Why rail transport of dangerous goods is important?

- Rail is the safest mode of transport
- Rail is the most environmentally friendly mode of transport
- Europe-wide, the modal split in favour of rail is higher in dangerous goods transport than in general freight transport
COTIF 1999

COTIF
Convention concerning International Carriage by Rail

Appendix A
CIV
Uniform Rules concerning the Contract of International Carriage of Passengers by Rail

Appendix B
CIM
Uniform Rules concerning the Contract of International Carriage of Goods by Rail

Appendix C
RID
Regulation Concerning The International Carriage of Dangerous Goods by Rail

Appendix D
CUV
Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic

Appendix E
CUI
Uniform Rules concerning the Contract of Use Of Infrastructure in International Rail Traffic

Appendix F
APTU
Uniform Rules concerning the Validation of Technical Standards and Adoption of Uniform Technical Prescriptions applicable to Railway Material intended to be used in International Traffic

Appendix G
ATMF
Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic
• Since 1893
• RID was the first mode defining dangerous goods regulations
• RID served as a basis when ADR was published in 1957
• Constant adaptation to the state of the art → Revision every two years
• 44 RID Contracting States (three Contracting States with suspended membership)
Scope of application of RID - Appendix C to COTIF
Albania, Bosnia and Herzegovina, Montenegro, North Macedonia and Serbia are RID Contracting States.

RID stipulates notification of the Member States at various places.

Most important: According to RID 1.8.4 the RID Contracting 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.
Other important notification of the RID Contracting States:

- Temporary derogations (multilateral special agreements) according to RID 1.5.1.1
- Notification of occurrences involving dangerous goods in accordance with 1.8.5 according to RID 1.8.5.2
- Additional provisions in accordance with 1.9.2 (a) and (b)
- Recognised experts for performing tests and inspections on the tanks of tank-wagons according to RID 6.8.2.4.6
Regulations for the Transport of Dangerous Goods

UN Recommendations on the Transport of Dangerous Goods (Model Regulations)

- ICAO Technical Instructions (aviation)
- IMDG Code (maritime)
- Regulations for the (European) Land Modes

- RID (rail)
- ADR (road)
- ADN (inland waterways)

Annex 2 to SMGS (rail OSJD)

In the scope of Directive 2008/68/EC → applicable for EU domestic traffic
Organisation of RID/ADR/ADN to ensure the constant adaptation to the state of the art

• Twice a year (March and September) RID/ADR/ADN Joint Meeting
• Once a year (November) standing working group of the RID Committee of Experts
• Every two years just before the notification of the new amendments RID Committee of Experts meeting
• Every two years, notification of the new amendments to RID/ADR/ADN at least 5 months before entry into force
Actual version of RID

- Actual version: RID 2021
- Applicable since 01.01.2021
- Transitional period until 30.06.2021
- Mandatory application of RID 2021 from 01.07.2021
Thank you very much for your attention!
Unified railway law to connect Europe, Asia and Africa

Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

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