

**SAFE TRANSPORTATION OF DANGEROUS GOODS**

**Text of the speech of N.Issingarın, Doctor of Economics, Chairman of CFCFA, KFFA, KACWO  
at the 18<sup>th</sup> OSCE Economic and Environmental Forum  
Prague, 24-26 May 2010**

The 2010 program of Kazakhstan's OSCE chairmanship specifies transport as one of the key element of economic and environmental aspect. The transport development is an important factor of socioeconomic growth of each landlocked state including Kazakhstan. The other essential point of this aspect is the environmental safety.

The crossing of these two vectors is transportation of dangerous goods which:

- on the one hand, makes it possible to expand trade and economic relations and international cooperation and specialization,
- on the other hand, contains high level of potential traffic accidents which can have significant consequences.

That is why the world community pays much attention to the safety of dangerous goods transportation. **Organization for Security and Cooperation in Europe (OSCE)** is the largest regional organization which not only serves as a platform for the effective discussion of focal problems but also takes the effective measures for their solution.

Today cargo of all dangers and classes including liquid gas, yellow phosphorus, various acids, radioactive freights, is transported on the Eurasian route. The main direction is from Russia, Kazakhstan and other countries to Europe. Factors increasing probability of accidents can be:

- wear and tear of transport facilities for the dangerous goods transportation;
- nonconformance of technical state of railway tracks to the safety standards;
- imperfect normative legal base and existing technology of dangerous goods transportation;
- insufficient qualifications of operational railway staff and controlling bodies.

The key factor is normative legal base which specifies requirements to the transport facilities and infrastructure, conditions and packing, equipment, performance of operations and qualification of personnel.

In order to stiffen safety and environmental measures, every year the European Union countries adopt new rules and standards raising the requirements to the dangerous goods rail transportation, and this is good. But the countries supplying goods are not always in time for the implementation of such measures. While such delay can reduce the level of safety, the difference in the requirements to the dangerous goods transportation can be the factor constraining the Eurasian transport flow and decreasing the trade potential of the exporting countries, as well can negatively affect the stable operation of European consumer enterprises.

Considering this problem in terms of Kazakhstan, one can note that today different measures are being taken at the national level, as well in cooperation with international transport community. The rolling stock used for the dangerous goods transportation is being regularly renewed, the projects on transport infrastructure development are being implemented, the legislation is being improved. At the same time there are some big issues which need to be urgently solved. So, it is necessary to adopt

the legislative act governing the transportation of dangerous goods by all modes of transport, which will allow to harmonize the requirements with the European legislation and to take into account the Kazakhstani specifics.

Furthermore, the training of the specialists engaged in the dangerous goods transportation must be carried out at a higher level. It is necessary to specify in law the requirements to their skills. In addition, the training centers must be responsible for the training quality, and the enterprises – for the involvement of properly skilled personnel.

Differences in legislation of countries supplying dangerous goods to Europe are justified. So, countries working with OSJD have met with a problem of differences in SMGS requirements and RID rules (Regulation concerning the International Carriage of Dangerous Goods by Rail) which is part of COTIF, especially in terms of requirements to the rolling-stock construction. This is not so much due to the special safety measures, but more due to the use of different railcar building technologies.

During the decades of using CIS railcars meeting SMGS requirements, no defects in their construction endangering people's life and health were found, also by the European countries. It is impossible to replace a significant amount of cars by the European cars, and getting special permits for their movement in Europe is a long and complex process. Some Kazakhstani chemical manufacturers faced this problem. Such situations arise regularly in different spheres of Kazakhstani economy, as well more or less in all other countries exporting dangerous substances.

In order to remove shortcomings in legislative regulation of dangerous goods transportation and to take preventive safety measures, the joint actions are needed at the national and international levels. Taking into account the scale of the problem, I consider it expedient to use OSCE capabilities for its solution and to include the following statement in the final recommendations of this Forum:

- “To initiate the following measures for providing safe transportation of dangerous goods:**
- study of the legislative base governing the rail and multimodal transportation of dangerous goods in OSJD and OTIF countries, and determination of actions on their harmonization;**
  - development and implementation of program for step-by-step replacement of the rolling stock used in the countries supplying goods, by the modern transportation technologies meeting safety requirements and standards of the European Union;**
  - identification of traditional Eurasian routes for the dangerous goods transportation with the purpose of carrying out measures on accident prevention and reducing their possible consequences;**
  - giving an opportunity to carry cargo on the territory of OTIF countries using the rolling stock conforming to OSJD requirements, for the transition period.”**

I would like to take this opportunity and appeal to other international organizations, especially of the European Community, to turn their attention to this topical problem and assist in its solution. In the name of the Kazakhstani transport business community I'm expressing readiness to actively participate in implementing this task, as well support of 64th session of the Working Party on Rail Transport of the UNECE Inland Transport Committee to be held on 17-19 November 2010 in Vienna.