

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/GTP/2014/3

20 February 2014

Original: German

RID: 3rd Session of the RID Committee of Experts' standing working group
(Berne, 20 and 21 May 2014)

Subject: Temporary OSJD Working Group on Annex 2 to SMGS, "Provisions for the Carriage of Dangerous Goods"
(Warsaw, 10 - 14 February 2014)

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 10 to 14 February 2014. The meeting was chaired by Mr Ehsan Arfa (OSJD Committee).
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, Poland, Ukraine;
 - c) RID Contracting States that are not members of OSJD:
Finland, Germany;

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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).

3. With regard to Chapter 6.8, the OSJD group of experts on SMGS Annex 2 "Provisions for the Carriage of Dangerous Goods" (Warsaw, 21 – 23 October 2013) had decided in principle to take over the RID requirements for tank-containers (right-hand column) in their entirety. The representative of Latvia had prepared a new version of Chapter 6.8 which updated the provisions for 1520 mm gauge tank-wagons in the left-hand column and took over the RID provisions for tank-containers in the right-hand column. The main task of this meeting of the temporary OSJD working group was to deal with the proposal on this.

Updating Chapter 6.8 – Taking over the RID provisions for tank-containers

4. The following points were discussed in more detail:

Additional requirements for the SMGS States

5. With the exception of Russia, which made a general reservation on the basis of the Technical Regulations entering into force on 15 August 2014, the working group supported taking over the construction and testing requirements for tank-containers from RID Chapter 6.8. However, the working group agreed that the different requirements concerning the ability to absorb a longitudinal inertial load of 4 times the gross mass, rather than twice the gross mass as in RID (each multiplied by the acceleration due to gravity, see 6.8.2.1.2) and concerning the lower value of the design temperature range of -40°C instead of -20°C in RID (6.8.2.1.8) should be maintained.
6. These two differing provisions should now be included in Chapter 4.3 as a new paragraph 4.3.2.1.8 in SMGS Annex 2 for tank-containers being carried on 1520 mm gauge railway lines. However, for both provisions, the States concerned in the transport operation should have the possibility of agreeing different conditions.

Use of the term "pressure used for calculating the test pressure"

7. At the second session of the RID Committee of Experts' standing working group (Copenhagen, 18 – 22 November 2013), it was reported that the main differences in the paragraphs concerning the calculation of the wall thickness of the shell and the initial inspection originated from two different meanings of the term "calculation pressure" in SMGS Annex 2. While 6.8.2.1.14 uses the term "calculation pressure" to mean the pressure for checking the minimum wall thickness, 6.8.2.1.15, 6.8.2.4.1 and 6.8.3.4.2 use this term to mean the pressure used for calculating the test pressure (see also document OTIF/RID/CE/GTP/2013/18, paragraphs 26 and 27). To avoid misunderstandings, it was agreed to use a new term, "pressure used for calculating the test pressure", in SMGS Annex 2 for the "second calculation pressure" in the left-hand column of Chapter 6.8.

6.8.3.2.6 – Materials for the gauges

8. 6.8.3.2.6 prescribes that gauges in direct contact with the substance carried must not be made of a transparent material. The working group wondered whether it was the transparency or the fragility that was relevant in terms of the properties of the materials. It was decided to submit this question to the RID/ADR/ADN Joint Meeting's working group on tanks (see also informal document INF. 15 from the RID/ADR/ADN Joint Meeting, Berne, 17 – 21 March 2014).

6.8.3.2.13 – "demountable tanks" vs. "demountable elements"

9. When dealing with 6.8.3.2.13, the working group ascertained that whereas the text in the paragraph referred to "demountable elements", footnote 16 referred to the definition of "demountable tanks". In the text of ADR, the term "demountable tanks" is used. As it was not clear what 6.8.3.2.13 was supposed to be dealing with, this question was also referred to the RID/ADR/ADN Joint Meeting's working group on tanks (see also informal document INF.15 from the RID/ADR/ADN Joint Meeting, Berne, 17 – 21 March 2014).

6.8.3.6 – Correction to the text adopted for RID

10. Document OTIF/RID/CE/GTP/2013/17, which was submitted to the last session of the RID Committee of Experts' standing working group and which contained the amendments adopted by the RID/ADR/ADN Joint Meeting, the RID Committee of Experts and the standing working group in 2012 and 2013, contained the following amendment to 6.8.3.6:

"6.8.3.6 Before the Table, insert the following sentence:

"The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the Table below."

As RID 6.8.3.6, unlike ADR 6.8.3.6, does not currently contain any standards, the temporary OSJD working group was of the view that this sentence could be dropped from RID for the time being. It was agreed to suggest to the RID Committee of Experts' standing working group that the instruction to amend 6.8.3.6 be deleted.

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

11. At its second session, the RID Committee of Experts' standing working group decided to include an additional paragraph in special provision TE 22 prescribing minimum energy absorption of 130 kJ at each end of the wagon for tank-wagons with automatic coupling. The representative of the Ukraine was asked to submit to the next session the evidence for the equivalent value indicated (see also report OTIF/RID/CE/GTP/2013-A, paragraphs 86 and 87).
12. The representative of the Ukraine gave a presentation explaining to participants of the temporary OSJD working group the technical calculations that provided the evidence for equivalence. This presentation was also submitted to the RID Committee of Experts' standing working group.

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

13. The participants of the temporary OSJD working group noted that as a result of including the new paragraph e) (see report OTIF/RID/CE/GTP/2013-A, Annex I) in special provision TE 25, paragraph e) would also have to be included in the list of paragraphs in the last subparagraph of TE 25.

6.8.4 – Special provision TM 3

14. In the discussion on special marking provision TM 3, it was noted that the wording in the various language versions differed. Whereas the German version specifies that the maximum permissible load mass of the tank has to be given for every substance, this is not the case in the other language versions. It was decided also to submit this question to the RID/ADR/ADN Joint Meeting's working group on tanks (see also informal document INF. 15 from the RID/ADR/ADN Joint Meeting, Berne, 17 – 21 March 2014).

Language regime for consignments into or through the territory of an SMGS Contracting State

15. At the second session of the RID Committee of Experts' standing working group, the Secretariat of OTIF was asked, together with the representative of Latvia, to draft a text that can be used in both RID and SMGS Annex 2 for the language regime in connection with the markings of packagings, overpacks, tank-wagons and tank-containers and in connection with the information prescribed in the transport document and in the annexes to the transport document (see report OTIF/RID/CE/GTP/2013-A, paragraphs 83 and 84).
16. The Secretariat of OTIF submitted its proposed text to the temporary OSJD working group for discussion. Document OTIF/RID/CE/GTP/2014/2 reports the discussion and sets out the subsequently amended text proposal.

Future work

17. 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 26 to 30 May 2014 in Budapest. Interpretation into and from German or English will be provided by the OSJD Committee.
