

Appendix 8 to the SPP Sealing

1. General Principles of Sealing

- 1.1** For wagons with enclosed load compartment, tank wagons and combined transport units with enclosed load compartment¹ (hereinafter referred to as combined transport units) delivered for transport to the carrier ČD Cargo loaded it is required to seal them with ČD Cargo seals. The carrier (operator) may use its own seals with non-repeatable identification marks to seal the combined transport units.
- 1.2** The obligation to seal shall be incumbent on the carrier, unless otherwise contractually agreed. If the sealing of a closed wagon is carried out by a ČD Cargo employee at the request of the shipper, the shipper must always be present. ČD Cargo is not responsible for the contents of the sealed wagon. For the sealing of the wagon on the basis of the shipper's request, ČD Cargo charges PD 82.20 TVZ for the actual time of sealing.
- 1.3** In the event of the necessity of affixing a new seal by the carrier ČD Cargo (e.g. after inspecting the condition of the consignment), the ČD Cargo seal shall always be used.
- 1.4** When taking over a train from another carrier, the carrier ČD Cargo considers properly sealed wagons and units of combined transport which are provided with other seals or customs seals with identification marks and are entered in the carriage documents. Such seals are treated as ČD Cargo seals.
- 1.5** Any seals which are obviously affixed to the wagon in excess of the provisions of this Appendix (e.g. seals on the doors of open wagons) are not binding on the carrier ČD Cargo and are not subject to the principles of this Appendix, even if they are specified in the consignment note. The decision as to whether the seals are seals pursuant to this Article shall be made by the carrier ČD Cargo. The requirement to remove the seals from the wagon after unloading is not affected by this provision.

2. Sealing locations and methods

- 2.1** Seals must be affixed to:
- a) loaded closed wagons of wagon series G, H, I, K (Kils), L (Laais), R (Rils, Rilnss), S (Shimnss, Shimms, Sahimm..., Sins), T, U (Ualns, Uao..., Uac..., Uckks, Uc...);
 - b) loaded Z-series tank wagons;
 - c) loaded units of combined transport with enclosed load compartment.
- 2.2** Wagons delivered for transport to the carrier ČD Cargo must be sealed with ČD Cargo seals even if they are sealed with locks or seals of the consignor when delivered for transport or with customs seals when exported abroad (unless an exception is permitted).

¹ Containers, swap bodies and semi-trailers are considered as units with enclosed load compartment.

2.3 The wagons are sealed immediately after loading. Wagon occupied by guides are not sealed.

2.4 Seals location:

- Covered wagons must be fitted with seals on all accesses to their interior. Access to the interior of the wagon compartment means doors, ventilation flaps, sliding roofs and other openings that can be opened from the outside without the use of force. Ventilation flaps closed from the inside or fitted with a protective device shall not be considered as such accesses and need not be sealed.
If the door latch hook lacks catches designed to prevent it from jumping out of the latch loop during transport vibrations, the hook must be secured in the loop with wire before sealing, and only then is the seal attached.
- In addition to the doors, the outer door of the ice tank is sealed.
- For tank wagons, the top hatches (lids), main valve and relief valves must be sealed with union nuts. The relief valve shall be sealed at the control lever or the seal shall be placed directly on the relief valve union nut chain so that the union nut cannot be unscrewed without breaking the seal.
- On Tams series wagons with opening roofs, the doors and the handwheel mechanism for operating the roof are sealed.
- On Rils series wagons, the mechanical hinges for attaching the movable cover and the tarp attachment are sealed.
- Combined transport units shall be sealed at the places for hanging the seals. The door leaf of containers which are secured in the closed position "over each other" must always be sealed with the door leaf which can be opened first.

2.5 When hanging a seal with a loop, the loop is pushed through the hole intended for sealing and the end of the loop is inserted into the seal body so that the click of the collet can be heard. Then check by pulling back whether the loop can be removed. A correctly secured loop in the collet should have minimal slack. If the length of the loop is insufficient for sealing, two seals shall be hung together so that the loop end of one seal is inserted into the body of the second seal and the loop end of the second seal into the body of the first seal. The seals shall be hung in such a way that the wagon or unit of combined transport cannot be opened without breaking the seal and to prevent damage to the seals by jolting during transport.

2.6 Only intact seals may be hung.

3. Inspections of Seals

3.1 After hanging the seal, the shipper shall:

- check the conformity of the seal identification marks with the information on the consignment note;
- check the correct function by pulling back on the loop, wire;
- check the looseness of the loop in the collet, the wire in the closing part of the seal;
- check the integrity of the loop and the seal body, the wire and the sealing part of the seal for possible traces of gluing, welding, mechanical and other damage.

- 3.2** Containers placed on the wagon with doors close to each other cannot be checked for the condition of the seals. In this case, both parties are exempt from any further consequences. This fact shall be recorded in the "Transfer slip"/"Return receipt" in the "Note" column by entering the text "ABREAST".
- 3.3** If an employee of the carrier ČD Cargo discovers during the transport that the seal is missing, damaged or its identification marks do not match the data in the consignment note or if he had to remove the seal, he shall affix a new seal, make a note of the event and make an entry in the NL.

4. Entries in the Consignment Note

- 4.1** The consignor shall enter the number and designation of seals affixed by the consignor in columns 31 of the Inland NL, 21 of the NL CIM or 20 of the NL CIM/SMGS. It shall indicate either the individual registration numbers or the number interval of the first and last consecutive seals hung, including any leading zeros and the letter designation of the series.
- 4.2** When transporting more than one wagon per NL, the Wagon Sheet must indicate which seals are attached to each wagon. The seals shall be listed with all identifying marks (number, series).
- For each unit of combined transport, the NL or Wagon Sheet must indicate which seals are attached to it. The seals shall be listed with all identifying marks (number, series).

5. Removing Seals

- 5.1** The consignee shall make sure that the seals are intact when taking over the wagon.
- 5.2** When the carriage is completed, the shipper must remove all seals from all places on the wagon. The shipper shall hand over the seals removed from the wagons where the loss or damage to the consignment has been detected to the carrier ČD Cargo.
- 5.3** If ČD Cargo permits re-forwarding of the consignment and the original seals have not been removed from the wagon, no new seals shall be affixed. The shipper shall enter the text in columns 31 of the Inland NL, 21 of the NL CIM or 20 of the NL CIM/SMGS: "*Original seals from station, number*" and indicate the type and identification marks of the seals.
- If only one seal has been removed from the wagon by the shipper when the consignment is re-forwarded, all the original seals must also be removed from the wagon, the wagon must be fitted with new seals and entries must be made in the transport documents in accordance with Chapter 4 of this Appendix.

6. Types of ČD Cargo Seals

- 6.1 Blue plastic seal PL 95/21 with ČD or ČD Cargo logo**
- 6.1.1** The seal consists of two parts that are inseparably connected. The body of the seal and the loop form a single piece. When sealing, the end of the loop with the locking pin is inserted into the hole in the body of the seal, where the collet is located,

preventing any further movement. The front side of the seal body shall be stamped with identifying marks, the other side may be stamped with marks chosen by the consignor.

6.1.2 Identifying marks

- a) **Seal used exclusively by the carrier ČD Cargo;**
- b) **Seal purchased by the carrier from the manufacturer.**

6.1.3 The seal may only be used to seal wagon. It shall not be used for sealing combined transport units.

6.2 Yellow plastic seal PL 95/17 with ČD or ČD Cargo logo

6.2.1 The description of the seal is identical to the description of the seal "PL 95/21 blue".

6.2.2 The identification marks are the same as for the seal "PL 95/21 blue", in article 6.1.2 b).

6.2.3 The seal may only be used for sealing combined transport units and may not be used for sealing wagons.

6.3 Blue plastic seal EC with ČD or ČD Cargo logo

6.3.1 The seal consists of two parts that are inseparably connected. The body of the seal and the loop form a single piece. The end of the loop with the locking pin is inserted into the raised, marked opening (enter) in the seal body, where a metal collet allows further movement until it reaches the stop, ensuring that the sealed openings cannot be separated.

6.3.2 Identifying marks: On the face of the seal body are stamped white identification marks, identical to those of the seal "PL 95/21 blue", in Article 6.1.2 b). The consignor's own colourless marks may be stamped on the same side.

6.3.3 The seal may only be used for sealing combined transport units and may not be used for sealing wagons.

6.4 Oneseal steel wire seal with ČD or ČD Cargo logo

6.4.1 The seal consists of two separate parts (the body and the sealing part), which are inseparably connected after sealing. The body of the seal consists of a steel wire, which can have a diameter from 1.5 mm to 5 mm. The wire may be coated with plastic. The closing part is steel, blue in colour, moulded in a rectangular plastic protective sleeve with two holes, one of which is through and the other closed. The wire is inserted into the closed hole in the sealing part of the seal before hanging on the sealed place and into the through hole in the sealing part of the seal after hanging. The wire is pulled through the through hole to the stop so that the sealed holes cannot be separated.

6.4.2 Identifying marks: The sealing part of the seal is stamped with identification marks identical to those of the seal "PL 95/21 blue", in Article 6.1.2 b), with the difference of the series designation in capital letters of the alphabet.

6.4.3 The seal may only be used for sealing combined transport units and may not be used for sealing wagons.

6.5 Oneseal steel seal with ČD or ČD Cargo logo

- 6.5.1** The seal consists of two parts that are inseparably connected. The body of the seal forms a single piece. The end of the pin is inserted into the closing part of the seal when hanging.
- 6.5.2** Identifying marks: The sealing part of the seal is stamped with identification marks identical to those of the seal "PL 95/21 blue", in Article 6.1.2 b), with the difference of the series designation in capital letters of the alphabet.
- 6.5.3** The seal may only be used for sealing combined transport units and may not be used for sealing wagons.

7. Sale of ČD Cargo seals

7.1 Sale of seals

- 7.1.1** Shippers shall purchase seals directly from the approved manufacturer "EUROSEAL a.s., Majakovského 651/13, 460 06 Liberec 6".
- 7.1.2** ČD Cargo seals cannot be ordered in the e-shop on the manufacturer's website <https://www.euroseal.cz>, contact the sales department at the following telephone numbers to purchase: +420 486 142 036-38, +420 731 425 703 or electronically at euroseal@euroseal.cz.

8. Exceptions to Sealing of Wagons

- 8.1** In inland traffic, it is permitted to accept for carriage unsealed:

- Uacs loaded wagons for powder products transportation. The shipper is responsible for properly closing and securing the top hatches of the tanks;
- tank wagons loaded with heavy fuel oils (item 274400 NHM) or mixtures of aromatic hydrocarbons (item 270750 NHM);
- tams, Rils and Kils wagons loaded with consignments of large and heavy items that cannot be stolen without the aid of heavy equipment and for which even small separable parts cannot be stolen.

In column 31 of the Inland NL, in addition to the prescribed entries, the consignor must enter: *"UNSEALED"*.

When exceptions to sealing are used, wagon labels must have the clearly visible text *"NOT SEALED"* displayed on the top edge.

- 8.2** Covered wagons in which consignments containing indivisible pieces of larger dimensions than the openings on the wagon are transported need not have these openings (ventilation windows, side, outlet flaps, hoppers, discharge openings, etc.) sealed.

Boxes that cannot be pulled through the holes on the wagon without being cut, torn, etc. are considered as indivisible pieces. Consignments on pallets, in cartons and crates, for example, the contents of which can be pulled through the openings on the wagon after breakage, are not regarded as indivisible pieces.

When using the aforementioned exception to sealing, the text *"SIMPLIFIED SEALING"* must be displayed prominently on the top edge of the wagon label.

This exception can also be used for consignments whose destination station is on the Railways of the Slovak Republic (ŽSR) and the connecting carrier to ŽSR is Železničná spoločnosť Cargo Slovakia, a.s.

In column 31 of the Inland NL or column 21 of the NL CIM the consignor must enter: *"Wagon doors sealed only"*.

- 8.3** Further exceptions to the sealing of wagons may be permitted by the Director of the Sales Support Department of ČD Cargo.

9. Sealing of Consignments of Radioactive Substances, Weapons, Ammunition and Explosives

- 9.1** The provisions on the sealing of consignments of radioactive substances, weapons, ammunition and explosives shall apply to the goods of these NHM:

- (a) Chapter 28 – Inorganic chemicals; organic or inorganic compounds of precious metals, of rare-earth metals, of radioactive elements or of isotopes – at positions:

2844 Radioactive chemical elements and radioactive isotopes (including the fissile or fertile chemical elements and isotopes) and their compounds; mixtures and residues containing these products;

2845 Isotopes other than those of heading 2844; compounds, inorganic or organic, of such isotopes, whether or not chemically defined.

- b) Chapter 36 – Explosives; pyrotechnic products; matches; pyrophoric alloys; certain combustible preparations – in positions:

3601 Propellant powders;

3602 Prepared explosives, other than propellant powders;

3603 Safety fuses; detonating fuses; percussion or detonating caps; igniters; electric detonators;

3604 Fireworks, signalling flares, rain rockets, fog signals and other pyrotechnic articles;

3605 Matches;

3606 Ferro-cerium and other pyrophoric alloys in all forms; articles of combustible materials.

- c) Chapter 93 – Arms and ammunition; parts and accessories thereof – in positions:

9301 Military weapons, other than revolvers, pistols and the arms of heading 9307;

9302 Revolvers and pistols, other than those of heading 9303 or 9304;

9303 Other firearms and similar devices which operate by the firing of an explosive charge (for example, sporting shotguns and rifles, muzzle-loading firearms, Very pistols and other devices designed to project only signal flares, pistols and revolvers for firing blank ammunition, captive-bolt humane killers, line-throwing guns);

9304 Other arms (for example, spring, air or gas guns and pistols, truncheons);

9305 Parts and accessories of articles of headings 9301 to 9304

9306 Bombs, grenades, torpedoes, mines, missiles and similar munitions of war and parts thereof; cartridges and other ammunition and projectiles and parts thereof; including shot and cartridge wads.

- 9.2** The consignor is obliged to secure the doors of the covered wagons in which the goods referred to in Article 9.1 of this Appendix are loaded with "Oneseal steel wire seals with the ČD or ČD Cargo logo" or with his own locks. In the case of using the locks of the consignor, the wagons must be sealed with ČD Cargo plastic seals.
- 9.3** No later than when confirming the order for the carriage of the above goods in accordance with Article 9.1 of this Appendix, ČD Cargo shall notify the consignor of the obligation to secure the wagon doors with wire seals or locks. If the consignor has not fulfilled the specified condition, ČD Cargo will not accept the consignment for transport.
- 9.4** The provisions of Part 4 of this Appendix shall apply in full to entries in the Inland NL. When using consignor locks, the consignor must add additional text in column 31 of the Inland NL: "*The wagon equipped with ... (number of locks) locks of consignor*". The keys must not be attached to the consignment note. The consignor is obliged to ensure the removal of locks at the destination station.
- 9.5** The obligation to secure wagon doors with steel wire seals or locks for consignments of goods under Chapter 9 of this Appendix does not apply to the carriage of guarded military transports and transfers.