

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL**

**OTIF/RID/CE/2010-A**

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**TO THE GOVERNMENTS OF THE MEMBER STATES OF OTIF**

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**Final report of the 48<sup>th</sup> Session of the RID Committee of Experts  
(Berne, 19 and 20 May 2010)**

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Document OTIF/RID/CE/2010-A/Add.1

**ITEM 1: APPROVAL OF THE AGENDA**

Document: A 81-03/502.2010 (Secretariat)

Informal document: INF.1 (Secretariat)

1. The meeting adopted the provisional agenda contained in invitation A 81-03/502.2010 dated 12 March 2010 with the list of documents published by the Secretariat in informal document INF.1.

**ITEM 2: ELECTION OF OFFICERS**

2. Mr Helmut Rein (Germany) was re-elected chairman. Mrs Caroline Bailleux (Belgium) was re-elected vice-chair.

**ITEM 3: PRESENCE AND QUORUM**

3. As 16 of the 41 Member States entitled to vote were represented (see Annex 2), there was a quorum in accordance with Article 20 § 1 of the Rules of Procedure ( $\frac{1}{3}$  of the Member States) and the RID Committee of Experts was able to proceed with its business.

**ITEM 4: APPROVAL OF THE AMENDMENTS ADOPTED BY THE RID/ADR/ADN JOINT MEETING (BERNE, 22 – 26 MARCH 2010) FOR A DATE OF ENTRY INTO FORCE OF 1 JANUARY 2011**

Base document: [OTIF/RID/NOT/2011] (Secretariat)

Document: OTIF/RID/CE/2010/10 (Secretariat) (see also informal document INF.20 from the 88<sup>th</sup> session of WP.15)

4. The texts adopted by the Joint Meeting for a date of entry into force of 1 January 2011 contained in document OTIF/RID/CE/2010/10 were adopted, with the exception of 2.2.9.1.10.5 (see Annex I).
5. The square brackets contained in the draft version of the notification document [OTIF/RID/NOT/2011] were deleted, as shown in detail in Annex I.

Document: OTIF/RID/CE/2010/5 (Secretariat) (see also informal documents INF.15 and INF.15/Add.1 from the 88<sup>th</sup> session of WP.15)

6. The RID Committee of Experts adopted the amendments compiled by the Secretariat in document OTIF/RID/CE/2010/5 to the draft version of the notification texts (see Annex I).

Document: OTIF/RID/CE/2010/12 (Secretariat)

7. Insofar as they may affect RID texts, the decisions of WP.15 (Geneva, 3 – 7 May 2010) contained in document OTIF/RID/CE/2010/12 were taken into account in the following discussions on individual documents and were taken over for RID. The texts adopted by WP.15 on 1.6.4.15, 3.4.1 (c), packing instructions P 601 (1) and P 602 (1) and 5.2.1.8.1, for which the RID Committee of Experts had no documents, were also adopted (see Annex I).

#### 1.4.2.2.1

Document: OTIF/RID/CE/2010/3 (UIC)

8. The RID Committee of Experts noted the amendment of point 5 of UIC leaflet 471-3 and adopted the reference to the version of this leaflet applicable from 1 January 2011 in footnote 9 to 1.4.2.2.1 (see Annex I).

#### 1.6.1.8

Informal document: INF.2 (France) (see also informal document INF.31 from the 88<sup>th</sup> session of WP.15)

9. France had established that the transitional provision in 1.6.1.8 had to be amended by adding text to ensure that the orange-coloured plates met the provisions of 5.3.2.2.1 and 5.3.2.2.2 after the transitional provision in 1.6.1.13 was deleted following its expiry. The RID Committee of Experts adopted this proposal (see Annex I).

#### 1.6.1.20

Informal document: INF.8 from the 88<sup>th</sup> session of WP.15 (IRU)

10. Although the last Joint Meeting in principle rejected IRU's original proposal only to use the diamond shaped mark for the marking of wagons/vehicles carrying more than 8 tonnes of dangerous goods packed in limited quantities from 1 January 2011, the 88<sup>th</sup> session of WP.15 adopted a new, modified proposal from IRU.
11. **Some delegations felt that this text was superfluous but** in order to harmonise with ADR, the RID Committee of Experts adopted the first sentence of the text adopted by WP.15 to supplement 1.6.1.20 (see document OTIF/RID/CE/2010/12) (see Annex I). **However the Committee criticised the procedure of WP.15**, which contradicted the procedures adopted for the Joint Meeting.

#### 2.2.2.1.3

Document: OTIF/RID/CE/2010/11 (Secretariat) (see also informal document INF.22 from the 88<sup>th</sup> session of WP.15)

12. The Secretariat's document OTIF/RID/CE/2010/11 aimed at removing a contradiction between the new definition of oxidizing gases in 2.2.2.1.5 and the provisions in Note 4 to 2.2.2.1.3 and in special provision 567 of Chapter 3.3 was adopted (see Annex I).

#### 2.2.9.1.10.5

Documents: OTIF/RID/CE/2010/8 (Secretariat) (see also informal document INF.16 from the 88<sup>th</sup> session of WP.15)  
OTIF/RID/CE/2010/13 (CEFIC) (see also informal document INF.23 from the 88<sup>th</sup> session of WP.15)

13. At the report reading at the last Joint Meeting, it was agreed that the Secretariat would make editorial improvements to the text adopted for 2.2.9.1.10.5, which should then be discussed again at WP.15 and the RID Committee of Experts. The RID Committee of Experts adopted the Secretariat's document OTIF/RID/CE/2010/8 with CEFIC's additions from document OTIF/RID/CE/2010/13 in the version adopted by WP.15 (document OTIF/RID/CE/2010/12) (see Annex I).

**Special provision 650**

Document: OTIF/RID/CE/2010/7 (Secretariat) (see also informal document INF.9 from the 88<sup>th</sup> session of WP.15)

14. The RID Committee of Experts adopted the consequential amendment necessary in special provision 650 concerning the sequence of the information for the carriage of wastes, as submitted by the Secretariat in document OTIF/RID/CE/2010/7 (see Annex I).

**UN Number 1266**

15. The RID Committee of Experts adopted the Secretariat's oral proposal also to assign special provision 163 to packing group I of UN number 1266 (see Annex I).

**3.4.12**

16. The Secretariat pointed out that the second sub-paragraph of 3.4.12, which only exists in RID, could be deleted, as according to 3.4.1, the general obligations for the loader of 1.4.3.1 also apply to the carriage of dangerous goods packed in limited quantities.
17. As 1.4.3.1.1 (d) only deals with affixing placards and the orange-coloured marking, the RID Committee of Experts agreed to maintain the second sub-paragraph of 3.4.12 for the time being. The representative of UIC was asked to submit a proposal to the next Joint Meeting for a new version of 1.4.3.1.1 (d) and 1.4.3.7.1 (f), which would also cover the other marks to be affixed to the wagon (e.g. environmentally hazardous substance marking).

**3.4.15**

18. The representative of UIC **was informed that if he found it necessary, he could** submit a proposal to the next session of the RID Committee of Experts to allow in 3.4.15 the possibility of affixing smaller sized markings to wagons in the context of the general rule in 5.3.1.7.4, which applies to placards.

**Packing instructions P 003 and P 904**

Informal document: INF.3 (Secretariat) (see also informal document INF.33 from the 88<sup>th</sup> session of WP.15)

19. The RID Committee of Experts adopted the clarification adopted by the 35<sup>th</sup> session of the UN Sub-Committee of Experts for packing instructions P 003 and P 904 with regard to the design of the outer packagings (see Annex I).

**5.4.3.4**

20. The RID Committee of Experts adopted the Secretariat's oral proposal to delete the "risk of burns" property from the danger labels for classes 3 and 9 in the instructions in writing, as this was already covered by the marking for elevated temperature substances shown on page 3 of the instructions in writing (see Annex I).
21. The representative of the Netherlands requested that if the instructions in writing were revised at a later date, the relevant UN numbers should be given after hazard characteristics which only concerned a few UN numbers (e.g. risk of explosion in the context of Class 9, which only concerns lithium batteries).

#### 6.2.4

Document: OTIF/RID/CE/2010/9 (CEN)

22. Before the meeting, the representative of CEN withdrew this document.

#### 6.8.2.1.18

Document: OTIF/RID/CE/2010/6 (Secretariat) (see also informal document INF.10 from the 88<sup>th</sup> session of WP.15)

23. The clarification from the Secretariat contained in document OTIF/RID/CE/2010/6 that the amended text of footnote 3 (formerly footnote 2) to 6.8.2.1.18 also related to 6.8.2.1.19 and 6.8.2.1.20 was confirmed by the RID Committee of Experts (see Annex I).

#### 6.8.4, special provision TE 22

Informal documents: INF.14 from the 47<sup>th</sup> session of the RID Committee of Experts (Secretariat)  
INF.7 (Germany)

24. The RID Committee of Experts adopted the wording proposed by Germany in informal document INF.7 for a reference to standard EN 12663-2:2010, which was published in March 2010. After the term “**crashworthy** buffers” taken from the standard, the term “energy absorption elements” used in RID was added in brackets (see Annex I).

### ITEM 5: OTHER PROPOSALS

#### **Exceeding the date of the intermediate inspection when the tank-wagon is not marked with the letter “L”**

Document: OTIF/RID/CE/2010/1 (Czech Republic)

25. In document OTIF/RID/CE/2010/1, which had already been submitted to the last session of the RID Committee of Experts as informal document INF.18 (see report OTIF/RID/CE/2009-A, paragraphs 86 to 88), the representative of the Czech Republic proposed only to permit the period for carrying out the intermediate inspection to be exceeded by three months if the date of the next inspection shown on the tank-wagon was actually supplemented by the letter “L”.
26. While some delegations supported the proposal, as otherwise, **the employee of the controlling railway transport undertaking (for example the inspector)** can only see from the tank plate by climbing up onto the tank-wagon whether the date of the intermediate inspection may be exceeded, other delegations thought the information on the tank plate was sufficient. In a vote however, the proposal was adopted by a majority (see Annex I).

#### 1.4.3.6 (b)

Documents: OTIF/RID/CE/2010/2 (Secretariat)  
OTIF/RID/CE/2010/4 (Belgium)

Informal document: INF.5 (United Kingdom)

27. Document OTIF/RID/CE/2010/2, which had already been submitted in a similar form to the 47<sup>th</sup> session of the RID Committee of Experts as INF.6 (see report OTIF/RID/CE/2009-A, paragraphs 78 to 80), contained clarification on the information to which the railway infrastructure manager must have access. Document OTIF/RID/CE/2010/4 submitted by Belgium

contained a proposal to dispense with the information on the design type in the first indent of 1.4.3.6 (b), as this could already be read from the wagon number.

28. The first indent was reworded to take account of the fact that there are also wagons for which the wagon **type** is not reflected in the wagon number (see Annex I). This was adopted (11 in favour).
29. With regard to widening the second indent (giving the UN numbers; proposal 2 in document OTIF/RID/CE/2010/2), the majority of the RID Committee of Experts (7 for, 5 against) supported the proposal that the railway infrastructure manager must also have information on dangerous goods carried in limited quantities. In another vote, 14 States supported the restriction contained in the United Kingdom's informal document INF.5 that this information is only required for wagons and large containers that have to be marked (see Annex I).
30. The third indent in the Secretariat's proposal (position of the wagons) was adopted without amendment and the fourth indent contained in square brackets (total mass) was deleted (9 in favour), as it was of no extra use for the emergency services (see Annex I).

#### **ITEM 6: CARRIAGE OF DANGEROUS GOODS AS HAND LUGGAGE, REGISTERED LUGGAGE AND COLIS EXPRESS (EXPRESS **PARCELS**)**

Informal document: INF.6 (Secretariat)

31. The chairman summarised the work of an informal working group organised by Switzerland to look at the carriage of dangerous goods as hand luggage, registered luggage and express **parcels** (Berne, 17 and 18 May 2010) as follows:
  - a) The working group started by examining the basic conditions and established that the main relevance of CIV was that terms were at least basically defined, which also applied to Appendix C of COTIF and hence to RID. The fundamental legal basis was to be found in Article 5 of Appendix C, although its wording could be misunderstood and should therefore be amended slightly.
  - b) The aim of the amendments proposed by the working group to the scope in 1.1.2 was to make clear that RID also governs the carriage of dangerous goods in trains other than freight trains. In so doing, a distinction was made between carriage of express **parcels** on the one hand and carriage of hand luggage or registered luggage on the other.
  - c) The carriage of hand luggage and registered luggage is then dealt with in detail in 1.1.3.8 and Chapter 7.7. It was considered necessary to include a provision in 1.1.3 to make clear which exemptions also applied to hand luggage and registered luggage. In so doing, additional exemptions were included compared with the current legal situation, which at present play a role in road transport particularly, and which might therefore also be relevant to car trains (e.g. "tradesmen's rule" in 1.1.3.1 (c)).
  - d) However, as the working group did not consider references in 1.1.3.8 alone to be sufficiently user-friendly, a written list of all exemptions applicable to hand luggage and registered luggage was included in Chapter 7.7.
  - e) The working group was of the view that the proposal submitted in informal document INF.6 provided a solution that dealt with the problem and was user-friendly, and it could still be included in the 2011 edition of RID.
  - f) The working group was unable to find a solution for express **parcels**, but had started giving consideration to deleting the CE provisions and to permit the limited quantities of Chapter 3.4 and the exempted quantities of Chapter 3.5 for carriage as express **par-**

**cels.** The working group asked CIT and UIC to check this course of action and to submit a specific proposal at a later stage if necessary.

32. In the discussion, the representative of Austria questioned the need to deal with the same issue in two different places, as this could be a source of error in any subsequent amendments.
33. The chairman explained that the working group considered the double rule to be necessary because there had to be a link to the exemptions in 1.1.3 applicable to freight trains and if there were only a rule in Chapter 7.7, there would be no information to the effect that Chapter 7.7 is applicable irrespective of the exemptions in 1.1.3. A member of the Secretariat added that this double rule had also been brought in against the background that the different parts of RID were aimed at different people. While Part 1 applied to all users, Part 7 was also aimed at railway staff who dealt with taking over luggage.
34. As there were no legal contradictions between 1.1.3.8 and Chapter 7.7 at the moment, the RID Committee of Experts adopted the text proposed by the working group **with some editorial amendments to the English version** (see Annex I). However, the question of the double rule could be reconsidered on the basis of a proposal for the 2013 edition of RID.

#### **ITEM 7: WORKING GROUP ON TANK AND VEHICLE TECHNOLOGY**

35. The chairman of the working group on tank and vehicle technology, Mr Kogelheide, summarised the discussions at the last meeting of the working group (Berne, 18 and 19 May 2010) as follows:
  - a) The representative of the European Railway Agency gave an overview of the work that had been carried out in connection with the subject of derailment detection.
  - b) In Germany, the Chemical Industry Association was setting up a working group to resolve the problem of drip leaks. Germany would carry out checks in which it would focus specifically on drip leaks, while France would look for a solution in direct contact with fillers. The working group would then consider the results of these measures.
  - c) Germany had submitted a working paper on amending and deleting transitional provisions (see report OTIF/RID/CE/2009-A, paragraphs 23 and 24). This should be dealt with by the Joint Meeting's tank working group before the RID specific transitional provisions were checked by the working group on tank and vehicle technology.
  - d) With regard to a proposal from the Netherlands concerning the composition of trains to prevent a BLEVE, the working group was of the view that the increased risk in connection with the greater number of marshalling movements required to form block trains should be considered. The results of the Joint Meeting's working group on the reduction of the risk of a BLEVE should first be awaited before a decision was taken on the basis of a specific proposal.
  - e) The working group took note of accident reports from the Netherlands and the United Kingdom, but they had no direct consequences for the regulations.
  - f) The representative of France referred to problems in dangerous goods traffic with Italy arising from various rules imposed by the Italian rail safety authority following the rail accident in Viareggio. However, it was not possible to discuss these problems as the representatives of Italy had cancelled their participation in the meeting of the working group at short notice.
  - g) There were no further developments to report concerning the tank-wagon handbook.



- h) The next meeting would be held subject to the discussions in the Joint Meeting concerning the problems of transitional provisions, the progress of ERA's work on derailment detection and further findings on the accidents in Barendrecht (Netherlands) and Viareggio (Italy).

#### **ITEM 8: INFORMATION FROM THE EUROPEAN RAILWAY AGENCY**

Informal document: INF.4 (ERA)

36. The RID Committee of Experts noted the information on ERA's work set out in informal document INF.4. The Member States were asked to inform ERA of any additional information they might need via the Secretariat.

#### **ITEM 9: APPROVAL OF ADOPTED TEXTS AND TRANSITIONAL PROVISIONS AND ENTRY INTO FORCE**

37. In a final vote, the amendments adopted under agenda items 4, 5 and 6 for a date of entry into force of 1 January 2011 were unanimously approved with a transitional period up to 30 June 2011.

#### **ITEM 10: ANY OTHER BUSINESS AND CLOSURE OF SESSION**

##### **Retirement of Mr Hans Schwab**

38. The chairman thanked Mr Hans Schwab (Switzerland) for his many years of work in the RID Committee of Experts, his expert knowledge and valuable work in the dangerous goods area. On behalf of the RID Committee of Experts, he wished him a happy and healthy retirement.

##### **Death of Mrs Liisa Virtanen**

39. The chairman informed the RID Committee of Experts of Mrs Liisa Virtanen's (Finland) death on 17 January 2010 following a long and serious illness. He praised her many years of activity in the carriage of dangerous goods by rail between the RID Member States and the SMGS Member States. On behalf of the RID Committee of Experts, the chairman expressed his sincere condolences to her family and colleagues. The RID Committee of Experts held a minute's silence in memory of a friend and a great colleague.

##### **Next session**

40. The 49<sup>th</sup> session of the RID Committee of Experts will be held in Luxembourg between 2 and 5 November 2010.

##### **Thanks**

41. The chairman thanked the interpreters and the Secretariat for their excellent work.
42. On behalf of all the participants the deputy chair thanked the chairman for his efficient conduct of the negotiations.

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Texts adopted by the 48<sup>th</sup> session of the RID Committee of ExpertsA. Amendments to document [OTIF/RID/NOT/2011]:**PART 1****Chapter 1.2**

**1.2.1** For the definitions for "**CIM**" and "**CMR**", delete the square brackets.

[The **third** amendment in the French version does not apply to the English text.]

In the definition of "**Loader**", in paragraph (b), after "**bulk container**", insert:

**"MEGC"**.

**Chapter 1.3**

**1.3.2.2.2 (a)** Amend the amendment to read as follows:

**"1.3.2.2.2 (a)** Replace "**Locomotive driver**" with:

**"Drivers"**.

**1.3.2.3** [The amendment in the French version does not apply to the English text.]

**Chapter 1.4**

**1.4.2.2.6** Replace "[locomotive driver]" with:

"driver".

**Chapter 1.6**

**1.6.1.17** Delete the square brackets.

**1.6.1.19** Amend to read as follows:

**"1.6.1.19** The provisions of 2.2.9.1.10.3 and 2.2.9.1.10.4 concerning the classification of environmentally hazardous substances applicable until 31 December 2010 may be applied until 31 December 2013."

[Reference document: OTIF/RID/CE/2010/10]

**1.6.1.20** At the end, add the following sentence:

"However, in such a case, the provisions of 3.4.12 to 3.4.15 in force as from 1 January 2011 may be applied as from 1 January 2011."

[Reference documents: INF.8 of the 88<sup>th</sup> session of WP.15 + OTIF/RID/CE/2010/12]

**1.6.3.18** Amend the amendment to read as follows:

**"1.6.3.18** Amend the second and the third sub-paragraphs to read as follows:

"However, they shall be marked with the relevant tank code and if applicable the relevant alphanumeric codes of special provisions TC and TE in accordance with 6.8.4.""

[Reference document: OTIF/RID/CE/2010/10]

**1.6.4.15** Delete the amendment.

[Reference document: OTIF/RID/CE/2010/12]

## **Chapter 1.8**

**1.8.6** (heading),

**1.8.6.1** and

**1.8.6.2.1** After "periodic inspections", insert:

", intermediate inspections".

[Reference document: OTIF/RID/CE/2010/10]

**1.8.6.4.1** and

**1.8.6.4.3** After "periodic inspection", insert:

", intermediate inspection".

[Reference document: OTIF/RID/CE/2010/10]

**1.8.6.8** In the last but one sub-paragraph, replace "6.2.2.9" with:

"6.2.2.10".

[Reference document: OTIF/RID/CE/2010/5]

**1.8.7.2.4** In the second paragraph after the Note, replace "the use and periodic inspection" with:

"the use, periodic inspection and intermediate inspection".

[Reference document: OTIF/RID/CE/2010/10]

**1.8.8.4.3 (a)** [The amendment in the French version does not apply to the English text.]

## **PART 2**

### **Chapter 2.2**

#### **Section 2.2.2**

**2.2.9.1.10.4.3.1** Delete the crossed out text and the square brackets.

**2.2.9.1.10.5.2** Amend the amendment to read as follows:

**"2.2.9.1.10.5** Replace with the following two paragraphs:

**"2.2.9.1.10.5 Substances or mixtures classified as environmentally hazardous substances (aquatic environment) on the basis of Regulation 1272/2008/EC<sup>19</sup>**

If data for classification according to the criteria of 2.2.9.1.10.3 and 2.2.9.1.10.4 are not available, a substance or mixture:

- (a) Shall be classified as an environmentally hazardous substance (aquatic environment) if it has to be assigned category(ies) Aquatic Acute 1, Aquatic Chronic 1 or Aquatic Chronic 2 according to Regulation 1272/2008/EC<sup>19</sup> or, if still relevant according to the said Regulation, risk phrase(s) R50, R50/53 or R51/53 according to the Directives 67/548/EEC<sup>20</sup> or 1999/45/EC<sup>21</sup>;
- (b) May be regarded as not being an environmentally hazardous substance (aquatic environment) if it does not have to be assigned such a risk phrase or category according to the said Directives or Regulation.

**2.2.9.1.10.6 Assignment of substances or mixtures classified as environmentally hazardous substances (aquatic environment) according to the provisions in 2.2.9.1.10.3, 2.2.9.1.10.4 or 2.2.9.1.10.5**

Substances or mixtures classified as environmentally hazardous substances (aquatic environment), not otherwise classified under RID shall be designated:

UN No. 3077 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.; or

UN No. 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.

They shall be assigned to packing group III.

<sup>19</sup> Regulation 1272/2008/EC of the European Parliament and of the Council of 16 December 2008 on classification, labelling and packaging of substances and mixtures (Official Journal of the European Union No. L 353 of 30 December 2008).

<sup>20</sup> Council Directive 67/548/EEC of 27 June 1967 on the approximation of laws, regulations and administrative provisions relating to the classification, packaging and labelling of dangerous substances (Official Journal of the European Communities No. 196 of 16 August 1967).

<sup>21</sup> Directive 1999/45/EC of the European Parliament and of the Council of 31 May 1999 concerning the approximation of the laws, regulations and administrative provisions of the Member States relating to the classification, packaging and labelling of dangerous preparations (Official Journal of the European Communities No. L 200, of 30 July 1999)."

[Reference documents: OTIF/RID/CE/2010/8 + OTIF/RID/CE/2010/13 + OTIF/RID/CE/2010/12 + OTIF/RID/CE/2010/10]

## PART 3

## Chapter 3.2

## Table A

Amend the amendment for column (7a) to read as follows:

In **column (7a)**, for all entries except for goods not subject to RID and for goods the carriage of which is prohibited, replace the alphanumeric code for limited quantities (LQ) with the maximum quantity per inner packaging or article for carrying dangerous goods as limited quantities given in Chapter 3.2 of the Model Regulations annexed to the UN Recommendations on the Transport of Dangerous Goods, sixteenth revised edition (ST/SG/AC.10/1/Rev.16), as indicated below:

Replace the alphanumeric code LQ with "0" for:

- All entries of Class 1, Class 6.2 and Class 7;
- Class 2 gases of classification codes 1 F, 2 F, 3 F, 4 F, 6 F (except fuel cell cartridges of UN Nos. 3478 and 3479) and 7 F;
- Class 2 gases of classification codes 1 O, 2 O and 3 O;
- Class 2 gases of groups T, TF, TC, TO, TFC and TOC, except aerosols of UN 1950 and small receptacles containing gas of UN 2037;
- UN 2857;
- Class 3 entries of packing group I, except for UN Nos. 1133, 1139, 1210, 1263, 1267, 1268, 1863, 1866 and 3295;
- UN Nos. 3064, 3256, 3343 and 3357;
- Class 4.1 entries of packing group I;
- Class 4.1 entries of classification code D, packing group II (UN Nos. 2555, 2556, 2557, 2907, 3319 and 3344);
- Class 4.1 molten substances of classification code F 2 (UN 3176, packing groups II and III and UN 2304) and for UN 2448;
- Entries of Class 4.2, except for UN 3400;
- Class 4.3 entries of packing group I;
- UN Nos. 1418 (packing groups II and III), 1436 (packing groups II and III), 3135 (packing groups II and III), 3209 (packing groups II and III) and 3292;
- Class 5.1 entries of packing group I;
- UN Nos. 2426, 3356 and 3375 (twice);
- Class 6.1 entries of packing group I;
- Class 6.1 entries of packing group II of UN Nos. 1569, 1600, 1693, 1697, 1700, 1701, 1737, 1738, 2016, 2017, 2312, 3124, 3250, 3416, 3417 and 3448;
- Class 8 entries of packing group I;

- Class 8 entries of packing group II of UN Nos. 2028, 2442, 2576, 2826 and 3301;
- UN 2215, MALEIC ANHYDRIDE, MOLTEN;
- UN Nos. 2590, 2990, 3072, 3090, 3091, 3245 (twice), 3257, 3258, 3268, 3316 (packing groups II and III), 3480 and 3481;
- Chlorosilanes of Classes 3, 6.1 and 8 for which P 010 is assigned in column (8) (UN Nos. 1162, 1196, 1250, 1298, 1305, 1724, 1728, 1747, 1753, 1762, 1763, 1766, 1767, 1769, 1771, 1781, 1784, 1799, 1800, 1801, 1804, 1816, 1818, 2434, 2435, 2437, 2985, 2986, 2987, 3361 and 3362).

Replace the alphanumeric code LQ with "25 ml" for:

- UN Nos. 3221 and 3223;
- UN Nos. 3101 and 3103.

Replace the alphanumeric code LQ with "100 ml" for:

- Class 6.1 entries of packing group II for which P 001 is assigned in column (8), except for UN Nos. 1693, 1701, 1737, 1738 and 3416.

Replace the alphanumeric code LQ with "100 g" for:

- UN Nos. 3222 and 3224;
- UN Nos. 3102 and 3104.

Replace the alphanumeric code LQ with "120 ml" for:

- Class 2 gases of classification codes 1 A, 2 A, 3 A, 4 A and 6 A, except for UN 2857;
- Aerosols of UN 1950 with classification codes 5 T, 5 TC, 5 TF, 5 TFC, 5 TO and 5 TOC;
- Small receptacles containing gas of UN 2037 with classification codes 5 T, 5 TC, 5 TF, 5 TFC, 5 TO and 5 TOC;
- Fuel cell cartridges of UN Nos. 3478 and 3479.

Replace the alphanumeric code LQ with "125 ml" for:

- UN Nos. 3225, 3227 and 3229;
- UN Nos. 3105, 3107 and 3109.

Replace the alphanumeric code LQ with "500 ml" for:

- Class 3 entries of packing group I of UN Nos. 1133, 1139, 1210, 1263, 1267, 1268, 1863, 1866 and 3295;
- Class 4.3 entries of packing group II for which P 001 or P 402 is assigned in column (8);

Replace the alphanumeric code LQ with "500 ml or 500 g" for:

- Fuel cell cartridges of UN 3476.

Replace the alphanumeric code LQ with "500 g" for:

- Class 4.3 entries of packing group II for which P 410 is assigned in column (8), except for UN Nos. 1418, 1436, 3135 and 3209;
- Class 6.1 entries of packing group II for which P 002 is assigned in column (8), except for UN Nos. 1697, 3124, 3417 and 3448;
- UN Nos. 3226, 3228 and 3230;
- UN 3400 (packing group II);
- UN Nos. 3106, 3108 and 3110.

Replace the alphanumeric code LQ with "1 L" for:

- Aerosols of UN 1950 with classification codes 5 A, 5 C, 5 CO, 5 F, 5 FC and 5 O and for small receptacles containing gas of UN 2037 with classification codes 5 A, 5 F and 5 O;
- Class 3 entries of packing group II, except for UN Nos. 1133, 1139, 1162, 1169, 1196, 1197, 1210, 1250, 1263, 1266, 1286, 1287, 1298, 1305, 1306, 1866, 1999, 2985, 3064, 3065, 3269 and 3357;
- Fuel cell cartridges of UN 3473;
- Class 4.3 entries of packing group III for which P 001 is assigned in column (8);
- Class 5.1 entries of packing group II for which P 504 is assigned in column (8);
- Class 8 entries of packing group II for which P 001 is assigned in column (8), except for UN Nos. 2442, 2826 and 3301;
- UN Nos. 2794, 2795 and 2800;
- UN Nos. 2315 and 3151.

Replace the alphanumeric code LQ with "1 kg" for:

- Class 4.1 entries of packing group II, except for UN Nos. 2555, 2556, 2557, 2907, 3176, 3319 and 3344;
- UN 3400 (packing group III);
- UN 1408;
- Class 4.3 entries of packing group III for which P 002 or P 410 is assigned in column (8), except for UN Nos. 1418, 1436, 3135 and 3209;
- Class 5.1 entries of packing group II for which P 002 is assigned in column (8);
- Class 8 entries of packing group II for which P 002 is assigned in column (8);

- UN Nos. 2212, 3152 and 3432.

Replace the alphanumeric code LQ with "1 L or 1 kg" for:

- Fuel cell cartridges of UN 3477.

Replace the alphanumeric code LQ with "2 kg" for:

- UN 3028.

Replace the alphanumeric code LQ with "5 L" for:

- Class 3 entries of packing group II of UN Nos. 1133 (twice), 1139 (twice), 1169 (twice), 1197 (twice), 1210 (twice), 1263 (twice), 1266 (twice), 1286 (twice), 1287 (twice), 1306 (twice), 1866 (twice), 1999 (twice), 3065 and 3269;
- Class 3 entries of packing group III, except for UN 3256;
- Class 5.1 entries of packing group III for which P 001 or P 504 is assigned in column (8);
- Class 6.1 entries of packing group III for which P 001 is assigned in column (8);
- Class 8 entries of packing group III for which P 001 is assigned in column (8);
- Class 9 entries of packing group III for which P 001 is assigned in column (8) (UN Nos. 1941, 1990 and 3082).

Replace the alphanumeric code LQ with "5 kg" for:

- Class 4.1 entries of packing group III, except for UN Nos. 2304, 2448 and 3176;
- Class 5.1 entries of packing group III for which P 002 is assigned in column (8);
- Class 6.1 entries of packing group III for which P 002 is assigned in column (8);
- Class 8 entries of packing group III for which P 002 or P 800 is assigned in column (8);
- Class 9 entries of packing group III for which P 002 is assigned in column (8), except for UN 2590;
- UN 2969.

For UN Nos. 1043 and 3359, the content in column (7a) remains blank.

[Reference document: OTIF/RID/CE/2010/10]

**UN 1266** Amend the amendment to read as follows:

| UN No.                 | Column | Amendment                       |
|------------------------|--------|---------------------------------|
| 1266, PG I, II and III | (6)    | Insert:<br>"163" (seven times). |

**UN 1834** Delete the amendment concerning column (11).



[Reference document: OTIF/RID/CE/2010/5]

**UN 2668** Delete the amendment concerning column (18).

**UN 2880** After the amendment for "UN 2880, PG II and III", insert the following amendment:

| <b>UN No.</b>   | <b>Column</b> | <b>Amendment</b>             |
|-----------------|---------------|------------------------------|
| 2880,<br>PG III | (9a)          | Insert after "B4":<br>"B13". |

[Reference document: OTIF/RID/CE/2010/5]

**UN 3487,  
PG III** In column (9a), replace "B4" with:  
  
"B4 B13".

[Reference document: OTIF/RID/CE/2010/5]

**UN 3494,  
PG III** Delete the square brackets in column (16).

## **Chapter 3.4**

**3.4.1 (c)** Delete:  
  
"313,".

[Reference document: OTIF/RID/CE/2010/12]

**3.4.12** Delete the square brackets in the second sub-paragraph.

## **PART 4**

### **Chapter 4.1**

#### **4.1.4.1**

##### **P 200 (10)**

Special packing provision "q"  
[The amendment in the French version does not apply to the English text.]

Special packing provision "v"  
[The amendment in the French version does not apply to the English text.]

**P 200 (12)** Footnote 3 becomes table footnote a.

In table footnote a, replace "from 19 November 1984" with:

"of 19 November 1984".

Delete the consequential amendment "Delete Footnotes 3 and 4 become 4 and 5."

[Reference document: OTIF/RID/CE/2010/5]

**P 601 (1) and  
P 602 (1)** Delete:

"net".

[Reference document: OTIF/RID/CE/2010/12]

**P 904 (1)** Amend the second sentence to read as follows:

"Outer packagings constructed of suitable material, and of adequate strength and design in relation to the packaging capacity and its intended use, shall be used."

[Reference document: INF.3]

## **Chapter 4.2**

### **4.2.5.3**

**TP 37** Delete the crossed out text and the square brackets.

## **PART 5**

### **Chapter 5.2**

**5.2.1.8.1** In the first indent, replace "a net quantity" with:

"a quantity".

[Reference document: OTIF/RID/CE/2010/12]

**5.4.3.2** Replace "[locomotive driver(s)]" and "[locomotive driver]" with:

"driver(s)" and "driver".

**5.4.3.3** Replace "[locomotive driver]" with:

"driver" (twice).

**5.4.3.4** On the first, second, third and fourth page of the model instructions in writing, replace "[locomotive drivers]" with:

"drivers".

On the second page of the model instructions in writing, for label number 3, in column (2), delete:

"Risk of burns."

On the third page of the model instructions in writing, for label number 9, in column (2), delete:

"Risk of burns."

On the fourth page of the model instructions in writing, replace "[locomotive drivers]" and "[locomotive driver]" with:

"drivers" and "driver".

## Chapter 5.5

**5.5.2.3.5** [The amendment in the French version does not apply to the English text.]

## PART 6

**6.2.1.6.1** [The amendment in the French version does not apply to the English text.]

**6.2.2.9.4** In the first sentence, after "periodic" insert:

"inspection".

[Reference document: OTIF/RID/CE/2010/5]

**6.2.4.1** In the first three rows of the table under "for design and construction" in column (2), replace "from 19.11.1984" with:

"of 19.11.1984".

[Reference document: OTIF/RID/CE/2010/5]

## Chapter 6.5

**6.5.6.13.3.1** [The amendment in the German version does not apply to the English text.]

## Chapter 6.8

**6.8.2.1.18** Replace "6.8.2.1.18" with "6.8.2.1.18 to 6.8.2.1.20".

[Reference document: OTIF/RID/CE/2010/6]

**6.8.2.3.3** In the second paragraph after the Note, replace "the use and periodic inspection" with:

"the use, periodic inspection and intermediate inspection".

[Reference document: OTIF/RID/CE/2010/10]

## **B. New amendments for entry into force on 1 January 2011:**

### APPENDIX C

**Article 5** In the title, amend "on board motor vehicles" to read:

"in or on board vehicles".

[Reference document: INF.6]

**Article 5 § 1** In the first sentence and in paragraph a), replace "goods trains" with:

"freight trains".

In paragraph b), amend "in accordance with" to read:

"within the meaning of" and amend "motor vehicles" to read:

"vehicles".

[Reference document: INF.6]

**Article 5 § 2** Amend to read as follows:

"§ 2 Dangerous goods may only be taken as hand luggage or carried or be handed over for carriage as registered luggage or in or on board vehicles if they meet the special conditions of the Annex."

[Reference document: INF.6]

## TABLE OF CONTENTS

**1.8.6** Amend to read as follows:

"1.8.6 Administrative controls for application of the conformity assessments, periodic inspections, intermediate inspections and exceptional checks described in 1.8.7".

[Reference document: OTIF/RID/CE/2010/10]

**2.3.3.1** Amend to read as follows:

"2.3.3.1 Determination of flash-point".

**5.3.3** [The amendment in the German version does not apply to the English text.]

**7.6** Replace "(express goods)" with:

(express parcels)".

Insert the following new lines:

"1.1.3.8 Application of exemptions in carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles".

[Reference document: INF.6]

"1.4.3.7 Unloader".

"1.8.8 Procedures for conformity assessment of gas cartridges".

## PART 1

### Chapter 1.1

1.1.2 The text after the heading becomes **1.1.2.1**.

Insert new 1.1.2.2 and 1.1.2.3 as follows:

**"1.1.2.2** For the international carriage of dangerous goods in trains other than freight trains in accordance with Article 5 § 1 a) of Appendix C, the provisions of Chapter 7.6 shall apply.

**1.1.2.3** For the international carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles in accordance with Article 5 § 1 b) of Appendix C, only the provisions of 1.1.3.8 in conjunction with Chapter 7.7 shall apply."

[Reference document: INF.6]

Add a new 1.1.3.8 as follows:

**"1.1.3.8 Application of exemptions in carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles**

For the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles, the exemptions in accordance with 1.1.3.1 (a) to (e), 1.1.3.2 (b), (d) to (h), 1.1.3.3, 1.1.3.4.1, 1.1.3.5 and 1.1.3.7 (b), as **set out** in Chapter 7.7, shall apply."

[Reference document: INF.6]

### Chapter 1.2

1.2.1 In the definition of "**Applicant**", at the beginning of the second sentence, replace "In the case of periodic testing and exceptional checks" with:

"In the case of periodic inspections, intermediate inspections and exceptional checks".

[Reference document: OTIF/RID/CE/2010/10]

In the definition for "EN (standard)", replace "(CEN, 36 rue de Stassart, B-1050 Brussels)" with:

"(CEN, Avenue Marnix 17, B-1000 Brussels)".

[Reference document: OTIF/RID/CE/2010/10]

### Chapter 1.4

1.4.2.2.1 Amend footnote 9 (current footnote 7) to read as follows:

"<sup>9</sup> Version of the UIC leaflet applicable as from 1 January 2011."

[Reference document: OTIF/RID/CE/2010/3]

**1.4.3.6 (b)** Replace the four indents by the following three indents:

- "– composition of the train by indicating the number of each wagon and the wagon **type** if this is not included in the wagon number,
- UN numbers of the dangerous goods being carried in or on each wagon, or if only dangerous goods packed in limited quantities in accordance with Chapter 3.4 are being carried, information indicating their presence when marking of the wagon or large container in accordance with Chapter 3.4 is required,
- position of each wagon in the train (wagon order)."

[Reference documents: OTIF/RID/CE/2010/2 + OTIF/RID/CE/2010/4 + INF.5]

## **Chapter 1.6**

**1.6.1.8** At the end, add:

", provided that the requirements of 5.3.2.2.1 and 5.3.2.2.2 that the plate, numbers and letters shall remain affixed irrespective of the orientation of the wagon are met".

[Reference document: INF.2]

Add the following new transitional measure:

**"1.6.1.22** Inner receptacles of composite IBCs manufactured before 1 July 2011 and marked in accordance with the requirements of 6.5.2.2.4 in force up to 31 December 2010 may still be used."

[Reference document: OTIF/RID/CE/2010/10]

**1.6.3.25** Add the following sentence to the last sub-paragraph:

"If the letter "L" is not inscribed on the tank-**wagon** after the date of the next inspection in accordance with 6.8.2.5.2, the date specified for **performing** the next inspection **shall** not be exceeded."

[Reference document: OTIF/RID/CE/2010/1]

**1.6.4.12** Add the following new paragraph at the end:

"However, they shall be marked with the relevant tank code and if applicable the relevant alphanumeric codes of special provisions TC and TE in accordance with 6.8.4."

[Reference document: OTIF/RID/CE/2010/10]

## **Chapter 1.8**

**1.8.7.1.2 (c)** After "periodic inspection", insert:

", intermediate inspection".

[Reference document: OTIF/RID/CE/2010/10]

- 1.8.7.5** In the heading, after "periodic inspection", insert:  
", intermediate inspection".

[Reference document: OTIF/RID/CE/2010/10]

- 1.8.7.7.4** In the heading, after "periodic inspections", insert ", intermediate inspections".

[Reference document: OTIF/RID/CE/2010/10]

## **PART 2**

### **Chapter 2.2**

#### **Section 2.2.2**

- 2.2.2.1.3** Delete Note 4.

[Reference document: OTIF/RID/CE/2010/11]

## **PART 3**

### **Chapter 3.2**

#### **Table A**

- UN 1704** Make the following amendments:

| <b>UN No.</b> | <b>Column</b> | <b>Amendment</b>                |
|---------------|---------------|---------------------------------|
| 1704          | (3b)          | Replace "T2" with:<br>"T1".     |
|               | (9b)          | Replace "MP10" with:<br>"MP15". |
|               | (12)          | Delete:<br>"SGAH".              |
|               | (16)          | Delete:<br>"W11".               |
|               | (19)          | Replace "CE9" with:<br>"CE5".   |

[Reference document: OTIF/RID/CE/2010/10]

- UN 1956** Make the following amendment:

| <b>UN No.</b> | <b>Column</b> | <b>Amendment</b>  |
|---------------|---------------|-------------------|
| 1956          | (6)           | Delete:<br>"567". |

[Reference document: OTIF/RID/CE/2010/11]

**UN 3090** Make the following amendment:

| UN No. | Column | Amendment      |
|--------|--------|----------------|
| 3090   | (6)    | Add:<br>"656". |

**UN 3091** Make the following amendment:

| UN No. | Column | Amendment      |
|--------|--------|----------------|
| 3091   | (6)    | Add:<br>"656". |

**UN 3480** Make the following amendment:

| UN No. | Column | Amendment                   |
|--------|--------|-----------------------------|
| 3480   | (6)    | After "636", add:<br>"656". |

**UN 3481** Make the following amendment:

| UN No. | Column | Amendment                   |
|--------|--------|-----------------------------|
| 3481   | (6)    | After "636", add:<br>"656". |

**Chapter 3.3****3.3.1****SP 247** [The amendment in the German version does not apply to the English text.]

**SP 251** In the first paragraph, replace "the code "LQ0"" with:  
"the quantity "0"".

In the last paragraph, delete:

"in accordance with the LQ code defined in 3.4.6".

[Reference document: OTIF/RID/CE/2010/10]

**SP 567** Amend to read as follows:

"**567** (Deleted)".

[Reference document: OTIF/RID/CE/2010/11]

**SP 650** In sub-paragraph (e), amend the example to read as follows:

""UN 1263 WASTE PAINT, 3, II", or  
"UN 1263 WASTE PAINT, 3, PG II"".

[Reference document: OTIF/RID/CE/2010/7]



**PART 4****Chapter 4.1****4.1.4.1**

**P 003** Amend the third sentence to read as follows:

"Outer packagings constructed of suitable material, and of adequate strength and design in relation to the packaging capacity and its intended use, shall be used."

[Reference document: INF.3]

**Chapter 4.3**

**4.3.4.1.2** In the table, against "L10CH", in column "Class", insert a reference to tablenote **a** after "6.1".

The tablenote reads as follows:

**<sup>a</sup>** Substances with an LC<sub>50</sub> lower than or equal to 200 ml/m<sup>3</sup> and saturated vapour concentration greater than or equal to 500 LC<sub>50</sub> shall be assigned to tank code L15CH."

Under "L10CH", in the columns "**Class**", "Classification code" and "Packing group", at the end, insert a new row with the following information:

**6.1<sup>a</sup>** TFW I".

Amend the entry for "L15CH" to read as follows:

|   |                  |     |  |
|---|------------------|-----|--|
| <b>L15CH</b>  | 3                | FT1 |  |
|   | 6.1 <sup>b</sup> | T1  |  |
|   | 6.1 <sup>b</sup> | T4  |  |
|   | 6.1 <sup>b</sup> | TF1 |  |
|   | 6.1 <sup>b</sup> | TW1 |  |
|   | 6.1 <sup>b</sup> | TO1 |  |
|   | 6.1 <sup>b</sup> | TC1 |  |
|   | 6.1 <sup>b</sup> | TC3 |  |
|   | 6.1 <sup>b</sup> | TFC |  |
|   | 6.1 <sup>b</sup> | TFW |  |
| and groups of permitted substances for tank codes LGAV, LGBV, LGBF, L1.5BN, L4BN, L4BH, L10BH and L10CH   |                  |     |  |
| <sup>b</sup> Substances with an LC <sub>50</sub> lower than or equal to 200 ml/m <sup>3</sup> and saturated vapour concentration greater than or equal to 500 LC <sub>50</sub> shall be assigned to this tank code. |                  |     |  |

[Reference document: OTIF/RID/CE/2010/10]

## **PART 5**

### **Chapter 5.4**

**5.4.1.1.4** Amend to read as follows:

**"5.4.1.1.4** (Deleted)".

[Reference document: OTIF/RID/CE/2010/10]

**5.4.2** In the text after the heading and in the Note, replace "container packing certificate" with:

"container/vehicle packing certificate".

## **PART 6**

### **Chapter 6.2**

**6.2.6.4** In the first indent, replace "as amended by Commission Directive 94/1/EC<sup>5</sup>" with:  
"as amended and applicable at the date of manufacture".

Delete **current** footnote 5.

[Reference document: OTIF/RID/CE/2010/10]

### **Chapter 6.5**

**6.5.6.13.3.2** [The amendment in the German version does not apply to the English text.]

### **Chapter 6.8**

**6.8.4** (b)

**TE 22** Amend the last sentence to read as follows:

"The requirements of this special provision are deemed to be met if crashworthy buffers (energy absorption elements) that conform to clause 7 of standard EN 15551:2009 (Railway applications – Freight wagons – Buffers) are used and if the wagon body satisfies clause 6.3 and sub clause 8.2.5.3 of standard EN 12663-2:2010 (Railway applications – Structural requirements of railway vehicle bodies – Part 2: Freight wagons)."

Delete **current footnote 19**.

[Reference document: INF.7]

## **PART 7**

### **Chapter 7.1**

**7.1.3** Replace "591 (status at 01.01.1998, 2<sup>nd</sup> edition)" with:

"591 (status at 01.10.2007, 3<sup>rd</sup> edition)".

Replace "592-4 (status at 01.09.2004, 2<sup>nd</sup> edition)" with:

"592-4 (status at 01.05.2007, 3<sup>rd</sup> edition)".

[Reference document: OTIF/RID/CE/2010/10]

**7.1.7** Amend to read as follows:

"7.1.7 (Deleted)".

[Reference document: INF.6]

**Chapter 7.6** In the heading, replace "(express goods)" with:

"(express parcels)".

In the first sentence after the heading, replace "express goods" with:

"express parcels".

**Chapter 7.7** Amend to read as follows:

**"Chapter 7.7**

**Carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles (car on train)**

**NOTE:** Further restrictions in the carriers' conditions of carriage under private law are not affected by the following requirements.

The carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles (car on train) is permitted if the goods

- (a) are packaged for retail sale and are intended for personal or domestic use or for leisure or sporting activities, provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage. When these goods are flammable liquids carried in refillable receptacles filled by, or for, a private individual, the total quantity shall not exceed 60 litres per receptacle. Dangerous goods in IBCs, large packagings or tanks are not considered to be packaged for retail sale; or
- (b) are machinery or equipment not specified in RID and which happen to contain dangerous goods in their internal or operational equipment, provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage; or
- (c) are the subject of carriage undertaken by enterprises which is ancillary to their main activity, such as deliveries to or returns from building or civil engineering sites, or in relation to surveying, repairs and maintenance, in quantities of not more than 450 litres per packaging and within the maximum quantities specified in 1.1.3.6. Measures shall be taken to prevent any leakage of contents in normal conditions of carriage. These exemptions do not apply to Class 7. Carriage undertaken by such enterprises for their supply or external or internal distribution does not fall within the scope of this exemption; or

- (d) are carried by or under the supervision of the competent authorities for the emergency services, insofar as such carriage is necessary in relation to the emergency response, in particular to contain and recover the dangerous goods involved in an incident or accident and move them to the nearest appropriate safe place; or
- (e) are carried as part of an emergency to save human life or to protect the environment, provided all measures are taken to perform carriage in complete safety; or
- (f) are gases contained in the fuel tanks of vehicles being carried. The fuel cock between gas tank and engine shall be closed and the electric contact open; or
- (g) are gases contained in the equipment used for the operation of vehicles being carried (e.g. fire extinguishers), including in spare parts (e.g. inflated pneumatic tyres); or
- (h) are gases contained in the special equipment of vehicles being carried and necessary for the operation of this special equipment during transport (cooling systems, fish-tanks, heaters, etc.) as well as in spare receptacles for such equipment or in uncleaned empty exchange receptacles, transported in the same vehicle; or
- (i) are gases contained in foodstuffs (except UN 1950), including carbonated beverages; or
- (j) are gases contained in balls intended for use in sports; or
- (k) are gases contained in light bulbs provided they are packaged so that the projectile effects of any rupture of the bulb will be contained within the package; or
- (l) are fuel contained in the tanks of vehicles or other means of conveyance (such as boats) being carried, where it is destined for their propulsion or the operation of any of their equipment. Any fuel cocks between the engine or equipment and the fuel tank shall be closed during carriage unless it is essential for the equipment to remain operational. Where appropriate, the vehicles or other means of conveyance shall be loaded upright and secured against falling; or
- (m) are subject to a special provision in accordance with column (6) of Table A of Chapter 3.2 which allows an exemption and if they meet the conditions of the special provision required for exemption; or
- (n) are empty uncleaned packagings which have contained substances of Classes 2, 3, 4.1, 5.1, 6.1, 8 and 9 and if adequate measures have been taken to nullify any hazard. Hazards are nullified if adequate measures have been taken to nullify all hazards of Classes 1 to 9; or
- (o) are lithium batteries contained in equipment for the operation of this equipment used or intended for use during carriage (e.g. a laptop)."

[Reference document: INF.6]

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