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REACH Protocol for Emissions and Accident Scenarios in Supply  
and Distribution of Fuels and Petrochemical products

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*SUB ACTION 2.2 Transportation and loading/unloading of dangerous  
petrochemical products (with different modes: road, rail, sea, pipelines):  
Identification of legislation and standards related to users requirements and the  
implementation of related regulations*

**SUB ACTION 2.2**

**Executive Summary of RID Regulation in English  
(Chapter Δ)**



LIFE+ Environment Policy & Governance

### Executive summary

In this deliverable RID Regulation is shortly described and the main legislative obligations of the participants involved in RID Regulation are summarized. RID Regulation on international transports of dangerous goods by rail is drawn up by the Intergovernmental Organization for International Carriage by Rail (OTIF). It constitutes basic statute for the international carriage of dangerous goods by rail and it is attached as Appendix C in the Convention concerning International Carriage by Rail. COTIF has published the revised RID Regulation as Appendix C of COTIF Convention with entry of force on 1 Jan. 2011, while European Union acceded to COTIF Convention with effect since 1 July 2011.

The purpose of RID Regulation is to define:

- the dangerous goods for which international carriage is prohibited, and
- the dangerous goods for which international carriage is allowed and the relevant conditions (including restrictions) especially for:
  - categories of goods including classification criteria and relevant control methods
  - use of packagings (including mixed packaging)
  - use of tanks (including loading)
  - consignment procedures (including marking and labelling of packagings and marking of means of transport as well as the necessary documents and information)
  - use of means of transport (including loading, mixed loading and unloading)

RID Regulation is amended and updated every two years in order to adapt to the technical progress.

The legislations of Member States aligned with RID Regulation with Directive 1996/49/EC and its amendments, with the purpose to create a uniform market for the dangerous goods transport services. The Greek legislation is harmonized with this Directive and RID Regulation with Min.Decision Φ4.2/18960/1446/2001 and its amendments (Min. Decisions ΑΣ 4.1/οικ. 45573/3719/08 and Φ4.2/73358/5309/02).

In this deliverable reference is made to Dir. 2008/68/EC on inland transports of dangerous goods, in which ADR Agreement and RID Regulation are incorporated as separate Annexes, since both Regulations lay down uniform rules for the safe international transport of dangerous goods. With the Dir. 2008/68/EC, the ADR and RID Regulations are extended to national transports in order to harmonize across the Community the conditions under which dangerous goods are transported and to ensure the proper functioning of the common transport market. With Dir. 2008/68/EC, since 30 June 2009 Dir. 1994/55/EC of the Council of 21 Nov. 1994 on the approximation of the laws of the Member States with regard to the transport of dangerous goods by rail has been repealed. Moreover, since 30 June 2009 the following directives and decisions have been repealed: Dir. 1996/49/EC, Dir. 1996/35/EC, Dir. 2000/18/EC and Decisions 2005/263/EC and 2005/180/EC. In the deliverable, reference is made to the harmonization of Greece with Dir. 2008/68/EC and RID Regulation.

The Competent Authority that is responsible for the implementation of RID Regulation in Greece is the Ministry of Infrastructure, Transport and Networks. The main duties and the legislative obligations of the Competent Authorities concerning the requirements of RID Regulation for safety of carriage of dangerous goods by rail are recorded in the deliverable. Moreover, reference is made to the responsibilities of the Department of Railway Safety that was established in the Ministry of Infrastructure, Transport and Networks and falls within the Directorate of Goods Transport of the Ministry, and is responsible to exercise the duties of the Authority of Safety of Transport by Rail of Dir. 2004/49/EC.

In the deliverable, reference is made to classes of dangerous goods, definitions according to RID Regulation, as well as to parties involved in RID Regulation. The main parties involved in the carriage of dangerous goods by rail include consignors, carriers, consignees, loaders, packers, fillers, tank-container/ portable tank operators, tank-wagon operators, railway infrastructure managers and unloaders. The general safety obligations of all participants concerning carriage of dangerous goods by rail, as well as the specific safety obligations for each participant separately are recorded in the deliverable.

Moreover, reference is made to main issues of RID Regulation and to the Parts of which RID Regulation consists, in particular, to the dangerous goods list that includes all the entries of dangerous goods according to RID (Table A, Chapter 3.2 of RID) and to the basic requirements under RID concerning classification of dangerous substances, solutions and mixtures (Part 2 and 3 of RID Regulation).

Furthermore, reference is made to the security plans that should be drawn up in case of carriage of high consequence dangerous goods (i.e. dangerous goods which have the potential for misuse in a terrorist event and which may, as a result, produce serious consequences such as mass casualties or mass destructions), the determination of Safety Advisers concerning dangerous goods and their duties according to RID Agreement, as well as the obligation to report occurrences involving dangerous goods. In conclusion, other important issues recorded in the deliverable concerning the contents of RID Regulation include: the provisions for the use of packagings, intermediate bulk containers (IBCs), large packagings and tanks (Part 4 of RID Regulation), the consignment procedures (Part 5), the requirements for the construction and testing of packagings, intermediate bulk containers (IBCs), large packagings and tanks (Part 6) and the provisions concerning the conditions of carriage, loading, unloading and handling (Part 7).