



International Rail Transport Committee
Comité international des transports ferroviaires
Internationales Eisenbahntransportkomitee

GR-CIM/SMGS

CIM/SMGS Reconsignment Manual of 1 July 2006

Amendment 7 dated 1 July 2016

This amendment contains:

- updated pages 1 - 10.

The modifications are marked in the margin; they contain the modifications approved by the CIM Committee at its meeting on 17 March 2016.

The CIT General Assembly on 5 November 2009 decided that new documents and amendments to existing documents would only be distributed electronically. As a consequence of this decision, we would be grateful if you yourself were to print the copies you require for your internal use.



International Rail Transport Committee
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Edition 1 July 2016

CIM/SMGS Reconsignment Manual (GR-CIM/SMGS)

Applicable with effect from 1 July 2006

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A. General provisions

0 Abbreviations and definitions

}	Carrier	Contractual carrier, with whom the consignor has concluded the contract of carriage, or a successive carrier who is liable on the basis of that contract. If the carrier is not a railway undertaking (where national law permits that), he is to entrust the performance of the carriage by rail to a railway undertaking which acts as a successive carrier, substitute carrier or an auxiliary to the carrier within the meaning of a person for whom the carrier is liable in Article 40 CIM.
}	CIM	Uniform Rules concerning the Contract for International Carriage of Goods by Rail (Appendix B to COTIF)
	CIS	Commonwealth of Independent States
	CIT	International Rail Transport Committee
	Co-operation contract	Contract concluded between several carriers for the performance of one or more international movements of freight by rail
	Destination station	Station serving the delivery point
	GLV-CIM	CIM Consignment Note Manual
	GTC-CIM	General Terms and Conditions of Carriage for International Freight Traffic by Rail prepared and recommended by the CIT
	GTM-CIT	CIT Freight Traffic Manual
	OSShD	Organisation for Co-operation between Railways
}	Payment intermediary	Person instructed by the consignor or consignee to take on his obligation to pay freight charges, whose details the consignor enters on the consignment note as 'payment intermediary' and who has a contract with the carrier in question (Article 31 SMGS Payment of costs and contractual penalties)
	Railway	Infrastructure to be found on the territory of an SMGS Member State
	Reconsignment point	Point at which a consignment subject to the CIM Uniform Rules is reconsigned under the conditions of the SMGS or vice versa
}	RID	Regulation concerning the International Carriage of Dangerous Goods by Rail (Appendix C to COTIF)
	SMGS	Agreement concerning International Freight Traffic by Rail

1 Purpose

This manual contains the special provisions for traffic between states applying the CIM Uniform Rules and those applying the SMGS when consignments are reconsigned en route using a new consignment note. }

These provisions are only applicable if they are published in documents made available to customers or included in co-operation contracts between carriers.

2 Scope

Consignments between states applying the CIM Uniform Rules and states applying the SMGS are subject to reconsignment at the interface between the two legal regimes.

The points of reconsignment and the opening times and facilities provided are shown in *Appendix 1* of this manual.

B. Provisions applicable

3 General provisions

In addition to the CIM Uniform Rules, the provisions below are applicable to the CIM contract of carriage:

- GTC-CIM,
- GLV-CIM.

4 Special provisions

4.1 Authorisations

The address of the bodies to which requests for authorisation should be addressed are shown in *Appendix 2* of this manual.

4.1.1 Authorisation to load

The goods listed below are only accepted for carriage after having been authorised in advance by the SMGS carriers participating in the movement:

- a) goods which exceed the loading gauge shown in SMGS Appendix 5, even if only on one of the railways taking part.
- b) goods which are consigned on low-loader wagons which require transshipment;
- c) railway rolling stock on its own wheels when it has to run over sections of route with a different gauge.

Processing of the application:

Consignor (at least a month before the start of the CIM movement)
 ↓
 CIM carrier (at the forwarding point under the CIM contract of carriage)
 ↓
 SMGS carrier (at the reconsignment point)
 ↓
 CIM carrier (at the forwarding point under the CIM contract of carriage)
 ↓
 Consignor

After consulting the other SMGS carriers taking part in the movement, the SMGS carrier at the reconsignment point will provide the numbers of the authorisation. These numbers are to be entered in box 7 'Sender's declarations' of the CIM consignment note.

4.1.2 Perishable goods

Perishable goods which are not loaded in mechanical refrigerated wagons or wagons with temperature control, are only accepted after having been authorised in advance by the SMGS carriers participating in the movement.

Processing of the application: }

Consignor (at least seven days before the start of the CIM movement) }

↓ }

CIM carrier (at the forwarding point under the CIM contract of carriage) }

↓ }

SMGS carrier (at the reconsignment point) }

↓ }

CIM carrier (at the forwarding point under the CIM contract of carriage) }

↓ }

Consignor }

The consignee is to enter the following remark in box 21 'Description of the goods' of the CIM consignment note "perishable goods – neither monitoring nor maintenance of a specific temperature is required on any part of the journey". }

After consulting the other SMGS carriers taking part in the movement, the SMGS carrier at the reconsignment point will provide the numbers of the authorisations. These numbers are to be entered in box 7 'Sender's declarations' of the CIM consignment note. }

4.2 Dangerous goods

Dangerous goods are only accepted for carriage if they comply with the provisions of the RID and Appendix 2 SMGS¹.

4.3 Consignment note²

4.3.1 Consignments with final destination in a state applying the SMGS

The CIM consignment note is to be made out to the reconsignment point. Reconsignment is to be undertaken by the carrier using a consignment note conforming to the SMGS format and using the information given in the CIM consignment note. The original of the CIM consignment note is to be attached to the consignment note produced on reconsignment. The duplicate of the SMGS consignment note is to be sent to the consignee under the CIM contract of carriage via the forwarding carrier.

The CIM consignment note must be specially endorsed:

a) Box 4 'Consignee': the consignee is to enter the abbreviation for the carrier who will reconsign the consignment at the reconsignment point for the change of legal regime. }

b) Box 7 'Consignor's declarations':

- "To be reconsigned to ..." (name of the final destination station and of the carrier at the delivery point). }

- "Final consignee ..." (name and address of the final consignee).

¹ The forwarding carrier will provide the information necessary.

The RID may be obtained from the following address:

Intergovernmental Organisation for International Carriage by Rail Gryphenhübeliweg 30

CH - 3006 Bern

Tel. : + 41 31 359 10 10

Fax : + 41 31 359 10 11

E-mail : [info\(at\)otif.org](mailto:info(at)otif.org)

Web : www.otif.org

Appendix 2 to the SMGS may be obtained from SMGS carriers at reconsignment points – see the addresses on the CIT website www.cit-rail.org. }

² In the text below, "CIM consignment note" should also be taken to include the CIM consignment note for combined traffic.

- Number of axles, tare and load limit of the wagon.
- "Payment of transit charges for ... (name of SMGS transit carrier) made by ... (name of payer of the transit charges and his code)" and "Agreement number ... (number of the agreement between the consignor and the payer of the charges)".

c) Box 10 'Delivery point': station serving the point of reconsignment.

d) Box 21 'Description of the goods':

- For dangerous goods, the provisions of section 5.4.1 RID and those of Appendix 2 SMGS must be complied with¹.
- For perishable goods which are not loaded in refrigerated or temperature controlled wagons, enter the endorsement specified in point 4.1.2.

4.3.2 Consignments from states applying the SMGS

For consignments sent under SMGS conditions to the reconsignment point, the carrier at the point of reconsignment is to make out a CIM consignment note to the final destination using the information given in the SMGS consignment note. This is to be attached to the consignment note produced on reconsignment. When a load needs to be split between several wagons following transshipment, the SMGS consignment note is to be attached to one of the consignment notes produced on reconsignment. A suitable endorsement is to be made on the other consignment notes produced on reconsignment.

4.4 Payment of charges

Except where otherwise agreed between the consignor and the carrier, the following provisions are applicable:

4.4.1 Consignments with final destination in a state applying the SMGS

Charges (carriage, ancillary charges, customs duties and other charges) up to the reconsignment point are to be paid by the consignor. Charges from the reconsignment point to the final destination station defined by the consignment note made out on reconsignment are to be paid by the final consignee (nevertheless for payment of charges on SMGS carriers see point 4.3.1 b).

4.4.2 Consignments from states applying the SMGS

Charges (carriage, ancillary charges, customs duties and other charges) raised by the forwarding railway are to be paid by the consignor. Charges raised by other SMGS railways up to the reconsignment point or up to Klaipeda Fährre (for traffic via the Klaipeda - Sassnitz-Mukran ferry) are to be paid by forwarding agents.

The carrier's charges (carriage, ancillary charges, customs duties and other charges) up to the reconsignment point are to be paid by consignor. If the consignor uses a payment intermediary to pay the charges, the consignor is to make an appropriate entry on the consignment note.

Charges from the reconsignment point are to be paid by the final consignee.

4.4.3 Refunds

Refunds are not permitted.

¹ Appendix 2 to the SMGS may be obtained from SMGS carriers at reconsignment points – see the addresses on the CIT website www.cit-rail.org.

4.5 Marking the goods

4.5.1 Centre of gravity and gross mass [weight]

The consignor is to mark the centre of gravity indelibly on each package on each side along both the length and the width with the symbol, and to mark each package with its gross mass [weight]. where:

- a) goods exceed the loading gauge and are asymmetric in shape, or
- b) goods have a unit mass [weight] exceeding 3 tonnes, or
- c) goods are equipment or machines, or
- d) goods are packed in cases higher than 1 metre.

4.5.2 Out of gauge loads

Where goods exceed the loading gauge, the consignor is to mark the two sides or attach signs outlined in red with the following text in German: "Achtung: Güter überschreiten das Lademass bei den Unternehmen ..." (abbreviations for the SMGS carriers in question), and in Russian: "Внимание! Негабаритный груз на ..." (abbreviations for the SMGS carriers in question). [Caution! Out of gauge load on the following carriers ...].

4.6 Loading tackle

4.6.1 Consignments via Poland and Romania

Except where otherwise agreed between the CIM and SMGS carriers concerned, CIM carriers' loading tackle (wagon sheets, etc.) will only accompany the consignment to the point of transshipment.

Privately owned loading tackle will accompany the consignment to the final destination station.

4.6.2 Consignments via Bulgaria, Hungary, Slovakia and the Sassnitz-Mukran – Klaipeda ferry

CIM carriers' loading tackle (wagon sheets, etc.) is not permitted.

Privately owned loading tackle will accompany the consignment to the final destination station.

C. Final and transitional provisions

5 Entry into force

This manual enters into force on 1 July 2006.

6 Interim provisions

Contracts of carriage pursuant to the CIM Uniform Rules 1980 concluded before 1 July 2006 shall remain subject to the Uniform Rules and the provisions for their implementation in force at the time of the conclusion of the contract.