

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
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(Copenhagen, 18 - 22 November 2013)

Subject: Temporary OSJD Working Group on Annex 2 to SMGS, "Provisions for the Carriage of Dangerous Goods"
(Warsaw, 17 – 21 June 2013)

Information from the Secretariat

1. The temporary OSJD Working Group on Annex 2 to SMGS, "Provisions for the Carriage of Dangerous Goods" met in Warsaw from 17 to 21 June 2013.
2. The following States and international organisations took part in the discussions:
 - a) OSJD Member States that are not RID Contracting States:
Russia;
 - b) OSJD Member States that are also RID Contracting States:
Estonia, Hungary, Latvia, Lithuania, Poland, Ukraine;
 - c) RID Contracting States that are not members of OSJD:
Finland, Germany;
 - d) International organisations:
European Railway Agency (ERA), Committee of the Organization for Cooperation of Railways (OSJD) and Intergovernmental Organisation for International Carriage by Rail (OTIF).

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

3. The main task of this session of the temporary working group was the harmonisation of Annex 2 to SMGS and RID. Based on document OTIF/RID/CE/GTP/2012/9, which the representative of Latvia had updated and which took into account all the amendments already made to the 1 July 2013 edition of SMGS Annex 2, the working group agreed to continue the work that had been started by the RID Committee of Experts' standing working group (Riga, 12 – 15 November 2012 (see OTIF/RID/CE/GTP/2012-A, paragraphs 39 to 92).
4. The chairman, Mr Arfa (OSJD Committee), said that the OSJD Ministerial Conference (Tallinn, 11 – 14 June 2013) had described the discussions at the RID Committee of Experts' standing working group on the fundamental differences between RID and SMGS Annex 2 as very successful.

4.3.4.2.2 – Connecting pipes between the shells of different tank-wagons

5. The representative of Russia confirmed that the current difference between the two sets of regulations was due to an incorrect translation in SMGS Annex 2 and could be rectified. **The representative of Latvia said that a proposal to eliminate differences between the two sets of regulations (RID and SMGS Annex 2) had already been submitted. This proposal had been accepted for inclusion in the 2015 version of SMGS Annex 2.**

4.3.4.2.3 and 5.3.5 – Orange bands

6. In SMGS Annex 2, this RID provision is partly reproduced in 5.3.5.1. In **5.3.5.2 of SMGS Annex 2**, there is also a traditional marking system using different coloured bands for different **liquids**. The representative of the Ukraine was of the view that this could be abolished. She will prepare a proposal along these lines for the OSJD meeting of experts.

Special provision TU 21 – Protective agent for the carriage of phosphorus of UN numbers 1381 and 2447

7. For the carriage of phosphorus on 1520 mm gauge width lines, SMGS Annex 2 requires that the substance be covered with 30 cm of water (rather than 12 cm in RID), 60 cm of water at ambient temperatures of more than 40°C and with an anti-freeze agent with a depth of 30 cm at ambient temperatures below 0°C.
8. The representative of Latvia said **that it would be necessary to** submit a proposal to the next session of the RID Committee of Experts' standing working group so that the depth of the layer of protective agent could be discussed there (see also paragraphs 65 and 66 of report OTIF/RID/CE/GTP/2012-A).

Special provision TU 50 (SMGS Annex 2 only) – Carriage of certain gases only in battery-wagons or MEGCs, the elements of which are composed of receptacles

9. In Belarus, Kazakhstan, Russia and the Ukraine, certain highly pressurised gases may only be carried in battery-wagons or MEGCs, the elements of which are composed of receptacles. The reasons for this restriction should be investigated.

Special provision TU 51 (SMGS Annex 2 only) – Carriage of UN 1131 carbon disulphide in special tanks

10. In Russia, UN 1131 carbon disulphide may only be carried in special tanks under a layer of inert gas. The reasons for this additional requirement should be investigated.

5.1.2.1 and 5.2.1.5 – Language rules for the marking of packages and overpacks

11. With regard to the language rules for the marking of packages and overpacks, the discussion at the last session of the RID Committee of Experts was recalled (see paragraphs 42 to 44 of report OTIF/RID/CE/GTP/2012-A). This should be discussed at the OSJD meeting of experts on the basis of a proposal from Latvia.

5.1.3.2 – Use of packagings, IBCs and tanks for radioactive materials

12. It was pointed out that the provisions for radioactive materials from the IAEA standards are taken over into RID/ADR/ADN without amendment and are hence applied in road and inland waterways transport in the OSJD Member States that are also Contracting States to ADR and/or ADN.
13. The representative of Latvia said that **a proposal to eliminate differences between the two sets of regulations (RID and SMGS Annex 2) had already been submitted. This proposal had been accepted for inclusion in the 2015 version of SMGS Annex 2. Only Russia insisted on retaining the differences in SMGS Annex 2 on its territory.**

5.3.1.1.2 and 5.3.1.2 – Affixing placards to the top of large containers, MEGCs, tank-containers and portable tanks

14. The representative of Russia explained that in Russia, **Belarus** and Kazakhstan, the additional placard on the top of large containers, MEGCs, tank-containers and portable tanks was required for crane handling.
15. It was pointed out that neither RID, ADR, ADN, **nor the IMDG Code** contain a similar rule, so problems could arise in multimodal transport. If this provision really had to be maintained for these countries, there would have to be a discussion with the other modes.
16. The OSJD Member States were asked to give the OSJD group of experts their views on this point, bearing in mind the multimodal aspects.

5.3.1.7.1 (d) (SMGS Annex 2 only) – Indicating the emergency card number on the placard

17. In connection with this issue, reference was made to the discussion at the RID Committee of Experts' standing working group (see paragraphs 39 to 41 of report OTIF/RID/CE/GTP/2012-A).

5.3.2.1.5 – Marking of tanks with a maximum capacity of 3000 litres with orange-coloured plates

18. In SMGS Annex 2, the relaxation whereby the orange-coloured marking of tanks with a maximum capacity of 3000 litres need not be repeated on the outside of carrying wagons if it is not visible from the outside does not apply to wagonload consignments of such tanks.
19. The representative of Latvia will submit a proposal to the Joint Meeting to include this restriction in RID/ADR/ADN.

5.3.2.1.8, 5.3.2.2.1 and 5.3.2.2.2 – Orange-coloured plates

20. 5.3.2.1.8, 5.3.2.2.1 and 5.3.2.2.2 of SMGS Annex 2 do not contain a provision concerning the fire resistance of the covering or fixing of orange-coloured plates or the information they contain.

21. The representative of Latvia said that a proposal to eliminate differences between the two sets of regulations (RID and SMGS Annex 2) had already been submitted. The OSJD Member States were asked to give the OSJD group of experts their views on this point.

5.3.5 – Orange bands on tank-wagons for liquefied, refrigerated liquefied or dissolved gases

22. (see paragraph 6)

5.3.7 (SMGS Annex 2 only) – Emergency card number

23. It was pointed out that the Note to 5.3.7.1 does not contain an exception for transport to Slovakia and Hungary. This led to problems in these countries, because placards displaying the emergency card number prescribed in accordance with SMGS Annex 2 are not permitted according to the requirements of RID (see paragraphs 39 to 41 of report OTIF/RID/CE/GTP/2012-A).
24. The representative of Latvia explained that these two States were missing from the list because when the exceptions had been voted on, the representatives of these two States had not been present. It was recommended to proceed as set out in paragraph 41 of report OTIF/RID/CE/GTP/2012-A.

5.4.1.1.1 – Additional information in the consignment note

25. The representative of Latvia was of the view that in the medium term, the information describing the hazard in words required by 5.4.1.1.1 o) of SMGS Annex 2 could be dispensed with, as this information was already provided by the hazard identification number and the danger label model number. The representative of the Ukraine also asked that this information be dispensed with in connection with the electronic consignment note.

5.4.1.2.1 – Approval to be attached to the consignment note

26. (see comments on the language rules in paragraph 11)

5.4.1.2.2 e) (SMGS Annex 2 only) – Indicating in the consignment note the residual pressure of empty, uncleaned tank-wagons for liquefied gases

27. The representative of Russia explained that this information was necessary in order to avoid negative pressure in the tank when it was transported through regions with different temperatures.
28. The representative of Germany referred to the new text of 4.3.3.3.4 included in the 2013 edition, which was supposed to prevent accidents caused by negative pressure in the tank. As the pressure was always dependent upon the ambient temperature, the information required in SMGS Annex 2 was not very meaningful.
29. The OSJD Member States were asked to give the OSJD meeting of experts their views on deleting 5.4.1.2.2 e).

5.4.1.2.3.3 – Approval to be attached to the consignment note

30. (see comments on the language rules in paragraph 11)

5.4.1.4.1 – Language to be used in the consignment note

31. (see comments on the language rules in paragraph 11)

5.4.3 – Instructions in writing

32. The representative of Russia explained that the provisions for the instructions in writing only applied when they were prescribed in national law. In international traffic between the OSJD Member States, emergency cards were used instead of instructions in writing.

5.5.2.4 – Documentation in connection with fumigated cargo transport units.

33. The differences in this sub-section are due to the different underlying legal regimes. While SMGS Annex 2 requires the use of an SMGS consignment note, according to RID the documentation may be in any form. **With regard to the languages to be used, see the comments in paragraph 11.**

5.5.3.6.2 b) – Inscriptions on warning markings for coolants or conditioners

34. (see **comments on the language rules in** paragraph 11)

5.5.3.7 – Documentation in connection with wagons or containers containing a coolant or conditioner

35. (see paragraphs 11 and 33)

6.1.5.3.2 – Conditioning of the test sample for the drop test

36. A footnote to this paragraph says that for carriage to Kazakhstan and Russia or in transit through the territory thereof in the period 1 November to **1 April**, the minimum temperature of the test sample and its contents shall be -50°C instead of the -18°C prescribed in the UN Model Regulations and RID.
37. This differing provision, which Russia and Kazakhstan, both ADR Contracting Parties, do not apply in road transport, causes problems in international transport. In addition, the temperature at which the drop test was carried out cannot be determined from the marking on the packaging.

6.2.3.1.3 – Requirements for the metals of welded pressure receptacles

38. (see paragraphs 36 and 37)

6.2.4 and 6.2.5 – Standards for pressure receptacles

39. In the RID Contracting States, application of the standards listed in 6.2.4.1 is mandatory, whereas in the OSJD Member States, their application is optional. For Russia as an ADR and ADN Contracting Party, this can mean, for example, that in rail transport, different standards apply compared to those that apply in road or inland waterways transport, where the standards listed must be applied.
40. One way of resolving this problem might be **for those States that do not currently apply the standards referred to, to consider applying them in future. A proposal could also be submitted to the RID/ADR/ADN Joint Meeting to include the relevant Russian standards in the table in 6.2.4, provided they meet the basic requirements of RID/ADR.**

6.2.5.3 – RID/ADR pressure receptacles made of metal

41. (see paragraphs 36 and 37)

6.4.7.5, 6.4.8.15 and 6.4.11.6 – Design of Type A and Type B(U) packages and packages containing fissile material

42. (see paragraphs 12, 36 and 37)

6.7.2.1 and 6.7.2.3 – Definition of design temperature range

43. The definition of design temperature range allows stricter design temperatures insofar as portable tanks are exposed to more severe climatic conditions. The lower limit of -50°C which applies in Kazakhstan and Russia is therefore compatible with the multimodal provisions.

6.7.4.2.8.1 – Determining the reference holding time

44. In RID/ADR, the ambient temperature assumed for determining the reference holding time for portable tanks for the carriage of refrigerated liquefied gases is 30°C, whereas SMGS Annex 2 makes no mention of the 30°C value, so the ambient temperature can be chosen, thus resulting in different reference holding times. It was pointed out that the standard reference holding time which is determined, and which is shown on the tank plate, reflects the insulation performance of the tank, whereas the actual holding time in accordance with 4.2.3.7 has to be calculated in accordance with the procedures approved by the competent authorities and takes actual conditions into account.
45. The representative of Latvia said that a proposal to eliminate differences between the two sets of regulations (RID and SMGS Annex 2) had already been submitted. Russia was asked to give the OSJD group of experts its views on this difference.

6.8.2.1.2 (left-hand column) – Requirements for the construction of tank-wagons

46. The representative of ERA pointed out that the reference in the footnote would have to be updated, as the TSI referred to had been amended on 13 March 2013. He will submit a corresponding proposal to the next session of the RID Committee of Experts' standing working group.
47. The representatives of Russia and the Ukraine pointed out that Appendix 14 of Instructions O + P 516 "Freight wagons with service between railroads with gauge width 1435 mm and 1520 mm – Technical specification for freight wagon access" was currently being revised. The representative of Latvia suggested that these revised provisions be submitted to the RID Committee of Experts' standing working group in order to show that these wagons met the provisions of RID.

6.8.2.1.2 (right-hand column) – Requirements for the construction of tank-containers

48. The representative of the Ukraine said he assumed that the requirement in SMGS Annex 2 that tank-containers in service on 1520 mm gauge width lines must be capable of absorbing a longitudinal inertial load of 4 Rg is up to date.

6.8.2.1.8 – Materials of shells

49. The working group thought it would be useful to keep to metallic materials in SMGS Annex 2 as well. In addition, the adjective "welded" should be dispensed with in the left-hand column, as welded shells were dealt with in 6.8.2.1.10 and 6.8.2.1.11, and in the right-hand column, "tank-container" should be replaced by "shell". The representative of Latvia will prepare a proposal along these lines for the OSJD meeting of experts.

6.8.2.1.10 – Materials of welded shells

50. The working group recommended that the requirement in RID that water-quenched steel may not be used for welded steel shells should also be reflected in SMGS Annex 2. The representative of Latvia will prepare a proposal along these lines for the OSJD meeting of experts.

6.8.2.1.15, 6.8.2.1.16, 6.8.2.1.17 and 6.8.2.1.21 – Calculation of the shell wall thickness

51. It was suggested that the RID Committee of Experts' working group on tank and vehicle technology should check whether the requirements in RID and SMGS Annex 2 are equivalent. If this were the case, RID could allow these tank-wagons and tank-containers in the RID Contracting States.

6.8.2.1.23 – Carrying out welding work

52. It was recommended that the additional sub-paragraph in SMGS Annex 2 concerning steels with an anti-corrosion coating of austenitic steel should be submitted to the Joint Meeting's working group on tanks.

6.8.2.1.29 – Minimum distance between the headstock plane and the shell

53. This RID provision was not considered necessary for SMGS Annex 2, because the damage the provision was supposed to prevent could not occur with central buffer coupling.

6.8.2.2.3 – Equipment for tanks that are not hermetically closed

54. The difference that existed in the first sentence was removed from the 2013 edition of SMGS Annex 2, so it did not need to be discussed.

6.8.2.2.7 and 6.8.2.2.8 – Start to discharge pressure of the safety valve

55. An amendment was in fact made to the 2013 edition of SMGS Annex 2 by taking over the start to discharge pressures from RID, but these are only applied if the competent authority has not laid down any requirements. The working group asked the representative of Latvia to prepare a proposal for the OSJD meeting of experts to achieve complete harmonisation with the RID text by deleting the reference to the competent authority.

6.8.2.4.1 – Initial inspection

56. The main difference in this paragraph is that in SMGS Annex 2, the test pressure must be at least 1.25 times the calculation pressure. It is not clear whether this provision applies to all substances or just gases of Class 2.
57. This difference is surprising, because in RID at least, according to the definition in 1.2.1, the calculation pressure depends on the degree of danger of the substance being carried and it is used solely to determine the thickness of the walls and must be at least equal to the test pressure. If the test pressure were more than the calculation pressure, the hydraulic pressure test would lead to the destruction of the tank.
58. The representative of the Ukraine was asked to check this difference and prepare a proposal for the OSJD meeting of experts.

6.8.2.4.2 – Periodic inspection

59. According to SMGS Annex 2, the hydraulic pressure test for tank-wagons for the carriage of petroleum products built after 1985 only has to be carried out every 13 years and for tank-wagons for the carriage of alcohols only every 10 years. This might cause problems, as RID prescribes a hydraulic pressure test for all tank-wagons every 8 years in connection with the periodic inspection. **The OSJD Member States that are also RID Contracting States carry out the pressure test on their tank-wagons every 8 years in accordance with RID.** Only the OSJD Member States Hungary, Poland, Romania, Slovakia and the Ukraine, which are also RID Contracting States, can decide, on the basis of separate agreements, whether tank-wagons which have a hydraulic pressure test interval of more than 8 years may be carried in transit.

6.8.2.4.6 – Recognised experts

60. A Note in SMGS Annex 2 says that this paragraph only applies when provided for in domestic legislation. In addition, the title differs from RID.
61. The representative of Latvia will submit a proposal to amend this to the OSJD meeting of experts.

6.8.2.5.1 – Marking of tank-wagons with surge plates

62. As this provision is linked to 4.3.2.2.4, please refer to paragraphs 76 to 78 of report OTIF/RID/CE/GTP/2012-A.

6.8.2.5.2 – Marking the proper shipping name for the carriage of substances accepted for carriage

63. The difference that exists was removed from the 2013 edition of SMGS Annex 2, so it did not need to be discussed.

6.8.2.5.3 – Language rules for markings

64. SMGS Annex 2 contains language rules for markings in accordance with 6.8.2.5.1 and 6.8.2.5.2, but there are no such rules in RID, although this would be useful, at least for marking the proper shipping name of the substances accepted for carriage. This should perhaps be dealt with at the RID/ADR/ADR Joint Meeting.

6.8.2.6 – References to standards

65. In the 2013 edition of SMGS Annex 2, the references to standards in 6.8.2.6 are only shown in the right-hand column, so they only apply to tank-containers. An additional provision points out that these standards are mandatory for OSJD Member States that are also Member States of the European Union, while for other OSJD Member States, they are optional. This means that tank-containers that do not meet these standards coming from these other OSJD Member States would have to be sent back.
66. In this context, it was recommended that Russia should take part in the work of the RID/ADR/ADN Joint Meeting's working group on standards. It might also be possible to include Russian standards in the table in 6.8.2.6, provided they met the basic requirements of RID/ADR (see also paragraphs 39 and 40).

6.8.3.1.3 – Minimum wall thickness of double-walled shells

67. The OSJD group of experts will check the difference in this paragraph.

6.8.3.2.9 – Start-to-discharge pressure of spring-loaded safety valves

68. The same technical requirements apply in SMGS Annex 2 and RID, but in SMGS Annex 2, they are subject to the competent authority. It should be checked whether the reference to the competent authority in SMGS Annex 2 needs to be maintained.

6.8.3.2.20 – Design of the manifold system

69. The lower temperature range for the design of the manifold system (-50°C in SMGS Annex 2 and -20°C in RID) is linked to the temperature range that applies to the shell and cannot be harmonised owing to the differing climatic conditions.

6.8.3.4.2 – Test pressure for Class 2

70. (see paragraphs 56 to 58)

6.8.4 – Special provisions TC 2 and TC 6 – Special provisions for the wall thickness

71. It was pointed out that the wall thickness limit of 15 mm prescribed in RID was not linked to the wall thickness calculation, which differed in SMGS Annex 2 and RID. The representatives of Russia and the Ukraine were asked to provide the OSJD group of experts with further information.

6.8.4 – Special provision TE 22 – Energy absorption at each end of the wagon

72. The representative of the Ukraine pointed out that for 1520 mm gauge width tank-wagons with automatic coupling, no crash elements were available, but the energy absorption of 800 kJ at each end of the wagon required in RID could in any case be achieved without such elements.
73. The energy absorption of 800 kJ referred to in RID was a technically feasible value. A realistic limit value should also be included in the regulations for 1520 mm gauge wagons, otherwise tank-wagons would have to withstand all the forces that might arise.

6.8.4 – Special provision TE 25 – Devices to protect against the overriding of buffers

74. SMGS Annex 2 contains an additional paragraph e), which lays down the requirements for protective shields for the tank **ends** of tank-wagons fitted with automatic couplers.
75. The representative of Germany suggested that the possibility of including this additional requirement in RID should be considered, and that this should be discussed at the next session of the RID Committee of Experts' standing working group.

6.8.4 – Special provision TT 8 – Magnetic particle inspections on tanks for UN 1005 ammonia, anhydrous

76. While SMGS Annex 2 is geared towards the approval of tanks for ammonia, RID specifies that the tank must actually be used for the carriage of this substance. A corresponding amendment to RID on the basis of document OTIF/RID/RC/2009/18 – ECE/TRANS/WP.15/AC.1/2009/18 was not accepted for SMGS Annex 2.
77. The representative of Latvia will submit a proposal to amend this to the OSJD meeting of experts.

6.8.4 – Special provisions TM

78. (see **comments on the language rules in** paragraph 11)

6.8.5.1.1 b) – Heat treatment of shells made of fine-grained steel

79. This provision, which prescribes heat treatment for shells made of fine-grained steel intended for the carriage of certain substances, does not appear in SMGS Annex 2. The representative of Latvia will submit a proposal to amend this to the OSJD meeting of experts.

6.8.5.2.1 – Testing provisions for shells made of steel

80. Testing the properties of the materials used to manufacture shells and of the weld beads at the lowest working temperature in accordance with 6.8.2.1.8 and 6.8.2.1.10 (SMGS Annex 2) or at least at -20°C (RID) is linked to the temperature range for the shell and cannot be harmonised, owing to the differing climatic conditions.

Note to 7.1.1 (RID only) – Derailment detectors

81. The Note included in RID in 2013 concerning the use of derailment detectors was not taken over in SMGS Annex 2, as detectors have not so far been used in any of the OSJD Member States.

7.2.1, 7.2.2 and 7.2.4 special provisions W 1, W 10 and W 11

82. The representative of Latvia pointed out that the footnote in SMGS Annex 2, which stipulates that special agreement is required for carriage in open wagons and containers, sheeted wagons and sheeted containers in or through the territories of various OSJD Member States, was included as a measure to protect against theft, rather than for reasons of safety (see also paragraph 70 of report OTIF/RID/CE/GTP/2012-A).

7.2.4 – Special provision W 2 – Packages with substances and articles of Class 1

83. The last sentence of special provision W 2 in SMGS Annex 2 says that substances and articles of Class 1 may not be carried in containers covered by the definition of **medium-sized container**. According to information from the representatives of Latvia and the Ukraine, these are **general cargo** containers with a total weight not exceeding 5 tonnes. **This type of container is designed for carrying packaged goods and is only used in some countries for inland transport.**

7.2.4 – Special provision W 8 – Spark-guards

84. SMGS Annex 2 does not contain the last sentence of this special provision, according to which, for wagons fitted with a combustible floor, the sheet steel spark-guards must not be fixed directly to the floor of the wagon. The representative of Latvia **said that a proposal to eliminate differences between the two sets of regulations (RID and SMGS Annex 2) had already been submitted. This proposal had been accepted for inclusion in the 2015 version of SMGS Annex 2.**

7.3.3 – Special provisions for carriage in bulk

85. (see paragraph 82)

7.3.3 Special provision VW 30 (SMGS Annex 2 only) – Carriage of UN 2067 ammonium nitrate based fertilizer in hopper wagons

86. RID does not contain this special provision from SMGS Annex 2, which permits the use of special sheeted hopper wagons for the carriage of ammonium nitrate based fertilizer of UN number 2067. While special provision VW 8 applies to the carriage of this substance in bulk in RID 2013, which prohibits carriage in sheeted wagons, the 2015 edition of RID will also permit the use of sheeted wagons. The question arose as to whether special provision VW 30 in SMGS Annex 2 is still necessary, as special wagon design types may in any case be used, provided they meet the general provisions for carriage in bulk.

7.5.2.1 – Mixed loading

87. In SMGS Annex 2, 7.5.2.1, which deals with the mixed loading of dangerous goods with different danger labels in the same wagon or container, stipulates considerably more restrictions than in RID. According to the representative of Russia, these restrictions originated from the OSJD Member States' national provisions.
88. It was pointed out that these mixed loading provisions can cause operational problems, particularly in transport from west to east, so they would have to be harmonised. According to the representative of Russia, the Note before the table in RID could be included in SMGS Annex 2 straight away, as the paragraph 5.4.1.4.2 referred to was the same in RID and SMGS Annex 2. The Note says that separate transport documents must be drawn up for consignments that cannot be loaded together in the same wagon or container.

7.5.2.4 – Mixed loading of dangerous goods packed in limited quantities

89. For carriage through the territory of Russia, the mixed loading of dangerous goods packed in limited quantities with substances and articles of Division 1.4 and UN numbers 0161 and 0499 is also prohibited. This provision can also lead to operational problems (see also paragraph 88).

7.5.3 and 7.5.6 (SMGS Annex 2 only) – Protective distance and safety measures when shunting

90. 7.5.3 and 7.5.6 of SMGS Annex 2 contain additional rules for barrier wagons and special safety measures for shunting and hump shunting. However, it would have to be checked whether all the OSJD Member States that are also RID Contracting States should not be exempt from applying these provisions by means of the footnote to 7.5.3.2 and 7.5.6.

7.5.9 and 7.5.11 Special provisions CW 47, CW 55, CW 64, CW 66, CW 67, CW 68 or CW 69 (SMGS Annex 2 only) – Accompaniment of consignments of certain dangerous goods

91. Consignments of certain dangerous goods must be accompanied in accordance with the general provisions of 7.5.9 and special provisions CW 47, CW 55, CW 64, CW 66, CW 67, CW 68 or CW 69 of SMGS Annex 2. According to the representative of Russia, these attendants must carry out tasks in connection with security, safety and measurements and if there is an accident, they must take the first measures. In reply to a question from the representative of Germany, the representative of Russia confirmed that in future, monitoring using telematics should also be possible.

7.5.11 Special provisions CW 46, CW 48, CW 57, CW 58, CW 60, CW 61, CW 63 and CW 65 (SMGS Annex 2 only) – Use of private wagons

92. Among other things, these special provisions in SMGS Annex 2 stipulate that for the carriage of certain substances, only private wagons may be used. In reply to a question from the representative of Germany, the representative of Russia explained that these would be wagons that were not approved for change of use.
93. The representative of the Ukraine was of the view that these provisions could be dispensed with in future. In the mean time, it would have to be checked whether, in each of the Notes to the special provisions, all the OSJD Member States that are also RID Contracting States should not be exempt from applying these special provisions, as in the European Union States, there was no longer any difference between wagons owned by the railways and private wagons.

7.5.11 Special provision CW 49 (SMGS Annex 2 only) – Carriage of UN 1230 methanol

94. For the carriage of UN 1230 methanol, this special provision in SMGS Annex 2 prescribes a layer of sand 100 mm high in the wagon. It would have to be checked whether all the OSJD Member States that are also RID Contracting States should not be exempt from this special provision.

7.5.11 Special provision CW 54 (SMGS Annex 2 only) – Fire protection for the carriage of certain substances

95. The representative of Germany pointed out that in RID and SMGS Annex 2, UN numbers 1372 and 3360 (fibres, animal or vegetable) are not considered as dangerous goods. If it was considered that these substances should be classified as dangerous because special fire protection is required, a suitable proposal should be submitted to the RID/ADR/ADN Joint Meeting.

7.5.11 Special provision CW 56 (SMGS Annex 2 only) – Carriage of UN 2015 hydrogen peroxide, aqueous solution in a group of wagons

96. It was noted that this special provision, which prescribes several accompanying wagons for the carriage of UN 2015 hydrogen peroxide, aqueous solution, only applies to carriage in tank-wagons, and not to carriage in tank-containers or portable tanks. In addition, there are no such rules in road or maritime transport.

7.5.11 Special provision CW 59 (SMGS Annex 2 only) – Carriage of UN 1230 methanol in limited quantities

97. For the carriage of UN 1230 methanol in limited quantities on the territory of Russia, in contrast to the exemptions in 3.4.1, this special provision in SMGS Annex 2 says that Chapters 5.3 and 5.4 and Part 7 must be applied. This could lead to operational problems, particularly if placards have to be affixed at a later stage.

7.5.11 Special provision CW 70 (SMGS Annex 2 only) – Mixed loading

98. This special provision in SMGS Annex 2 is linked to the table in 7.5.2.1 and for certain dangerous goods, excludes mixed loading with other goods.

Chapter 7.6 – Provisions for carriage as colis express (express parcels)

99. (see paragraphs 49 and 60 of report OTIF/RID/CE/GTP/2012-A)

Chapter 7.7 – Carriage of dangerous goods as hand luggage or registered luggage

100. The representative of Estonia pointed out that a final decision on allowing dangerous goods as hand luggage or registered luggage in SMPS would be taken at the end of October 2013.

Future work

101. It was agreed that the discussions at the 2nd session of the RID Committee of Experts' standing working group (Copenhagen, 18 – 22 November 2013) would be continued on the basis of this report. In order to enable representatives from the OSJD Member States to attend, interpretation from and into Russian would be provided.
102. The chairman explained that for the OSJD meeting of experts (Warsaw, 21 – 23 October 2013), where various items mentioned in this report would be discussed, tank experts would also be invited so that the various construction requirements for tanks could be better discussed. The OSJD Committee would provide interpretation from and into German or English.
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