

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

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

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RID: 2nd Session of the RID Committee of Experts' standing working group
(Copenhagen, 18 – 22 November 2013)

Subject: OSJD group of experts on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods" and OSJD Commission for Transport Law in the field of provisions for the carriage of dangerous goods
(Warsaw, 21 – 25 October 2013)

Information from the Secretariat

1. From 21 to 23 October 2013, the OSJD group of experts on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods" met under the chairmanship of Mr Arfa (OSJD Committee), and was followed on 24 and 25 October 2013 by the meeting of the OSJD Commission for Transport Law in the field of provisions for the carriage of dangerous goods.
2. The following States and international organisations took part in the discussions:
 - a) OSJD Member States that are not RID Contracting States:
Kyrgyzstan, Russia, Belarus;
 - b) OSJD Member States that are also RID Contracting States:
Czech Republic, Estonia, Georgia, Hungary, Iran, Latvia, Lithuania, Poland, Ukraine;
 - c) RID Contracting States that are not members of OSJD:
Finland;

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d) International organisations:

Committee of the Organization for Cooperation of Railways (OSJD) and Intergovernmental Organisation for International Carriage by Rail (OTIF).

In addition, the following States took part in the meeting of the OSJD Commission for Transport Law in the field of provisions for the carriage of dangerous goods:

Azerbaijan, Socialist Republic of Vietnam, Democratic People's Republic of Korea, Moldova, Mongolia, Tajikistan and Uzbekistan.

3. The main aim of the group of experts on Annex 2 to SMGS was to continue the work on harmonising SMGS Annex 2 and RID. In the course of this work, various differences that had been noted at the meeting of the temporary OSJD working group on SMGS Annex 2 (Warsaw, 17 – 21 June 2013) were examined and some of them were eliminated (see also the Secretariat's report in document OTIF/RID/CE/GTP/2013/3).
4. Using the synoptic table of the main differences between SMGS Annex 2 and RID, which had been updated by the representative of Latvia (document OTIF/RID/CE/GTP/2013/9), the group of experts discussed the various open points. In particular, the group examined the explanations from those OSJD Member States that had submitted to the OSJD Committee by 15 August 2013 requests for amendments or arguments for maintaining derogating provisions of SMGS Annex 2.
5. The group of experts also dealt with the table of editorial differences, which had also been prepared by the representative of Latvia, and at his request, deferred some points in the table of main differences, as these were fundamental differences.
6. The following points were discussed in more detail:

1.1.3.1 (a) and (c) – Exemptions related to the nature of the transport operation

7. At present, SMGS Annex 2 does not contain the exemptions in paragraphs (a) and (c) of 1.1.3.1. The group of experts agreed with the proposal by the representative of Latvia to take over these paragraphs from RID.

1.4.1.3 – General provisions relating to the safety obligations of the participants

8. The group of experts adopted the proposal from Latvia to align the wording of 1.4.1.3 in SMGS Annex 2 with RID.

4.3.4.2.3 and 5.3.5 – Orange bands

9. According to RID 4.3.4.2.3, when shells approved for liquefied gases of Class 2 are also approved for liquids of other classes, the orange band must be covered or made unrecognisable during carriage. This provision is only partly reproduced in 5.3.5.1 of SMGS Annex 2. The group of experts adopted the proposal by the Ukraine to include the RID text in paragraph 4.3.4.2.3 of SMGS Annex 2 and to delete the last subparagraph of 5.3.5.1 of SMGS Annex 2.
10. In contrast to RID, 5.3.5.2 of SMGS Annex 2 contains a traditional marking system for tank-wagons with bands of different colours for different liquids. As the representative of the Ukraine did not believe that the coloured bands provided any information on the identification of the liquids being carried and only led to misunderstandings and contradictory information, she had submitted a proposal to eliminate this difference and to delete this provision from SMGS Annex 2. She had also drafted a transitional provision, which would continue to allow the marking of tank-wagons with different coloured bands according to the current 5.3.5.2 up

to 1 July 2023.

11. The majority of participants agreed with the Ukraine's proposals. The representative of Russia did not support the proposals, and proposed that the possibility of dispensing with the coloured bands for the individual liquids listed in the table in 5.3.5.2 should first be analysed and, where appropriate, that editorial amendments should be made to the table.

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

12. The representatives of the Ukraine explained that the different depth of the layer of water as a protective agent in the carriage of phosphorus on 1520 mm gauge lines had been included in SMGS Annex 2 as the result of a serious accident that had happened in the Ukraine 6 years ago.
13. As special provision TU 21 applies to both ADR and RID, the representatives of the Ukraine were asked to submit a proposal to the next session of the RID/ADR/ADN Joint Meeting (Berne, 17 to 21 March 2014).

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

14. With regard to the rules governing languages for the marking of packages and overpacks, the group of experts adopted a new second sentence in each of these sections in SMGS Annex 2, which states that for carriage preceding carriage that is not subject to the provisions of SMGS Annex 2, in addition to Russian or Chinese, the marking may also be in German, English or French.
15. The group of experts was in favour of a uniform solution in all parts of the regulations concerning language rules. For this reason, the possibility of also using German, English or French was also included in the following paragraphs: 5.4.1.2.1 (c) and (d), 5.4.1.2.3.3 (concerning the approval to be included in the transport document), 5.4.1.4.1 (concerning the language to be used in the transport document), 5.5.2.4.1 (concerning the documentation relating to fumigated cargo transport units), 5.5.3.6.2 (b) (concerning the words on warning marks for coolants or conditioners), 5.5.3.7.1 (b) (concerning the documentation relating to wagons or containers containing a coolant or conditioner) and in the Note to the TM special provisions in 6.8.4 (concerning the marking of tanks).

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

16. Bearing in mind the multimodal aspects of transport, the participants in the group of experts decided to delete footnote 4 to 5.3.1.1.2 and 5.3.1.2 of SMGS Annex 2, which prescribes additional placards on the top of large containers, MEGCs, tank-containers and portable tanks in Russia, Belarus and Kazakhstan.

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

17. The group of experts proposed to maintain the current wording of paragraph 5.3.1.7.1 (d) of SMGS Annex 2. As 5.3.7, which is referred to in 5.3.1.7.1 (d), only allows the emergency card number to be shown on placards for wagons, tank-wagons and battery-wagons, but not for large containers, portable tanks, tank-containers and MEGCs, this decision had no impact on multimodal transport.

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

18. The Note to 5.3.2.1.5 provides that on closed and sheeted wagons, the marking with orange coloured plates of tanks loaded onto these wagons need not be applied when these tanks have a maximum capacity of 3,000 litres. A representative of the OTIF Secretariat was of the view that the additional restriction in the Note to 5.3.2.1.5 of SMGS Annex 2, which excludes wagon loads from this simplification, is justified. He encouraged participants in the group of experts to submit a proposal to the RID/ADR/ADN Joint Meeting to clarify that this simplification applies not to wagon loads/full loads, but only to individual tanks.

5.3.2.1.8, 5.3.2.2.1 and 5.3.2.2.2 – Orange-coloured plates

19. The group of experts was unable to reach consensus on the proposal from the representative of Latvia to include in SMGS Annex 2 the provisions concerning the fire resistance of the covering or fixing of orange-coloured plates or the information they contain. The representative of Latvia drew attention to the fact that this requirement also applies to ADR and is necessary with a view to multimodal transport. It was agreed that the group of experts would come back to this issue in 2014.

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

20. The representative of Latvia proposed to delete the requirement to indicate in the transport document the residual pressure of empty, uncleaned tank-wagons for liquefied gases in 5.4.1.2.2 (e). This information in the transport document was of no use, because the pressure could change depending on the ambient temperature. He thought it would be better to include a reference to 4.3.3.3.4, which contains a flexible provision to take appropriate measures to protect the tank against deformation as a result of negative pressure.
21. The group of experts looked at the possibility of deleting 5.4.1.2.2 (e), but was unable to reach agreement.

6.2.4 and 6.2.5 – Standards for pressure receptacles and 6.8.2.6 – References to standards

22. The representative of Russia informed participants that the first technical code for pressurised tanks would enter into force in Russia in 2014. This technical code listed standards that had also been developed on the basis of EN standards and whose application was mandatory.
23. As was already the case at the last meeting of the temporary OSJD working group on SMGS Annex 2, Russia was encouraged to take part in the work of the RID/ADR/ADN Joint Meeting's working group on standards. Those OSJD Member States that did not apply the standards mentioned were asked to consider applying them in future. The OSJD States that cannot apply the standards mentioned were again asked to notify the RID/ADR/ADN Joint Meeting of alternative standards, so that these could perhaps be referenced.

6.7.4.2.8.1 – Determining the reference holding time

24. The group of experts agreed with the proposal from the representative of Latvia to align SMGS Annex 2 with the provisions of RID.

Chapter 6.8 – Requirements for the construction, equipment, type approval, inspections and tests, and marking of tank-containers, tank swap bodies and MEGC

25. With regard to Chapter 6.8 the group of experts took the decision of principle to take over in full the requirements of RID for tank-containers (right-hand column). The representative of Latvia was asked to prepare the wording of the right-hand column of Chapter 6.8 in Russian. In addition, Russia, the Ukraine and other SMGS Member States were asked to examine what additional requirements regarding the use of RID/ADR tank-containers are necessary on the territories of their States. These additional requirements should then preferably be included in Chapter 4.3.

6.8.2.1.15 to 6.8.2.1.17, 6.8.2.1.21 and 6.8.2.4.1 – Calculation of the wall thickness of the shell and initial testing

26. The main differences in these paragraphs have their origin in the different approaches used to establish the calculation pressure and the test pressure. The representative of the Ukraine informed participants of his analysis of these different concepts. Among other things, it emerged from this analysis that in SMGS Annex 2, the term "calculation pressure" has two different meanings. On the one hand, in 6.8.2.1.14 the term "calculation pressure" is used for the pressure to check the minimum wall thickness, and on the other, in 6.8.2.1.15, this term describes the pressure used for calculating the test pressure. In order to avoid any misunderstandings, the representative of Latvia proposed to use different descriptions for these two different pressures.
27. The representative of the Ukraine proposed to continue the analysis of both concepts, with the aim of harmonising the provisions of SMGS Annex 2 with those of RID, bearing in mind also the technical standards. The group of experts asked the representative of Latvia to take the results of this analysis into account when revising Chapter 6.8.

6.8.2.1.23 – Carrying out welding work

28. The group of experts asked the representatives of Russia and the Ukraine to provide all the members of OSJD and the OSJD Committee with additional information on paragraph 6.8.2.1.23 by no later than 15 January 2014, so that this issue could be dealt with at the next meeting of OSJD's temporary working group of experts on SMGS Annex 2 (Warsaw, 17 – 21 February 2014).

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

29. The values of the start to discharge pressures for safety valves taken over from RID are only applied in SMGS Annex 2 if the competent authority does not specify otherwise. The group of experts decided to delete the reference to the competent authority and thus fully to align the text of SMGS Annex 2 with the text of RID.

6.8.2.4.6 – Recognised experts

30. The representative of Latvia proposed to delete the additional Note in SMGS Annex 2, which says that this paragraph only applies when provided for in domestic legislation. The group of experts agreed with this proposal and an editorial amendment to the heading to change "on tank-wagons" to "on the tanks of tank-wagons".

6.8.3.1.3 – Minimum wall thickness of double-walled shells

31. The group of experts asked the representatives of Russia and the Ukraine to provide all the members of OSJD and the OSJD Committee with additional information on paragraph 6.8.3.1.3 by no later than 15 January 2014, so that this point could be dealt with at the next meeting of OSJD's temporary working group of experts on SMGS Annex 2.

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

32. The simplification contained in special provisions TC 2 and TC 6 of RID 6.8.4, according to which the wall thickness need not exceed 15 mm where shells are made of aluminium not less than 99.5% pure, does not exist in SMGS Annex 2.
33. The group of experts asked the representatives of Russia and the Ukraine to provide all the members of OSJD and the OSJD Committee with additional information on special provisions TC 2 and TC 6 of 6.8.4 by no later than 15 January 2014, so that this difference could be dealt with at the next meeting of OSJD's temporary working group of experts on SMGS Annex 2.

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

34. As he had already mentioned at the last meeting of the temporary OSJD working group on SMGS Annex 2, the representative of the Ukraine again pointed out that no crash-elements were available for 1520 mm gauge tank-wagons with automatic coupling. However, in order to set a realistic threshold value for 1520 mm gauge wagons, he proposed to amend special provision TE 22 in both SMGS Annex 2 and RID by adding the following new last paragraph:

"This requirement shall be deemed to have been met by tank-wagons with an automatic coupling device equipped with energy absorption elements capable of absorbing at least 130 kJ at each end of the wagon at full speed."

35. The group of experts adopted the addition to special provision TE 22 in 6.8.4 of SMGS Annex 2.

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

36. The RID Committee of Experts' standing working group was asked to look at whether it would be possible to include the additional paragraph (e) of special provision TE 25 from SMGS Annex 2, which lays down the requirements for protective shields for the ends of tank-wagons with automatic coupling devices. The proposed text can be found in the table of main differences between SMGS Annex 2 and RID in document OTIF/RID/CE/GTP/2013/9.

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

37. The proposal by the representative of Latvia to align the text of special provision TT 8 of SMGS Annex 2 with the RID text, and consequently to include the requirement for a magnetic particle inspection if the marking of the substance ammonia on the tank or the tank plate is removed, was adopted.

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

38. The group of experts agreed with Latvia's proposal to include this provision, which does not exist in SMGS Annex 2, concerning the heat treatment of shells made of fine-grained steel.

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

39. The representative of Russia proposed to extend the application of special provision CW 54 to two further substances of UN Nos. 1372 (fibres, animal or fibres, vegetable, wet or damp) and 1387 (wool waste). A representative of the OTIF Secretariat pointed out that these substances are considered as non-hazardous, both in SMGS Annex 2 and in RID, and therefore no special provision should be applied. The same also applied to UN Nos. 1327 (hay, straw

or bhusa) and 3360 (fibres, vegetable, dry), which were already listed in the special provision. However, if the group of experts was of the opinion that these substances required special fire protection measures because they should be regarded as dangerous, an appropriate proposal should be submitted to the RID/ADR/ADN Joint Meeting.

40. The representative Russia thought the substances listed above were easily flammable, which was why special fire protection was required. However, the group of experts drew attention to the fact that easily flammable substances were dealt with in SMGS Annex 5, which was currently being revised. If the new edition of SMGS Annex 5 contained an appropriate provision, special provision CW 54 could be dispensed with for these substances.
41. As there was no consensus on this issue, the group of experts decided to continue dealing with this point in 2014.

Future work

42. The OSJD Commission for Transport Law in the field of provisions for the carriage of dangerous goods noted the status of current and planned work on the harmonisation of SMGS Annex 2 and RID. It endorsed the results of the work of the temporary working group and the group of experts and agreed with the work programme for 2014 in the area of requirements for the carriage of dangerous goods, which was proposed on the basis of these results.
 43. The next meeting of the temporary working group of OSJD experts on SMGS Annex 2, at which the harmonisation work will be continued, will be held from 17 to 21 February 2014 at the headquarters of OSJD in Warsaw. Interpretation into and from German or English will be provided the OSJD Committee.
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