



International Rail Transport Committee
Comité international des transports ferroviaires
Internationales Eisenbahntransportkomitee

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CIM/SMGS Reconsignment Manual (GR-CIM/SMGS)

Applicable with effect from 1 January 2019

This document is restricted to CIT members

In accordance with point 2.6 a) of the CIT Statutes, this document is a **recommendation** and only binds members to the extent that members adopt it (opting-in principle).

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Earlier versions are available from here: <https://www.cit-rail.org/en/freight-traffic/manuals/>

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A. General provisions

0 Abbreviations and definitions

Carrier	Contractual carrier, with whom the consignor has concluded the contract of carriage, or a successive carrier who is liable on the basis of that contract. If the carrier is not a railway undertaking (where national law permits that), he is to entrust the performance of the carriage by rail to a railway undertaking which acts as a successive carrier, substitute carrier or an auxiliary to the carrier within the meaning of a person for whom the carrier is liable in Art. 40 CIM.
CIM	Uniform Rules concerning the Contract for International Carriage of Goods by Rail (Appendix B to COTIF)
CIS	Commonwealth of Independent States
CIT	International Rail Transport Committee
Co-operation contract	Contract concluded between several carriers for the performance of one or more international movements of freight by rail
Destination station	Station serving the delivery point
GLV-CIM	CIM Consignment Note Manual
GTC-CIM	General Terms and Conditions of Carriage for International Freight Traffic by Rail prepared and recommended by the CIT
GTM-CIT	CIT Freight Traffic Manual
OSShD	Organisation for Co-operation between Railways
Payment intermediary	Person instructed by the consignor or consignee to take on his obligation to pay freight charges, whose details the consignor enters on the consignment note as "payment intermediary" and who has a contract with the carrier in question (Art. 31 SMGS - Payment of costs and contractual penalties)
Railway	Infrastructure to be found on the territory of an SMGS Member State
Reconsignment point	Point at which a consignment subject to the CIM Uniform Rules is reconsigned under the conditions of the SMGS or vice versa
RID	Regulation concerning the International Carriage of Dangerous Goods by Rail (Appendix C to COTIF)
SMGS	Agreement concerning International Freight Traffic by Rail

1 Purpose

This manual contains the special provisions for traffic between states applying the CIM Uniform Rules and those applying the SMGS when consignments are reconsigned en route using a new consignment note.

These provisions are only applicable if they are published in documents made available to customers or included in co-operation contracts between carriers.

2 Scope

Consignments between states applying the CIM Uniform Rules and states applying the SMGS are subject to reconsignment at the interface between the two legal regimes.

The points of reconsignment and the opening times and facilities provided are shown in [Appendix 1](#).

B Provisions applicable

3 General provisions

In addition to the CIM Uniform Rules, the provisions below are applicable to the CIM contract of carriage:

- GTC-CIM,
- GLV-CIM.

4 Special provisions

4.1 Authorisations

The address of the bodies to which requests for authorisation should be addressed are shown in [Appendix 2](#).

4.1.1 Authorisation to load

Exceptional consignments are only accepted for carriage after having been authorised in advance by the SMGS carriers participating in the movement.

Processing of the application:

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

After consulting the other SMGS carriers taking part in the movement, the SMGS carrier at the reconsignment point will provide the numbers of the authorisation. These numbers are to be entered in box 7 "Sender's declarations" of the CIM consignment note.

4.1.2 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 carriers participating in the movement.

Processing of the application:

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

The consignor is to enter the following remark in box 21 "Description of the goods" of the CIM 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 carriers taking part in the movement, the SMGS carrier 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 consignment note.

4.2 Dangerous goods

Dangerous goods are only accepted for carriage if they comply with the provisions of the RID and Appendix 2 SMGS¹.

4.3 Consignment note²

4.3.1 Consignments with final destination in a state applying the SMGS

The CIM consignment note is to be made out to the reconsignment point. Reconsignment is to be undertaken by the carrier using a consignment note conforming to the SMGS format and using the information given in the CIM consignment note. The original of the CIM consignment note is to be attached to the consignment note produced on reconsignment. The duplicate of the SMGS consignment note is to be sent to the consignor under the CIM contract of carriage via the forwarding carrier.

The CIM consignment note must be specially endorsed:

- a) Box 4 "Consignee": the consignee is to enter the abbreviation for the carrier who will reconsign the consignment at the reconsignment point for the change of legal regime.

¹ The forwarding carrier will provide the information necessary.
The RID may be obtained from the following address:
Intergovernmental Organisation for International Carriage by Rail
Gryphenhübeliweg 30
CH - 3006 Bern
Tel.: + 41 31 359 10 10
Fax: + 41 31 359 10 11
E-mail: info@otif.org
Web: www.otif.org

Appendix 2 to the SMGS may be obtained from SMGS carriers at reconsignment points – see the addresses on the CIT website www.cit-rail.org.

² In the text below, "CIM consignment note" should also be taken to include the CIM consignment note for combined traffic.

b) Box 7 “Consignor’s declarations”:

- “To be reconsigned to ...” (name of the final destination station and of the carrier at the delivery point).
- “Final consignee ...” (name and address of the final consignee).
- Number of axles, tare and load limit of the wagon.
- “Payment of transit charges for ... (name of SMGS transit carrier) made by ... (name of payer of the transit charges and his code)” and “Agreement number ... (number of the agreement between the consignor and the payer of the charges)”.

c) Box 10 “Delivery point”: station serving the point of reconsignment.

d) Box 21 “Description of the goods”:

- For dangerous goods, the provisions of section 5.4.1 RID and those of Appendix 2 SMGS must be complied with³
- For perishable goods which are not loaded in refrigerated or temperature controlled wagons, enter the endorsement specified in [point 4.1.2](#).

4.3.2 Consignments from states applying the SMGS

For consignments sent under SMGS conditions to the reconsignment point, the carrier at the point of reconsignment is to make out a CIM consignment note to the final destination using the information given in the SMGS consignment note. This is to be attached to the consignment note produced on reconsignment. When a load needs to be split between several wagons following transshipment, the SMGS consignment note is to be attached to one of the consignment notes produced on reconsignment. A suitable endorsement is to be made on the other consignment notes produced on reconsignment.

4.4 Payment of charges

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

4.4.1 Consignments with final destination in a state applying the SMGS

Charges (carriage, ancillary charges, customs duties and other charges) up to the reconsignment point are to be paid by the consignor. Charges from the reconsignment point to the final destination station defined by the consignment note made out on reconsignment are to be paid by the final consignee [nevertheless for payment of charges on SMGS carriers see [point 4.3.1 b](#)].

4.4.2 Consignments from states applying the SMGS

The carrier’s charges (carriage, ancillary charges, customs duties and other charges) up to the reconsignment point are to be paid by consignor. If the consignor uses a payment intermediary to pay the charges, the consignor is to make an appropriate entry on the consignment note.

Charges from the reconsignment point are to be paid by the final consignee.


4.4.3 Refunds

Refunds are not permitted.

³ Appendix 2 to the SMGS may be obtained from SMGS carriers at reconsignment points – see the addresses on the CIT website www.cit-rail.org

4.5 Marking the goods

4.5.1 Centre of gravity and gross mass (weight)

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 (weight). where:

- a) goods exceed the loading gauge and are asymmetric in shape, or
- b) goods have a unit mass (weight) exceeding 3 tonnes, or
- c) goods are equipment or machines, or
- d) goods are packed in cases higher than 1 metre.

4.5.2 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 carriers in question), and in Russian: "Внимание! Нерабаритный груз на ...".

4.6 Loading tackle

4.6.1 Consignments via Poland and Romania

Except where otherwise agreed between the CIM and SMGS carriers 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.

4.6.2 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 Final and transitional provisions

5 Entry into force

This manual enters into force on 1 January 2019.

6 Interim provisions

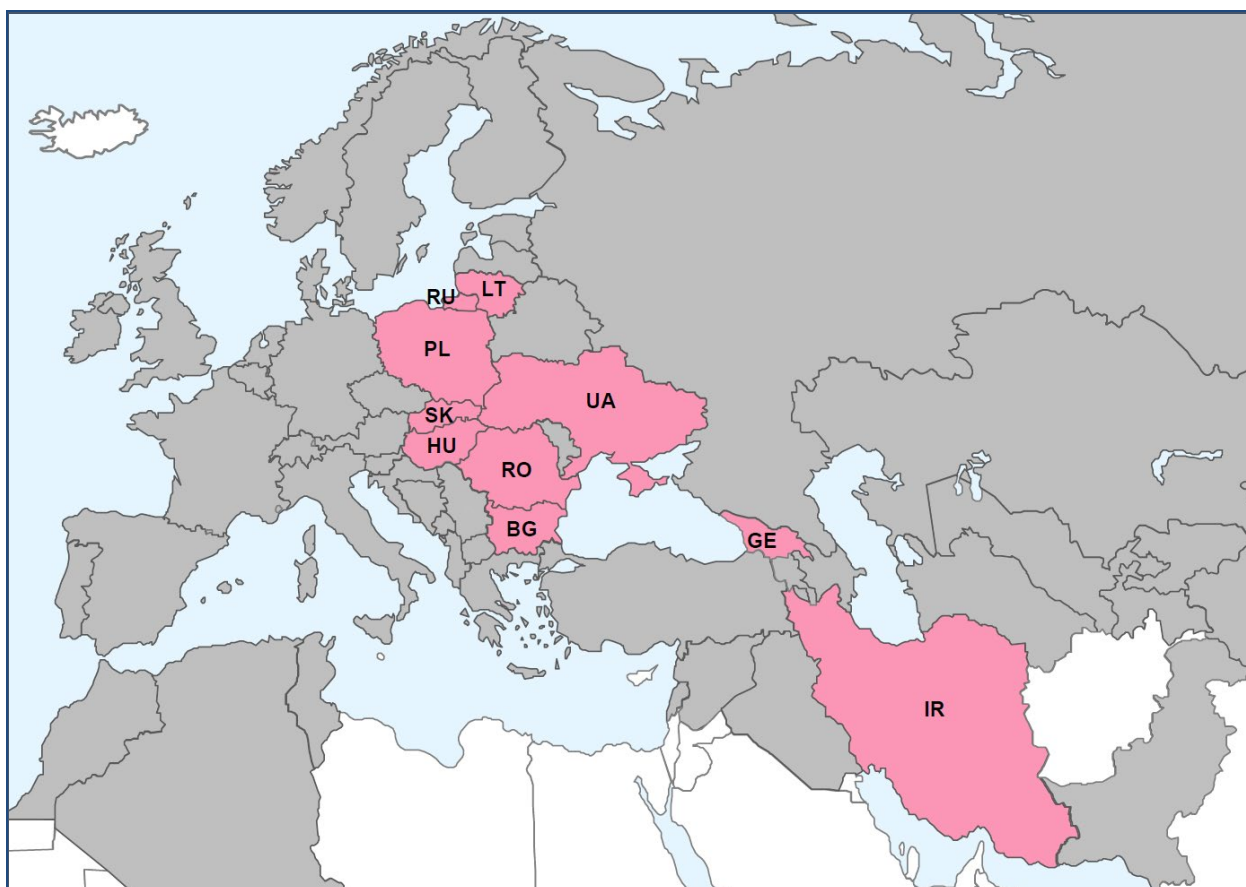
Contracts of carriage pursuant to the CIM Uniform Rules concluded before 1 January 2019 shall remain subject to the Uniform Rules and the provisions for their implementation in force at the time of the conclusion of the contract.

Reconsignment points

Reconsignment points and opening hours

1 States in which reconsignments take place

The list of reconsignment points is available on the CIT website: www.cit-rail.org.



BG	Bulgaria
GE	Georgia
HU	Hungary
IR	Iran
LT	Lithuania
PL	Poland
RO	Romania
RU	Russia (Baltijsk)
SK	Slovakia
UA	Ukraine

2 Opening times and facilities provided at the reconsignment points

The opening times and facilities provided at the reconsignment points are available on the CIT website: www.cit-rail.org.

Addresses of the bodies competent to issue authorisations

The addresses of the bodies competent to issue authorisations are available on the CIT website:
www.cit-rail.org.