



OTIF

Press Release

Intergovernmental Organisation for internationalen Carriage by Rail

The new RID is here !

Rest assured that for your safety work has already started on the 2015 revision

The **Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)** lay down the conditions for the carriage of such goods by rail.

In view of rapid developments in the sectors that use the Regulations (e.g. the petrochemical, chemical, gas, explosives and nuclear industries), it is vital that RID be revised in a formal process every two years if, as a high level work of reference, it is to continue to provide users with a safe framework for the carriage of dangerous goods by rail. It is a framework that makes a valuable contribution to minimising negative headlines.

At the same time, the continual process of updating RID promotes economic growth to a not inconsiderable extent. In the course of a single revision, it is not usual for conditions of transport to be laid down for up to 20 new substances classified by the United Nations in accordance with the **GHS**. The specific requirements aimed at the packing industry also have to be continuously reviewed. In so doing, legal certainty also plays a major role.

In addition to improvements in terms of the leaktightness of closing devices on the tanks of tank-wagons, the packing instructions have also been revised to a considerable extent in the 2013 edition.

The reason for this is obvious: a packaging has many functions. In addition to protecting the goods it contains or preventing leaks, a packaging also needs to protect people and the environment. This requires an ongoing process of improvement.

Some new feature

Introduction of special provisions for handling substances used to refrigerate or condition dangerous substances and non-hazardous goods (e.g. fish) during carriage by rail. Health and safety guidelines have been included in RID in view of the high risk of asphyxiation when dealing inappropriately with such substances, for example dry ice and nitrogen. Among other things, these guidelines describe ventilation procedures that must be carried out before wagons are opened. These wagons must be marked with the relevant pictograms. From 2013, RID will specifically allow wagons to be fitted with derailment detectors. Even though the Member States of OTIF were unable to agree on the mandatory introduction of derailment detectors 3 years after the inferno in Viareggio, which was caused by the derailment of a wagon carrying gas on 29.6.2009, RID now offers those undertakings that might wish to broaden their safety measures the possibility of doing so in full compliance with the legal reference work for the carriage of dangerous goods by rail.

The revised RID will enter into force on 1 January 2013 with a six month transitional period. Work has already started on the 2015 revision to ensure your continued safety and to help the industry progress.



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The focus of this work will be to achieve harmonisation with the dangerous goods provisions of Annex 2 to SMGS published by **OSJD**, with the aim of facilitating the carriage of dangerous goods by rail between Europe and Asia.

The Regulations can be consulted free of charge **online** in English, German and French, or can be ordered from the following publishers:

English: **TSO**
German: **OTIF loose-leaf work**
French: **Form-Edit** .



OTIF in brief

OTIF Media Press service

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The Intergovernmental Organisation for International Carriage by Rail (OTIF) currently has 48 Member States (Europe, Near/Middle East and North Africa).

At present, international carriage by rail on railway infrastructure of around 250,000 km and the complementary carriage of freight and passengers on several thousand kilometres of shipping routes, inland waterways and (in domestic carriage) roads are concerned by the uniform law created by OTIF. The headquarters of the Organisation are in Berne, Switzerland.

For further information visit the **website**.

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