

# GLV-CIM/SMGS

## **CIM/SMGS Consignment Note Manual (GLV CIM/SMGS)** of 1 September 2006

### **Amendment 7 dated 1 January 2010**

This amendment contains:

- the new pages 3/4 and 7 to 18,
- the new appendix 1,
- the new pages 3/4 and 9 to 15 of the appendix 2,
- the new appendix 3,
- the new pages 1/2 and 5 to 9 of the appendix 4,
- the new pages 1/2 of the appendix 8,
- the new appendix 9.

This amendment contains the modifications approved by the CIM Committee at its meeting on 31 March 2009 and by correspondence of 26 October 2009.

The General Assembly on 5 November 2009 decided that the General Secretariat would no longer distribute hard copy printed amendments. As a consequence of this decision, we would be grateful if you were to print the number of copies you require yourselves and then update the documents in your binders.

The modifications are marked in the margin.

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<b>Contents</b>	<b>Page</b>
<b>A. General provisions</b>	
1 Abbreviations .....	4
2 Definitions .....	4
3 Purpose of the manual .....	6
4 Scope .....	6
<b>B. Common provisions for paper and electronic consignment notes</b>	
5 Legal basis .....	7
6 Conditions of use .....	7
7 Content of the consignment note .....	7
8 Languages .....	7
9 Reconsignment points .....	7
10 Contractual parties .....	8
11 Payment of charges .....	8
12 Liability, CIM/SMGS formal report, CIM/SMGS claims, payment of compensation .....	8
13 Seals .....	10
14 Authorisations, agreements .....	11
15 Customs processes .....	14
16 Dangerous goods .....	14
17 Marking the goods .....	14
18 Loading tackle .....	15
<b>C. Paper consignment note</b>	
19 Specimen .....	16
20 Block trains, groups of wagons and groups of containers consigned with a single CIM/SMGS consignment note .....	16
<b>D. Electronic consignment note</b>	
21 CIM – Functional equivalence as the legal basis .....	17
22 SMGS – Agreement between railways, consignors and consignees who apply the SMGS as the legal basis .....	17
23 Agreement for the use of electronic data interchange for international freight traffic by rail (EDI agreement) .....	17
24 Deliberately left blank .....	17
<b>E. Final provisions</b>	
25 Amendments and additions .....	18

## Appendices

1	List of the CIT members and SMGS participants which apply this manual and the traffic axes to which it applies	
2	Explanatory notes on the content of the CIM/SMGS consignment note	
3	List of reconsignment points	
4	List of the addresses of departments to which applications for authorisation and agreement to consign are to be sent	
5	CIM/SMGS consignment note	
5.1	Specimen of the additional invoice forming part of the CIM/SMGS consignment note	
6	Packaging requirements	
7.1	Explanatory notes on the completion and content of the CIM/SMGS wagon list	
7.2	Specimen of the CIM/SMGS wagon list	
7.3	Explanatory notes on the use and content of the CIM/SMGS container list	
7.4	Specimen of the CIM/SMGS container list	
8	Explanatory notes on the completion of the CIM/SMGS formal report	
8.1	Specimen of the CIM/SMGS formal report	
9	List of addresses of the departments of CIM carriers and SMGS railways to which claims must be sent for further handling under the CIM/SMGS claims procedure	

## A. General provisions

### 1 Abbreviations

CIM	Uniform Rules concerning the Contract of International Carriage of Goods by Rail (Appendix B to COTIF)
CIT	International Rail Transport Committee [Comité international des transports ferroviaires ]
COTIF	Convention concerning International Carriage by Rail [Convention relative aux transports internationaux ferroviaires]
GLV-CIM	CIM Consignment Note Manual [Guide lettre de voiture CIM]
GTC-CIM	General Terms and Conditions of Carriage for International Freight Traffic by Rail, drawn up and recommended by the CIT
GTM-CIT	CIT Freight Traffic Manual [Guide du Trafic Marchandises]
NHM/GNG	Harmonised Commodity Code [Nomenclature Harmonisée Marchandises]
OSJD	Organisation for Co-operation of Railways
RID	Regulation concerning the International Carriage of Dangerous Goods by Rail (Appendix C to COTIF) [Règlement concernant le transport international ferroviaire des marchandises dangereuses]
SMGS	Agreement on International Freight Traffic by Rail
UTI	Intermodal Transport Unit [Unité de transport intermodal]

### 2 Definitions

Carrier	The contractual carrier with whom the consignor has concluded the contract of carriage in accordance with the CIM Uniform Rules or a successive carrier who is liable on the basis of that contract. This definition includes the concept of “railway” in the SMGS
CIM/SMGS consignment note	CIM/SMGS consignment note to the design shown in <i>Appendix 5</i> to this manual which documents the CIM and SMGS contracts of carriage for traffic between CIM and SMGS states
Exceptional consignment	Within the area in which the CIM applies, the definition below, based on UIC leaflet 502-1, applies: A consignment is considered as exceptional, if, because of its external dimensions, its mass or its nature, it gives rise to special difficulties for one of the carriers taking part in the movement taking account of railway installations and wagons and therefore can only be authorised under special technical or operating conditions.
Payer of charges	Freight forwarder, agent, etc. through whom the consignor or consignee pays the SMGS railways’ charges (SMGS Article 15)
Reconsignment point	Interface between the CIM and SMGS regimes of carriage. The reconsignment point is <ul style="list-style-type: none"> <li>- for CIM → SMGS traffic: both the destination point for the CIM contract and the forwarding station for the SMGS contract,</li> <li>- for SMGS → CIM traffic: both the destination station for the SMGS contract and the acceptance point for the CIM contract</li> </ul>

## **B. Common provisions for paper and electronic consignment notes**

### **5 Legal basis**

CIM Article 6 § 8 CIM and SMGS Articles 6 § 11 and 7 § 15 form the legal basis for the CIM/SMGS consignment note.

### **6 Conditions of use**

Within the limitations laid down in this manual, the CIM/SMGS consignment note may be used as a CIM consignment note in the area in which the CIM applies and as an SMGS consignment note in the area in which the SMGS applies. The same principle also applies to the use of the CIM/SMGS consignment note as a customs document.

### **7 Content of the consignment note**

*Appendix 2* to this manual contains explanatory notes on the content of the CIM/SMGS consignment note.

### **8 Languages**

#### **8.1 Description of the boxes on paper consignment notes and on printouts of the electronic consignment note**

Descriptions of the boxes are to be printed in two, or as appropriate three, languages of which one must be Russian and another either English, French or German\*). For consignments to or from the People's Republic of China, descriptions of the boxes are additionally to be printed in Chinese. }

#### **8.2 Content of the consignment note**

The entries on the consignment note are to be in the following languages:

- a) Boxes which refer to both the CIM and SMGS contract of carriage: Russian plus either English, French or German\*). For consignments to the People's Republic of China, the consignment note may additionally be filled out in Chinese, }
- b) Boxes which only refer to the CIM contract of carriage: either English, French or German\*), }
- c) Boxes which only refer to the SMGS contract of carriage: Russian. For consignments to the People's Republic of China, the consignment note may additionally be filled out in Chinese. }

### **9 Reconsignment points**

*Appendix 3* to this manual contains the list of reconsignment points.

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\* Parties taking part in the movement may agree to use a language other than English, French or German. For dangerous goods consigned under the RID, only the states involved in the CIM contract of carriage may authorise a derogation on the language to be used for the information shown on the consignment note.

## **10 Contractual parties**

### **10.1 Consignments from states which apply the CIM Uniform Rules**

The consignor shown on the consignment note is the consignor for the CIM contract of carriage and simultaneously consignee of the CIM contract of carriage and consignor for the SMGS contract of carriage.

The last carrier under the CIM contract of carriage is authorised and obliged to act for the consignor in accordance with the consignor's instructions at the reconsignment point.

### **10.2 Consignments from states which apply the SMGS**

The consignor shown on the consignment note is the consignor for the SMGS contract of carriage and simultaneously consignee of the SMGS contract of carriage and consignor for the CIM contract of carriage.

The last railway under the SMGS contract of carriage is authorised and obliged to act for the consignor in accordance with the consignor's instructions at the reconsignment point.

## **11 Payment of charges**

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

### **11.1 Consignments from states which apply the CIM Uniform Rules**

Charges arising from the CIM contract of carriage are to be paid by the consignor.

Charges raised by the destination SMGS railway are to be paid by the consignee or in accordance with the internal regulations of that railway. Charges for other SMGS railways are to be paid by the consignee using payers of charges as intermediaries. These payers of charges must have concluded contracts concerning the payment of charges with those railways and must have been entered on the consignment note by the consignor.

### **11.2 Consignments from states which apply the SMGS**

Charges raised by the forwarding SMGS railway are to be paid by the consignor or in accordance with the internal regulations of that railway. Charges for other SMGS railways are to be paid by the consignor using payers of charges as intermediaries. These payers of charges must have concluded contracts concerning the payment of charges with those railways and must have been entered on the consignment note by the consignor.

Charges arising from the CIM contract of carriage are to be paid by the consignee.

## **} 12 Liability, CIM/SMGS formal report, CIM/SMGS claims, payment of compensation**

### **} 12.1 Liability**

The provisions of the CIM Uniform Rules and the SMGS for liability remain unchanged by the use of a CIM/SMGS consignment note.

### **} 12.2 CIM/SMGS formal report**

The CIM/SMGS formal report is to be made out in accordance with Article 42 CIM or Article 18 SMGS.

The explanatory notes on filling out the CIM/SMGS formal report together with a specimen of it are shown in *Appendices 8 and 8.1* of this manual.

## 12.3 CIM/SMGS claims

### 12.3.1 Principles

Claims for the total or partial loss of or damage to goods in consignments accompanied by CIM/SMGS consignment notes are to be submitted and handled in accordance with the provisions of Articles 43 to 45 CIM and 29 SMGS together with the provisions below:

#### 12.3.2 The CIM/SMGS claims handling procedure for claims submitted in the area in which the CIM applies

If the competent carrier establishes that the cause of the loss or damage did not lie or did not lie exclusively within in the area in which the CIM contract of carriage applies, he is to assess the claim for damages relating to liability in the area in which the CIM Uniform Rules apply and notify his decision to the person entitled.

For subsequent handling within the area in which the SMGS applies, the competent carrier is to send the claim for damages together with the documentation submitted to the competent department of the forwarding/destination<sup>1</sup> railway (*Appendix 9* of this manual) and notify the person entitled that he has done so.

The competent department of the railway is to handle the claim and notify the results of the case to the competent carrier.

The competent carrier is to notify the final result of the assessment of the claim to the person entitled.

Suspension of the period of limitation in the area in which the CIM Uniform Rules apply comes to an end when the documentation submitted is returned to the person entitled or the claim is sent on to the competent department.

#### 12.3.3 The CIM/SMGS claims handling procedure for claims submitted in the area in which the SMGS applies

If the competent department of the forwarding/destination railway (*Appendix 9* of this manual) establishes that the cause of the loss or damage did not lie or did not lie exclusively within in the area in which the SMGS applies, it is to assess the claim for damages relating to liability in the area in which the SMGS applies and notify its decision to the claimant.

For subsequent handling within the area in which the CIM Uniform Rules apply, the competent department of the railway is to send the claim together with the documentation submitted to the last carrier/contractual carrier<sup>2</sup> (*Appendix 9* of this manual) and notify the claimant that he has done so.

The last carrier/contractual carrier is to handle the claim and notify the results of the assessment of the claim to the competent department of the railway.

The competent department of the railway is to notify the final result of the assessment of the claim to the claimant.

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<sup>1</sup> Forwarding railway for consignments from the area in which the SMGS applies towards the area in which the CIM Uniform Rules apply; destination railway for consignments from the area in which the CIM Uniform Rules apply towards the area in which the SMGS applies.

<sup>2</sup> Contractual carrier for consignments from the area in which the CIM Uniform Rules apply towards the area in which the SMGS applies; last carrier for consignments from the area in which the SMGS applies towards the area in which the CIM Uniform Rules apply.

#### 12.3.4 List of addresses

The list of addresses of the departments of CIM carriers and SMGS railways to which claims must be sent for further handling under the CIM/SMGS claims procedure is shown in *Appendix 9* of this manual.

#### 12.4 Payment of compensation

##### 12.4.1 Principle

Payment of compensation for damages which have arisen from the total or partial loss of, or damage to, goods covered by a CIM/SMGS consignment note is to be made by the competent carrier to the person entitled or by the competent railway department to the claimant.

If the competent carrier cannot make payment of the compensation approved direct to the person entitled or if the competent railway department cannot make payment of the compensation approved direct to the claimant, the provisions below apply.

##### 12.4.2 Payment of compensation in accordance with point 12.3.2

Payment of compensation approved by the SMGS railways will be made by the competent carrier to the person entitled once the competent carrier has received the amount in question from the competent railway department.

##### 12.4.3 Payment of compensation in accordance with point 12.3.3

Payment of compensation approved by the CIM carriers will be made by the competent railway department to the claimant once the competent railway department has received the amount in question from the competent carrier.

##### 12.4.4 Accountancy for compensation paid out

Accountancy between CIM carriers and competent SMGS railways is to be in accordance with the agreements they have made between themselves.

### 13 **Seals**

The following special provisions apply to consignments from states which apply the CIM Uniform Rules:

- a) Covered wagons which have not been sealed by customs or other administrative authorities are to be sealed on forwarding either by the consignor or by the carrier, as agreed.
- b) The consignor is to seal closed UTI which are presented for carriage loaded.
- c) The tally number and description of the seals are to be entered on the consignment note (box 26 for customs and other administrative body seals and box 20 for consignor and carrier seals attached on forwarding).

## 14 Authorisations, agreements

### 14.1 List of addresses

*Appendix 4* to this manual contains the list of addresses of departments to which applications for the authorisations and agreements below are to be sent.

### 14.2 Consignments from states which apply the CIM Uniform Rules

#### 14.2.1 Authorisation to load

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

- a) items with an individual mass exceeding 60 tonnes, for traffic to the Socialist Republic of Vietnam requiring transshipment, this limit is 20 tonnes;
- b) items exceeding 18 metres in length, for traffic to the Socialist Republic of Vietnam, this limit is 12 metres in length.

However, with the exception of traffic to the Socialist Republic of Vietnam, the following are accepted without having been authorised in advance:

- for traffic not requiring transshipment, items exceeding 18 metres but less than 25 metres in length provided they can be loaded on one wagon. If match wagons are used, the items must not rest on them;
- railway rails and reinforcing rods with a length of up to 30 metres, for European railways having a track gauge of 1 435 mm, this limit is extended to 36 metres;
- c) goods which exceed the loading gauge shown in SMGS Appendix 5, even if only on one of the railways taking part in the movement (out-of-gauge loads).

For traffic requiring transshipment, the height of the wagon floor above rail level may be assumed as being 1 300 mm for the purpose of evaluating loads, For the railways of the Socialist Republic of Vietnam, 1 100 mm should be assumed. It should also be assumed that the wagon is standing on straight and level track and that the longitudinal axis of the wagon is above the centre line of the track;

- d) goods requiring transshipment that are consigned on low-loader wagons;
- e) chemicals requiring transshipment which are consigned in special tank wagons;
- f) all liquid goods which are consigned in tank wagons to the Socialist Republic of Vietnam;
- g) railway rolling stock on its own wheels when it has to run over sections of route with a different track gauge;
- h) highly perishable goods to the Socialist Republic of Vietnam or in transit over its lines.

Processing of the application:

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

After consulting the other SMGS railways taking part in the movement, the SMGS railway 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/SMGS consignment note.

#### 14.2.2 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 railways participating in the movement.

Processing of the application:

Consignor (at least seven days before the start of the CIM movement)  
↓  
Carrier (at the forwarding point under the CIM contract of carriage)  
↓  
SMGS railway (at the reconsignment point)  
↓  
Carrier (at the forwarding point under the CIM contract of carriage)  
↓  
Consignor

The consignor is to enter the following remark in box 20 (description of the goods) of the CIM/SMGS 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 railways taking part in the movement, the SMGS railway 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/SMGS consignment note.

### 14.2.3 Consignments with absent or inadequate packing

Consignments which do not satisfy the requirements of *Appendix 6* to this manual, are only accepted after having been authorised in advance by the SMGS railways participating in the movement.

Processing of the application:

Consignor (at least 14 days before the start of the CIM movement)  
 ↓  
 Carrier (at the forwarding point under the CIM contract of carriage)  
 ↓  
 SMGS railway (at the reconsignment point)  
 ↓  
 Carrier (at the forwarding point under the CIM contract of carriage)  
 ↓  
 Consignor

After consulting the other SMGS railways taking part in the movement, the SMGS railway 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/SMGS consignment note.

### 14.2.4 Consignments to South-East Asia

Authorisation in advance by the destination railway and the SMGS transit railways is required for consignments to the Democratic People's Republic of Korea, the Socialist Republic of Vietnam and the People's Republic of China.

Requests are to be made by the forwarding carrier under the CIM contract, in English, French or German to the SMGS railway at the reconsignment point before the 20<sup>th</sup> of each month for consignments to be forwarded the following month. The request must contain at least the following information: the address of the consignor and that of the consignee, a description of the goods, the number of packages/wagons and the mass of the goods.

After consulting the other SMGS railways taking part in the movement, the SMGS railway at the reconsignment point will provide the numbers of the authorisations. These numbers are to be entered in box 64 (carrier's declarations) of the CIM/SMGS consignment note.

## 14.3 Consignments from states which apply the SMGS

### 14.3.1 Agreement to consign

The forwarding SMGS railway must reach agreement with the CIM carrier at the reconsignment point before sending the consignment.

Applications for authorisation for each traffic axis and for a specific period of time are to be sent at least seven days before the beginning of the movement (or a month in the case of an exceptional consignment, even when the consignment is only considered exceptional over part of the route). They must contain at least the following information: traffic axis, description of the goods. After processing of the application with other CIM participating carriers, the CIM carrier at the reconsignment point will provide the forwarding SMGS railway with the authorisation number and as appropriate, the special conditions which are to be applied with effect from the forwarding railway. The agreement number is to be entered in box 64 (carrier's declarations) of the CIM/SMGS consignment note. See point 15.1 below.

In the case of consignments which are to be considered as exceptional consignments within the CIM area and under CIM conditions, even if only over a section of the journey, the CIM carrier at the reconsignment point is to inform the forwarding SMGS railway of the authorisation number which is to be entered into box 7 of the consignment note under code 11.

If the characteristics of individual consignments differ from the information supplied and accepted in the authorisation process, the SMGS forwarding railway is to ask the CIM carrier at the reconsignment point if the authorisation can be extended to them or if a new authorisation is necessary. After consideration of the application, the CIM carrier at the reconsignment point is to inform the SMGS forwarding railway of the result.

## 15 Customs processes

### 15.1 Use of the simplified transit procedure for rail

If the simplified transit procedure for rail is to be used within the territory of the European Community (EC) or that of the contracting parties of the EC/EFTA Convention on a Common Transit Procedure, for consignments from states that apply the SMGS, the SMGS forwarding railway is to ensure that details of the contractual carrier and the principal to the movement are entered on the consignment note before the consignment enters the territory of the European Community. To allow this to be done, the CIM carrier at the reconsignment point is to inform the SMGS forwarding railway of the details to be entered in box 66 of the consignment note when he supplies the agreement number in accordance with point 14.3.1.

### 15.2 Supply of the invoice


For consignments from states in which the CIM Uniform Rules apply, the consignor is to supply the invoice for the goods with the consignment note.

## 16 Dangerous goods

Dangerous goods are only accepted for carriage if they satisfy the provisions of the RID and SMGS Appendix 2<sup>1</sup>.

## 17 Marking the goods

### 17.1 Centre of gravity and gross mass

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 where:

- a) goods exceed the loading gauge and are asymmetric in shape, or
- b) goods have a unit mass exceeding 3 tonnes, or

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<sup>1</sup> The forwarding carrier is to supply the information necessary.  
 Details of how to order the RID may be obtained from the following address:  
 Intergovernmental Organisation for International Carriage by Rail (OTIF)  
 Gryphenhübeliweg 30  
 CH - 3006 BERN  
 Switzerland  
 Tel. : + 41 31 359 10 10  
 Fax : + 41 31 359 10 11  
 E-mail : [info@otif.org](mailto:info@otif.org)  
 Web : [www.otif.org](http://www.otif.org)

SMGS Appendix 2 may be ordered from the SMGS railway at the reconsignment point – see addresses in *Appendix 4* of this manual.

- c) goods are equipment and machines, or
- d) goods are packed in cases higher than 1 metre.

#### 17.2 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 railways in question), and in Russian: "Внимание! Негабаритный груз на ..." (abbreviations for the SMGS railways in question). [Caution! Out of gauge load on the following railways ...].

### **18 Loading tackle**

#### 18.1 Consignments via Poland and Romania

Except where otherwise agreed between the CIM carriers and SMGS railways 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.

#### 18.2 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. Paper consignment note

### 19 Specimen

A specimen consignment note is shown in *Appendix 5* to this manual. It consists of six numbered sheets in A4 format:

Sheet		Retention of the sheet
No	Description	
1	Original of the consignment note	Consignee
2	Invoice	CIM carrier at the destination or SMGS destination railway
CIM 5 SMGS 3	Duplicate of the consignment note	Consignor
4	Delivery note	CIM → SMGS traffic: destination railway SMGS → CIM traffic: not used
CIM 3 SMGS 5	Arrival note/Customs	CIM → SMGS traffic: consignee/customs SMGS → CIM traffic: destination carrier/customs
6	Duplicate invoice	CIM → SMGS traffic: forwarding carrier SMGS → CIM traffic: not used

Where consignments come from states that apply the SMGS, the consignor is to make out additional copies of the invoice, two copies are to be made out for the SMGS forwarding railway and one copy for each participating SMGS transit railway. A specimen of the additional invoice is shown in *Appendix 5.1* of this manual.

Where consignments come from states that apply the CIM Uniform Rules, these additional copies of the invoice are to be supplied by the SMGS railway at the transshipment/gauge change point in the form of photocopies of the invoice which are to be authenticated by the date stamp.

When the consignment note is produced as a computer printout, the following conditions must be observed:

- content: no departure from the specimen
- layout: as little departure from the specimen as possible

The back of CIM/SMGS consignment notes may be printed on special sheets (supplementary sheets).

### 20 Block trains, groups of wagons and groups of containers consigned with a single CIM/SMGS consignment note

Block trains, groups of wagons and groups of containers may be consigned with a single CIM/SMGS consignment note and a CIM/SMGS wagon list/container list provided there has been prior agreement between the consignor and the carriers taking part and provided the following conditions are satisfied:

- same consignor and consignee,
- same acceptance point/forwarding station,
- same delivery point/destination station,
- same commodity (unless agreed otherwise).

The explanatory notes on the use of CIM/SMGS wagon lists and container lists together with specimens of them are shown in *Appendices 7.1* to *7.4* of this guide.

**D. Electronic consignment note****21 CIM – Functional equivalence as the legal basis (CIM Article 6 § 9)**

The consignment note and its duplicate may be created in the form of an electronic data record which can be transformed into legible written symbols. The procedures used for data storage and processing must be functionally equivalent to those for the paper system particularly in so far as the evidential value of the consignment note represented by that data is concerned.

**22 SMGS – Agreement between railways, consignors and consignees who apply the SMGS as the legal basis**

The contract of carriage may be concluded using an electronic consignment note. The electronic consignment note is an electronic data record which is regarded as a paper consignment note supporting a contract of carriage. The arrangements for entering data into the electronic data record are to be agreed between the railway and the consignor. If necessary, this electronic consignment note and any supplementary sheets may be printed on paper to the format shown in *Appendix 5* of this guide. The original data is to be retained in addition to any altered data where data input to the electronic data record is altered in accordance with the provisions of the SMGS.

**23 Agreement for the use of electronic data interchange for international freight traffic by rail (EDI agreement)**

The carriers (railways) and the customers (consignors and consignees) are to set down the messages to be exchanged and the ways in which electronic consignment note data will be exchanged in a contract.

**24 Deliberately left blank**

## **E. Final provisions**

### **25 Amendments and additions**

Amendments and additions to this manual which affect both the CIM and SMGS contracts of carriage will be made after having been jointly agreed between the CIT and OSJD.

Members of the CIT and participants in the SMGS are to send their proposals for amendments and additions to the General Secretariat of the CIT and to the Committee of the OSJD simultaneously, providing the information which is to appear in *Appendices 1, 3, 4 and 9* of this manual. Amendments and additions will come into effect fourteen days after being made known by the General Secretariat of the CIT and the Committee of the OSJD.

The General Secretariat of the CIT is to notify the Committee of the OSJD of amendments and additions which exclusively concern the CIM contract of carriage forty-five days before they come into effect.

The Committee of the OSJD is to notify the General Secretariat of the CIT of amendments and additions which exclusively concern the SMGS contract of carriage forty-five days after before they come into effect.



**Appendix 1**  
(See points 4, 25)

**List of the CIT members and SMGS participants which apply this manual and the traffic axes to which it applies**

<b>1 CIT members</b>	<b>2 SMGS participants</b>
Azerbaijan Railways CJSCo. (AZ)	Republic of Belarus
Bulgarian State Railways (BDZ)	Republic of Bulgaria
ČD Cargo, a.s. (CDC)	Republic of Estonia
CFL Cargo	Georgia
National Company for Transport by Rail "Marfă" Romania (Societatea Națională de Transport Feroviar de Marfă "C.F.R. Marfă" S.A. - CFR MARFĂ)	Republic of Hungary
DB Schenker Rail Deutschland AG	Republic of Latvia
Grup Feroviar Român S.A. (GFR)	Republic of Lithuania
Győr-Sopron-Ebenfurth Railway (GySEV)	Kyrgyz Republic
Latvian Railways (LDZ)	Republic of Poland
Lithuanian Railways plc (AB Lietuvos geležinkeliai - LG)	Russian Federation
Freight company MÁV Cargo Zrt. (MÁV Cargo Zrt.)	Slovak Republic <sup>1</sup>
Polish Railways (PKP AG)	Ukraine
Rail Cargo Austria (RCA)	
Railways of the Islamic Republic of Iran (RAI)	
Swiss Federal Railways (Schweizerische Bundesbahnen AG - SBB)	
Société Nationale des Chemins de fer Français (SNCF)	
Slovenian Railways Ltd. (Slovenske železnice, d.o.o. - SŽ)	
Société Nationale des Chemins de fer Belges (SNCB/NMBS)	
Trenitalia S.p.A.	
Ukrainian State Administration for Transport by Rail (UZ)	
Slovak Rail Freight Company (Železničná Spoločnosť Cargo Slovakia a.s. - ZSSK CARGO)	

<sup>1</sup> The Slovak Republic is not formally a participant in the SMGS, it simply applies the SMGS.

### **3 Traffic axes**

#### **3.1 Preamble**

This manual applies to the traffic axes defined by points 3.2 and 3.3 of this appendix.

This manual may also be applied to other traffic axes provided the CIM carriers, SMGS railways, consignors and consignees concerned have agreed. The procedure is described in point 3.4 of this appendix.

#### **3.2 CIT carriers**

The traffic axes agreed between carriers in their co-operation contracts and shown in documents prepared for customers (see point 4 para. 2 first sentence GLV-CIM/SMGS).

#### **3.3 SMGS participants**

##### Republic of Belarus

All lines

##### Republic of Bulgaria

All transit movements via "Varna Paromnaya" (Varna Ferry Port)

##### Republic of Estonia

All lines

##### Georgia

All transit routes

##### Republic of Hungary

All lines

##### Kyrgyz Republic

All lines

##### Republic of Latvia

All lines

##### Republic of Lithuania

All transit routes

##### Republic of Poland

All PKP Cargo SA transit traffic

Hrubieszów LHS - Sławków LHS - PKP LHS sp. z o. o.

Russian Federation  
 October Railway \*  
 Moscow Railway \*  
 Gorky Railway \*  
 Northern Railway \*  
 North Caucasus Railway \*  
 South-Eastern Railway \*  
 Kuibishev Railway \*  
 Sverdlovsk Railway \*  
 Kaliningrad Railway \*\*

\* All stations excluding transit traffic

\*\* Including transit traffic

Slovak Republic<sup>1</sup>

a) For import and export  
 to and from all stations open for freight traffic

b) All transit traffic to  
 Čierna nad Tisou  
 Mat'ovce  
 Dobra TKD<sup>2</sup>

Ukraine

All lines

### 3.4 Procedure for adding other traffic axes

#### 3.4.1 Request

A request to add another traffic axis must include the following information at least:

- traffic axis, including the station in which reconsignment takes place and the station in which transshipment or change of gauge takes place;
- carriers/participants;
- consignee;
- type of traffic (traffic in full wagonloads or containers);
- description of the goods.

The request must be in Russian and in either English or French or German.

---

<sup>1</sup> The Slovak Republic is not formally a participant in the SMGS, it simply applies the SMGS.

<sup>2</sup> Container handling.

### 3.4.2 Processing, timescales

Consignor	Request made.
↓	
Forwarding carrier/railway	(At the latest, five calendar days after receiving the request from the consignor)
↓	
Participating carriers/railways	(At the latest, fifteen calendar days after receiving the request from the forwarding carrier/railway. This period may be extended if, exceptionally, liaison with governmental bodies is required. This liaison must take place immediately and the forwarding carrier/railway is to be kept informed promptly. The last carrier/railway is also to examine the request with the consignee)
↓	
Forwarding carrier/railway	(At the latest, thirty calendar days after the request was originally received from the consignor, except where the period is extended)
↓	
Consignor	

The requests and replies are to be transmitted by e-mail, fax or telegram.

### 3.4.3 The requests must be sent to the addresses indicated in Appendix 4 to this manual.

Box No	Status of information	Contract of carriage	Description of box and information
8	O	CIM/ SMGS	<b>Consignor's reference/Contract No:</b> - CIM → SMGS traffic: Indicate the consignor's reference. The importer's contract number in accordance with the SMGS contract of carriage is to be entered in box 15. - SMGS → CIM traffic: Indicate the exporter's contract number.
9	C	CIM/ SMGS	<b>Documents attached by the consignor:</b> Listing of all the accompanying documents needed for carriage which are attached to the consignment note. Details of supplementary sheets. When the consignor uses a dangerous goods declaration in accordance with sub-section 5.4.4 of RID or SMGS Appendix 2, it is to be treated as a supplementary sheet.
10	M	CIM/ SMGS	<b>Delivery point:</b> - CIM → SMGS traffic: details of the destination station and destination railway (abbreviation – see point 3 of this appendix). - SMGS → CIM traffic: details of the delivery point, destination station and country.
11	O	CIM	<b>Code for the delivery point.</b> If the code is missing, it may be entered by the carrier.
12	M	CIM/ SMGS	<b>Station code.</b> International code for the station serving the delivery point for the goods. (CIM) or international code of the destination station (SMGS). Two characters for the country code / railway code (see point 4 of this appendix) plus six characters for the station code. If the code is missing, it must be entered by the carrier.
13	C C C C C  C C	CIM CIM CIM CIM CIM/ SMGS  SMGS SMGS	<b>Commercial specification</b> Code    Meaning 1        Route ... 2        Traffic flow ... 3        Carriers mandated to perform the carriage, section, status ... 4        Defined frontier stations ... (for exceptional consignments). 5        Other conditions requested ... (for example, the numbers of other customer agreements or tariffs in the CIM area – the number of the customer agreement/tariff which covers the section performed by the first carrier is shown in box 14). 6        Frontier exit stations ... (for a list of frontier exit stations - see SMGS Article 7 § 6). 7        Forwarding by a diversionary route over transit railways
14	C	CIM	<b>Number of customer agreement or tariff:</b> Number of the customer agreement or tariff, which covers the section performed by the first carrier, preceded by the identifier code 1 for customer agreements and 2 for tariffs.
15	O	CIM/ SMGS	<b>Remarks which do not commit the carrier:</b> Information from the consignor to the consignee relating to the consignment. This information is not to commit the carrier. For CIM → SMGS traffic, the importers contract number may be entered.
16	M	CIM  SMGS	<b>Acceptance point:</b> - Point (including station and country), date and time (month, day and hour) at which the goods were accepted for carriage. Note: When details of the actual acceptance differ from those given here, the carrier who has accepted the traffic is to note the difference in box 64 (carrier's declarations). - Forwarding station and railway abbreviation (see point 3 of this appendix).
17	O	CIM	<b>Code for the acceptance point:</b> The carrier is to provide the consignor with the code in the customer agreement. If the code is missing, it may be entered by the carrier.

Box No	Status of information	Contract of carriage	Description of box and information
18	M  C	SMGS  CIM	<p><b>Sectional invoicing:</b></p> <p>a) SMGS: Abbreviation for the SMGS transit railways in the order of carriage (see point 3 of this appendix), details of the names and codes of the payers of the charges who will accept the charges for this movement and who have concluded a contract for the payment of charges with every transit railway (see also point 11 of this manual).</p> <p>b) CIM: If part or all of the journey is to be invoiced separately by a carrier other than the forwarding or destination carrier, enter the code for the carrier or the country code in the left-hand column to indicate the section to be invoiced; enter the code for the carrier who is to invoice the amount in question in the right-hand column.</p>
19	M  M  M C  C  C  C	CIM/ SMGS  SMGS CIM  CIM/ SMGS SMGS  CIM/ SMGS	<p><b>Wagon No:</b></p> <ul style="list-style-type: none"> <li>- Wagon with 12 digit wagon number: enter wagon number. The wagon type can be inferred from the wagon number.</li> <li>- Other wagons: Enter the type, the number and the abbreviation for the owning railway or the home railway of the wagon. If no type is shown on the wagon, enter the type as defined by the regulations of the forwarding SMGS railway.</li> <li>- Enter the load limit, the number of axles and the tare.</li> </ul> <p>Notes:</p> <ul style="list-style-type: none"> <li>- When transhipping, the original data is to be crossed out and the data for the new wagon(s) entered.</li> <li>- If the goods are transhipped into private or hired wagons, the remarks "Private wagon: owner ..." or "Hired wagon: hirer ...", are also to be entered (as appropriate) after the details for each wagon.</li> <li>- Where block trains or groups of wagons are consigned, the remark "See attached list" must be entered in this box.</li> </ul>
20	C C  M  C  C M C  C  C	SMGS CIM/ SMGS CIM/ SMGS  CIM  SMGS SMGS CIM/ SMGS CIM  SMGS  SMGS	<p><b>Description of the goods:</b></p> <ul style="list-style-type: none"> <li>- Signs and marks shown on the individual packages (see SMGS Article 9 § 3).</li> <li>- Nature of the packaging of the goods: tally number and painted numbers of UTI together with their types and length.</li> <li>- Description of the goods, for dangerous goods the description required by the RID and SMGS Appendix 2.</li> </ul> <p>"Harmonised System" code number for the goods when required by customs law (for example for sensitive goods).</p> <ul style="list-style-type: none"> <li>- Perishable goods: see point 14.2.2 of this manual.</li> <li>- Number of packages in figures and words.</li> <li>- Tally number and description of seals attached to the wagon or UTI by the consignor or carrier.</li> <li>- Affixing a label or stamping with a pictogram for goods subject to customs supervision.</li> <li>- Consignment which is out of gauge on railways ... (abbreviations for the railways in accordance with point 3 of this appendix).</li> <li>- Remarks on technical securing and loading conditions. For CIM → SMGS traffic, this information will be entered by the transhipping/gauge changing station. In the reverse direction this information will be entered by the consignor or forwarding station, depending on who undertakes the loading.</li> </ul>
21	C	CIM	<p><b>Exceptional consignment:</b></p> <p>A cross must be put in this box when the instructions applicable to exceptional consignments in international traffic within the area in which the CIM applies provide for such an indication.</p>
22	C	CIM/ SMGS	<p><b>RID/SMGS Appendix 2:</b> A cross must be put in this box when the goods are subject to the RID or SMGS Appendix 2.</p>
23	M	CIM/ SMGS	<p><b>NHM/GNG code</b> 6 digit NHM/GNG code.</p>

Box No	Status of information	Contract of carriage	Description of box and information
70	M	SMGS	<b>Date stamp of the forwarding station:</b> Date stamp of the forwarding station after acceptance of the goods and the consignment note. Acts as proof of the completion of the contract of carriage.
71	C	CIM	<b>Acknowledgement of receipt:</b> Date and signature of the consignee at the time of delivery. Acknowledging receipt on the consignment note itself may be replaced by another means.

## 1.2 Back of sheets 1, 2, 3 and 6

Box No	Status of information	Contract of carriage	Description of box and information
73	M	SMGS	<b>Traffic:</b> Abbreviations for the forwarding and destination railways in accordance with point 3 of this appendix. The codes for the forwarding and destination railways are to be entered in accordance with point 4 of this appendix.
74-78	M	SMGS	<b>Charging sections:</b> Charging sections are intended for the calculation of charges i.e. <ul style="list-style-type: none"> <li>- Section 74 for the forwarding railway's charges</li> <li>- Sections 75 - 77 for transit railways' charges</li> <li>- Section 78 for the destination railway's charges.</li> </ul> The stations at the beginning and end of each charging section are to be specified. Ancillary charges and other charges are to be entered with the appropriate code in accordance with SMGS Appendix 12.5.2.

Box No	Status of information	Contract of carriage	Description of box and information
80	M	SMGS	<b>Item No:</b> Number of the goods in accordance with the tariff.
81	M	SMGS	<b>Class:</b> The tariff class to be used is to be given.
82	M	SMGS	<b>Unit charge:</b> enter the rate shown in the tariff
83	M	SMGS	<b>Chargeable mass:</b> Enter the mass used as the basis for charging, split by tariff classes.
84	M	SMGS	<b>Numerical coding box:</b> Enter the numerical code corresponding to each charging section, <ul style="list-style-type: none"> <li>- the forwarding railway and forwarding station, or</li> <li>- the transit railway and its frontier station of entry, or</li> <li>- the destination railway and its frontier station of entry.</li> </ul>
85	M	SMGS	<b>Numerical coding box:</b> Enter the numerical code corresponding to each charging section, <ul style="list-style-type: none"> <li>- the forwarding railway and its frontier station of exit, or</li> <li>- the transit railway and its frontier station of exit, or</li> <li>- the destination railway and destination station.</li> </ul>
86	M	SMGS	<b>Km:</b> The tariff distance is to be entered.
87	M	SMGS	<b>Tariff:</b> The number of the tariff used.
88	M	SMGS	<b>Charges to be paid by the consignor:</b> Pre-printed on paper consignment notes and stored in the data record of the electronic consignment note.
89	M	SMGS	<b>Charges to be paid by the consignee:</b> Pre-printed on paper consignment notes and stored in the data record of the electronic consignment note..
90	C	SMGS	<b>Amount in:</b> Enter the currency of the transit tariff.
91	C	SMGS	<b>Amount in:</b> Enter the currency in which charges to be paid by the consignor are to be raised. Numerical coding box: to be completed in accordance with the instructions of the forwarding railway.
92	C	SMGS	<b>Amount in:</b> Enter the currency of the transit tariff.

Box No	Status of information	Contract of carriage	Description of box and information
93	C	SMGS	<b>Amount in:</b> Enter the currency in which charges to be paid by the consignee are to be raised. Numerical coding box: to be completed in accordance with the instructions of the destination railway.
94	C	SMGS	<b>Charges</b> to be raised from the consignor in the tariff currency.
95	C	SMGS	<b>Charges</b> to be raised from the consignor in the invoicing currency.
96	C	SMGS	<b>Charges</b> to be raised from the consignee in the tariff currency.
97	C	SMGS	<b>Charges</b> to be raised from the consignee in the invoicing currency.
98	C	SMGS	<b>Total amount of ancillary and other charges</b> to be raised from the consignor in the tariff currency .
99	C	SMGS	<b>Total amount of ancillary and other charges</b> to be raised from the consignor in the invoicing currency.
100	C	SMGS	<b>Total amount of ancillary and other charges</b> to be raised from the consignee in the tariff currency.
101	C	SMGS	<b>Total amount of ancillary and other charges</b> to be raised from the consignee in the invoicing currency.
102	C	SMGS	<b>Total</b> of boxes 94 and 98.
103	C	SMGS	<b>Total</b> of boxes 95 and 99 in charging section 74. In charging sections 75 to 78, amount in box 102 to be paid by the consignor expressed in the invoicing currency.
104	C	SMGS	<b>Total</b> of boxes 96 and 100.
105	C	SMGS	<b>Total</b> of boxes 97 and 101 in charging section 78. In charging sections 74 to 77, amount in box 104 to be paid by the consignee expressed in the invoicing currency.
106	C	SMGS	<b>Total</b> of boxes 102 (Total amount to be raised from the consignor in the tariff currency).
107	C	SMGS	<b>Total</b> of boxes 103 (Total amount to be raised from the consignor in the invoicing currency).
107'	C	SMGS	<b>Total amount to be raised from the consignor (in words):</b> Enter the total charges to be raised from the consignor in accordance with box 107 in the invoicing currency, confirmed by the signature of the railway official.
108	C	SMGS	<b>Grand total</b> of boxes 104 (Total amount to be raised from the consignee in the tariff currency).
109	C	SMGS	<b>Grand total</b> of boxes 105 (Total amount to be raised from the consignee in the invoicing currency).
109'	C	SMGS	<b>Total amount to be raised from the consignee (in words):</b> Enter the total charges to be raised from the consignee in accordance with box 109 in the invoicing currency, confirmed by the signature of the railway official.
110	C	SMGS	<b>Exchange rate</b> Rates used by the forwarding and destination railway to convert the amounts shown in boxes 102 and 104.
111	C	SMGS	<b>Remarks concerning charging:</b> As appropriate, remarks relating to the calculation and raising of charges, such as <ul style="list-style-type: none"> <li>- payment of charges, derogating from SMGS Article 15 or point 11 of this manual</li> <li>- permitted axle load, derogating from SMGS Article 8</li> <li>- declared value of the goods in the tariff currency (in words)</li> <li>- Reasons for the use of two or more wagons for a consignment transhipped from a wagon with a different track gauge at a frontier station at the interface between railways with different track gauges - in accordance with § 5a of Article 13 SMGS.</li> </ul>
112	C	SMGS	<b>To be raised additionally from the consignor:</b> Amounts calculated by transit railways which are to be raised from the consignor.
119	C	SMGS	<b>Stamp of the weighing station:</b> Confirmation of the mass shown in box 38 by the stamp of the weighing station and the signature of the weighbridge supervisor.

## 1.3 Back of sheets 4 and 5

Box No	Status of information	Contract of carriage	Description of box and information
113	C	SMGS	<b>Railway endorsements:</b> As appropriate, remarks concerning carriage of the goods such as - Amendment of the contract by the consignor or consignee. - Notification of circumstances preventing carriage or delivery. - Completion of invoice sheets after consignment.
114	C	SMGS	<b>SMGS formal report:</b> This field is to be completed if a formal report in accordance with SMGS Article 18 is made out.
115	C	SMGS	<b>SMGS extension of transit period:</b> Where the transit time is extended in accordance with SMGS Article 14 § 5, the station extending the transit time, the reason and the extent of the extension are to be entered. The following codes are to be used for the cause of delay: Code    Meaning 1        Completion of customs and other formalities. 2        Checking the contents of the consignment. 3        Checking the mass. 4        Checking the number of items. 5        Amending the contract. 6        Circumstances preventing carriage. 7        Attention to animals (e.g. exercising, watering, veterinary attention). 8        Reicing of refrigerated wagons. 9        Making good the load or the packaging in so far as the consignor was at fault. 10       Transhipping the goods in so far as the consignor was at fault. 11       Other causes: ... (the cause is to be given in plain text).
116	M	SMGS	<b>Frontier station stamps:</b> Frontier station date stamps in journey order.
117	M	SMGS	<b>Notification to the consignee of the arrival of the goods:</b> Date and time of the notification to the consignee of the arrival of the goods at the destination station. The internal regulations of the destination railway may specify an alternative procedure for providing the information contained in this box.
118	M	SMGS	<b>Delivery of the goods to the consignee:</b> Confirmation of the delivery of the goods to the consignee by the date stamp of the destination station and the receipt of the goods by the signature of the consignee.
119	C	SMGS	<b>Stamp of the weighing station:</b> Confirmation of the mass shown in box 38 by the stamp of the weighing station and the signature of the weighbridge supervisor.

## 2 Currency names and codes

ALL	Lek albanais Албанский лек Albanischer Lek Albanian lek	HRK	Kuna croate Хорватская куна Kroatische Kuna Croatian kuna	NOK	Couronne norvégienne Норвежская крона Norwegische Krone Norwegian krone
AZN	Manat azerbaïdjanais Азербайджанское Manat Aserbaïdschanisches Manat Azerbaijani Manat	HUF	Forint hongrois Венгерский форинт Ungarischer Forint Hungarian forint	PLN	Zloty polonais Польский злоты Polnischer Zloty Polish zloty
BAM	Mark convertible Конвертируемая марка Konvertierbare Mark Convertible Mark	GEL	Lari Georgien Грузинская лари Georgischer Lari Georgian Lari	RON	Leu roumain Румынский лей Rumänische Leu Romanian leu
BGN	Lev bulgare Болгарский лев Bulgarische Lew Bulgarian lev	IQD	Dinar irakien Иракский динар Irakischer Dinar Iraqi dinar	RSD	Dinar Serbe Сербский динар Serbischer Dinar Serbian Dinar
BLR	Rouble belarusse Белорусский рубль Belorussischer Rubel Belarussian rouble	IRR	Rial iranien Иранский риал Iranischer Rial Iranian rial	RUB	Rouble russe Российский рубль Russischer Rubel Russian rouble
CHF	Franc suisse Швейцарский франк Schweizer Franken Swiss franc	KGS	Som Сом Som Som	SEK	Couronne suédoise Шведская крона Schwedische Krone Swedish krona
CZK	Couronne tchèque Чешская крона Tschechische Krone Czech koruna	KZT	Tenge Тенге Tenge Tenge	SYP	Livre syrienne Сирийский фунт Syrisches Pfund Syrian pound
DKK	Couronne danoise Датская крона Dänische Krone Danish krone	LBP	Livre libanaise Ливанский фунт Libanesisches Pfund Lebanese pound	TND	Dinar tunisien Тунисский динар Tunesischer Dinar Tunisian dinar
DZD	Dinar algérien Алжирский динар Algerischer Dinar Algerian dinar	LTL	Litas lituanien Литовский лит Litauischer Lita Lithuanian lita	TRY	Livre turque Турецкая лира Türkisches Pfund Turkish lira
EEK	Kroon estonienne Эстонская крона Estnische Kroon Estonian Kroon	LVL	Lats letton Латвийский лат Lettischer Lats Latvian lats	UAH	Hryvnia ukrainien Украинская гривна Ukrainischer Hryvnia Ukrainian hryvnia
EUR	EURO * Евро *	MAD	Dirham marocain Марокканский дирхам Marokkanischer Dirham Moroccan dirham	USD	Dollar USA Доллар США USA-Dollar US dollar
GBP	Livre anglaise Английский фунт Englisches Pfund Pound sterling	MKD	Denar macédonien Македонский динар Mazedonischer Denar Macedonian denar	XDR	Droit de tirage spécial (DTS) Единица специального права заимствования (ЕСПЗ) Sonderziehungsrecht (SZR) Special drawing right (SDR)

\* Dans la République de Monténégro, l'Euro est utilisé.  
В Республике Черногории используется евро  
Für die Republik Montenegro gilt der Euro.  
In the Republic of Montenegro the euro is used.

### 3 SMGS railways and abbreviations (boxes 10, 16 und 18)

Azerbaijan Railways	AZ	}
Railways of the Republic of Belarus	BC	
Railways of the Republic of Bulgaria	BDZ	
Railways of the Republic of Moldova	CFM	
Railways of the Republic of Estonia	EVR	
Railways of Georgia	GR	
Railways of the Kyrgyz Republic	KRG	
Railways of the People's Republic of China	KZD	
Railways of the Republic of Kazakhstan	KZH	
Railways of the Republic of Latvia	LDZ	
Railways of the Republic of Lithuania	LG	
Railways of the Republic of Hungary	MAV	
Railways of Mongolia	MTZ	
Railways of the Republic of Poland	PKP	
Railways of the Islamic Republic of Iran	RAI	
Railways of the Russian Federation	RZD	
Railways of Turkmenistan	TRK	
Railways of the Republic of Tajikistan	TZD	
Railways of the Republic of Uzbekistan	UTI	
Railways of the Ukraine	UZ	
Railways of the Socialist Republic of Vietnam	VZD	
Railways of the Democratic People's Republic of Korea	ZC	

**4 Codes (boxes 12 and 18)**4.1 Country codes CIM area

10	Finland	75	Turkey
22	Ukraine	76	Norway
24	Lithuania	78	Croatia
25	Latvia	79	Slovenia
41	Albania	80	Germany
44	Bosnia and Herzegovina (Serb Republic)	81	Austria
50	Bosnia and Herzegovina (Croat-Muslim Federation)	82	Luxembourg
51	Poland	83	Italy
52	Bulgaria	84	The Netherlands
53	Romania	85	Switzerland
54	Czech Republic	86	Denmark
55	Hungary	87	France
56	Slovakia	88	Belgium
60	Ireland	91	Tunisia
62	Montenegro	92	Algeria
65	FYR Macedonia	93	Morocco
70	United Kingdom	94	Portugal
71	Spain	96	Iran
72	Serbia	97	Syria
73	Greece	98	Lebanon
74	Sweden	99	Iraq

4.2 Railway codes SMGS area

Railways of the Russian Federation	20
Railways of the Republic of Belarus	21
Railways of the Ukraine	22
Railways of the Republic of Moldova	23
Railways of the Republic of Lithuania	24
Railways of the Republic of Latvia	25
Railways of the Republic of Estonia	26
Railways of the Republic of Kazakhstan	27
Railways of Georgia	28
Railways of the Republic of Uzbekistan	29
Railways of the Democratic People's Republic of Korea	30
Railways of Mongolia	31
Railways of the Socialist Republic of Vietnam	32
Railways of the People's Republic of China	33
Railways of the Republic of Poland	51
Railways of the Republic of Bulgaria	52
Railways of the Republic of Hungary	55
Azerbaijan Railways	57
Railways of the Kyrgyz Republic	59
Railways of the Republic of Tajikistan	66
Railways of Turkmenistan	67
Railways of the Islamic Republic of Iran	96





## Appendix 3

(See points 9, 25)

# List of reconsignment points

### Notes:

- Reconsignment occurs when the goods and the CIM/SMGS consignment note are accepted by the following carriers at the reconsignment point.
- This acceptance is to be regarded as delivery of the consignment under the first contract of carriage.

## **1 Consignments from states in which the CIM Uniform Rules are applied**

### 1.1 Bulgaria

Varna Paromnaya (Varna Ferry Port)

### 1.2 Hungary

Eperjeske  
Záhony

### 1.3 Iran

Sarakhs

### 1.4 Lithuania

Sestokai  
Draugyste

### 1.5 Poland

Braniewo  
Skandawa  
Kuźnica Białostocka  
Siemianówka  
Małaszewicze  
Dorohusk  
Werchrata  
Medyka  
Hrubieszów LHS

### 1.6 Romania

Cristești Jijia  
Dornești  
Galați Largă  
Halmeu

1.7 Slovakia<sup>1</sup>

Čierna nad Tisou  
Mat'ovce  
Dobra TKD<sup>2</sup>

1.8 Ukraine

Batjevo  
Djakovo  
Jagodin  
Mostiska II  
Chop  
Vadul-Siret

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<sup>1</sup> The Slovak Republic is not formally a participant in the SMGS, it simply applies the SMGS.

<sup>2</sup> Container handling.

## 2 Consignments from states in which the SMGS is applied

### 2.1 Bulgaria

Varna Paromnaya (Varna Ferry Port)

### 2.2 Hungary

Eperjeske  
Záhony

### 2.3 Iran

Razi

### 2.4 Lithuania

Sestokai  
Draugyste

### 2.5 Poland

Braniewo  
Skandawa  
Kuźnica Białostocka  
Siemianówka  
Małaszewicze  
Dorohusk  
Werchrata  
Medyka  
Hrubieszów LHS

### 2.6 Romania

Cristești Jijia  
Dornești  
Galați Largă  
Halmeu

### 2.7 Slovakia<sup>1</sup>

Čierna nad Tisou  
Mat'ovce  
Dobra TKD<sup>2</sup>

### 2.8 Ukraine

Mostiska II  
Jagodin  
Chop  
Batjevo  
Djakovo  
Vadul Siret

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<sup>1</sup> The Slovak Republic is not formally a participant in the SMGS, it simply applies the SMGS.

<sup>2</sup> Container handling.





## Appendix 4

(See point 14.1, 25)

# List of the addresses of departments to which applications for authorisation and agreement to consign are to be sent

### A. Authorisation in accordance with points 14.2.1 to 14.2.4 of this manual

Undertaking	Abbreviation
<b>Belarus Railways</b>	<b>BC</b>
Address: ul. Lenin 17, Minsk 220030 Belarus	
TEL.: <u>Division Freight Traffic</u> (+375) 17 225 49 04	<u>Freight Traffic and External Economic Relations Division</u> (+375) 17 225 46 22 (+375) 17 225 46 13
FAX: (+375) 17 225 49 23	(+375) 17 225 46 12 (+375) 17 225 46 19
E-Mail: <a href="mailto:dgnal@upr.mnsk.rw.by">dgnal@upr.mnsk.rw.by</a>	<a href="mailto:mpa@upr.mnsk.rw.by">mpa@upr.mnsk.rw.by</a> <a href="mailto:moi@upr.mnsk.rw.by">moi@upr.mnsk.rw.by</a>
<b>Notes:</b> Authorisation in accordance with points 14.2.1 a), b), c), d)	Authorisation in accordance with points 14.2.1 e), f), g), h), 14.2.2, 14.2.3 and 14.2.4
Undertaking	Abbreviation
<b>Bulgarian State Railways EAD</b>	<b>BDZ EAD</b>
Address: Ivan Vazov Street 3, 1080 Sofia Bulgaria	
BDZ Freight Movements EOOD Operations and Technical Maintenance	
TEL.: (+359) 2 932 41 95; mobile (+359) 887572906	
FAX: (+359) 2 987 03 17	
E-Mail: <a href="mailto:danibdz@bdz.bg">danibdz@bdz.bg</a>	
Undertaking	Abbreviation
<b>Kyrgyz Railway</b>	<b>KRG</b>
Address: Leo Tolstoy Street 83, Bishkek, 720009 Kyrgyzstan	
Department for Freight Traffic and Commercial Activities	
TEL.: (+996) 312 64 82 77 (+996) 312 64 81 08	
FAX: (+996) 312 64 81 08	
E-Mail: <a href="mailto:office@railway.aknet.kg">office@railway.aknet.kg</a> <a href="mailto:marketing@railway.aknet.kg">marketing@railway.aknet.kg</a>	

Undertaking	Abbreviation
<b>AB „Lietuvos gelezinkeliai“</b> Krovinių vežimo direkcija	<b>LG</b>
Address: Freight Traffic Headquarters Mindaugo g. 12/14 LT-03603 Vilnius Lithuania	
TEL.: (+370) 5 269 31 03 (+370) 5 269 31 12	
FAX: (+370) 5 269 27 19 (+370) 5 212 36 83	
E-Mail: <a href="mailto:cargo@litrail.lt">cargo@litrail.lt</a>	

Undertaking	Abbreviation
<b>Železničná Spoločnosť Cargo Slovakia a.s.</b>	<b>ZSSK CARGO</b>
Address: Cargo Slovakia Railway Company Traffic Department Headquarters Customer Services Department Železničná 1 SK-041 79 Košice Slovak Republic	<u>Container Handling</u> Cargo Slovakia Railway Company Traffic Department Intermodal Traffic Department Železničná 1 SK-041 79 Košice Slovak Republic
TEL.: (+421) 55 229 5470 (+421) 55 229 5472	(+421) 55 229 5008
FAX: (+421) 55 633 2904	(+421) 55 229 5589
E-Mail: <a href="mailto:jablonziova.barbora@zscargo.sk">jablonziova.barbora@zscargo.sk</a>	<a href="mailto:markincova.eva@zscargo.sk">markincova.eva@zscargo.sk</a>

Undertaking	Abbreviation
<b>ČD Cargo, a.s.</b>	<b>CD Cargo</b>
Address: Bereich Vertriebsunterstützung – O 7 Jankovcova 1569/2c CZ-170 00 Praha 7 - Holešovice Czech Republic	
TEL.: (+420) 972 242 255	
FAX: (+420) 972 242 103	
E-Mail: <a href="mailto:helena.bartakova@cdcargo.cz">helena.bartakova@cdcargo.cz</a>	

Undertaking	Abbreviation
<b>DB Schenker Rail Deutschland AG</b>	<b>DB Schenker</b>
Address: KundenServiceZentrum (LQZG) Team Intermodal Christoph Zyla Masurenallee 33, DE-47055 Duisburg Germany	<u>Please also send a copy of your questions to:</u> Railion Deutschland AG Europäisches Produktionsnetzwerk (L.RVU 2) Frau Julia Weiss Rheinstrasse 2, DE-55116 Mainz, Germany
TEL.: (+49) 203-454 4962	(+49) 6131 15-62204
FAX: (+49) 203 454 1083 (+49) 203 454 1063	(+49) 6131 15-62189
E-Mail: <a href="mailto:cim-smgs-transporte@dbshenker.com">cim-smgs-transporte@dbshenker.com</a>	<a href="mailto:Julia.Weiss@dbshenker.com">Julia.Weiss@dbshenker.com</a>

Undertaking	Abbreviation
<b>Grup Feroviar Român S.A. (GFR)</b>	<b>GFR S.A.</b>
Address: Calea Victoriei, no 114, District 1, Bucharest Romania	
<u>Operating Department</u> Mr Adrian Andon, Operating Manager	<u>Commercial Department</u> Mr Amedeo Neculcea, Chief Office
TEL.: (+40) 21 3183090	(+40) 21 3183090
FAX: (+40) 21 3183091	(+40) 21 3183091
E-Mail: <a href="mailto:adrian.andon(at)gfr.ro">adrian.andon(at)gfr.ro</a>	<a href="mailto:amedeo.neculcea(at)gfr.ro">amedeo.neculcea(at)gfr.ro</a>
Undertaking	Abreviation
<b>Latvijas Dzelzeceļš</b>	<b>LDZ</b>
Address: Department for Freight Traffic Gogola Ielā 3, Rīgā, LV-1547, Latvia	
TEL.: (+371) 672 34 208	
FAX: (+371) 672 34 214	
E-Mail: <a href="mailto:cargo(at)ldz.lv">cargo(at)ldz.lv</a>	
Undertaking	Abbreviation
<b>Freight company MÁV Cargo Zrt.</b>	<b>MÁV Cargo Zrt.</b>
Address: MÁV Cargo Zrt. Service Center Záhony Europa ter 7. HU-4625 Záhony Hungary	<u>In case of movements not via Záhony</u> <u>(Eperjeske)</u> Department for Freight Traffic MÁV Cargo Zrt. Vaci ut 92, HU-1133 Budapest Hungary
TEL.: (+36) 1 513 31 88	(+36) 1 512 7423
FAX: (+36) 45 425 160	(+36) 1 512 7793
E-Mail: <a href="mailto:kune(at)mavcargo.hu">kune(at)mavcargo.hu</a>	<a href="mailto:loveii(at)mavcargo.hu">loveii(at)mavcargo.hu</a>
Undertaking	Abbreviation
<b>Rail Cargo Austria</b>	<b>RCA</b>
Address: Frau Agnes Stefcikova	
TEL.: (+43) 1 93000 32057	
FAX:	
E-Mail: <a href="mailto:agnes.stefcikova(at)railcargo.at">agnes.stefcikova(at)railcargo.at</a>	
Undertaking	Abbreviation
<b>Slovenian Railways Ltd. (Slovenske železnice, d.o.o.)</b>	<b>SŽ</b>
Address: Division of Freight Traffic Kolodvorska 11 SI-1506 Ljubljana	
TEL.: (+386) 1 29 12 405	
FAX: (+386) 1 29 12 905	
E-Mail: <a href="mailto:blaz.kovac(at)slo-zeleznice.si">blaz.kovac(at)slo-zeleznice.si</a>	
Undertaking	Abbreviation
<b>Azerbaijan Railways CJSCo.</b>	<b>AZ</b>
Address: Departement of Foreign Relation Service D. Aliyeva str., 230 Baku City Azerbaijan	
TEL.: (+994) 12 499 4698	
FAX: (+994) 12 499 6629	
E-Mail: <a href="mailto:orkhan_addy(at)mail.ru">orkhan_addy(at)mail.ru</a>	



**B. Authorisation in accordance with point 14.3.1 of this manual**

Undertaking	Abbreviation
<b>Železničná Spoločnosť Cargo Slovakia a.s.</b>	<b>ZSSK CARGO</b>
Address: Cargo Slovakia Railway Company Freight Traffic Department Headquarters Customer Services Department Železničná 1 SK-041 79 Košice Slovak Republic	<u>Container Handling</u> Cargo Slovakia Railway Company Freight Traffic Department Intermodal Traffic Department Železničná 1 SK-041 79 Košice Slovak Republic
TEL.: (+421) 55 229 5470 (+421) 55 229 5472	(+421) 55 229 5008
FAX: (+421) 55 633 2904	(+421) 55 229 5589
E-Mail: <a href="mailto:jabloncziova.barbora(at)zscargo.sk">jabloncziova.barbora(at)zscargo.sk</a>	<a href="mailto:markincova.eva(at)zscargo.sk">markincova.eva(at)zscargo.sk</a>

Undertaking	Abbreviation
<b>Bulgarian State Railways EAD</b>	<b>BDZ EAD</b>
Address: Ivan Vazov Street 3, BG-1080 Sofia Bulgaria  BDZ Freight Movements EOOD Operations and Technical Maintenance	
TEL.: (+359) 2 932 41 95; mobile (+359) 887572906	
FAX: (+359) 2 987 03 17	
E-Mail: <a href="mailto:givanov(at)bdz.bg">givanov(at)bdz.bg</a>	

Undertaking (Infrastructure manager)	Abbreviation
<b>PKP Polskie Linie Kolejowe Spółka Akcyjna (PKP Polish Railway Lines Company S.A.)</b>	<b>PKP PLK S.A.</b>
Address: Centrum Zarządzania Ruchem Kolejowym Traffic Centre Ul. Targowa 74, PL-03-734 Warsaw Poland	
TEL.: (+48) 22 473 35 67 (+48) 22 473 27 00	
FAX: (+48) 22 473 35 68	
E-Mail: <a href="mailto:a.etmanowicz(at)plk-sa.pl">a.etmanowicz(at)plk-sa.pl</a> <a href="mailto:e.kloskowska(at)plk-sa.pl">e.kloskowska(at)plk-sa.pl</a>	

**Notes:**

Does not apply to exceptional consignments

Undertaking	Abbreviation
<b>PKP Cargo Spółka Akcyjna</b>	<b>PKP CARGO S.A.</b>
Address: Biuro Obsługi Klientów Zagranicznych International Customer Service Ul. Grójecka 17, PL-02-021 Warsaw Poland	
TEL.: (+48) 22 474 25 03 (+48) 22 474 45 91	
FAX: (+48) 22 474 45 95 (+48) 22 474 46 57	
E-Mail: <a href="mailto:m.rutkowska@pkp-cargo.pl">m.rutkowska@pkp-cargo.pl</a> <a href="mailto:e.przedziecka@pkp-cargo.pl">e.przedziecka@pkp-cargo.pl</a>	
<b>Notes:</b> Does not apply to exceptional consignments	
Undertaking	Abbreviation
<b>PKP Linia Hutnicza Szerokotorowa Spółka z o.o. (PKP Broad Gauge Metallurgical Railway Line Limited Liability Company)</b>	<b>PKP LHS Sp. z o.o.</b>
Address: PKP LHS Sp. z o.o. Ul. Szczepieska 11, PL-22-400 Zamość Poland	
TEL.: (+48) 84 677 73 14	
FAX: (+48) 84 638 52 36	
E-Mail: <a href="mailto:info@pkp-lhs.pl">info@pkp-lhs.pl</a>	
<b>Notes:</b> Authorisation for exceptional consignments for the section Sławków LHS –Hrubieszów LHS	
Undertaking	Abbreviation
<b>Societatea Națională de Transport Feroviar de Marfă „C.F.R. Marfă-S.A.”</b>	<b>CFR MARFĂ</b>
Address: Traffic Department Strada Turda nr. 98, Sector 1, Cod 011333, Bucharest, Romania	
TEL.: +(40) 21 224 53 03	
FAX: +(40) 21 225 11 71	
E-Mail: <a href="mailto:Cornel.Stoica@cfr.ro">Cornel.Stoica@cfr.ro</a> <a href="mailto:Milica.Ferbinteanu@cfr.ro">Milica.Ferbinteanu@cfr.ro</a>	
Undertaking	Abbreviation
<b>AB „Lietuvos geležinkeliai“ Kroviniu vezimo direkcija</b>	<b>LG</b>
Address: Freight Traffic Headquarters Mindaugo g. 12/14 LT-03603 Vilnius Lithuania	
TEL.: (+370) 5 269 31 03 (+370) 5 269 31 12	
FAX: (+370) 5 269 27 19 (+370) 5 212 36 83	
E-Mail: <a href="mailto:cargo@litrail.lt">cargo@litrail.lt</a>	

Undertaking	Abbreviation
<b>Freight company MÁV Cargo Zrt.</b>	<b>MÁV Cargo Zrt.</b>
Address: MÁV Cargo Zrt. Service Center Zahony Europa ter 7. HU-4625 Záhony Hungary	In case of movements not via Záhony (Eperjeske) Department for Freight Traffic MÁV Cargo Zrt. Vaci ut 92, HU-1133 Budapest Hungary
TEL.: (+36) 1 513 31 88	(+36) 1 512 7423
FAX: (+36) 45 425 160	(+36) 1 512 7793
E-Mail: <a href="mailto:kune(at)mavcargo.hu">kune(at)mavcargo.hu</a>	<a href="mailto:loveii(at)mavcargo.hu">loveii(at)mavcargo.hu</a>





## Appendix 8 (See point 12)

# Explanatory notes on the completion of the CIM/SMGS formal report

## 1 Provisions for implementation

- The purpose of the CIM/SMGS formal report is to record the condition of the goods and the extent of loss or damage.
- The CIM/SMGS formal report is to be made out in at least two copies. One copy is to be attached to the CIM/SMGS consignment note.
- The fact that a CIM/SMGS formal report has been made out is to be noted in boxes 62 and 114 of the CIM/SMGS consignment note.
- Descriptions of the boxes on the CIM/SMGS formal report are to be printed in two, or as appropriate three, languages of which one must be Russian and another either English, French or German. For consignments to or from the People's Republic of China, descriptions of the boxes may additionally be printed in Chinese.

## 2 Making out the CIM/SMGS formal report

### 2.1 General provisions

- The provisions of Appendix 20 GTM-CIT and Appendix 16 to the SMGS Staff Instructions apply by analogy to the CIM/SMGS formal report.
- When making out the CIM/SMGS formal report, a cross should be put into the box which applies: made out in accordance with the CIM Uniform Rules (for the CIM and CIM/SMGS boxes) or made out in accordance with the provisions of the SMGS (for the SMGS and CIM/SMGS boxes).
- When the CIM/SMGS formal report is produced as a computer printout, the following conditions must be observed:
  - content: no departure from the specimen;
  - layout: as little departure from the specimen as possible.

### 2.2 Content of the boxes

Remarks:

Contract of carriage:

- |          |   |
|----------|---|
| CIM/SMGS | - data applies to both the CIM and the SMGS contracts of carriage |
| CIM      | - data applies only to the CIM contract of carriage               |
| SMGS     | - data applies only to the SMGS contract of carriage              |

Box No	Contract of carriage	Description of box and information
1	CIM/SMGS	<b>Consignor:</b> Name, postal address, country and, if possible, the telephone or fax number (with international prefix) or e-mail address of the consignor. (See box 1 of the CIM/SMGS consignment note)
2	CIM/SMGS	<b>Consignee:</b> Name, postal address, country and, if possible, the telephone or fax number (with international prefix) or e-mail address of the consignee. (See box 4 of the CIM/SMGS consignment note)
3	CIM/SMGS	<b>Nature of the packaging:</b> As shown on the CIM/SMGS consignment note (see box 20)
4	CIM/SMGS	<b>Description of the goods:</b> As shown on the CIM/SMGS consignment note (see box 20)
5	CIM/SMGS	<b>Mass [weight] in kg:</b> As shown on the CIM/SMGS consignment note (See boxes 24, 38, 48)
6	CIM/SMGS	<b>Consignment number:</b> As shown on the CIM/SMGS consignment note (see box 69) <b>Date on which the goods were accepted for carriage:</b> Date shown in box 16 or 64 of the CIM/SMGS consignment note.
7	CIM/SMGS	<b>From:</b> Acceptance point/forwarding station and railway abbreviation as shown on the CIM/SMGS consignment note (see box 16)
8	CIM/SMGS	<b>To:</b> Delivery point/destination station and railway abbreviation as shown on the CIM/SMGS consignment note (see box 10)
9	CIM/SMGS	Arrived at, on (date, time) by train No
10	CIM/SMGS  SMGS  CIM/SMGS	<b>Wagon/container No:</b> - Wagons with a 12 digit wagon number – enter wagon number (see box 19 of the CIM/SMGS consignment note) - Other wagons – enter the wagon number, the type, the load limit and the abbreviation for the owning railway or the home railway (see box 19 of the CIM/SMGS consignment note) - Count number, painted number, type and length of UTI (see box 20 of the CIM/SMGS consignment note)
11	CIM/SMGS	<b>Sheets supplementing this formal report:</b> Supplementary sheets are to be signed by persons signing the formal report itself.
12	CIM	<b>Recording of the loss and damage:</b> Date and location that the loss or damaged was noticed
13	SMGS	<b>Supplements CIM/SMGS formal report No _ Station _ Railway _ of:</b> in accordance with point 4 of Appendix 16 to the SMGS Staff Instructions
14-30	CIM/SMGS	<b>Seals:</b> Details of the seals attached to the wagon (container)
31	SMGS	<b>Details of signs of seals being broken or damaged:</b> In accordance with point 38 of Appendix 16 to the SMGS Staff Instructions
32	SMGS	<b>The wagon/container sustained/did not sustain technical damage. For further details see formal report No ... of ... :</b> in accordance with point 4.1 of Appendix 16 to the SMGS Staff Instructions
33	SMGS	<b>The goods were loaded by the railway/consignor:</b> In accordance with point 42 of Appendix 16 to the SMGS Staff Instructions
34	CIM/SMGS  CIM  SMGS	<b>Reporting the facts/Circumstances in which the formal report was made out:</b> Description of the condition of the goods (including damaged goods) giving details of shortages and goods in excess: <b>A</b> Description of the loss and damage (nature and extent), <b>B</b> Mass [weight] of damaged/undamaged packages, <b>C</b> Nature and condition of the packaging (external and internal), <b>D</b> Method of loading, <b>E</b> Cause and time of loss or damage, if it can be clearly ascertained, <b>F</b> Supplementary report made by the destination carrier. In accordance with point 66 of Appendix 16 to the SMGS Staff Instructions
35	SMGS	<b>Result of the investigation:</b> Description of the actual condition of the goods (boxes 36 to 41), giving details of the packages damaged (boxes 42 to 47). <b>Actually noted:</b> Details of the condition of the goods
36-41 42-47		<b>of which packages damaged:</b> Details of the packages damaged in accordance with what was actually noted in boxes 36 to 41
48	SMGS	<b>Statement by expert drawn up/not drawn up:</b> in accordance with point 67 of Appendix 16 to the SMGS Staff Instructions



## Appendix / Приложение 9

(See points / к пунктам 12.3.2, 12.3.3, 12.3.4, 25 Руководства)

### List of addresses of the departments of CIM carriers and SMGS railways to which claims must be sent for further handling under the CIM/SMGS claims procedure

### Список адресов перевозчиков и железных дорог, которым пересылаются для рассмотрения претензии ЦИМ/СМГС

Undertaking	Перевозчик
<b>BC</b> <b>Belarus Railways</b> Freight Traffic and External Economic Relations Division Address: Ul. Lenina, 17 BY-220030 Minsk Belarus Tel.: (+375) 17 225 46 78 Fax: (+375) 17 225 46 12 E-Mail: <a href="mailto:mu_gavrilenko(at)upr.mnsk.rw.by">mu_gavrilenko(at)upr.mnsk.rw.by</a>	<b>БЧ</b> <b>Белорусская железная дорога</b> Служба грузовой работы и внешнеэкономической деятельности Адрес: ул. Ленина, 17, 220030, г. Минск, Республика Беларусь Телефон: (+375) 17 225 46 78 Факс: (+375) 17 225 46 12 E-mail: <a href="mailto:mu_gavrilenko(at)upr.mnsk.rw.by">mu_gavrilenko(at)upr.mnsk.rw.by</a>
<b>LG</b> <b>AB "Lietuvos gelezinkeliai"</b> Freight Traffic Headquarters Address: Mindaugo G. 12/14 LT-03603 Vilnius Lithuania Tel. : (+370) 5 269 33 01 Fax : (+370) 5 269 27 19 (+370) 5 212 36 83 E-Mail <a href="mailto:cargo(at)litrail.lt">cargo(at)litrail.lt</a>	<b>ЛГ</b> <b>АО «Литовские железные дороги»</b> Дирекция по грузовым перевозкам Адрес: ул. Миндауго 12/14 LT-03603 Вильнюс Литовская Республика Телефон : (+370) 5 269 33 01 Факс : (+370) 5 269 27 19 (+370) 5 212 36 83 E-mail: <a href="mailto:cargo(at)litrail.lt">cargo(at)litrail.lt</a>
<b>ZSSK CARGO</b> <b>Železničná Spoločnosť Cargo Slovakia a.s.</b> Finance Management Dept. – OTŽ-Section Claims sub-department Address: Železničná 1 SK-042 72 Košice Slovak Republic Tel. : (+421) 55 229 5649 Fax : (+421) 55 622 2202 E-Mail: <a href="mailto:S54(at)zscargo.sk">S54(at)zscargo.sk</a>	<b>АО ЗССК КАРГО</b> <b>АО Железнодорожное общество Карго Словакия</b> Отдел финансового управления – Секция ОТЖ Отделение оформления рекламаций Адрес: ул. Железнична 1 042 72 Кошице Телефон : (+421) 55 229 5649 Факс : (+421) 55 622 2202 E-mail: <a href="mailto:S54(at)zscargo.sk">S54(at)zscargo.sk</a>

Undertaking	Перевозчик
<p><b>UZ</b>  <b>State Railway Administration of Ukraine</b>  Headquarters Department for Commercial Issues</p> <p>Address: Ul. Twerskaya 5, Kiev-150, MSP 03680 Ukraine</p> <p>Tel.:  Fax: (+380) 44 465 14 19  E-Mail: <a href="mailto:Zoboleva(at)uz.gov.ua">Zoboleva(at)uz.gov.ua</a></p>	<p><b>ЦМ УЗ</b>  <b>Укрзалізниця</b>  Главное коммерческое управление</p> <p>Адрес: 03680, г.Киев-150, ул.Тверская, 5</p> <p>Телефон:  Факс: (+380) 44 465 14 19  E-mail: <a href="mailto:Zoboleva(at)uz.gov.ua">Zoboleva(at)uz.gov.ua</a></p>
<p><b>PKP CARGO S.A.</b>  Claims Department - International Traffic</p> <p>Address: ul. Dworcowa 63  PL-85-009 Bydgoszcz  Poland</p> <p>Tel. : (+48) 52 518 37 81  Fax : (+48) 52 518 37 83  E-Mail : <a href="mailto:luzarski(at)pkp-cargo.pl">luzarski(at)pkp-cargo.pl</a></p>	<p><b>АО ПКП КАРГО</b>  Отдел рекламаций международных перевозок</p> <p>Адрес: Ул. Дворцова 63  85-009 Быдгощ  Республика Польша</p> <p>Телефон : (+48) 52 518 37 81  Факс : (+48) 52 518 37 83  E-mail: <a href="mailto:luzarski(at)pkp-cargo.pl">luzarski(at)pkp-cargo.pl</a></p>
<p><b>National Freight Railway Company</b>  <b>“CFR Marfa” – S.A.</b>  <b>Societatea Națională de Transport</b>  <b>Feroviar de Marfă „CFR Marfă” – S.A.</b>  Central Commercial Unit  Compensations &amp; Customs Operations  Department  Centrul Comercial Central  Serviciul Despăgubiri, Operațiuni Vamale</p> <p>Address: 98 Strada Turda  Bl. 29 A, etaj 4,  Bucharest 1, Romania 011333</p> <p>Tel. : (+40) 21 223 17 26  Fax : (+40) 21 223 17 26  E-Mail: <a href="mailto:florica.brencea(at)buc.cfr.ro">florica.brencea(at)buc.cfr.ro</a>  <a href="mailto:galina.dobrescu(at)crf.ro">galina.dobrescu(at)crf.ro</a></p>	<p><b>Национальное общество</b>  <b>железнодорожных грузовых</b>  <b>перевозок «ЧФР Марфа» А.О</b>  Главный Коммерческий Центр  Служба возмещений и таможенных операций</p> <p>Адрес: ул. Турда 98  Дом 29 А, 4 этаж, район 1,  почтовый индекс 011333  Бухарест  Румыния</p> <p>Телефон : (+40) 21 223 17 26  Факс : (+40) 21 223 17 26  E-mail: <a href="mailto:florica.brencea(at)buc.cfr.ro">florica.brencea(at)buc.cfr.ro</a>  <a href="mailto:galina.dobrescu(at)crf.ro">galina.dobrescu(at)crf.ro</a></p>
<p><b>MÁV Cargo AG</b>  <b>MÁV Cargo Zrt.</b>  Legal Department, Checking of loss and damage and handling of claims  Jog, Kárvizsgálát-és reklamációrendezés</p> <p>Address : Váci út 92.  HU-1133 Budapest  Hungary</p> <p>Tel. : (+36) 1 512 74 57  (+36) 1 512 74 47  (+36) 1 512 74 85  Fax : (+36) 1 512 77 92  E-Mail : <a href="mailto:karto(at)mavcargo.hu">karto(at)mavcargo.hu</a></p>	<p><b>МАВ Карго АО</b>  Юридический отдел, проверка информации по убыткам, рассмотрение претензий</p> <p>Адрес : ул. Ваца 92  HU-1133 Будапешт  Венгрия</p> <p>Телефон : (+36) 1 512 74 57  (+36) 1 512 74 47  (+36) 1 512 74 85  Факс : (+36) 1 512 77 92  E-mail : <a href="mailto:karto(at)mavcargo.hu">karto(at)mavcargo.hu</a></p>

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<b>RCA</b> <b>Rail Cargo Austria AG</b> Claims Department Address: Erdberger Lände 40-48 AT-1030 Vienna Austria Tel. : Fax : (+43) 1 9300035801 E-Mail: <a href="mailto:manfred.schaller(at)railcargo.at">manfred.schaller(at)railcargo.at</a>	<b>РЦА</b> <b>Рэйл Карго Австрия АО</b> Рассмотрение рекламаций Адрес : ул. Эрдбергер Лендэ 40-48 AT-1030 Вена Австрия Телефон : Факс : (+43) 1 9300035801 E-mail: <a href="mailto:manfred.schaller(at)railcargo.at">manfred.schaller(at)railcargo.at</a>
<b>RZD</b> Russian Railways open joint stock company Moscow Railway – subsidiary of RZD OAO (excluding the Kaliningrad Railway) Address: 107996 Moscow ul. Krasnopрудnaya 20 Tel. : (+7) 495 266 11 89 Fax : (+7) 495 264 45 56 E-Mail: <a href="mailto:n(at)mzd.ru">n(at)mzd.ru</a>	<b>РЖД</b> Открытое акционерное общество «Российские железные дороги» Московская железная дорога – филиал ОАО «РЖД» (кроме Калининградской железной дороги) Адрес : 107996, г. Москва ул. Краснопрудная, д. 20 Телефон : (+7) 495 266 11 89 Факс : (+7) 495 264 45 56 E-mail: <a href="mailto:n(at)mzd.ru">n(at)mzd.ru</a>
<b>Kaliningrad Railway –</b> <b>Subsidiary of RZD OAO</b> (just the Kaliningrad Railway) Address: 236039 Kaliningrad ul. Kievskaya 1 Tel. : (+7) 4012 60 07 49 Fax : (+7) 4012 60 07 69 E-Mail: <a href="mailto:pershin(at)baltnet.ru">pershin(at)baltnet.ru</a>	<b>Калининградская железная дорога –</b> <b>филиал ОАО „РЖД“</b> (только Калининградская железная дорога) Адрес : 236039, г. Калининград ул. Киевская, д. 1 Телефон : (+7) 4012 60 07 49 Факс : (+7) 4012 60 07 69 E-mail: <a href="mailto:pershin(at)baltnet.ru">pershin(at)baltnet.ru</a>
<b>DB Schenker Rail Deutschland AG</b> Customer Service Centre Claims Prevention Team Address: Masurenallee 33 DE-47055 Duisburg Tel. : (+49) 203 454 2708 Fax : (+49) 69 265 20276 E-Mail: <a href="mailto:c-ksz-Entschaedigung-dui(at)dbbschenker.com">c-ksz-Entschaedigung-dui(at)dbbschenker.com</a>	<b>ДБ Шенкер Рэйл Германия АО</b> Адрес : Сервис-цент для клиентов Отдел по рассмотрению претензий Мазуреналлее 33 DE-47055 Дюсбург Телефон : (+49) 203 454 2708 Факс : (+49) 69 265 20276 E-mail: <a href="mailto:c-ksz-Entschaedigung-dui(at)dbbschenker.com">c-ksz-Entschaedigung-dui(at)dbbschenker.com</a>
<b>CD Cargo AG</b> After-sales Support Department - O 7 Claims Sub-department Address: Jankovcova 1569/2c CZ-170 00 Praha 7 – Holešovice Czech Republic Tel. : (+420) 725 594 394 Fax : (+420) 972 242 103 E-Mail: <a href="mailto:Hana.Cizkova(at)cdcargo.cz">Hana.Cizkova(at)cdcargo.cz</a>	<b>АО ЧД Карго</b> Отдел субсидия продажи – О 7 Отделение оформления рекламаций Адрес : ул. Янковсова 1569/2ц 170 00 Прага 7 – Голешовице Чешская Республика Телефон : (+420) 725 594 394 Факс : (+420) 972 242 103 E-mail: <a href="mailto:Hana.Cizkova(at)cdcargo.cz">Hana.Cizkova(at)cdcargo.cz</a>

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<b>LDZ</b> <b>LDZ Cargo GmbH</b> Address: Gogola ieaļ 3 LV-1547 Riga Latvia Tel. : (+371) 672 34 068 Fax : (+371) 672 33 828 E-Mail: <a href="mailto:cargo(at)ldz.lv">cargo(at)ldz.lv</a>	<b>ЛДЗ</b> <b>ООО «LDZ Cargo»</b> Адрес : ул. Гоголя, 3 г. Рига, LV-1547 Латвийская Республика Телефон : (+371) 672 34 068 Факс : (+371) 672 33 828 E-mail: <a href="mailto:cargo(at)ldz.lv">cargo(at)ldz.lv</a>
<b>AZ</b> <b>Azerbaijan Railways CJSCo.</b> Foreign Relations Department Address: D. Aliyeva str., 230 Baku Azerbaijan Tel. : (+994) 12 499 4698 Fax : (+994) 12 499 6629 E-Mail: <a href="mailto:orkhan_addy(at)mail.ru">orkhan_addy(at)mail.ru</a>	<b>AЗ</b> <b>Азербайджанские железные дороги</b> Департамент международных связей Адрес : ул. Д. Алиева 230 г. Баку Азербайджан Телефон : (+994) 12 499 4698 Факс : (+994) 12 499 6629 E-mail: <a href="mailto:orkhan_addy(at)mail.ru">orkhan_addy(at)mail.ru</a>
<b>SNCF Fret</b> Address: Direction internationale 24, rue Villeneuve FR-92583 Clichy France Tel.: (+33) 1 80 46 25 47 Fax: (+33) 1 80 46 29 50 E-Mail: <a href="mailto:xavier.wanderpepen(at)sncf.fr">xavier.wanderpepen(at)sncf.fr</a>	<b>СНЦФ Фрет</b> Адрес : еждународный отдел 24, rue Villeneuve FR-92583 Клиши Франция Телефон : (+33) 1 80 46 25 47 Факс : (+33) 1 80 46 29 50 E-mail: <a href="mailto:xavier.wanderpepen(at)sncf.fr">xavier.wanderpepen(at)sncf.fr</a>