acceptable level of control of the radiation, criticality and thermal hazards to persons, property and the environment that are associated with the carriage of radioactive material. These standards are based on the IAEA Regulations for the Safe Transport of Radioactive Material, 2005 edition, Safety Standards Series No. TS-R-1, IAEA, Vienna (2005). Explanatory material on the 1996 edition of TS-R-1 can be found in the "Advisory Material for the IAEA Regulations for the Safe Transport of Radioactive Material", Safety Standards Series No. TS-G-1.1 (ST-2), IAEA, Vienna (2002).

1.7.1.2 The objective of RID is to protect persons, property and the environment from the effects of radiation during the carriage of radioactive material. This protection is achieved by requiring:

(a) Containment of the radioactive contents;

(b) Control of external radiation levels;

(c) Prevention of criticality; and

(d) Prevention of damage caused by heat.

These requirements are satisfied firstly by applying a graded approach to contents limits for packages and wagons and to performance standards applied to package designs depending upon the hazard of the radioactive contents. Secondly, they are satisfied by imposing requirements on the design and operation of packages and on the maintenance of packagings, including a consideration of the nature of the radioactive contents. Finally, they are satisfied by requiring administrative controls including, where appropriate, approval by competent authorities.

1.7.1.3 RID applies to the carriage of radioactive material by rail including carriage which is incidental to the use of the radioactive material. Carriage comprises all operations and conditions associated with and involved in the movement of radioactive material; these include the design, manufacture, maintenance and repair of packaging, and the preparation, consigning, loading, carriage including in-transit storage, unloading and receipt at the final destination of loads of radioactive material and packages. A graded approach is applied to the performance standards in RID that is characterized by three general severity levels:

(a) Routine conditions of carriage (incident free);

(b) Normal conditions of carriage (minor mishaps);

(c) Accident conditions of carriage.

1.7.1.4 The provisions laid down in RID do not apply to the carriage of:

(a) Radioactive material that is an integral part of the means of transport;

(b) Radioactive material moved within an establishment which is subject to appropriate safety regulations in force in the establishment and where the movement does not involve public roads or railways;

(c) Radioactive material implanted or incorporated into a person or live animal for diagnosis or treatment;

(d) Radioactive material in consumer products which have received regulatory approval, following their sale to the end user;

(e) Natural material and ores containing naturally occurring radionuclides which are either in their natural state, or have only been processed for purposes other than for extraction of the radionuclides, and which are not intended to be processed for use of these radionuclides provided the activity concentration of the material does not exceed 10 times the values specified in 2.2.7.2.2.1 (b), or calculated in accordance with 2.2.7.2.2.2 to 2.2.7.2.2.6;

(f) Non-radioactive solid objects with radioactive substances present on any surfaces in quantities not in excess of the limit set out in the definition for "contamination" in 2.2.7.1.2.

1.7.1.5 Specific provisions for the carriage of excepted packages

Excepted packages as specified in 2.2.7.2.4.1 shall be subject only to the following provisions of Parts 5 to 7:

(a) The applicable requirements in 5.1.2, 5.1.3.2, 5.1.4, 5.2.1.2, 5.2.1.7.1 to 5.2.1.7.3, 5.2.1.9, 5.4.1.1.1 (a), (g) and (h) and 7.5.11 CW 33 (5.2);

(b) The requirements for excepted packages specified in 6.4.4; and

(c) If the excepted package contains fissile material, one of the fissile exceptions provided by 2.2.7.2.3.5 shall apply and the requirement of 6.4.7.2 shall be met.

Excepted packages are subject to the relevant provisions of all other parts of RID.

1.7.2 Radiation protection programme

1.7.2.1 The carriage of radioactive material shall be subject to a radiation protection programme which shall consist of systematic arrangements aimed at providing adequate consideration of radiation protection measures.

1.7.2.2 Doses to persons shall be below the relevant dose limits. Protection and safety shall be optimized in order that the magnitude of individual doses, the number of persons exposed, and the likelihood of incurring exposure shall be kept as low as reasonably achievable, economic and social factors being taken into account within the restriction that the doses to individuals be subject to dose constraints. A structured and systematic approach shall be adopted and shall include consideration of the interfaces between carriage and other activities.

1.7.2.3 The nature and extent of the measures to be employed in the programme shall be related to the magnitude and likelihood of radiation exposures. The programme shall incorporate the requirements in 1.7.2.2, 1.7.2.4 and 1.7.2.5. Programme documents shall be available, on request, for inspection by the relevant competent authority.

1.7.2.4 For occupational exposures arising from transport activities, where it is assessed that the effective dose:

(a) is likely to be between 1 mSv and 6 mSv in a year, a dose assessment programme via work place monitoring or individual monitoring shall be conducted;

(b) is likely to exceed 6 mSv in a year, individual monitoring shall be conducted.

When individual monitoring or work place monitoring is conducted, appropriate records shall be kept.

NOTE: For occupational exposures arising from transport activities, where it is assessed that the effective dose is most unlikely to exceed 1 mSv in a year, no special work patterns, detailed monitoring, dose assessment programmes or individual record keeping need be required.

1.7.2.5 Workers (see 7.5.11, CW 33 Note 3) shall receive appropriate training concerning radiation protection including the precautions to be observed in order to restrict their occupational exposure and the exposure of other persons who might be affected by their actions.

1.7.3 Quality assurance

Quality assurance programmes based on international, national or other standards acceptable to the competent authority shall be established and implemented for the design, manufacture, testing, documentation, use, maintenance and inspection of all special form radioactive material, low dispersible radioactive material and packages and for carriage and in-transit storage operations to ensure compliance with the relevant provisions of RID. Certification that the design specification has been fully implemented shall be available to the competent authority. The manufacturer, consignor or user shall be prepared to provide facilities for competent authority inspection during manufacture and use and to demonstrate to any cognizant competent authority that:

(a) the manufacturing methods and materials used are in accordance with the approved design specifications; and

(b) all packagings are periodically inspected and, as necessary, repaired and maintained in good condition so that they continue to comply with all relevant requirements and specifications, even after repeated use.

Where competent authority approval is required, such approval shall take into account and be contingent upon the adequacy of the quality assurance programme.

1.7.4 Special arrangement

1.7.4.1 Special arrangement shall mean those provisions, approved by the competent authority, under which consignments which do not satisfy all the requirements of RID applicable to radioactive material may be carried.

NOTE: Special arrangement is not considered to be a temporary derogation in accordance with 1.5.1.

1.7.4.2 Consignments for which conformity with any provision applicable to Class 7 is impracticable shall not be carried except under special arrangement. Provided the competent authority is satisfied that conformity with the Class 7 provisions of RID is impracticable and that the requisite standards of safety established by RID have been demonstrated through alternative means the competent authority may approve special arrangement transport operations for single or a planned series of multiple consignments. The overall level of safety in carriage shall be at least equivalent to that which would be provided if all the applicable requirements had been met. For international consignments of this type, multilateral approval shall be required.

1.7.5 Radioactive material possessing other dangerous properties

In addition to the radioactive and fissile properties, any subsidiary risk of the contents of the package, such as explosiveness, flammability, pyrophoricity, chemical toxicity and corrosiveness, shall also be taken into account in the documentation, packing, labelling, marking, placarding, stowage, segregation and carriage, in order to be in compliance with all relevant provisions for dangerous goods of RID.

1.7.6 Non-compliance

1.7.6.1 In the event of a non-compliance with any limit in RID applicable to radiation level or contamination,

(a) The consignor shall be informed of the non-compliance
   (i) by the carrier if the non-compliance is identified during carriage; or
   (ii) by the consignee if the non-compliance is identified at receipt;

(b) The carrier, consignor or consignee, as appropriate shall:
   (i) take immediate steps to mitigate the consequences of the non-compliance;
   (ii) investigate the non-compliance and its causes, circumstances and consequences;
   (iii) take appropriate action to remedy the causes and circumstances that led to the non-compliance and to prevent a recurrence of similar circumstances that led to the non-compliance; and
   (iv) communicate to the competent authority(ies) on the causes of the non-compliance and on corrective or preventive actions taken or to be taken; and

(c) The communication of the non-compliance to the consignor and competent authority(ies), respectively, shall be made as soon as practicable and it shall be immediate whenever an emergency exposure situation has developed or is developing.

Chapter 1.8

Checks and other support measures to ensure compliance with safety requirements

1.8.1 Administrative controls of dangerous goods

1.8.1.1 The competent authorities of the Member States may, on their national territory, at any time, conduct spot checks to verify whether the requirements concerning the carriage of dangerous goods have been met including, in accordance with 1.10.1.5, those concerning security measures.

These checks shall, however, be made without endangering persons, property or the environment and without major disruption of rail services.

1.8.1.2 Participants in the carriage of dangerous goods (Chapter 1.4) shall, without delay, in the context of their respective obligations, provide the competent authorities and their agents with the necessary information for carrying out the checks.

1.8.1.3 The competent authorities may also, for the purposes of carrying out checks on the premises of the enterprises participating in the carriage of dangerous goods (Chapter 1.4), make inspections, consult the necessary documents and remove samples of dangerous goods or packagings for examination, provided that safety is not jeopardized thereby. The participants in the carriage of dangerous goods (Chapter 1.4) shall also make the wagons or parts of wagons and the equipment and installations accessible for the purpose of checking where this is possible and reasonable. They may, if they deem necessary, designate a person from the enterprise to accompany the representative of the competent authority.

1.8.1.4 If the competent authorities observe that the requirements of RID have not been met, they may prohibit a consignment or interrupt a transport operation until the defects observed are rectified, or they may prescribe other appropriate measures. Immobilization may take place on the spot or at another place selected by the authorities for safety reasons. These measures shall not cause a major disruption in rail services.

1.8.2 Mutual administrative support

1.8.2.1 The Member States shall agree on mutual administrative support for the implementation of RID.

1.8.2.2 When a Member State has reasons to observe that the safety of the carriage of dangerous goods on its territory is compromised as a result of very serious or repeated infringements by an enterprise which has its headquarters on the territory of another Member State, it shall notify the competent authorities of this Member State of such infringements. The competent authorities of the Member State on the territory of which the very serious or repeated infringements were observed may request the competent authorities of the Member State on the territory of which the enterprise has its headquarters to take appropriate measures against the offender(s). The transmission of data referring to persons shall not be permitted unless it is necessary for the prosecution of very serious or repeated infringements.

1.8.2.3 The authorities notified shall communicate to the competent authorities of the Member State on the territory of which the infringements were observed, the measures which have, if necessary, been taken with respect to the enterprise.

1.8.3 Safety adviser

1.8.3.1 Each undertaking, the activities of which include the carriage, or the related packing, loading, filling or unloading of dangerous goods by rail shall appoint one or more safety advisers for the carriage of dangerous goods, responsible for helping to prevent the risks inherent in such activities with regard to persons, property and the environment.

1.8.3.2 The competent authorities of the Member States may provide that these requirements shall not apply to undertakings:

(a) the activities of which include the carriage of dangerous goods in means of transport belonging to the armed forces or for which the armed forces are responsible, or

(b) the activities of which concern quantities in each wagon smaller than those referred to in 1.1.3.6, 1.7.1.4 and in Chapters 3.3, 3.4 and 3.5, or

(c) the main or secondary activities of which are not the carriage or the related loading or unloading of dangerous goods but which occasionally engage in the national carriage or the related loading or unloading of dangerous goods posing little danger or risk of pollution.

1.8.3.3 The main task of the adviser shall be, under the responsibility of the head of the undertaking, to seek by all appropriate means and by all appropriate action, within the limits of the relevant activities of that undertaking, to facilitate the conduct of those activities in accordance with the requirements applicable and in the safest possible way.

With regard to the undertaking's activities, the adviser has the following duties in particular:

– monitoring compliance with the requirements governing the carriage of dangerous goods;
– advising his undertaking on the carriage of dangerous goods;
– preparing an annual report to the management of his undertaking or a local public authority, as appropriate, on the undertaking's activities in the carriage of dangerous goods. Such annual reports shall be preserved for five years and made available to the national authorities at their request.

The adviser's duties also include monitoring the following practices and procedures relating to the relevant activities of the undertaking:

– the procedures for compliance with the requirements governing the identification of dangerous goods being transported;
– the undertaking's practice in taking account, when purchasing means of transport, of any special requirements in connection with the dangerous goods being transported;
– the procedures for checking the equipment used in connection with the carriage, loading or unloading of dangerous goods;
– the proper training of the undertaking's employees and the maintenance of records of such training;
– the implementation of proper emergency procedures in the event of any accident or incident that may affect safety during the carriage, loading or unloading of dangerous goods;
– investigating and, where appropriate, preparing reports on serious accidents, incidents or serious infringements recorded during the carriage, loading or unloading of dangerous goods;
– the implementation of appropriate measures to avoid the recurrence of accidents, incidents or serious infringements;
– the account taken of the legal prescriptions and special requirements associated with the carriage of dangerous goods in the choice and use of sub-contractors or third parties;
– verification that employees involved in the carriage, loading or unloading of dangerous goods have detailed operational procedures and instructions,
– the introduction of measures to increase awareness of the risks inherent in the carriage, loading and unloading of dangerous goods;
– the implementation of verification procedures to ensure the presence on board means of transport of the documents and safety equipment which must accompany transport and the compliance of such documents and equipment with the regulations;
– the implementation of verification procedures to ensure compliance with the requirements governing loading and unloading;
– the existence of the security plan indicated in 1.10.3.2.

1.8.3.4 The adviser may also be the head of the undertaking, a person with other duties in the undertaking, or a person not directly employed by that undertaking, provided that that person is capable of performing the duties of adviser.

1.8.3.5 Each undertaking concerned shall, on request, inform the competent authority or the body designated for that purpose by each Member State of the identity of its adviser.

1.8.3.6 Whenever an accident affects persons, property or the environment or results in damage to property or the environment during carriage, loading or unloading carried out by the undertaking concerned, the adviser shall, after collecting all the relevant information, prepare an accident report to the management of the undertaking or to a local public authority, as appropriate. That report shall not replace any report by the management of the undertaking which might be required under any other international or national legislation.

1.8.3.7 An adviser shall hold a vocational training certificate, valid for transport by rail. That certificate shall be issued by the competent authority or the body designated for that purpose by each Member State.

1.8.3.8 To obtain a certificate, a candidate shall undergo training and pass an examination approved by the competent authority of the Member State.

1.8.3.9 The main aims of the training shall be to provide candidates with sufficient knowledge of the risks inherent in the carriage of dangerous goods, of the laws, regulations and administrative provisions applicable to the modes of transport concerned and of the duties listed in 1.8.3.3.

1.8.3.10 The examination shall be organized by the competent authority or by an examining body designated by the competent authority. The examining body shall not be a training provider.

The examining body shall be designated in writing. This approval may be of limited duration and shall be based on the following criteria:

– competence of the examining body;
– specifications of the form of the examinations the examining body is proposing;
– measures intended to ensure that examinations are impartial;
– independence of the body from all natural or legal persons employing safety advisers.

1.8.3.11 The aim of the examination is to ascertain whether candidates possess the necessary level of knowledge to carry out the duties incumbent upon a safety adviser as listed in 1.8.3.3, for the purpose of obtaining the certificate prescribed in sub-section 1.8.3.7, and it shall cover at least the following subjects:

(a) Knowledge of the types of consequences which may be caused by an accident involving dangerous goods and knowledge of the main causes of accidents;

(b) Requirements under national law, international conventions and agreements, with regard to the following in particular:
  – classification of dangerous goods (procedure for classifying solutions and mixtures, structure of the list of substances, classes of dangerous goods and principles for their classification, nature of dangerous goods transported, physical, chemical and toxicological properties of dangerous goods);
  – general packing provisions, provisions for tanks and tank-containers (types, code, marking, construction, initial and periodic inspection and testing);
  – marking and labelling, placarding and orange plates marking (marking and labelling of packages, placing and removal of placards and orange plates);
  – particulars in the transport document (information required);
  – method of consignment and restrictions on forwarding (wagon load, full wagon load, carriage in bulk, carriage in intermediate bulk containers, carriage in containers, carriage in fixed or demountable tanks);
  – transport of passengers;
  – prohibitions and precautions relating to mixed loading;
  – segregation of goods;
  – limitation of the quantities carried and quantities exemptions;
  – handling and stowage (loading and unloading – filling ratios –, stowage and segregation);
  – cleaning and/or degassing before loading and after unloading;
  – crews, vocational training;
  – documents to be carried on board (transport documents, copies of any derogations, other documents);
  – operational discharges or accidental leaks of pollutants;
  – requirements relating to transport equipment.

1.8.3.12 Examinations

1.8.3.12.1 The examination shall consist of a written test which may be supplemented by an oral examination.

1.8.3.12.2 The use in the written test of documentation other than international or national regulations is not permitted.

1.8.3.12.3 Electronic media may be used only if provided by the examining body. There shall be no means of a candidate introducing further data to the electronic media provided; the candidate may only answer the questions posed.

1.8.3.12.4 The written test shall consist of two parts:

(a) Candidates shall receive a questionnaire. It shall include at least 20 open questions covering at least the subjects mentioned in the list in 1.8.3.11. However, multiple choice questions may be used. In this case, two multiple choice questions count as one open question. Amongst these subjects particular attention shall be paid to the following subjects:
  – general preventive and safety measures;
  – classification of dangerous goods;
  – general packing provisions, including tanks, tank-containers, tank-wagons, etc.;
  – danger markings and labels;
  – information in the transport document;
  – handling and stowage;
  – crew, vocational training;

– vehicle documents and transport documents;
– requirements concerning transport equipment.

(b) Candidates shall undertake a case study in keeping with the duties of the adviser referred to in 1.8.3.3, in order to demonstrate that they have the necessary qualifications to fulfil the task of adviser.

1.8.3.13 The Member States may decide that candidates who intend working for undertakings specializing in the carriage of certain types of dangerous goods need only be questioned on the substances relating to their activities. These types of goods are:

– Class 1;
– Class 2;
– Class 7;
– Classes 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 6.2, 8 and 9;
– UN Nos. 1202, 1203, 1223, 3475 and aviation fuel classified under UN Nos. 1268 or 1863.

The certificate prescribed in 1.8.3.7 shall clearly indicate that it is only valid for one type of the dangerous goods referred to in this sub-section and on which the adviser has been questioned under the conditions defined in 1.8.3.12.

Certificates of training as safety advisers issued before 1 January 2009 for UN Nos. 1202, 1203 and 1223 are also valid for UN No. 3475 and aviation fuel classified under UN Nos. 1268 or 1863.

1.8.3.14 The competent authority or the examining body shall keep a running list of the questions that have been included in the examination.

1.8.3.15 The certificate prescribed in 1.8.3.7 shall take the form laid down in 1.8.3.18 and shall be recognized by all Member States.

1.8.3.16 Validity and renewal of certificates

1.8.3.16.1 The certificate shall be valid for five years. The period of the validity of a certificate shall be extended from the date of its expiry for five years at a time where, during the year before its expiry, its holder has passed an examination. The examination shall be approved by the competent authority.

1.8.3.16.2 The aim of the examination is to ascertain that the holder has the necessary knowledge to carry out the duties set out in 1.8.3.3. The knowledge required is set out in 1.8.3.11 (b) and shall include the amendments to the regulations introduced since the award of the last certificate. The examination shall be held and supervised on the same basis as in 1.8.3.10 and 1.8.3.12 to 1.8.3.14. However, the holder need not undertake the case study specified in 1.8.3.12.4 (b).

1.8.3.17 The requirements set out in 1.8.3.1 to 1.8.3.16 shall be considered to have been fulfilled if the relevant conditions of Council Directive 96/35/EC of 3 June 1996 on the appointment and vocational qualification of safety advisers for the transport of dangerous goods by road, rail and inland waterway[13] and of Directive 2000/18/EC of the European Parliament and of the Council of 17 April 2000 on minimum examination requirements for safety advisers for the transport of dangerous goods by road, rail or inland waterway[14] are applied.

1.8.3.18 Form of certificate

Certificate of training as safety adviser for the transport of dangerous goods

Certificate No: .....

Distinguishing sign of the State issuing the certificate: .....

Surname: .....

Forename(s): .....

Date and place of birth: .....

Nationality: .....

Signature of holder: .....

[13] Official Journal of the European Communities, No. L145 of 19 June 1996, page 10.

[14] Official Journal of the European Communities, No. L118 of 19 May 2000, page 41.

Valid until ..... for undertakings which transport dangerous goods and for undertakings which carry out related loading or unloading:

☐ by road

☐ by rail

☐ by inland waterway

Issued by: .....

Date: ……..

Signature: ……..

Extended until: ……..

By: ……..

Date: ……..

Signature: ……..

1.8.4 List of competent authorities and bodies designated by them

The Member States shall communicate to the Secretariat of OTIF the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement RID, referring in each case to the relevant requirement of RID and giving the addresses to which the relevant applications should be made.

The Secretariat of OTIF shall establish a list on the basis of the information received and shall keep it up-to-date. It shall communicate this list and the amendments thereto to the Member States.

1.8.5 Notifications of occurrences involving dangerous goods

1.8.5.1 If a serious accident or incident takes place during loading, filling, carriage or unloading of dangerous goods on the territory of a Member State, the loader, filler, carrier, consignee or if the case may be the railway infrastructure manager, respectively, shall ascertain that a report conforming to the model prescribed in 1.8.5.4 is made to the competent authority of the Member State concerned.

1.8.5.2 The Member State shall in turn, if necessary, make a report to the Secretariat of OTIF with a view to informing the other Member States.

1.8.5.3 An occurrence subject to report in accordance with 1.8.5.1 has occurred if dangerous goods were released or if there was an imminent risk of loss of product, if personal injury, material or environmental damage occurred, or if the authorities were involved and one or more of the following criteria has/have been met:

Personal injury means an occurrence in which death or injury directly relating to the dangerous goods carried has occurred, and where the injury

(a) requires intensive medical treatment,

(b) requires a stay in hospital of at least one day, or

(c) results in the inability to work for at least three consecutive days.

Loss of product means the release of dangerous goods

(a) of transport category 0 or 1 in quantities of 50 kg / 50 l or more,

(b) of transport category 2 in quantities of 333 kg / 333 l or more, or

(c) of transport category 3 or 4 in quantities of 1 000 kg / 1 000 l or more.

The loss of product criterion also applies if there was an imminent risk of loss of product in the above-mentioned quantities. As a rule, this has to be assumed if, owing to structural damage, the means of containment is no longer suitable for further carriage or if, for any other reason, a sufficient level of safety is no longer ensured (e.g. owing to distortion of tanks or containers, overturning of a tank or fire in the immediate vicinity).

If dangerous goods of Class 6.2 are involved, the obligation to report applies without quantity limitation.

In occurrences involving Class 7 material, the criteria for loss of product are:

(a) Any release of radioactive material from the packages;

(b) Exposure leading to a breach of the limits set out in the regulations for protection of workers and members of the public against ionizing radiation (Schedule II of IAEA Safety Series No. 115 – "International Basic Safety Standards for Protection Against Ionizing Radiation and for Safety of Radiation Sources"); or

(c) Where there is reason to believe that there has been a significant degradation in any package safety function (containment, shielding, thermal protection or criticality) that may have rendered the package unsuitable for continued carriage without additional safety measures.

NOTE: See the requirements of 7.5.11 CW33 (6) for undeliverable consignments.

Material damage or environmental damage means the release of dangerous goods, irrespective of the quantity, where the estimated amount of damage exceeds 50,000 Euros. Damage to any directly involved means of carriage containing dangerous goods and to the modal infrastructure shall not be taken into account for this purpose.

Involvement of authorities means the direct involvement of the authorities or emergency services during the occurrence involving dangerous goods and the evacuation of persons or closure of public traffic routes (roads/railways) for at least three hours owing to the danger posed by the dangerous goods.

If necessary, the competent authority may request further relevant information.

1.8.5.4 Model for report on occurrences during the carriage of dangerous goods

Report on occurrences during the carriage of dangerous goods in accordance with RID/ADR section 1.8.5

Carrier/

Railway infrastructure operator: ……...

Address: ……...

Contact name: .....…….. Telephone: .....Fax: .....……

(The competent authority shall remove this cover sheet before forwarding the report)

1. Mode

□ Rail Wagon number (optional):	□ Road Vehicle registration (optional): …….....

2. Date and location of occurrence

Year: ..... Month: ..... Day: ..... Time: …….....

□ Station □ Shunting/marshalling yard □ Loading/unloading/transhipment site Location / Country: …….. or □ Open line Description of line: ……..... Kilometres:	Road □ Built-up area □ Loading/unloading/transhipment site □ Open road Location / Country: …….....

3. Topography

□ Gradient/incline
□ Tunnel
□ Bridge/Underpass
□ Crossing

4. Particular weather conditions

□ Rain
□ Snow
□ Ice
□ Fog
□ Thunderstorm
□ Storm
Temperature: ... °C

5. Description of occurrence

□ Derailment/Leaving the road
□ Collision
□ Overturning/Rolling over
□ Fire
□ Explosion
□ Loss
□ Technical fault

Additional description of occurrence:

…….....

…….....

…….....

…….....

…….....

…….....

…….....

…….....

6. Dangerous goods involved

UN Number[1]	Class	Packing Group	Estimated quantity of loss of products (kg or l)[2]	Means of containment[3]	Means of containment material	Type of failure of means of containment[4]

[1] For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated.

[2] For Class 7, indicate values according to the criteria in 1.8.5.3.

[3] Indicate the appropriate number
1 Packaging
2 IBC
3 Large packaging
4 Small container
5 Wagon
6 Vehicle
7 Tank-wagon
8 Tank-vehicle
9 Battery-wagon
10 Battery-vehicle
11 Wagon with demountable tanks
12 Demountable tank
13 Large container
14 Tank-container
15 MEGC
16 Portable tank

[4] Indicate the appropriate number
1 Loss
2 Fire
3 Explosion
4 Structural failure

7. Cause of occurrence (if clearly known)

□ Technical fault
□ Faulty load securing
□ Operational cause (rail operation)
□ Other: …….....

8. Consequences of occurrence

Personal injury in connection with the dangerous goods involved:

□ Deaths (number: .....)
□ Injured (number: .....)

Loss of product:

□ Yes
□ No
□ Imminent risk of loss of product

Material/Environmental damage:

□ Estimated level of damage ≤ 50,000 Euros
□ Estimated level of damage > 50,000 Euros

Involvement of authorities:

□ Yes →
  □ Evacuation of persons for a duration of at least three hours caused by the dangerous goods involved
  □ Closure of public traffic routes for a duration of at least three hours caused by the dangerous goods involved
□ No

If necessary, the competent authority may request further relevant information.

1.8.6 Administrative controls for application of the conformity assessments, periodic inspections, and exceptional checks described in 1.8.7

1.8.6.1 The competent authority may approve inspection bodies for conformity assessments, periodic inspections, exceptional checks and surveillance of the in-house inspection service as specified in section 1.8.7.

1.8.6.2 The competent authority shall ensure the monitoring of the inspection bodies and shall revoke or restrict the approval given, if it notes that an approved body is no longer in compliance with the approval and the requirements of 1.8.6.4 or does not follow the procedures specified in the provisions of RID.

1.8.6.3 If the approval is revoked or restricted or when the inspection body has ceased activity, the competent authority shall take the appropriate steps to ensure that the files are either processed by another inspection body or kept available.

1.8.6.4 The inspection body shall:

(a) Have a staff with an organisational structure, capable, trained, competent and skilled, to satisfactorily perform its technical functions;

(b) Have access to suitable and adequate facilities and equipment;

(c) Operate in an impartial manner and be free from any influence which could prevent it from doing so;

(d) Ensure commercial confidentiality of the commercial and proprietary activities of the manufacturer and other bodies;

(e) Maintain clear demarcation between actual inspection body functions and unrelated functions;

(f) Have a documented quality system;

(g) Ensure that the tests and inspections specified in the relevant standard and in RID are performed; and

(h) Maintain an effective and appropriate report and record system in accordance with 1.8.7.

The inspection body shall additionally be accredited according to the standard EN ISO/IEC 17020:2004, as specified in 6.2.3.6 and TA4 and TT9 of 6.8.4.

An inspection body starting a new activity may be approved temporarily. Before temporary designation, the competent authority shall ensure that the inspection body meets the requirements of the standard EN ISO/IEC 17020:2004. The inspection body shall be accredited in its first year of activity to be able to continue this new activity.

1.8.7 Procedures for conformity assessment and periodic inspection

NOTE: In this section, "relevant body" means a body assigned in 6.2.2.9 when certifying UN pressure receptacles, in 6.2.3.6 when approving non-UN pressure receptacles and in special provisions TA4 and TT9 of 6.8.4.

1.8.7.1 General provisions

1.8.7.1.1 The procedures in section 1.8.7 shall be applied according to the Table in 6.2.3.6 when approving non-UN pressure receptacles and according to TA4 and TT9 of 6.8.4 when approving tanks, battery-wagons and MEGCs.

The procedures in section 1.8.7 may be applied according to the Table in 6.2.2.9 when certifying UN pressure receptacles.

1.8.7.1.2 Each application for

(a) The type approval in accordance with 1.8.7.2 or;

(b) The supervision of manufacture in accordance with 1.8.7.3 and the initial inspection and test in accordance with 1.8.7.4; or

(c) The periodic inspection and exceptional checks in accordance with 1.8.7.5

shall be lodged by the applicant with a single competent authority, its delegate or an approved inspection body of his choice.

1.8.7.1.3 The application shall include:

(a) The name and address of the applicant;

(b) For conformity assessment where the applicant is not the manufacturer, the name and address of the manufacturer;

(c) A written declaration that the same application has not been lodged with any other competent authority, its delegate or inspection body;

(d) The relevant technical documentation specified in 1.8.7.7;

(e) A statement allowing the competent authority, its delegate or inspection body access for inspection purposes to the locations of manufacture, inspection, testing and storage and providing it with all necessary information.

1.8.7.1.4 Where the applicant can demonstrate to the satisfaction of the competent authority or its delegated inspection body conformity with 1.8.7.6 the applicant may establish an in-house inspection service which may perform part or all of the inspections and tests when specified in 6.2.2.9 or 6.2.3.6.

1.8.7.2 Type approval

1.8.7.2.1 The applicant shall:

(a) In the case of pressure receptacles, place at the disposal of the relevant body representative samples of the production envisaged. The relevant body may request further samples if required by the test programme;

(b) In the case of tanks, battery-wagons or MEGCs, give access to the prototype for type testing.

1.8.7.2.2 The relevant body shall:

(a) Examine the technical documentation specified in 1.8.7.7.1 to verify that the design is in accordance with the relevant provisions of RID, and the prototype or the prototype lot has been manufactured in conformity with the technical documentation and is representative of the design;

(b) Perform the examinations and witness the tests specified in RID, to determine that the provisions have been applied and fulfilled, and the procedures adopted by the manufacturer meet the requirements;

(c) Check the certificate(s) issued by the materials manufacturer(s) against the relevant provisions of RID;

(d) As applicable, approve the procedures for the permanent joining of parts or check that they have been previously approved, and verify that the staff undertaking the permanent joining of parts and the non-destructive tests are qualified or approved;

(e) Agree with the applicant the location and testing facilities where the examinations and necessary tests are to be carried out.

The relevant body shall issue a type-examination report to the applicant.

1.8.7.2.3 Where the type satisfies all applicable provisions, the competent authority, its delegate or the inspection body, shall issue a type approval certificate.

This certificate shall contain:

(a) The name and address of the issuer;

(b) The name and address of the manufacturer;

(c) A reference to the version of RID and standards used for the type examination;

(d) Any requirements resulting from the examination;

(e) The necessary data for identification of the type and variation, as defined by the relevant standard; and

(f) The reference to the type examination report(s).

A list of the relevant parts of the technical documentation shall be annexed to the certificate (see 1.8.7.7.1).

1.8.7.3 Supervision of manufacture

1.8.7.3.1 The manufacturing process shall be subject to a survey by the relevant body to ensure the product is produced in conformity with the provisions of the type approval.

1.8.7.3.2 The applicant shall take all the necessary measures to ensure that the manufacturing process complies with the applicable provisions of RID and of the type approval certificate and its annexes.

1.8.7.3.3 The relevant body shall:

(a) Verify the conformity with the technical documentation specified in 1.8.7.7.2;

(b) Verify that the manufacturing process produces products in conformity with the requirements and the documentation which apply to it;

(c) Verify the traceability of materials and check the material certificate(s) against the specifications;

(d) As applicable, verify that the personnel undertaking the permanent joining of parts and the non-destructive tests are qualified or approved;

(e) Agree with the applicant on the location where the examinations and necessary tests are to be carried out; and

(f) Record the results of its survey.

1.8.7.4 Initial inspection and tests

1.8.7.4.1 The applicant shall:

(a) Affix the marks specified in RID; and

(b) Supply to the relevant body the technical documentation specified in 1.8.7.7.

1.8.7.4.2 The relevant body shall:

(a) Perform the necessary examinations and tests in order to verify that the product is manufactured in accordance with the type approval and the relevant provisions;

(b) Check the certificates supplied by the manufacturers of service equipment against the service equipment;

(c) Issue an initial inspection and test report to the applicant relating to the detailed tests and verifications carried out and the verified technical documentation; and

(d) Draw up a written certificate of conformity of the manufacture and affix its registered mark when the manufacture satisfies the provisions.

The certificate and report may cover a number of items of the same type (group certificate or report).

1.8.7.4.3 The certificate shall contain as a minimum:

(a) The name and address of the relevant body;

(b) The name and address of the manufacturer and the name and address of the applicant, if not the manufacturer;

(c) A reference to the version of the RID and standards used for the initial inspections and tests;

(d) The results of the inspections and tests;

(e) The data for identification of the inspected product(s), at least the serial number or for non refillable cylinders the batch number; and

(f) The type approval number.

1.8.7.5 Periodic inspection and exceptional checks

The relevant body shall:

(a) Perform the identification and verify the conformity with the documentation;

(b) Carry out the inspections and witness the tests in order to check that the requirements are met;

(c) Issue reports of the results of the inspections and tests, which may cover a number of items; and

(d) Ensure that the required marks are applied.

1.8.7.6 Surveillance of the applicant's in-house inspection service

1.8.7.6.1 The applicant shall:

(a) Implement an in-house inspection service with a quality system for inspections and tests documented in 1.8.7.7.5 and subject to surveillance;

(b) Fulfil the obligations arising out of the quality system as approved and to ensure that it remains satisfactory and efficient;

(c) Appoint trained and competent personnel for the in-house inspection service; and

(d) Affix the registered mark of the inspection body where appropriate.

1.8.7.6.2 The inspection body shall carry out an initial audit. If satisfactory the inspection body shall issue an authorisation for a period not exceeding three years. The following provisions shall be met:

(a) This audit shall confirm that the inspections and tests performed on the product are in compliance with the requirements of RID;

(b) The inspection body may authorise the in-house inspection service of the applicant to affix the registered mark of the inspection body to each approved product;

(c) The authorisation may be renewed after a satisfactory audit in the last year prior to the expiry. The new period of validity shall begin with the date of expiry of the authorisation; and

(d) The auditors of the inspection body shall be competent to carry out the assessment of conformity of the product covered by the quality system.

1.8.7.6.3 The inspection body shall carry out periodic audits within the duration of the authorisation to make sure that the applicant maintains and applies the quality system. The following provisions shall be met:

(a) A minimum of two audits shall be carried out in a 12 month period;

(b) The inspection body may require additional visits, training, technical changes, modifications of the quality system, restrict or prohibit the inspections and tests to be done by the applicant;

(c) The inspection body shall assess any changes in the quality system and decide whether the modified quality system will still satisfy the requirements of the initial audit or whether a full reassessment is required;

(d) The auditors of the inspection body shall be competent to carry out the assessment of conformity of the product covered by the quality system; and

(e) The inspection body shall provide the applicant with a visit or audit report and, if a test has taken place, with a test report.

1.8.7.6.4 In cases of non conformity with the relevant requirements the inspection body shall ensure that corrective measures are taken. If corrective measures are not taken in due time, the inspection body shall suspend or withdraw the permission for the in-house inspection service to carry out its activities. The notice of suspension or withdrawal shall be transmitted to the competent authority. A report shall be provided to the applicant giving detailed reasons for the decisions taken by the inspection body.

1.8.7.7 Documents

The technical documentation shall enable an assessment to be made of conformity with the relevant requirements.

1.8.7.7.1 Documents for type approval

The applicant shall provide as appropriate:

(a) The list of standards used for the design and manufacture;

(b) A description of the type including all variations;

(c) The instructions according to the relevant column of Table A of Chapter 3.2 or a list of dangerous goods to be transported for dedicated products;

(d) A general assembly drawing or drawings;

(e) The detailed drawings, including the dimensions used for the calculations, of the product, the service equipment, the structural equipment, the marking and/or the labelling necessary to verify the conformity;

(f) The calculation notes, results and conclusions;

(g) The list of the service equipment with the relevant technical data and information on the safety devices including the calculation of the relief capacity if relevant;

(h) The list of material requested in the standard for manufacture used for every part, sub-part, lining, service and structural equipment and the corresponding material specifications or the corresponding declaration of conformity to RID;

(i) The approved qualification of permanent joining process;

(j) The description of the heat treatment process(es); and

(k) The procedures, descriptions and records of all relevant tests listed in the standards or RID for the type approval and for the manufacture.

1.8.7.7.2 Documents for the supervision of manufacture

The applicant shall make available as appropriate:

(a) The documents listed in 1.8.7.7.1;

(b) The manufacturing procedures including test procedures;

(c) The manufacturing records;

(d) The approved qualifications of permanent joining operators;

(e) The approved qualifications of the non destructive test operators;

(f) The reports of the destructive and non destructive tests;

(g) The heat treatment records; and

(h) The calibration records.

1.8.7.7.3 Documents for initial inspection and tests

The applicant shall make available as appropriate:

(a) The documents listed in 1.8.7.7.1 and 1.8.7.7.2;

(b) The material certificates of the product and any sub-parts;

(c) The declarations of conformity and material certificates of the service equipment; and

(d) A declaration of conformity including the description of the product and all the variations adopted from the type approval.

1.8.7.7.4 Documents for periodic inspections and exceptional checks

The applicant shall make available as appropriate:

(a) For pressure receptacles, the documents specifying special requirements when the manufacturing and periodic inspections and tests standards so require;

(b) For tanks,

(i) the tank record; and

(ii) one or more of the documents mentioned in 1.8.7.7.1 to 1.8.7.7.3.

1.8.7.7.5 Documents for the assessment of in-house inspection service

The applicant for in-house inspection service shall make available the quality system documentation as appropriate:

(a) The organisational structure and responsibilities;

(b) The relevant inspection and test, quality control, quality assurance and process operation instructions, and systematic actions that will be used;

(c) The quality records, such as inspection reports, test data, calibration data and certificates;

(d) The management reviews to ensure the effective operation of the quality system arising from the audits in accordance with 1.8.7.6;

(e) The process describing how customer and regulation requirements are met;

(f) The process for control of documents and their revision;

(g) The procedures for dealing with non-conforming products; and

(h) The training programmes and qualification procedures for relevant personnel.

1.8.7.8 Products manufactured, approved, inspected and tested according to standards

The requirements of 1.8.7.7 are considered to have been complied with if the following standards, as relevant, are applied:

Applicable sub-section and paragraph	References	Title of the document
1.8.7.7.1 to 1.8.7.7.4	EN 12972:2007	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks

Chapter 1.9

Restrictions on carriage imposed by the competent authorities

1.9.1 A Member State may apply to the international carriage of dangerous goods by rail on its territory certain additional provisions not included in RID, provided that these additional provisions

– are in accordance with 1.9.2,

– do not conflict with the provisions of 1.1.2 (b),

– are contained in the Member State's domestic legislation applying equally to the domestic carriage of dangerous goods by rail on the territory of that Member State,

– do not result in the prohibition of carriage by rail of the dangerous goods covered by these provisions in the whole territory of the Member State.

1.9.2 The additional provisions referred to in 1.9.1 are:

(a) additional safety requirements or restrictions on carriage

– using certain structures such as bridges or tunnels[15],

– using combined transport installations such as transhipment installations, or

– where the transport operation begins or ends in ports, railway stations or other transport terminals.

(b) provisions according to which the carriage of certain dangerous goods on sections with special and local risks is prohibited, such as sections in residential areas, environmentally sensitive areas, economic centres or industrial zones containing hazardous installations, or to which special conditions, e.g. operational measures (reduced speed, specified journey times, prohibition on trains meeting each other, etc.) apply. Where possible, the competent authorities shall establish alternative routes which may be used for each prohibited route or each route subject to special provisions.

(c) exceptional provisions specifying the excluded or prescribed routeing or provisions to be observed for temporary storage resulting from extreme weather conditions, earthquake, accident, demonstrations, civil disorder or military hostilities.

1.9.3 Application of the additional provisions in accordance with 1.9.2 (a) and (b) presupposes that the competent authority provides evidence of the need for measures.[16]

1.9.4 The competent authority of the Member State applying on its territory any additional provisions within the scope of 1.9.2 (a) and (b) above shall notify the Secretariat of OTIF, in general in advance, of the additional provisions. The Secretariat of OTIF shall bring them to the attention of the Member States.

1.9.5 Notwithstanding with preceding paragraphs, Member States may lay down specific safety requirements for the international carriage of dangerous goods by rail, in so far as RID does not cover that area, in particular as regards

– the running of trains,

– operating rules for operations ancillary to transport such as marshalling and stabling,

– management of information concerning the dangerous goods transported,

provided they are contained in its national legislation and are also applicable to the national carriage of dangerous goods by rail in the territory of the said Member State.

These specific requirements shall not concern the areas covered by RID, in particular those listed in 1.1.2 (a) and 1.1.2 (b).

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[15] For carriage through the Channel Tunnel and through tunnels with similar characteristics, see also Articles 5 § 2 (a) and (b) of Council Directive 96/49/EC on the carriage of dangerous goods by rail, published in the Official Journal of the European Communities, L 235, 17 September 1996, p. 25.

[16] The Generic Guideline for the Calculation of Risk inherent in the Carriage of Dangerous Goods by Rail approved by the RID Committee of Experts on 24 November 2005 may be consulted on the OTIF website (www.otif.org).

Chapter 1.10

Security provisions

NOTE: For the purposes of this Chapter, security means measures or precautions to be taken to minimise theft or misuse of dangerous goods that may endanger persons, property or the environment.

1.10.1 General provisions

1.10.1.1 All persons engaged in the carriage of dangerous goods shall consider the security requirements set out in this Chapter commensurate with their responsibilities.

1.10.1.2 Dangerous goods shall only be offered for carriage to carriers that have been appropriately identified.

1.10.1.3 Areas within temporary storage terminals, temporary storage sites, vehicle depots, berthing areas and marshalling yards used for temporary storage during carriage of dangerous goods shall be properly secured, well lit and, where possible and appropriate, not accessible to the general public.

1.10.1.4 Each crew member of a train carrying dangerous goods shall carry with them means of identification, which includes their photograph, during carriage.

1.10.1.5 Safety inspections in accordance with 1.8.1 shall cover appropriate security measures.

1.10.2 Security training

1.10.2.1 The training and the refresher training specified in Chapter 1.3 shall also include elements of security awareness. The security refresher training need not be linked to regulatory changes only.

1.10.2.2 Security awareness training shall address the nature of security risks, recognising security risks, methods to address and reduce such risks and actions to be taken in the event of a security breach. It shall include awareness of security plans (if appropriate) commensurate with the responsibilities and duties of individuals and their part in implementing security plans.

1.10.3 Provisions for high consequence dangerous goods

1.10.3.1 High consequence dangerous goods are those which have the potential for misuse in a terrorist incident and which may, as a result, produce serious consequences such as mass casualties or mass destruction. The list of high consequence dangerous goods is provided in Table 1.10.5.

1.10.3.2 Security plans

1.10.3.2.1 Carriers, consignors and other participants specified in 1.4.2 and 1.4.3 engaged in the carriage of high consequence dangerous goods (see Table 1.10.5) shall adopt, implement and comply with a security plan that addresses at least the elements specified in 1.10.3.2.2.

1.10.3.2.2 The security plan shall comprise at least the following elements:

(a) specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities;

(b) records of dangerous goods or types of dangerous goods concerned;

(c) review of current operations and assessment of security risks, including any stops necessary to the transport operation, the keeping of dangerous goods in the wagon, tank or container before, during and after the journey and the intermediate temporary storage of dangerous goods during the course of intermodal transfer or transshipment between units, as appropriate;

(d) clear statement of measures that are to be taken to reduce security risks, commensurate with the responsibilities and duties of the participant, including:

- training;
- security policies (e.g. response to higher threat conditions, new employee/employment verification, etc.);
- operating practices (e.g. choice/use of routes where known, access to dangerous goods in intermediate temporary storage (as defined in (c)), proximity to vulnerable infrastructure etc.);
- equipment and resources that are to be used to reduce security risks;

(e) effective and up to date procedures for reporting and dealing with security threats, breaches of security or security incidents;

(f) procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;

(g) measures to ensure the physical security of transport information contained in the security plan; and

(h) measures to ensure that the distribution of information relating to the transport operation contained in the security plan is limited to those who need to have it. Such measures shall not preclude the provision of information required elsewhere in RID.

NOTE: Carriers, consignors and consignees should co-operate with each other and with competent authorities to exchange threat information, apply appropriate security measures and respond to security incidents.

1.10.3.3 Devices, equipment or arrangements to prevent the theft of the train or wagon carrying high consequence dangerous goods (see Table 1.10.5) and its cargo, shall be applied and measures taken to ensure that these are operational and effective at all times. The application of these protective measures shall not jeopardize emergency response.

NOTE: When appropriate and already fitted, the use of transport telemetry or other tracking methods or devices should be used to monitor the movement of high consequence dangerous goods (see Table 1.10.5).

1.10.4 The provisions of 1.10.1, 1.10.2 and 1.10.3 do not apply when the quantities carried in packages in a wagon or large container do not exceed those referred to in 1.1.3.6.3, except for Class 1 explosives of Division 1.4 with UN numbers 0104, 0237, 0255, 0267, 0289, 0361, 0365, 0366, 0440, 0441, 0455, 0456 and 0500. In addition, the provisions of 1.10.1, 1.10.2 and 1.10.3 do not apply when the quantities carried in tanks or in bulk in a wagon or container do not exceed those referred to in 1.1.3.6.3.

1.10.5 High consequence dangerous goods are those listed in the table below and carried in quantities greater than those indicated therein.

Table 1.10.5: List of high consequence dangerous goods

Class	Division	Substance or article	Quantity		
			Tank (*l*)[c]	Bulk (kg)[d]	Packages (kg)
1	1.1	Explosives	[a]	[a]	0
	1.2	Explosives	[a]	[a]	0
	1.3	Compatibility group C explosives	[a]	[a]	0
	1.4	Explosives of UN Nos. 0104, 0237, 0255, 0267, 0289, 0361, 0365, 0366, 0440, 0441, 0455, 0456 and 0500	[a]	[a]	0
	1.5	Explosives	0	[a]	0
2		Flammable gases (classification codes including only the letter F)	3000	[a]	[b]
		Toxic gases (classification codes including letters T, TF, TC, TO, TFC or TOC) excluding aerosols	0	[a]	0
3		Flammable liquids of packing groups I and II	3000	[a]	[b]
		Desensitized explosives	0	[a]	0
4.1		Desensitized explosives	[a]	[a]	0
4.2		Packing group I substances	3000	[a]	[b]
4.3		Packing group I substances	3000	[a]	[b]
5.1		Oxidizing liquids of packing group I	3000	[a]	[b]
		Perchlorates, ammonium nitrate, ammonium nitrate fertilisers and ammonium nitrate emulsions or suspensions or gels	3000	3000	[b]
6.1		Toxic substances of packing group I	0	[a]	0
6.2		Infectious substances of Category A (UN Nos. 2814 and 2900)	[a]	0	0
7		Radioactive material	3000 A_1 (special form) or 3000 A_2, as applicable, in Type B(U) or Type B(M) or Type C packages		
8		Corrosive substances of packing group I	3000	[a]	[b]

[a] Not relevant

[b] The provisions of 1.10.3 do not apply, whatever the quantity is.

[c] A value indicated in this column is applicable only if carriage in tanks is authorized, in accordance with Chapter 3.2, Table A, column (10) or (12). For substances that are not authorized for carriage in tanks, the instruction in this column is not relevant.

(d) A value indicated in this column is applicable only if carriage in bulk is authorized, in accordance with Chapter 3.2, Table A, column (10) or (17). For substances that are not authorized for carriage in bulk, the instruction in this column is not relevant.

1.10.6 For radioactive material, the provisions of this Chapter are deemed to be complied with when the provisions of the Convention on Physical Protection of Nuclear Material and of IAEA INFCIRC/225 (Rev.4) are applied.

Chapter 1.11

Internal emergency plans for marshalling yards

Internal emergency plans shall be drawn up for the carriage of dangerous goods in marshalling yards.

The aim of emergency plans shall be that in the event of an accident or incident in marshalling yards, all those involved shall co-operate in a co-ordinated way and the consequences of the accident or incident for human life or for the environment shall be minimised to the greatest possible extent.

The requirements of this Chapter are considered to have been complied with if UIC Leaflet 201 (Carriage of dangerous goods – Emergency planning guidance for rail marshalling yards) is applied[17].

[17] Edition of 1 March 2003.