

1st edition, January 2007

Translation

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Exceptional consignments - Regulations concerning the preparation and management of exceptional consignments

Transports exceptionnels - Dispositions concernant l'étude et l'exécution des transports exceptionnels
Außergewöhnliche Sendungen - Bestimmungen für die Planung und Behandlung von
außergewöhnlichen Sendungen



UNION INTERNATIONALE DES CHEMINS DE FER
INTERNATIONALER EISENBAHNVERBAND
INTERNATIONAL UNION OF RAILWAYS

Leaflet to be classified in Volumes:

- II - Freight traffic
- IV - Operating
- V - Transport stock
- VII - Fixed equipment

Application:

With effect from 1. January 2007
All members of the International Union of Railways

Record of updates

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First issue. This leaflet as well as, UIC Leaflets 502-2 and 502-3 result from the division of the earlier UIC Leaflet 502. This should make them easier to use and update.

The person responsible for this leaflet is named in the UIC Code

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Summary

This leaflet

- defines the concept: exceptional consignment;
- regulates the agreement and authorisation procedure for international transport;
- lists the contacts of the individual groups for exceptional consignments and national registration offices.

The following basic documents apply to the carriage of exceptional loads in international traffic:

- Agreement for the reciprocal use of freight wagons in international traffic (RIV);
- Agreement for the reciprocal use of passenger coaches in international traffic (RIC);
- Agreement for International Railway Freight Traffic (SMGS);
- Particular bilateral transit regulations;
- Additional standardised legal regulations for the contract for the international transport of goods by rail (CIM).

The preparation and carrying out of the forwarding require a coordinated approach between the participants involved in freight traffic (customer, railway undertaking, infrastructure manager, technical wagon services, traction, operating and commercial departments).

The carriage of exceptional consignments in accordance with the coded outline procedure is laid down in *UIC Leaflet 502-2* (until the publication of this Leaflet, Appendix F of the present Leaflet and the previous *RIV, Appendix II, Volume 4* will remain valid).

Carriage of exceptional consignments on railways with a gauge of 1 520 mm is regulated by *UIC Leaflet 502-3*.

At the time when this leaflet was published the "Railway reform" has not yet been introduced by all railways and so the job of organising exceptional consignments lies either with the "Railway/IM/RU", "Railway/IM" or "Railway/RU".

1 - Exceptional consignments

1.1 - A consignment is considered as exceptional if its external dimensions, its weight or its features in relation to the fixed equipment or wagon of a railway/RU involved in the transport cause particular difficulties, and therefore, it can only be accepted under special technical or operating conditions.

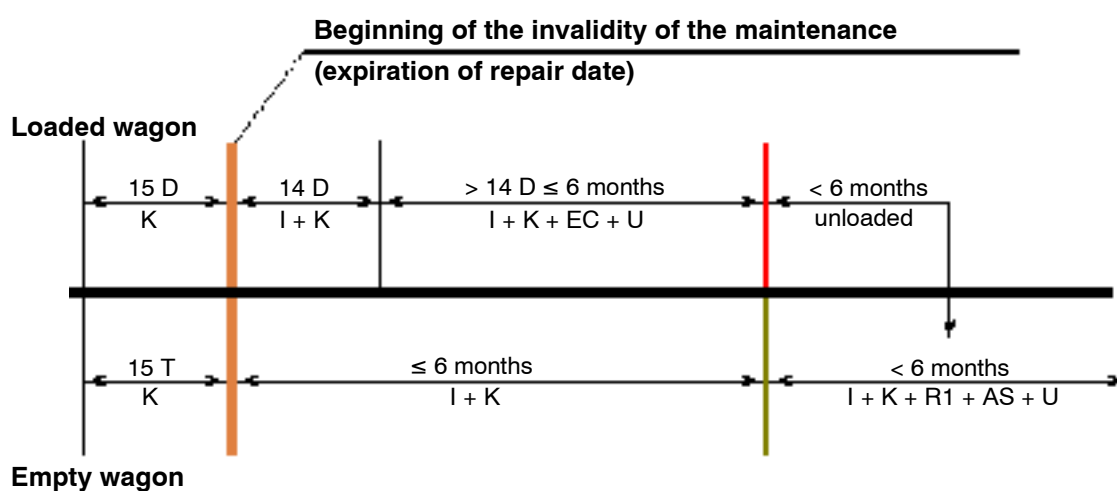
1.2 - The exceptional consignments are (also bearing in mind the regulations of the CIM (see [List of abbreviations - page 35](#)) and the Loading guidelines):

- Consignments which are not secured in accordance with the Loading guidelines, Volume 1 or 2 and for which no equivalent alternative securing systems are available, e.g. in accordance with information sheets published on pink paper;
- Consignments which exceed the smallest load mass of one of the railways/IM (see [List of abbreviations - page 35](#) and [Glossary - page 33](#)) on the route bearing in mind the restrictions of the loading width according to the UIC Loading guidelines;
- Consignments with a large overhang, the restriction value of which according to the UIC Loading guidelines stands on the right close to the bold line (this only applies on SNCF);
- Rigid load units loaded on two or more wagons with pivoted bolster/rotary sliding bolster;
- Flexible load units with a length of more than 36 m on several wagons;

NB : On certain railways such consignments are moved in regular block trains taking into account the loading examples given in the Loading guidelines. On BDŽ, EWS, GySEV, FS, HŽ, MŽ, ÖBB, PKP, RENFE, SJ, SNCB, SNCF, SŽ and TCDD load units more than 36 m long are also moved in block trains as exceptional consignments.

- Load units which cannot be forwarded to the destination station (see [Glossary - page 33](#)) without transshipment, if they weigh more than 25 t or are loaded on low-loader wagons;
- Consignments which go onto a ferry if they do not meet the regulations of [Appendix G - page 30](#);
- Wagons with more than 8 axles provided that they are loaded and if they have the RIV marking or the marking of the participating railway(s)/RUs in the agreement label;
- Railway vehicles on their own wheels which are themselves the object of a freight contract if they do not have the RIV or RIC marking or the sign of the participating railway(s)/RUs in the agreement label;
- Vehicles whose load exceeds the specified load limit for the class of line to be travelled over;
- Vehicles which are loaded over the maximum specified load limit (load limit label/additional label) up to the maximum designed carrying capacity;
- Vehicles without payload, e.g. civil engineering and crane wagons which run on a lower track class than that painted on the vehicle;
- Loaded vehicles which do not have details of their load limits;

- Vehicles which are loaded and do not have the RIV sign or the sign of the participating railway/ RU in the agreement label;
- Vehicles on their own wheels with technical features (tractive vehicles, railcars, trams, civil engineering machines, cranes, etc.) which may only be forwarded under special operating arrangements;
- Vehicles which are overdue for works attention (because of the validity of the maintenance table of the wagon):
 - loaded wagons: more than 14 days and less than 6 months,
 - empty wagons: more than 6 months.



D = Day(s)	EC = Exceptional consignment
K = Form K	U = Form U
I = Form I, Certificate of ability to run	R1 = Form R1

1.3 - Coded load units on permitted coded carrying wagons of combined transport, which exceed the smallest loading gauge of one of the participating railways/IM on the route, however run on lines coded for combined transport in trains accepted for combined transport are forwarded without further agreement.

If one of the above conditions is not observed then it cannot be considered as a consignment of the combined transport but be subject to the regulations of this leaflet.

1.4 - Exceptional consignments can only be accepted under certain conditions which must be agreed in advance between the railways (RU/IM).

2 - Organisation, basic regulations

2.1 - Each railway/IM/RU shall nominate one or more independent groups, which are responsible for the technical, operating and commercial details as well as the approval of the exceptional consignment.

This group (GEC - Group for exceptional consignments - see List of abbreviations - [page 35](#)) collects the facts and coordinates the movement of the exceptional consignment.

2.2 - If a railway/IM/RU nominates several independent groups the responsibility of each group must be limited.

The concept GEC includes each of the nationally responsible groups both for IM, and for RU.

The groups which are listed in point [E.1 - page 28](#) are responsible for the agreement in international traffic.

2.3 - Each RU shall nominate a person for the calculation of the transport price (freight and additional charges) for exceptional consignments. These are listed in point [E.2 - page 28](#).

2.4 - For the forwarding of vehicles which are not permitted by one railway (RU/IM) e.g. because they exceed the loading gauge as specified in *UIC Leaflet 505-1* (see [Bibliography - page 37](#)) a safe operating plan shall be agreed between the sender, the vehicle manufacturer the RU and IM who carry out the transport. This forms the basis for the specially required approval by the national approval offices which are listed in point [E.3 - page 28](#).

The application shall be made by that RU which carries out the transport. A declaration by the sender to take over the costs for the charge decided by the national approval office shall be attached to the application.

2.5 - Any changes to points [E.1](#), [E.2](#), [E.3](#) must be advised immediately by the railway/IM/RU concerned to the UIC Headquarters, Railway Undertakings Department in Paris and to all the addressees in the Appendix [E](#).

2.6 - The railways/IM/RU, which are not members of UIC (e.g. regional railways), should approach the first accepting railway (RU/IM), which is listed in point [E.1](#) or [E.2](#).

2.7 - The messages between the GEC should in general be sent by telex, but exceptionally in urgent cases initially by telephone.

All messages should be sent in one of the UIC working languages (German, French, English).

They should use the numerical code as specified in Appendix [A - page 15](#).

2.8 - The agreement or refusal must be given as soon as possible (at the latest within 14 calendar days).

If this time scale cannot be met in some cases, the reason for the delay shall be advised to all the GEC participating in the transport operation, the reason for the delay given and a date advised when the situation can be resolved.

3 - Documents

3.1 - The application for the carriage of an exceptional consignment shall be made in writing by the consignor (see Glossary - page 33) to the forwarding railway/RU.

3.2 - Applications must contain at least the following information:

- name and address of the applicant (see Glossary - page 33),
- forwarding station (see Glossary - page 33),
- destination station,
- frontier and handover stations,
- which RU should carry the consignment,
- consignee,
- type of load, dimensions and weight of the payload,
- number of pieces,
- freight payer (if required) (see Glossary - page 33),
- probable despatch date,
- if the payload has a complicated shape a dimensioned sketch in three views should be attached and the position of the centre of gravity should be shown (see Appendix B - page 23).

3.3 - If the sender wants to apply for a particular type of wagon this should be stated in the application.

3.4 - For the carriage of vehicles on their own wheels additional technical and operating data is necessary, which can be obtained from the vehicle documentation or the vehicle addresses. A summary is given in point A.3 - page 21.

4 - Agreement application

4.1 - The GEC sends to all the GECs participating in the carriage the "**Agreement application for an exceptional consignment**" in accordance with the addresses which are given in point **E.1 - page 28**.

Every GEC participating in the carriage must receive an Agreement application with the forwarding number.

The numerical code specified in Appendix **A - page 15**, shall be used in the Agreement application and all the important points for this consignment shall be given using this.

In addition, point **A.3 - page 21** should also be considered for the carriage of vehicles on their own wheels.

4.2 - If some GECs have given a permanent approval for consignments, these permanent approvals shall be entered in the appropriate place in the Agreement application. In this case the Agreement application shall always be sent to the GEC for information.

4.3 - The rules for the transport of out of gauge loads using an outline procedure are given in *UIC Leaflet 502-2* (see **Bibliography - page 37**). Appendix **F - page 29** and the previous *RIV, Appendix II, Volume 4* will still apply up to the time of publication of *UIC Leaflet 502-2*.

4.4 - The coordinates of a defined out of gauge consignment are considered the critical points.

4.5 - The details of the position of the centre of gravity are given in figure code 19 as specified in point **A.1 - page 15** as follows:

0000 – 0000/0000 – 00000/00000 (mm)

The figures indicate the series:

- height above the base of the goods,
- distance from the side of the goods in the transverse direction,
- distance between the ends of the goods in the longitudinal direction.

4.6 - A routing should be suggested by giving the marshalling yards and the handover stations (see **Glossary - page 33**).

4.7 - The Agreement application applies only for one consignment with given dimensions, weight and method of loading.

4.8 - If several exceptional consignments are to be forwarded in one group/one train, this should be stated. In this case a summarised application for several consignments can be produced.

5 - Technical check of the ways of forwarding and takeover agreement

5.1 - Every GEC, which has received an Agreement application for the transport of an exceptional consignment, shall check whether the carriage is possible.

The transport agreement of railways/RUs (e.g. local railways), which are not members of UIC, should be obtained by the neighbouring GEC.

5.2 - The responsible GEC/IM shall specify the internal route and determine the technical and operating conditions for the forwarding of the consignment.

Each RU is responsible for the observance of these technical conditions.

5.3 - If the consignment is to be forwarded an acceptance approval for an exceptional consignment as specified in Appendix A - page 15 must be prepared. This should be sent to all the GECs participating in the transport and the RU contacts for the freight charging.

5.4 - In this takeover agreement the GEC shall give additional conditions of carriage for their own area of responsibility and specify the acceptance conditions for the forwarding and neighbouring railway/IM as given in Appendix A.

5.5 - The period of validity of the acceptance agreement must be at least three months and can be restricted to certain periods of time.

5.6 - If the consignment cannot be forwarded by one railway (RU/IM) the GEC participating in the transport must be advised. If necessary the reason for the refusal to carry out the transport or an alternative proposal shall be given (e.g. reduction of the height of the load, loading on another type of wagon, modification of the route, etc.).

5.7 - The application shall be discontinued:

- if the GEC, which made the application withdraws its application,
- if one of the GECs participating in the transport refuses the consignment.

6 - Calculation of the costs

6.1 - The costs of the IM shall be advised as a sum in EURO. This should be done as a total sum or as detailed in point **A.1** - page 15, numerical code 38c.

6.2 - It is the responsibility of all RUs participating in the transport to determine their carriage price, taking into consideration the carriage conditions specified for their stretch of line and the costs calculated from IM.

6.3 - If necessary the IM in the name of an RU can report a forwarding price as a total price (freight + costs of the IM - see point **A.1**, numerical code 38c).

6.4 - Each RU can conclude a special agreement with the customer for the carriage of the consignment. This special agreement is concluded with the customer in the name of one or more of the RUs participating in the carriage.

7 - Approval of the transport

7.1 - As soon as the acceptance agreements have been received from all the GECs participating in the carriage the consignor receives the "**Transport approval**".

7.2 - The transport approval must contain at least:

- all carriage numbers of the responsible GECs participating on the forwarding route,
- the duration of the validity,
- details of the type, dimensions and weight of the consignment,
- approved type of wagon,
- conditions for the loading of the consignment (e.g. critical points, arrangement of the consignment at departure, earthing of the load, submission of further documents, etc.),
- dispatch station, destination station, handover stations,
- information for the marking of the consignment,
- freight costs.

7.3 - The consignor is responsible for preparing the consignment note (see [Glossary - page 33](#)).

7.4 - The duration of validity is specified in the transport approval. The exceptional consignment must have arrived at the destination station at the end of the period of validity. If this is not possible or the dimensions, weight or other data of the consignment have changed, then a new agreement application must be prepared at the right time.

7.5 - Delivery dates should be specially agreed.

7.6 - The above conditions apply during the delivery of the goods as recognised.

7.7 - If the carriage is not possible the consignor shall be advised.

8 - Loading and preparation for transport

8.1 - The goods may only be loaded on the approved type of wagon and in accordance with the method of loading which is specified in the transport approval.

8.2 - The method of loading shall not endanger the safety of either the goods or the operation of the railway. Safety shall not be endangered as a result of impacts and other movements, which occur during normal railway operation.

The objects loaded should be fastened safely and securely so that they do not move whilst in transit. For certain goods it is possible to provide for longitudinal displacement, but this should be limited by suitable means.

In general, the regulations of the Loading guidelines apply, provided nothing else has been agreed in writing.

8.3 - The consignor may not make any modifications to the wagons provided, such as the provision of holes, welding on of fastenings or burning off parts, etc without the agreement of the owner.

8.4 - The consignor shall arrange that vehicles which are carried as rolling goods on their own wheels without their own power equipment (e.g. tractive units, civil engineering plant, crane wagons) shall be arranged so that they can be towed. This should be confirmed in writing and attached to the accompanying papers.

9 - Acceptance, marking and forwarding

9.1 - The consigning RU is responsible for seeing that the exceptional consignment agrees with the transport approval. This agreement should be checked on acceptance. If it does not agree completely the consignment should not be accepted.

9.2 - The satisfactory acceptance of the exceptional consignment shall be confirmed by affixing the "**Label for exceptional loads - RIV form U**" (blue or white, point [D.1 - page 25](#)).

If stated in the transport approval, the load should be marked with the "**Label for direction related consignments that exceed the loading gauge - Label O**" (see point [D.2 - page 27](#)).

9.3 - On the label, the markings and the forwarding numbers of the participating railways (RUs/IMs) should be given in the order in which the consignment is forwarded. The same applies to the small section of the consignment note (see point [10.1 - page 12](#)).

The details of the total weight, metre load, maximum axle load and the critical points from the transport approval shall be given.

An example of how the label "**Form U**" should be filled in is given in point [D.1](#).

9.4 - For exceptional consignments, which only cause particular difficulties on one railway (RU/IM) participating in the transport route, the reason for the exceptional consignment shall be given in the label form U (e.g. "Only heavy load on the ČD", "Only exceeds the loading gauge on SNCF", etc.).

9.5 - The sample label U as per point [9.2 - page 11](#) is not required:

- on consignments of the accompanied combined traffic (RoLa) in the complete train from terminal to terminal,
- on consignments of the unaccompanied combined traffic in the complete train from terminal to terminal,
- if this was agreed between all the RUs participating in the transport.

9.6 - If the "**Label for direction related consignments that exceed the loading gauge - Label O**" cannot be applied directly to the payload then it should be put on a table which should be fastened to the goods in a suitable manner.

9.7 - An exceptional consignment may only be put into a train when the forwarding order ([see Glossary - page 33](#)) (e.g.: timetable) is available, which states the day on which it will be moved, the trains to be used and the forwarding conditions.

Exceptional consignments are basically to be advised in advance for cross frontier traffic. Special agreements between individual railways (RUs/IMs) are possible.

10 - Consignment note

10.1 - Only the holder of the transport approval of the forwarding railway or of the forwarding RU may appear as the consignor on the consignment note.

10.2 - The detachable part of the label form U (as specified in point **D.1 - page 25**) must be attached to the upper right edge of the paper consignment note. It is not necessary to attach this part of the label form U to the E-consignment note.

10.3 - The consignment note field "exceptional consignment" should be marked with a cross.

10.4 - The approval number of the exceptional consignments of each of the participating railways/IMs/RUs must be entered in the field "Declarations of the consignor" of the consignment note.

10.5 - If the consignment is to be accompanied by agreement between the consignor and the railway/ the RU and not because of the applicable regulations then the following note must be put in the consignment note field "Declaration of the consignor":

**Accompanied from toby (number) accompanying persons,
by agreement with the RU.....**

10.6 - The number of the special agreement, of the freight offer or the tariff required by the consignor must be entered in the "Commercial conditions" field. Likewise the route, the specified junction station and the RU entrusted with carrying out the movement must be given.

11 - Problems with the movement - adjustment of the load, reloading, repair of the wagon so that it is able to run

11.1 - It is necessary to suspend an exceptional consignment when:

- it is found during the journey that the goods must be reloaded or transhipped,
- it is not possible to convey it further,
- the train has to be diverted over a line that has not been checked or is not allowed for the transport,
- the consignment had not previously been recognised and marked as an exceptional consignment.

If in intermodal traffic a loaded wagon whose combined transport profile exceeds the details of the Loading guidelines is removed from a combined transport train and if this cannot be forwarded in another combined transport train it becomes an exceptional consignment.

11.2 - If a consignment is to be reloaded or transhipped during the journey the consignor must be asked. If it is a question of work which in the opinion of the railway/the RU requires no special expertise or the consignor does not carry out the necessary work within the time made available to him, then the railway/the RU is entitled to do the work itself or have the work done for it. The costs arising from this work shall be entered in the consignment note, provide that there is no fault due to the railway/the RU.

The same applies for the repair of the wagon so that it is able to run for consignments of vehicles as rolling goods on their own wheels.

The modification of the freight charge must always be advised to the consignor who concluded the freight contract.

11.3 - After each adjustment of the load or reloading of an exceptional consignment there must be a new acceptance as specified in point 9 - page 11. This new acceptance shall be confirmed in the accompanying papers.

11.4 - If there are changes resulting from the renewed acceptance compared with the existing transport approval, a new agreement application shall be prepared.

The railway/the RU on which the problem occurred is responsible for this.

11.5 - The forwarding of the exceptional consignments shall only be done after the new forwarding order has been issued.

12 - Liability

12.1 - The consignor is responsible for any damage caused by his incorrect loading, transshipment or adjustment of the goods or internal problems with the goods which are due to the accompanying staff misunderstanding their obligations during the time from the acceptance of the carriage until the goods are delivered.

The liability of the railways/RUs is specified in the legal regulations, provided nothing else is agreed below or in individual contracts.

12.2 - This liability extends to damage arising to third parties, in the same way as claims against the railway/RU. For damage from transshipment or adjustment of the load which the railway/the RU carried out as specified in point **11 - page 13** itself or arranged for it to be carried out, the railway/the RU accepts liability only for observing the normal care.

Appendix A - Sample of the written documents

A.1 - Numerical code for messages between GECs

(see point 2.7 - page 4)

Code No.	Subject	Unit	Used in			
1a	Type of goods and NHM-code: <i>In general class of wagon and type number as specified in the standard marking. Number of the carrying wagons, match wagons, protection wagons etc</i>		A	V	Z	F
1b	Number of the same consignment:		A	V	Z	F
2a	Type of wagon:		A	V	Z	
2b	International usability: <i>RIV, Agreement table/RIC, convention table, or "none"</i>		A	V	Z	
3	Wheelbase, bogie pivot pin pitch (a):	mm	A	V	Z	
4	Bogie wheelbase (p), (p₁), (p₂), (p_a), (p_i) <i>Only on bogie wagons</i>	mm	A*	V*	Z*	
5	Number of axles:		A	V	Z	
6a	Length over buffers:	mm	A	V	Z	
6b	Floor height above top of rail:	mm	A*	V*	Z*	
7	Tare weight of wagon:	t	A	V	Z	F
8	Weight of the payload:	t	A	V	Z	F
7 + 8	Total weight:	t	A	V	Z	F
9	Load per metre:	t/m	A	V	Z	
10	Largest axle load:	t	A	V	Z	
11	Length of the payload	mm	A	V	Z	

II. Critical points where the loading gauge is fouled:							A	V	Z	
(Only when the loading gauge is fouled)										
Point	12a	12b	13	14	15	16	17		18	
	Transverse distance from the wagon longitudinal axis of		Height above top of rail	Wheelbase or bogie pivot pitch		Dimension for service irregularity	Gauge widening D _i or D _a in the track curve radius of		Total width of track centre (columns 12+16+17) in the track radius of	
	one	the other								
	Side									
	"n _i "	"n _a "		∞ m	250 m	∞ m	250 m			
	mm	mm	mm	mm	mm	mm	mm	mm	mm	
	<i>Half width total loading tolerance, if any</i>			<i>Total loading tolerance in the length if any</i>		<i>In international traffic the columns 16, 17 and 18 must not be filled in. Exception: vehicles on their own wheels, which foul the loading gauge permitted for the line used</i>				
A										
B										
C										
D										
E										

Code No.	Subject	Unit	Used in			
19	Remarks on the critical points: - "no fouling of the loading gauge" - Remarks on the critical points (e.g. critical points, straight, curve shaped connection) - Dimensions of the payload - Centre of gravity (as specified in point 4.5 - page 6) - Peculiarities of the payload		A*	V*	Z*	
20a	Consignor (Name and Address):		A	V	Z	F
20b	RU carrying out the work: (RU participating in the transport) e. g.: RU: from: to:		A	V	Z	
21	Forwarding station:		A	V	Z	F
22	Destination station: If there are several stations at the destination, the destination station must be clearly defined		A	V	Z	
23	Route requested by consignor: (Frontier station/marshalling yard)		A	V	Z	
24	Forwarding: (in regular freight trains, special freight trains with own power equipment)	V _{max} km/h	A*	V*	Z*	F*
25	Station with customs facilities (see Glossary - page 33): Only given when customs are dealt with neither at the frontier railway station nor at the destination		A*	V*	Z*	F*
26	Harbour loading quay:		A*	V*	Z*	F*
27a	Consignee (Name and Address):		A	V	Z	F
27b	Freight payer (Name and Address):		A*	V*	Z*	F*
28	Other matters: a) Regular line class, heavy wagon class b*) Reason why the wagon has no RIV/RIC-marking c*) Dimensions of the axle and type of suspension if these differ from the RIV regulations d*) Properties and class of the brakes if they are not permitted in international traffic. e*) Other technical details of the vehicle, operating conditions f*) Speed for the loaded and empty wagon		A*	V*	Z*	F*
29	Forwarding conditions: (Delete if not applicable) - Must the load be earthed? - Journey: (towed, with its own power equipment and pilotman) - Position: (behind the locomotive, last vehicle) - Propelling, fly shunting, shunting over humps: (forbidden) - Wagon groups not separated - Further operating conditions for forwarding.....		A*	V*	Z*	
30	The critical pointof the load is marked with label "O" and is handed over in junction station in direction of travel right/left (delete as appropriate)		A*			
31	Note on the earlier approval numbers:		A*	V*	Z*	
32	Loading day, delivery day, ect.:		A*	V*		
33	Contract (Number): Only when forwarding as specified in UIC Leaflet 502-3		A*	V*	Z*	F*
34	Other details (Transport number, special conditions, etc.): Only when forwarding as specified in UIC Leaflet 502-3		A*	V*	Z*	F*

Code No.	Subject	Unit	Used in			
III. Additional forwarding conditions for the individual responsibility area:						
35	- Exact route: - Tariff kilometre: - Deviation route kilometre: - Forwarding difficulties, which may affect the price: (removal of fixed equipment, accompanying, additional charges in EURO, etc.)				Z*	F*

(Extension)

Additional for forwarding railway/RU or neighbouring railway/RU:

36	- The critical pointof the load is marked with label "O" and must be handed over in the junction stationin the direction of travel right/left (Delete as appropriate) - Technical and operating conditions for the frontier line - Transport in reliable train - yes/no (Delete as appropriate) - Report on the departure time of the consignment to the following address - In the station is it necessary to carry out an examination of the wagon to see that it is fit to run				Z*	F*
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37	The delivery dates specified in CIM, Article 27 are excluded		A		Z	F
38a	Responsible for the freight bill:				Z	F
38b	Cost calculation IM: a) Total bill: *b) Price of additional services: *c) Surcharges and other associated costs:	EURO EURO EURO			Z	F*
38c	Carriage charge: a) Freight + costs IM: b) Special agreement number:	EURO			Z	F

A = Agreement application, V = Previous advice (as specified in UIC Leaflet 502-2), Z = Agreement, F = Freight calculation, * = optional

A.2 - Agreement application, agreement and freight invoicing for an exceptional consignment

A.2.1 - Agreement application for an exceptional consignment (sample)

(see point 4.1 - page 6)

<p>URMIZA Praha Generální ředitelství Českých drah Odbor řízení provozu a organizování drážní dopravy Nábř. Ludvíka Svobody 12 Praha 1 110 00 Czech Republic</p> <p>Tel. 9722 32691 Fax. 9722 33690 E-mail: urmiza@gr.cd.cz</p>	Code:	Evidence number:
	-	ČD MZ 4117 - 05 - dps
	-	Additional number:
	-	
	-	Application number:
	-	
PR:		

dps: 0047

CD-URMIZA

07.07.2005

12:42

PKP POLSKIE LINIE KOLEJOVE s.a.
 CENTRUM KIEROWANIA PRZEWOZAMI Warszawa
 RŽD Cdг MPS Moskwa

Agreement application for an exceptional consignment:

Forwarding number of the applying office GEC: ČD MZ 4117-05-dps

- 1a Gas tank + supplement not out of gauge
- 1b Several
- 2a Res 394,1 - 4
- 2b Agreement table PKP
- 3 14 600 mm
- 4 2 000 mm
- 5 4
- 6 20 040 mm
- 7 25,5 t
- 8 28,0 t
- 7 + 8 53,5 t
- 9 2,67 t/m
- 10 13,38 t
- 11 13 870 mm

Critical points:

	12a:	12b:	13:	14:	15:
A	1 520	1 520	mtp - 2 850	7 300	1 630
B	0	0	- 4 350	7 300	1 630
C	1 420	1 420	1 445 - 4 255	265	1 630
D	1 550	0	2 850 - 4 350	0	1 630
E	120	120	4 350 - 4 365	7 300	1 630

- 19 Point A is the middle point of the circular body of 3 000 mm average.
Centre of gravity: 6 100 - 1 540/1 540 - 1 500/1 500 mm
 - 20 DHL Logistic (Czech Republic) s.r.o.
 - 21 Decin hl.n. (CD)
 - 22 Milohovo (Code 172404) RZD
 - 23 Petrovice u Karv./Zebrzydowice - Malaszewicze/Brest
 - 27 GUP Ljitejno-prokaznyj zavod, Rjazanskyj prospekt 8A, 109428 Moskwa (Code receiver 2858)
 - 32 Date of despatch (planned) 27.7.2005
 - 33 not known
- Please give your approval by: 31.12.2005

Signature:

A.2.2 - Agreement for an exceptional consignment (sample)

(see point 5.3 - page 7)

<p>URMIZA Praha Generální ředitelství Českých drah Odbor řízení provozu a organizování drážní dopravy Nábř. Ludvíka Svobody 12 Praha 1 110 00 Czech Republic</p> <p>Tel. 9722 32691 Fax. 9722 33690 E-mail: urmiza@gr.cd.cz</p>	Code:	Evidence number:
	-	ČD MZ 9013 - 05 - dps
	-	Additional number:
	-	Application number:
	-	DB Bza A1-8321/05
	PR:	

dps: 0132 CD-URMIZA 06.01.2005 10:10

DB Railion Deutschland AG NL Hamburg
 Mitleesen:
 DB Railion Deutschland AG Ast. Halle
 CD OPT Olomouc

Agreement application for an exceptional consignment:

Forwarding number of the railway's own GEC: CD MZ 9013-05-dps
 Forwarding number of the GEC that made the application: DB Bza A1-8321/05
 Forwarding number of the GEC that carries out the forwarding: ///

We accept until: 31.12.2005

- 1a V W Transporter T5
- 1b Several
- 2a Läs 559, Läck(q)s 547/552
- 2b RIV
- 3 2 x 10 000 mm
- 5 3
- 6 max 2 700 mm
- 7 max 28,2 t
- 8 mixed load limit table C
- 9 Normal t/m
- 10 Normal t
- 11 Up to length of load

Critical points:

	12a:	12b:	13:	14:	15:
A	1 048	1 048	- 4 275	5 000	3 500
B	760	760	- 4 700	5 000	3 500
C	30	30	- 4 750	5 000	3 500

- 19 Points A, B, C = Maximum dimension for wagons Laes and Laekk(q)s.
Points A - B straight line and point B - C connected by a curve
- 21 Hannover Nordhafen (DB)
- 22 Lysa nad Labem (CD)
- 23 Bad Scandau - Decin
- 29 Max. 5 vehicles on the upper deck
- 35 st.hr. - Decion Prostedni zleb - Decin vychod - Melnik - Nymburk/Nymburk - Lysa nad Labem
- 36 On electrified lines where the overhead line is energised nobody must remain on the railway vehicle. Maximum speed over points (deviation) $V_{max.} = 20$ km/h. Do not fly shunt, do not hump shunt, shunt with care
- 37 Delivery date is not maintained
- 38b Basic freight + 20 % increase
Associated costs, cash payments and other costs are invoiced separately

Signature:

A.2.3 - Charging for an exceptional consignment (sample)

(see point 5.3 - page 7)



České dráhy, a. s.
GENEBRÁLNÍ ŘEDITELSTVÍ
Období nákladní dopravy a přepravy
 Nábřeží L. Svobody 1222, Praha 1 Nové Město
 zapsaná v obchodním rejstříku u Městského soudu Praze, oddíl B, vložka 8039
 Tel. 972233016,

Evidence number:
 ČD MZ 4040 - 05 - dps
 Additional number:
 Application number:

dps: GR Praha - 021 17.03.2005

CD URMIZA Praha

Copy to:

CD OPT Olomouc

Charging for an exceptional consignment:

Forwarding number of the railway's own GEC: CD MZ 4040-05-dps

Forwarding number of the GEC that made the application: //

Forwarding number of the GEC that carried out the forwarding: //

- 1a** Gas tank + associated equipment not out of gauge
- 1b** Several
- 2a** Res 394,1 - 4
- 7** 25,5 t
- 8** 28,0 t
- 7 + 8** 53,5 t
- 20a** DHL Logistics (Czech Republic) s.r.o.
- 21** Decin hl. n. (CD)
- 22** Milohovo (RZD)
- 23** Petrovice u Karviné - st.hr
- 27a** GUP "LPZ" kod 2858
- 27b** DHL Logistics (Czech Republic) s.r.o.
- 32** Decin hl.n. - Decin vychod- Melnik- Nymburk- Kolin-Ceska Trebova- Olomouc- Ostrava hl.n. -Petrovice u Karvine-st.hr. = 480 km
- 34** The delivery dates specified in CIM, Article 27 are excluded
- 38a** Ing Andrlé - Tel.: 9722 33016
- 38c** Carriage charge:
 - a) Freight + costs IM = 1 650 EURO
 - b) Special agreement ZT D 539031

Signature:

A.3 - Additional information required in applications for the carriage on vehicles on their own wheels

(see point 2.4 - page 4)

Numerical code in the messages

1. Designation, type and number of the vehicles

Wagon, tractive unit, crane, civil engineering machine	1a
--	----

2. Technical parameters

Number of axles	5
Rolling circle diameter	28
Distance apart of the individual axles	28
Distance between the last axle and the buffers	28
Wheelbase, bogie pivot pitch	3
Bogie wheelbase	4
Wheelbase of the leading axles	4
Length over buffers	6
Vehicle weight	7a
Service weight, tare weight	7a
Load per metre	9
Axle load	10
Classification of the vehicle in the line class as specified in <i>UIC Leaflet 700</i> or heavy wagon class	28
Smallest traversable track radius	28
Maximum permissible bending angle (in degrees) when running onto ferry boat flaps	28
Maximum permissible vehicle speed - under own power - when towed	28
To which loading gauge was it built	19
Details about the brakes - is a continuous brake pipe fitted? - is the air brake equipment operating satisfactorily? - type of brake graduated release/direct release - hand brake/parking brake - braked weight	28
Does the vehicle have normal traction and buffing gear?	28
Is a match wagon with special and normal traction and buffing gear required?	28

3. Acceptance of the vehicle

Has a national registration office approved the vehicle?	28
Does the vehicle have a certificate for its ability to run ?	28

4. Additional details for :

- tractive vehicles

Removal of coupling rods	28
Fitting of balancing weights	28
Isolation of the transmission	28
Position of the driver's brake valve	28

- **Crane wagons**

Does the vehicle have a second safety device to prevent turning of the upper part of the wagon?	28
---	----

- **Civil engineering machines**

Permissible trailing load	28
Shunting with compressed air brake	28

NB : If the tractive unit, crane or civil engineering machine is not propelled by its own power equipment the consignor shall certify that it is suitably arranged so that it can be towed.

5. Operating conditions

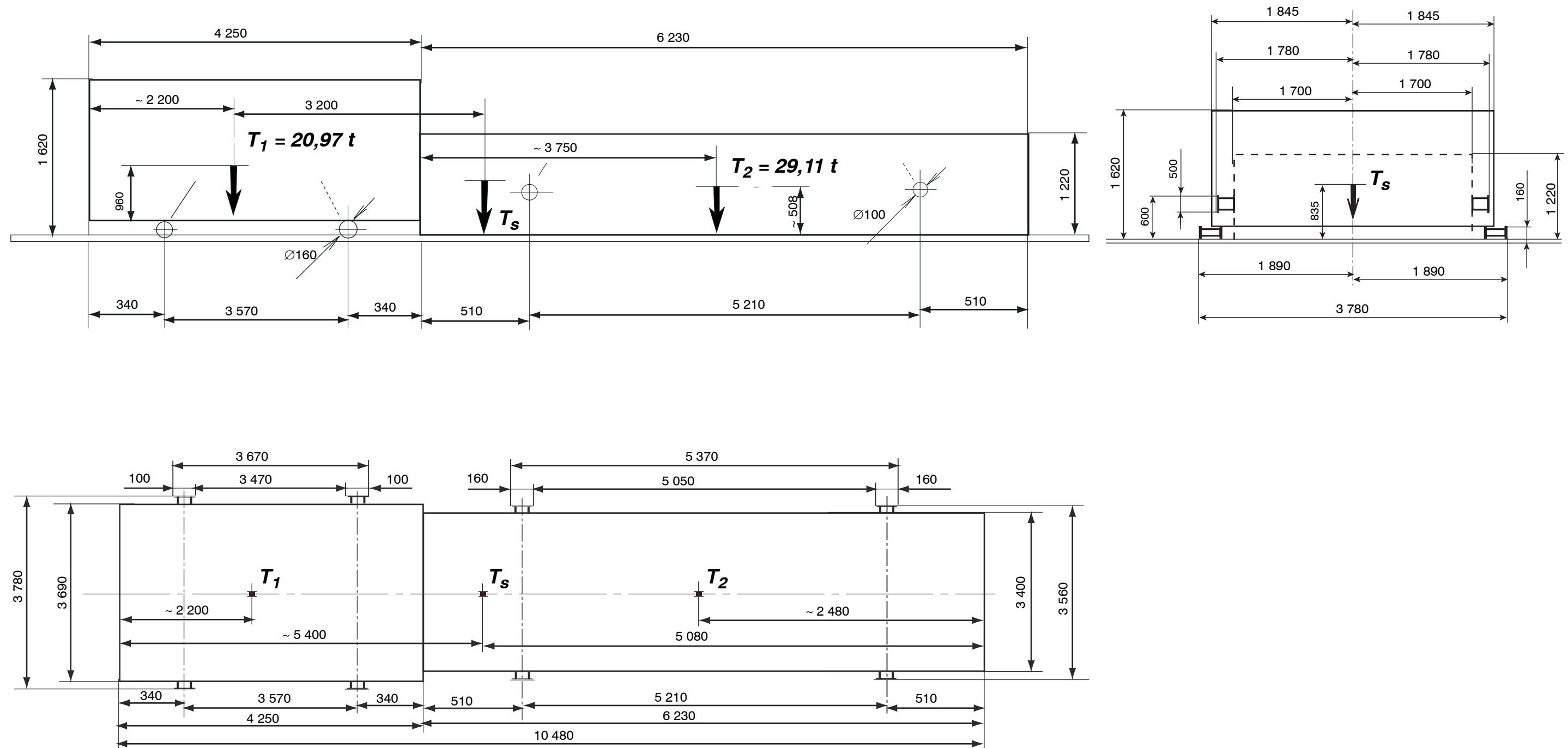
Can be put into the train	29
- in any position	
- as the last vehicle	
- as the rear of the train (if necessary as permissible trailing load)	
Match wagon, accompanying wagon	29
Accompanying	29
Propelling forbidden	29
Special treatment when shunting	29
- Fly shunting and shunting over humps forbidden	
- Passing over humps forbidden	
Bracket position permitted	29
- For both directions of travel	
- Only in the direction of the rear of the train	

6. If the loading gauge is fouled, the following additional details are required:

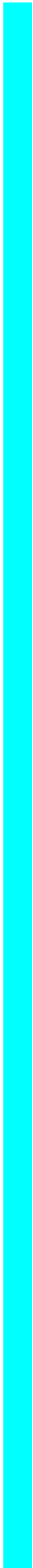
- **Details of the dimensions (vehicle shape)**
- **Restriction calculation as specified in *UIC Leaflet 505-1***
- **Value for the transverse displacement and suspension play in straight track and R_i 250 m and R_a 250 m as specified in *UIC Leaflet 505-1***
- **Height of roll centre, inclination coefficient**

Appendix B - Load diagram forming part of an application for an exceptional consignment (sample)

(see point 3.2 - page 5)



Appendix C - Reserved



Appendix D - Marking

D.1 - Label for exceptional consignments - Form U

(see point 9.2 - page 11)

Front side

(Sign of the RU)

Form U

Outline code of the consignment

For label holder

(Sign of the RU)

Form U

Outline code of the consignment

For label holder

Total load	Load per metre	Largest axle load
⑦ + ⑧ t	⑨ t/m	⑩ t
50,08	3,29	12,7

Total load	Load per metre	Largest axle load
⑦ + ⑧ t	⑨ t/m	⑩ t
50,08	3,29	12,7

(Sign of the RU)/ (No.)
PKP...../Ps 123/00.....
ZSR...../ .SMZ 8912-05-dps.
MAV...../Rk 789/05.....

Point	Transverse distance from the wagon longitudinal axis to		Height above top of rail	Longitudinal distance from end axle or pivot pin	
	one side	other side			
	⑫a mm	⑫b mm	⑬ mm	⑭ n _i mm	⑮ n _a mm
A	1 890	1 890	1 200-1 360	3 470	200
B	1 845	1 845	1 200-2 820	3 760	490
C	1 700	1 700	1 200-3 420	4 700	590
D	1 780	1 780	1 700-1 800	4 370	0

Point	Transverse distance from the wagon longitudinal axis to		Height above top of rail	Longest distance from end axle or pivot pin	
	one side	other side			
	⑫a mm	⑫b mm	⑬ mm	⑭ n _i mm	⑮ n _a mm
A	1 890	1 890	1 200-1 360	3 470	200
B	1 845	1 845	1 200-2 820	3 760	490
C	1 700	1 700	1 200-3 420	4 700	590
D	1 780	1 780	1 700-1 800	4 370	0

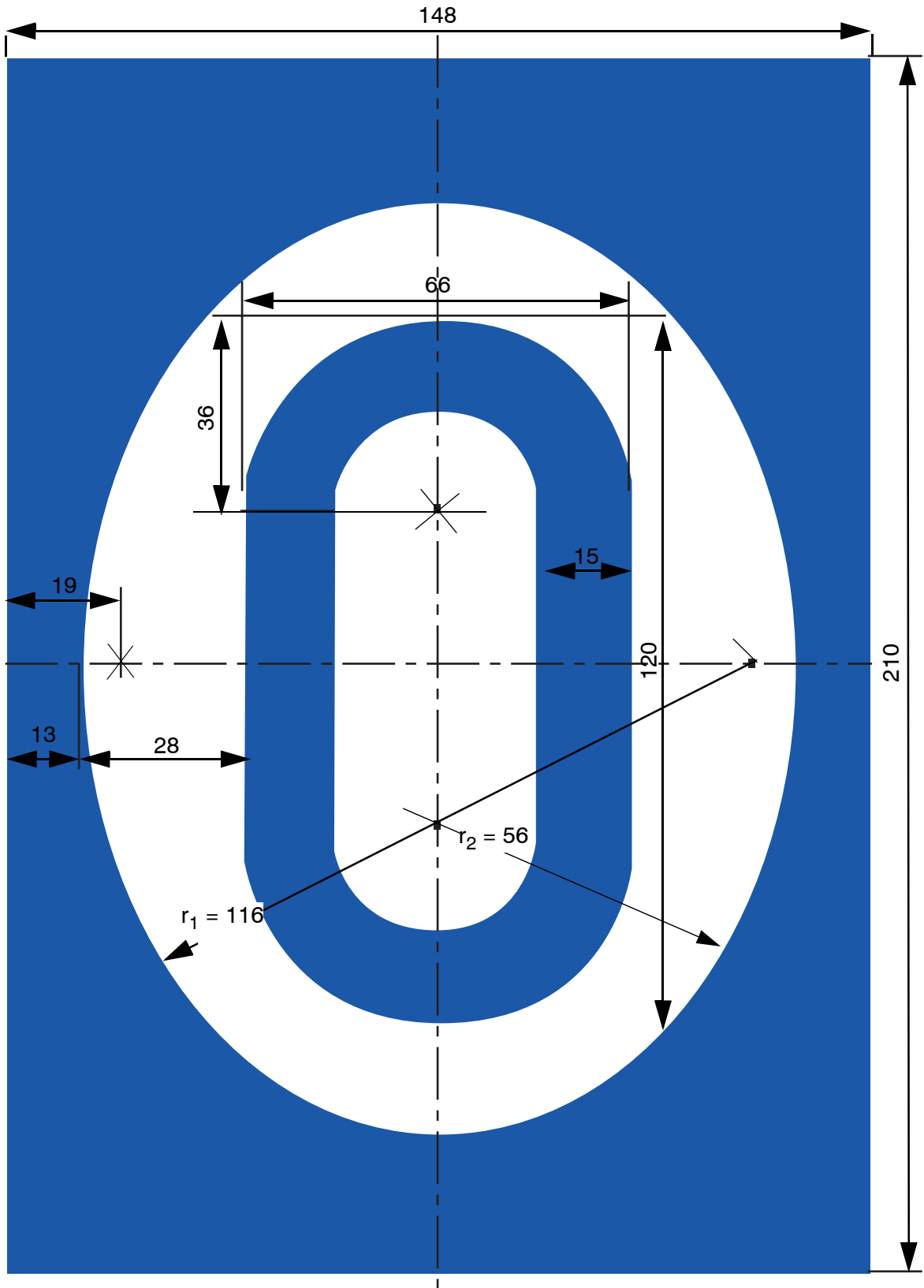
(Sign of the RU)

(Sign of the RU)/ (No.)
PKP...../Ps 123/00.....
ZSR...../ .SMZ 8912-05-dps.
MAV...../Rk 789/05.....

Detach and stick on the consignment note (RIV Point 2)

D.2 - Label for direction related consignments that exceed the loading gauge - Label O

(see point 9.5 - page 11)



Appendix E - List of responsible offices

E.1 - List of responsible workplaces (GEC) for dealing with and approving exceptional consignments

(see points 2.2, 2.5, 2.6 - page 4)

Point E.1 is published as a stand alone document and can be downloaded from the internet at the address <http://www.uic.asso.fr>. It is continually updated independent of *UIC Leaflet 502-1*.

E.2 - List of RU contacts for charging exceptional consignments

(see points 2.3 and 2.5 - page 4)

Point E.2 is published as a stand alone document and can be downloaded from the internet at the address <http://www.uic.asso.fr>. It is continually updated independent of *UIC Leaflet 502-1*.

E.3 - List of national approving offices

(see points 2.4 and 2.5 - page 4)

Point E.3 is published as a stand alone document and can be downloaded from the internet at the address <http://www.uic.asso.fr>. It is continually updated independent of *UIC Leaflet 502-1*.

Appendix F - Outline procedure

(see points 2.4 and 2.5 - page 4)

Appendix F is published as a stand alone document and can be downloaded from the internet at the address <http://www.uic.asso.fr> (it will remain valid until the publication of *UIC Leaflet 502-2*).

Appendix G - Conditions for wagons which are conveyed on ferries

(see points 2.4 and 2.5 - page 4)

G.1 - Group 1

RUs with ferry routes:

Railion Deutschland (DB)

Green Cargo (GC)

PKP Cargo S.A. (PKP)

Trenitalia (FS)

CFR Marfa (CFR)

Ferry routes:

Trelleborg - Saßnitz Hafen (SJ/DB)

Göteborg - Fredrikshavn (SJ/DSB)

Malmö - Travemünde (SJ/DB)

Swinoujscie - Ystad (PKP/SJ)

Constanta - Samsun (SFR/TCDD)

Reggio Calabria - Messina (FS)

Villa S. Giovanni - Messina (FS)

Civitavecchia - Golfo Aranci (FS)

Conditions for:

1. **Wagons with two axles:**

no restriction.

2. **Wagon with three axles:**

Wagons with three axles can only be carried when the water level is favourable. They must be able to run over the track curves of the ferries (see Tables 1 - page 31 and 2 - page 32).

3. **Bogie wagons which can run with no restrictions:**

Bogie wagons with two or more axles are permitted without restriction, if they can negotiate the largest bending angle of the ferry flap and the curved track of the ferry (see also Tables 1 and 2).

NB : Bogie wagons which are only designed to negotiate curves with radii of more than 35 m, should have the sign shown in Fig. 1 - page 32.

Bogie wagons which when running onto ferries are only able to negotiate a bending angle of less than 2°30' should have the sign shown in Fig. 2 - page 32, which gives the maximum permissible bending angle.

4. **Other bogie wagons and consignments which are loaded on more than one wagon or with a match wagon:**

Bogie wagons with two or three axles, which do not meet the above conditions, wagons with more than three axles in the bogie and consignments which are loaded on more than one wagon or transport with coupled wagons or with a match wagon) can only be carried after previous agreement and with a favourable water level. The agreement should be concluded by the consigning railway with the RU that is involved with the ferry operator.

G.2 - Group 2

RUs with ferry routes:

Türkische State Railways (TCDD)

Ferry routes:

Sirkesi - Haydarpasa

Tatvan - Van

no restriction

Table 1 : List of ferry routes in Groups 1 and 2

Wagons, which can be accepted without special agreement, must be able to negotiate the bend angle and track radius of the ferry concerned.

Ferry	Number of tracks on the ferry	S-curves			Biggest bending angle of the ferry flap with the horizontal	Remarks
		Radius in m	Length of the intermediate straight track in m	Radius in m		
1	2	3	4	5	6	7
Trelleborg - Saßnitz Hafen	4 5	- -	- -	- -	2° 30'	
Göteborg - Fredrikshavn	4 + 2	150	12	150	2° 30'	
Malmö - Travemünde	5	180	14	180	2° 30'	
Swinoujscie - Ystad	4	-	-	-	2° 30'	
Constanta - Samsun	5 + 1	120	2,5	120	1° 30'	
Reggio Calabria - Messina	3	150	15,5	150	1° 30'	
Villa S. Giovanni - Messina	3 4	150 120	15,5 19,6	150 120	1° 30'	
Civitavecchia - Golfo Aranci	3	-	-	-	1° 30'	
Sirkeci - Haydarpasa	3	-	-	-	-	
Tatvan - Van	2 1	120 -	- -	120 -	-	

G.3 - Group 3

Ferry routes between RUs with standard gauge and Finland:

Lübeck-Skandinavienkai (Germany) - Hanko (Finland)

Stockholm (Sweden) - Turku (Finland)

Hargshamn (Sweden) - Uusikaupunki (Finland)

Table 2 : Ferry routes between RUs with standard gauge and Finland

Wagons, which can be accepted without special agreement, must be able to negotiate the bend angle and track radius of the ferry concerned.

Ferry route	Number of tracks on the ferry	S-curves			Biggest bending angle of the ferry flap with the horizontal	Remarks
		Radius in m	Length of the intermediate straight in m	Radius in m		
1	2	3	4	5	6	7
Lübeck Skandinavienkai - Hanko ^a	2	150	6	100	2° 30'	
	2	150	6	100	2° 30'	
	1	-	-	-	2° 30'	
Stockholm - Turku ^b	2	150	4	150	2° 30'	
	2	150	0	150	0°	
Hargshamn - Uusikaupunki ^c	1	150	3,8	150	2° 30'	
	1	150	5	150	2° 30'	
	1	150	-	-	2° 30'	
	1	-	6	150	2° 30'	

a. opened as a CIM line only for the international large container and swap body traffic

b. not a CIM line

c. CIM-Line



Fig. 1 - Sign for the radius of the smallest curve that the design of wagon can negotiate



Fig. 2 - Sign for bogie wagons, which accept a bending angle of less than 2° 30' when running onto a ferry

Glossary

Applicant	The organisation that applies for an exceptional consignment.
Consignor	The organisation or person that is entered in field 10 of the CIM consignment note and which gives the carriage papers to the transport manager.
Consignment note	<p>Is an important document, which:</p> <ul style="list-style-type: none"> – is used for the freight contract, – is filled in at the office that consigns the goods, – accompanies the consignment(s) throughout the route, – gives information about the important data of the consignment(s) to the appropriate railway offices/RU/authorities, – is an accounting document at the end of the transport. <p>The UIC member railways/RUs use the CIM consignment note. The consignment note is produced in paper format or electronically.</p>
Change-over station	Is the station where consignments are taken out of one train and transferred to another.
Customs station	Is the station where the customs formalities are carried out. The customs station can be a frontier station or another railway station.
Destination station	Is the station entered by the consignor in the consignment note, where the carriage of the consignment(s) ends and the consignment(s) are delivered.
Deviation	Is the route which is necessary for technical or operating reasons to carry out an exceptional consignment.
Dispatch station	Is the station, where the consignor hands over his consignment on the basis of the freight contract.
Forwarding arrangement	<p>(traffic advice)</p> <p>The traffic advice specifies the day when the goods will be sent, the trains which will be used and the operating conditions.</p>
Forwarding number	Is made up of the abbreviation for the railway/the RU and the approval number allocated by the GEC for a given exceptional consignment.
Freight payer	The organisation or person who concludes a freight contract with the railway/RU for the carriage of a consignment.
Frontier station	Is the nearest station between the responsibility boundaries of two railways/IMs.
Height of the roll centre	Is the height of the point of intersection of the line of the track centre and vehicle centre (with the inclination of the vehicle) above the top of the rail (or running level).

Infrastructure manager (IM)

Any public organisation or any business, which is entrusted, in particular, with the provision and maintenance of the railway infrastructure as well as the management of the operating and safety systems.

Loading tolerance

Is the maximum deviation specified by the forwarder in the width and length, which is produced when the load is placed on a railway wagon.

Long term approval

Any GEC can waive the long term approval. The long term approval can in particular be waived:

- for consignments, which on the rail system that issues the approval have no feature requiring an exceptional consignment and can be forwarded under the conditions for normal consignments (e.g. loading gauge fouled only on the other railways),
- for consignments which are repeatedly forwarded within a certain time period or continually,
- for consignments which the GEC considers appropriate.

Railway

A mainland transport organisation with rails that

- is able to carry out the movement of people and goods in quantity
 - relatively quickly
 - is largely independent of the time of day and
 - the weather
 - regularly
 - safely
- provides the traction and hauled vehicles for the movement.

The product of the railway is the rail services.
The main and secondary job of a railway is carried out in an organisational unit or in a separate form (business).

Railway infrastructure

All rail routes and fixed equipment, which are necessary for the movement of railway vehicles and for the safety of the traffic.

Railway undertaking (RU)

Any private and public undertaking whose main occupation is the provision of railway services to carry goods and people. This undertaking must in any case provide the traction.

Routing

Is a specific route chosen for technical, operating and commercial reasons between the forwarding station and the destination station.

Vehicle flexibility coefficient

When a vehicle stands on canted track and the running plane forms an angle δ with the horizontal, its body is inclined on its suspension and forms an angle η with the line at right angles to the running plane. The ratio $s = \eta/\delta$ is called the vehicle flexibility coefficient of the vehicle.

List of abbreviations

CIM	Uniform rules concerning the contract of international carriage of goods by rail, Appendix B to the COTIF
CIV	Uniform rules concerning the contract of international carriage of passengers by rail, Appendix A to the COTIF
c_a, c_i	Consideration of the gauge clearance and possible lateral clearance of the axle bearings, the bogie pivot pins and the secondary suspension and transverse displacement and suspension play in tangent track as well as in curves of R _a 250 m and R _i 250 m as specified in UIC Leaflet 505-1
D_a	Curve widening on the outside of the curve (in millimetres)
D_i	Curve widening on the inside of the curve (in millimetres)
EURO	European currency unit
GEC	Group for exceptional consignments
IM	Infrastructure Manager
n_a	Distance of the external point considered from the nearest leading axle or pivot pin (in metres)
n_i	Distance of the internal point considered from the nearest leading axle or pivot pin (in metres)
NHM	Harmonised freight index
OSJD	Organisation for the cooperation of railways with headquarters in Warsaw
p	Bogie wheelbase (in metres)
p₁, p₂	Bogie wheelbase of the leading axles 1 and 2 (in metres)
p_a	Bogie pivot pitch in the connection bridge (in metres)
PIM	Regulations for international freight traffic
RIC	Agreement governing the exchange and use of coaches in international traffic
RID	Regulations concerning the international carriage of dangerous goods by rail, Appendix C to the COTIF
RIV	Agreement governing the exchange and use of wagons between Railway Undertakings (RIV 2000)

RoLa

Rolling road

RU

Railway undertaking

SMGS

Agreement concerning the international carriage of goods by rail

Bibliography

1. UIC leaflets

International Union of Railways (UIC)

UIC Leaflet 502-2: Exceptional consignments - Outline procedure, 1st issue under preparation

UIC Leaflet 502-3: Exceptional consignments - Carriage of exceptional consignments on railways with a gauge of 1 520 mm, 1st issue under preparation

UIC Leaflet 505-1: Railway transport stock - Rolling stock construction gauge, 10th edition, May 2006

UIC Leaflet 700: Classification of lines - Resulting load limits for wagons, 10th edition, November 2004

2. International standards

Organisation for the Cooperation of Railway with headquarters in Warsaw (OSJD)

SMGS: Agreement for international railway goods traffic, 1. January 2004

Intergovernmental organisation for international carriage by rail (OTIF)

CIM: Uniform rules concerning the contract of international carriage of goods by rail, Appendix B to the COTIF, 1999

3. Miscellaneous

International Union of Railways (UIC)

RIV 2000: Agreement for the exchange and use of freight wagons in international service, July 2000

RIC: Agreement governing the exchange and use of coaches in international traffic, July 2001

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