

TRANSPORT OF DANGEROUS GOODS
TECHNICAL COMMITTEE and WORKSHOP on RID
The role of competent authority in relation to the safety obligations



LEPL – RAIL TRANSPORT AGENCY

Riga, Latvia 10-12 December, 2024

Obligation under the Association Agreement



In order to approximate the current system of railway transport of Georgia to the European Union railway model, it was planned to implement the railway transport reform.



The Railway Transport Reform in Georgia is carried out within the framework of the Association Agreement (AA) signed between Georgia and the European Union.



The Reform envisages the implementation of 8 legal acts (directives/regulations) of the European Union, with which Georgia has an obligation of legal approximation, within the terms/timelines defined by the AA.

During the current period, the establishment of an effective institutional structure and work on relevant legal regulatory acts for the creation and development of a general arrangement and a unified system of railway safety management is underway, for which the appropriate legal basis was established, the main principles were reflected in Georgian legislation, (to the Railway Code in 2023) and the legal basis was created for full approximation.

Railway transport sector reform



The implementation of the railway transport sector reform began in 2023 and is planned to be implemented in 3 phases: 2023-2027.

The reform of the railway sector in Georgia is being carried out within the framework of the Association Agreement signed between Georgia and the European Union. The implementation of 8 legal acts (directives/regulations) of the European Union in the field of railway transport is envisaged, in relation to which Georgia has an obligation to legal approximation, within the deadlines specified in the same agreement.



The main goal of the railway transport sector reform is:

Increasing the **efficiency** and **development of rail transport in Georgia** as the safest, greenest and most sustainable form of transport.

As part of the reform, the following was also established: the Railway Accident and Incident **Investigation Bureau**, whose main function is to conduct **independent investigations** and investigations into accidents/incidents occurring in the field of railway transport.



European directives to be implemented



Phase I of the Railway Transport Reform 2023-2024

- Directive 2016/798/EC on railway safety;
- Directive 2007/59/EC on the certification of locomotive and train drivers;
- Directive 2008/68/EC on the transport of dangerous goods;
- Signing and administering the PSC with the railway operator.



Phase II of the Railway Transport Reform 2024-2025

- Regulation 2021/782 on rail passengers' rights and obligations;
- Directive 2016/798 EC on railway safety (entities/persons in charge of maintenance).



Phase III of the Railway Transport Reform 2026.2027

- Directive 2012/34/EU establishing a single European rail network;
- Directive 2008/57/EC on the interoperability of railway systems.

Rail Transport Agency - Objectives



National Railway Safety Authority (NSA) LEPL Railway Transport Agency - was established on July 1, 2023 under the system of the Ministry of Economy and Sustainable Development of Georgia.



The Ministry is authorized to **determine policy in the field of railway transport**. As a result, the Georgian railway transport sector was subject to the **country's unified transport policy**, similar to other transport sectors (road, sea, air);



As the first competent state railway authority in Georgia, the Agency's goal is to establish **an institutional and legal framework for regulating the railway transport sector**, ensure railway safety, and implement **international and European standards in the field**.



The agency was established as part of the railway policy reform, which is underway in accordance with the **EU railway acquis**;



Within the framework of the authority granted by Georgian legislation, the main activity of the Agency is the **regulation and supervision of the railway transport sector**. The agency's goal is to ensure railway safety and technical regulation of the sector based on the **implementation of European and international standards**;

Railway Transport Agency - Functions



The main functions of the Agency include, but are not limited to:

Issuance, renewal, suspension and revocation of safety certificates for railway undertakings;

- Issuing, renewing, suspending and revoking security authorisations for the infrastructure manager;
- Carrying out inspections, monitoring and supervision of the infrastructure manager and the railway enterprise;
- Elaboration and approval of security certificate and security authorisation forms;
- Elaboration and approval of driver's license and certificate forms, as well as issuance, confirmation and renewal of driver's licenses;
- Supervision of compliance with safety rules/technical regulations;
- **Development of rules for the transportation of dangerous goods by rail;**
- Elaboration of safety rules/technical regulations related to the transportation of passengers and cargo by rail.

Implementation of reform stages

Policy Framework and Key Objectives of the Reform (Phase I):



Creation of a **new regulatory framework for the railway sector**, in line with EU legislation, in the following areas:

- On railway safety;
- On the certification of locomotive and train drivers;
- **On the transportation of dangerous goods by road and rail.**

Policy Framework and Key Objectives of the Reform (Phase II):



Creation of a new legislative framework for rail transport, in line with EU legislation, in the following areas:

- On the rights and obligations of passengers;
- On railway safety - from the point of view of those responsible for technical maintenance.

Policy Framework and Key Objectives of the Reform (Phase III):



The implementation of the following issues is envisaged at this stage of the reform:

- Creation of a regulatory body or addition of its functions to the Railway Transport Agency;
- Requirements related to the separation and independence of railway operators and infrastructure managers;
- Creation of a registry of drivers, rolling stock and infrastructure components;
- Licensing rules for railway operators (good reputation, financial stability, professional competence);
- Creation of public infrastructure financing mechanisms (MAIC);
- Infrastructure usage, path allocation and charging rules;
- Implementation of standards/rules related to railway interoperability.

Development of a legislative framework



The following measures were taken to approximate Georgian legislation to the EU legal framework:

In accordance with Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety and the provisions based on it, a draft "Railway Safety Code" was elaborated and approved by the Government of Georgia.



In accordance with the provisions of Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of locomotive and train drivers - the provisions based on it - a draft of the "Rules and conditions for issuing, renewing and restoring, suspending and revoking driving licences" was elaborated, which should be approved by the Government of Georgia by the end of this year.



In accordance with Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods and the resulting Annex C to the Convention concerning the International Carriage of Dangerous Goods by Rail (COTIF) of 9 May 1980 - the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID), a draft of the "Rules for the Transport of Dangerous Goods by Rail" was elaborated, which should be approved by the Government of Georgia by the end of this year.



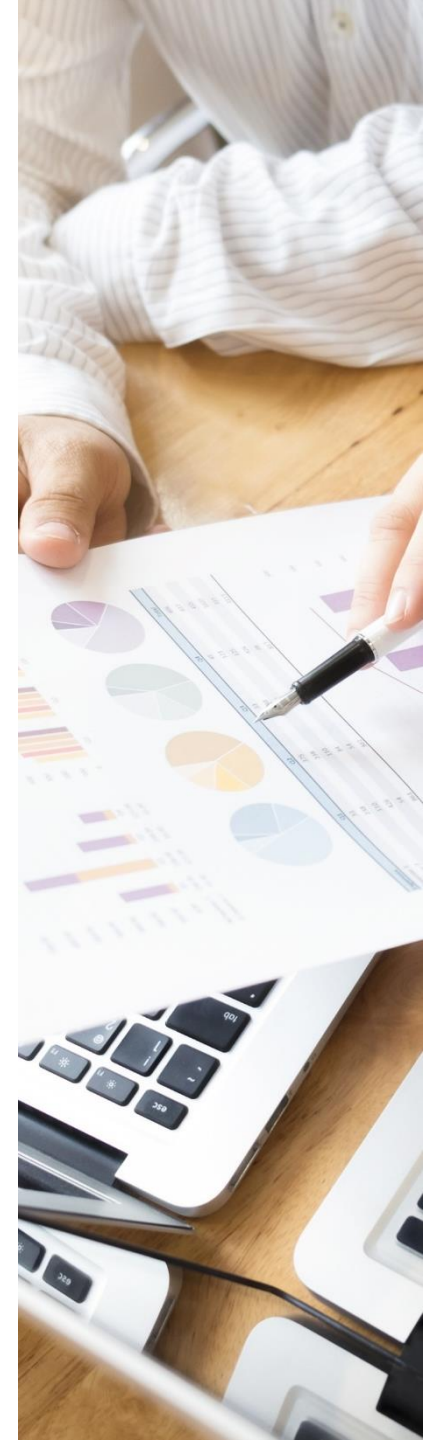
A public service contract (PSC) was signed in accordance with Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail.



Elaborating of the legislative framework - results



- ❑ Improved railway safety levels and quality of safety management;
- ❑ Increased accountability of entities operating in the sector;
- ❑ High degree of transparency;
- ❑ Increased competence of personnel involved in the operational level of rail transport;
- ❑ Increased opportunities for private sector participation in the sector;
- ❑ Improved passenger transportation services based on the implementation of the PSO model (increased accountability, transparency, and quality).



Transportation of dangerous goods by rail



Elaborated on the basis of Directive (EC) 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods and the resulting Annex C to the Convention concerning the International Carriage of Dangerous Goods by Rail (COTIF) of 9 May 1980 - the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID);



Defines the requirements related to the safety of the transport of dangerous goods by rail.



Transportation of dangerous goods by rail - objective



Ensuring the protection of human health and the safety of railway infrastructure during the transportation of dangerous goods by **reflecting the provisions of RID in Georgian legislation.**



The provisions (requirements) of the Rule and RID apply to the transportation of dangerous goods by rail within the territory of Georgia and to activities related to the transportation of dangerous goods.

It is mandatory for all parties involved in the transportation of dangerous goods. This process also includes preparing, packaging, loading, unloading or sorting dangerous goods for transportation.



"Rule" - scope of regulation

The rule defines the following issues:

Scope of the rule and exceptions related to the transportation of dangerous goods;

Requirements for the classification and packing groups of dangerous goods;

Marking of dangerous goods packages and placing of danger signs;

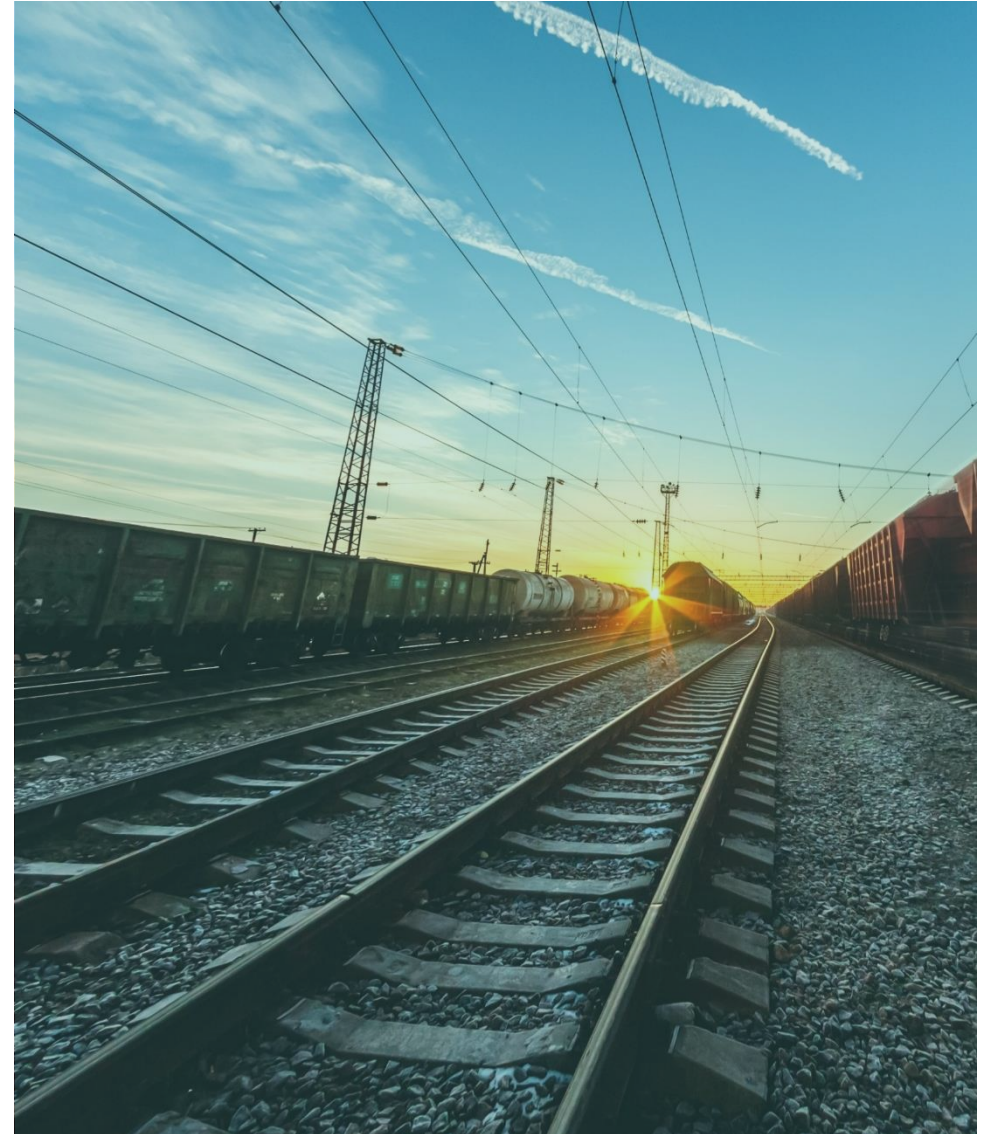
Participants in the transportation of dangerous goods and their responsibilities;

Documentation and conditions related to the transportation of dangerous goods;

Requirements related to the transportation of radioactive materials by rail;

Requirements related to railway accidents and emergencies;

Supervision of cargo transportation;



Scope of Rule



The Rules for the Transportation of Dangerous Goods by Rail apply to the transportation of dangerous goods by rail within the territory of Georgia and to activities related to the transportation of dangerous goods.

The Rules are mandatory for all participants involved in the transportation of dangerous goods. This process also includes the preparation, packaging, loading, unloading or sorting of dangerous goods for transportation.



Supervision by the Agency



The LEPL - Railway Transport Agency supervises the implementation of the rules for the transportation of dangerous goods by rail.



When carrying out supervision, the Agency has the authority to inspect the activities of participants in the transportation of dangerous goods and request any information related to the transportation of dangerous goods from them.

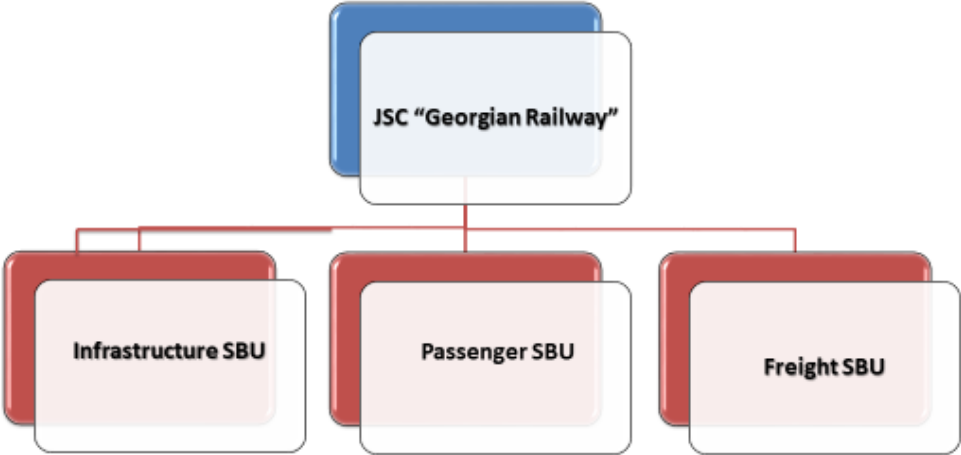


Georgian Railway – History

❑ The Georgian Railway is one of the most important parts of the Eurasian transport artery located between the Black and Caspian Seas, which connects Europe and Central Asia by the shortest route.

❑ Georgian Railway is 150 years old.

❑ JSC "Georgian Railways,, - the company consists of three business units: Infrastructure, Freight, and Passenger.

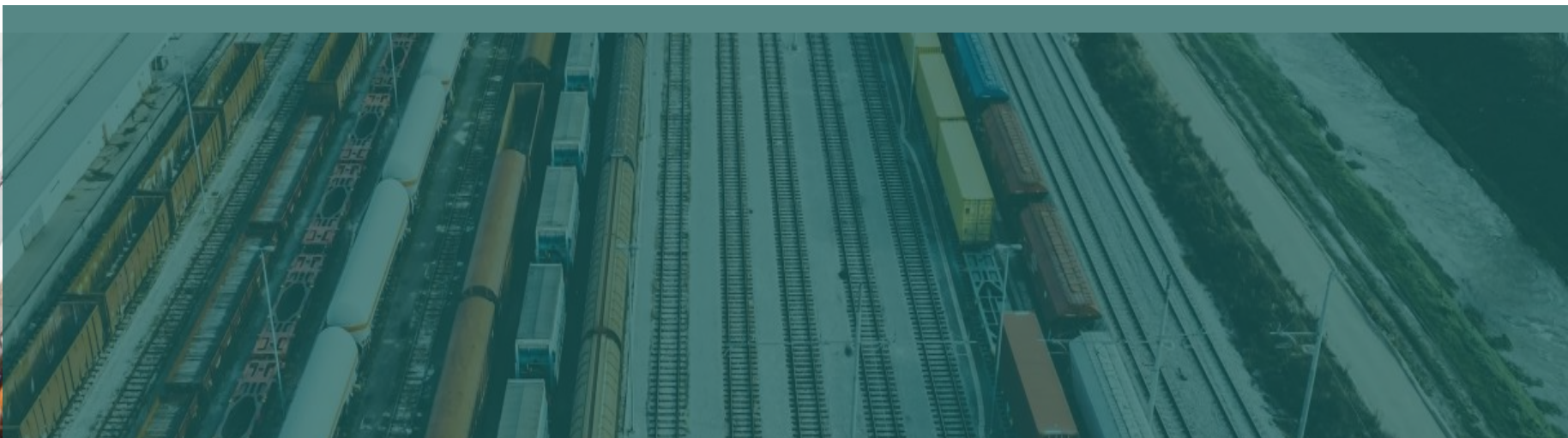


Operational length of Georgian railway tracks and number of freight stations

- ❑ The length of the Georgian railway track is 1992 kilometers, which is fully electrified.
- ❑ Georgian Railways has electric traction, therefore it is ecologically at the height of demand.
- ❑ Passenger transportation is carried out by Swiss trains of the Stadler company.
- ❑ There are **56 freight stations on Georgian Railways**, where loading and unloading operations are carried out.



Gauge width	1520 mm
Max. slope	3.7% (37‰)
Min. radius	160 m
Tunnels	45
Bridges	1714
Unfolded length	1879 km
Exp. length	1575 km
Double-track lines	290 km
Single-track lines	1285 km
Narrow gauge	37 km
Type of traction	DC current 3000 V



Current situation

Normative acts, when transporting dangerous goods:

Due to the location of Georgia and the status of the transit route - we have quite a variety of transportation directions, therefore, at the current time, the following transportation rules are used:

- ❑ In local transportation - local document "Rules for the transportation of dangerous goods by rail“;

In the case of international transportation:

- ❑ In addition to RID, international transport can be carried out in accordance with the Agreement of the Organization for the Cooperation of Railways concerning International Carriage of Goods by Rail (SMGS) of November 1, 1951.
- ❑ OTIF - Intergovernmental Organization for International Carriage by Rail;
- ❑ RID is the Regulation concerning the International Carriage of Dangerous Goods by Rail,



Railway transportation statistics



▪ Rail transportation by type, in tons

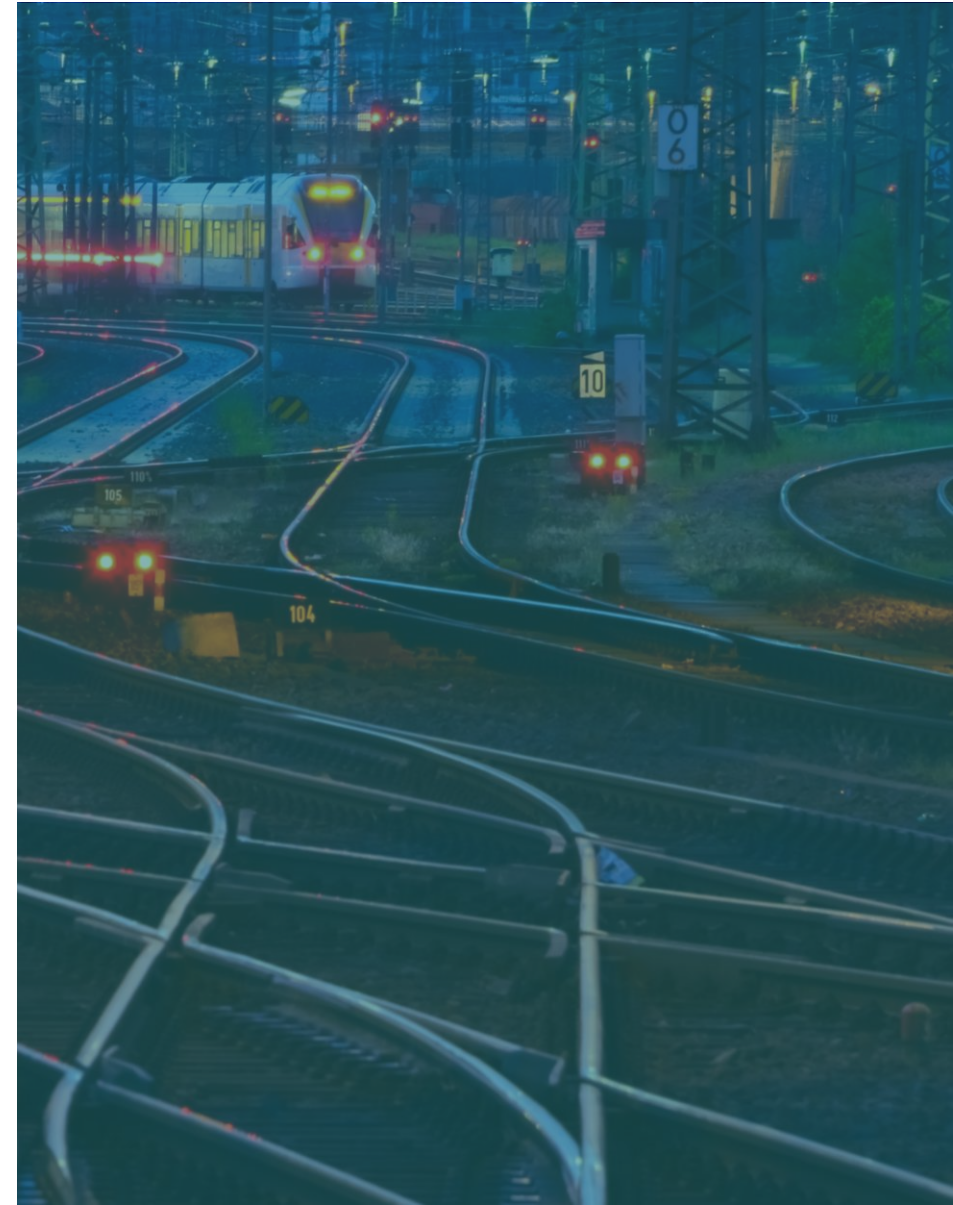
Year	Total	Among them			
		Import	Export	Transit	Local
2016	11,881,734	2,643,285	1,073,039	6,183,037	1,982,373
2017	10,672,568	2,663,006	1,103,301	4,976,434	1,929,828
2018	10,004,986	2,868,724	1,166,149	4,166,419	1,803,694
2019	10,860,646	2,604,418	1,272,414	5,261,030	1,722,784
2020	11,063,440	2,523,790	1,094,978	5,541,993	1,902,679
2021	12,130,705	2,397,896	1,157,479	6,730,808	1,844,522
2022	14,772,839	2,955,233	1,269,671	8,655,326	1,892,609
2023	13,551,463	3,064,798	1,154,974	7,710,355	1,621,336



▪ Transportation by main cargo groups, in tons

Year	Containerized cargo	Oil and petroleum products (cargo transported by tankers)	Other cargo
2016	600,613	5,486,635	5,794,486
2017	719,751	4,286,664	5,666,153
2018	952,072	3,114,296	5,938,617
2019	1,275,496	3,071,010	6,514,139
2020	1,317,510	3,014,393	6,731,538
2021	1,201,586	3,644,891	7,284,228
2022	1,502,643	4,634,745	8,635,451
2023	1,415,606	4,568,700	7,567,157

In addition to petroleum products, various chemical products and fertilizers are imported into Georgia.



RID Implementation Stages



The implementation of RID is planned in stage III, which includes the following issues:

Stage I: (deadline)

Creation of legislation in the field of rail transport;
Adoption of the rules for the carriage of dangerous goods by rail, determination of the rights and obligations of the participants in the carriage and the agency.



Stage II:

Establishment of the obligation to have a specialist in the carriage of dangerous goods, regulation of issues of his proper training and certification;
Strengthening monitoring and supervision.



Stage III:

Implementation of a compliance system and approval of the inspection body in relation to dangerous goods;
Approval of the type of construction, testing and supervision of production.



Thank you for your attention!



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