

## Problem of providing safety of cargo rail transportation

OSCE countries are in need of a single system for the hazardous cargo transportation for the industrial production. The main direction of transportation is the supply of goods of different dangers and classes including liquid gas, yellow phosphorus, acids, sulfur, radioactive and other freights from Russia, Kazakhstan and other countries to Europe.

Every year the European Union countries update the rules and standards heightening the requirements to the hazardous cargo rail transportation, and this is good. But the countries – suppliers of goods are not in time for the implementation of such measures.

It is advisable to combine efforts for solving the problem of transportation safety in the following issues:

- development and adoption of standard documents and European standard rules in countries connected to the rail transportation with European Union;
- arrangement of production and use of the new rolling stock (freight cars, containers, special containers) corresponding to the European standards and RID requirements (international rules for hazardous cargo rail transportation);
- ensuring logistics of supply (setting the routes) and matching them with European standards and technical requirements;
- identification of necessary investments for conducting this technical, technological and organizational work to avoid restrictions or prohibitions of hazardous cargo transportation;
- determination of real terms and actions needed to consider and implement the European standards on the hazardous cargo transportation by administrations, cargo shippers and carriers of other countries.

We consider it necessary:

1. To work out and approve the program for harmonization and unification of documents in the OSCE countries providing rail transportation with the rules and standards of European Union.
2. To organize special OSCE committee with participation of representatives from railway administrations, carriers, associations of transport business and consignors for systematic consideration and solution of all above-mentioned problems of hazardous cargo transportation.
3. To organize expert group (attached to the commission) for evaluation of technical rules and technological documents (classifier, emergency cards and others) for the hazardous freight rail transportation.
4. To apply to the European Union to clearly identify the scope of works and to organize consulting research involving appropriate organizations in countries related to the hazardous freight transportation to Europe.
5. To conduct investigations on organization and routes of multimodal transportation of hazardous cargo and give recommendations for the Rules development on the basis of such investigations.
6. To create specialized training center to train technical staff performing loading and unloading and transport operations with hazardous cargo, with issuance of special individual certificates.

N.K.Issingarin  
Chairman of ADB CAREC Forwarders and  
Carriers Federation of Associations (CFCFA)  
Chairman of Kazakhstan Freight  
Forwarders Association  
Chairman of Kazakhstan Association  
of carriers and car (container) operators