

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: 4th Session of the RID Committee of Experts' standing working group
(Madrid, 17 - 20 November 2014)

Subject: Temporary OSJD Working Group and OSJD group of experts on Annex 2 to
SMGS, "Provisions for the Carriage of Dangerous Goods"
(Budapest, 26 – 30 May 2014 and Warsaw, 25 – 29 August 2014)

Information from the Secretariat

Secretariat note: *This document reproduces the discussions in the working group and in the group of experts. The OSJD Commission for Transport Law will take the final decision at the end of October 2014. At the beginning of November 2014, the Secretariat will prepare a corresponding informal document which may result in changes to the following information.*

1. The temporary OSJD Working Group and the OSJD group of experts on Annex 2 to SMGS, "Provisions for the Carriage of Dangerous Goods" met in Budapest (26 – 30 May 2014) and Warsaw (25 to 29 August 2014). The meetings were chaired by Mr Ehsan Arfa (OSJD Committee).

2. The following States took part in the discussions:

Belarus, Estonia, Hungary, Iran, Latvia, Lithuania, Moldova, Poland, Russia, Slovakia, Ukraine.

The following international organisations were also represented:

Committee of the Organization for Cooperation of Railways (OSJD) and Intergovernmental

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Organisation for International Carriage by Rail (OTIF).

3. The main aim of these meetings was to discuss and adopt the amendments adopted for the 2015 edition of RID on the basis of harmonisation with the 18th edition of the UN Recommendations. For the OSJD Member States, these amendments will enter into force on 1 July 2015.
4. Another important agenda item concerned the continuation of the work on eliminating the differences between SMGS Annex 2 and RID on the basis of the synoptic table prepared by the Latvian delegation.
5. The meeting also dealt with open issues that had arisen at previous sessions of the temporary OSJD working group in connection with updating Chapter 6.8 and taking over the tank-container requirements from RID.

Adoption of amendments for the 2015 edition of SMGS Annex 2

Special provision 665

6. Representatives of the OSJD Member States questioned special provision 665 adopted for RID 2015 concerning the carriage of coal, coke and anthracite meeting the classification criteria of Class 4.2, packing group III, and for the time being it was not adopted for SMGS Annex 2.
7. The working group agreed that further explanations on the following issues were necessary:
 - classification criteria for various sorts of coal (lignite, hard coal, anthracite);
 - provisions for the carriage of coal at the place where it is extracted, processed and placed in intermediate storage;
 - setting the temperature level at 60°C. In setting the top temperature level, the different climatic zones of places where coal is carried should be taken into account.
8. The representative of the Russian Federation was asked to put together a list of additional information and questions on this issue and to present it when the Polish document OTIF/RID/RC/2014/47 was dealt with at the RID/ADR/ADN Joint Meeting in September 2014. However, the discussion on Poland's document was postponed to the next session owing to the lack of time.
9. The representative of Russia would prepare an appropriate document for the December session of the UN Sub-Committee of Experts on the Transport of Dangerous Goods.

Corrections to the Russian text

10. The Russian delegation submitted various proposals to the working group for corrections to the Russian version of the amendments. As most of the original Russian texts came from the UNECE's translation service in Geneva and are also used for the Russian version of ADR, the IMDG Code, the ICAO Technical Instructions and the UN Recommendations on the Transport of Dangerous Goods, the OTIF Secretariat asked the representative of Russia to send these corrections to the UNECE Secretariat.
11. In addition, the OTIF Secretariat suggested that the amendment texts adopted by the working group on the harmonisation of RID/ADR/ADN with the UN Recommendations on the basis of the 19th edition of the UN Recommendations be dealt with at the meeting of the OSJD group of experts in August 2015, so that any proposals for corrections could be taken into

account by the RID/ADR/ADN Joint Meeting in September 2015.

Table of differences between SMGS Annex 2 and RID

1.1.4.4.1, footnote 3)

12. With regard to piggyback transport, RID 1.1.4.4.1 contains the requirement that transport units and trailers and their contents handed over for transport must meet the provisions of ADR. In addition, a footnote points out that ADR also includes the special agreements which have been signed by all the countries involved in the transport operation.
13. The working group noted that the definition of "ADR" in 1.2.1 contains the same note.
14. It was suggested to delete footnote 3) to RID 1.1.4.4.1 in order to avoid duplicating the definition of "ADR" in 1.2.1.
15. The OSJD Member States had already decided to do away with this footnote in SMGS Annex 2.

Special provision 300

16. In RID, special provision SP 300, which says that fish meal, fish scrap and krill meal shall not be loaded if the temperature at the time of loading exceeds 35 °C or 5 °C above the ambient temperature, is only assigned to UN numbers 1374 FISH MEAL (FISH SCRAP), UNSTABILIZED and 3497 KRILL MEAL. In SMGS Annex 2, this special provision is also assigned to UN numbers 1386 SEED CAKE with more than 1.5% oil and not more than 11% moisture, and 2217 SEED CAKE with not more than 1.5% oil and not more than 11% moisture.
17. It was agreed that the OSJD experts would check whether it was necessary to extend the application of this provision to these two additional substances and, if necessary, submit an appropriate proposal to the UN Sub-Committee of Experts.

Special provision CW 36

18. The working group noted that in column (18) of Table A in SMGS Annex 2, special loading and unloading provisions CW 31 and CW 36 are assigned to UN number 2211 POLYMERIC BEADS, EXPANDABLE, evolving flammable vapour, while in RID, only special provision CW 31 is assigned to this UN number.
19. The Secretariat of OTIF pointed out that up to now in RID, special provision CW 36 concerning the use of open or ventilated wagons and containers had only been assigned to gases of Class 2 and that UN number 2211 was a substance of Class 9.
20. The representative of Russia was asked to submit a proposal to the RID/ADR/ADN Joint Meeting on the assignment of special provision CW 36 to UN number 2211.

Numbering of paragraphs in packing instruction P 200

21. The representative of Latvia raised the question of whether, in the context of harmonisation and to avoid misunderstandings, it would not make sense to use the Latin alphabet to number the paragraphs and sub-paragraphs in packing instruction P 200, rather than the Russian alphabet. The delegates were asked to check before the next session whether this might be possible.

Danger labels and placards

22. SMGS Annex 2 does not use different terms for danger labels and placards. The only differentiation between these two types of marking is made by means of a reference to the relevant chapter of Part 5, i.e. danger labels in accordance with Chapter 5.2 or danger labels in accordance with Chapter 5.3.
23. In order to avoid misunderstandings, it was suggested that the possibility of using a new term for the markings according to Chapter 5.3 be examined. It was pointed out that for this purpose, the Russian version of ADR uses the term "information panel". As this term is used not just in ADR, but also in the IMDG Code and the UN Model Regulations, the OTIF Secretariat suggested that it also be taken over for SMGS Annex 2 and that a new definition be included in 1.2.1 of SMGS Annex 2.
24. This matter will be discussed further at future sessions.

Updating Chapter 6.8 – Taking over the RID provisions for tank-containers – unresolved issuesDefinition of "portable tank"

25. In the various Annexes to SMGS, except Annex 2, only the terms "*container*" and "*tank-container*" are used, but not the term "*portable tank*". For this reason, and in view of the fact that in the SMGS Member States' area, only tank-containers (portable tanks) that meet the provisions of Chapter 6.7 are used, the working group suggested in May 2014 to point out in two Notes on the definition of portable tank that in the other Annexes to SMGS, portable tanks come under the term "*container*" or "*tank-container*". However, as SMGS Annex 2 was not the correct place to deal with the use of terms in other Annexes to SMGS, the group of experts did not pursue this proposal in August 2014.
26. The working group noted that in the UN Model Regulations, the definition of "*portable tank*" in 1.2.1 repeated all the elements of the specific definitions for the individual classes in Chapter 6.7, whereas in RID 1.2.1, Chapter 6.7 was referred to in part. It was agreed to delete the part of the definition in 1.2.1 that says that a portable tank has a capacity of more than 450 litres when used for the carriage of gases as defined in 2.2.2.1.1, as this information is already to be found in the specific definitions in 6.7.3.1 and 6.7.4.1.
27. In the definition of "*portable tank*", the Russian Federation also suggested including a note pointing out that this term also includes tank-containers whose shells meet the requirements of Chapter 6.7, but whose frame meets the requirements of standard ISO 1496.
28. This issue will be dealt with again at the OSJD Commission for Transport Law in November 2014.

6.8.2.1.23 – Carrying out welding work

29. For the next Joint Meeting, Russia and Ukraine were asked to prepare a proposal to include the additional sub-paragraph contained in SMGS Annex 2. This sub-paragraph stipulates that for stainless austenitic steels and two-ply steels with an anti-corrosion coating of austenitic steel, weld beads must be tested for resistance to stress corrosion cracking.

6.8.3.1.3 – Minimum wall thickness of double-walled shells

30. While RID 6.8.3.1.3 deals with double-walled shells, the same place in SMGS Annex 2 refers to "shells made of two layer steel".

31. The working group agreed that the text of this paragraph refers to double-walled tanks and decided to correct the text of SMGS Annex 2 accordingly.

6.8.3.1.6 – Energy absorption capacity of buffers for tank-wagons and battery-wagons.

32. The representative of Russia submitted a proposal to the working group to increase the minimum dynamic energy absorption capacity of buffers for tank-wagons and battery-wagons for the carriage of gases from 70 kJ to 100 kJ.
33. As one of the effects of this would be that old wagons would have to be retrofitted, for the meeting of the OSJD Commission for Transport Law Russia should prepare justification for this higher value and, if necessary, propose a text for a transitional provision.

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

34. The RID Committee of Experts' standing working group adopted an additional paragraph in special provision TE 22, which specifies a minimum energy absorption of 130 kJ at each end of the wagon for tank-wagons with automatic coupling. This was also adopted for SMGS Annex 2.

6.8.4 – Special provision TE 25 (a) – Curve radius for the free taking of curves by wagons fitted with a device to protect against the overriding of buffers

35. The Russian delegation submitted a proposal to the working group to change the minimum curve radius for the free taking of curves by wagons fitted with a device to protect against the overriding of buffers in the first indent of paragraph (a) of special provision TE 25 from 80 m to 60 m. The representative of Russia had based his proposal on UIC-OSJD leaflet 516, which prescribed a curve radius of 60 m. The Secretariat of OTIF pointed out that in RID, this value would be 75 m.
36. The working group agreed that this issue needed further clarification and would have to be dealt with again in the OSJD Commission for Transport Law.

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

37. The Secretariat of OTIF informed the working group of the newly included provision in 1.1.4.6 of the 2015 edition of RID to prescribe the additional use of Russian or Chinese in the markings for packages, overpacks, tank-wagons and tank-containers and in the information required in the transport document and in the documents attached to the transport document.
38. The working group agreed that subject to the deletion of the reference to the transport document and the inclusion of a Note referring to the provisions on the common CIM/SMGS consignment note in SMGS Annex 22 (from 1 July 2015 SMGS Annex 6), an equivalent provision in SMGS Annex 2 would not contradict the other provisions of SMGS. The working group also acknowledged that a quick and positive decision was of mutual interest and would help speed up consignments between the two legal regimes.
39. Some delegations thought it was important to include a footnote listing the specific paragraphs to which this new language regime applies. The disadvantage of this approach would be that when the provisions were revised in future, it would always have to be remembered to update the footnote.
40. It was decided to discuss the language regime issue again at the meeting of the OSJD Commission for Transport Law.

Comparative table of standards

41. It was suggested that an analysis of the standards prescribed in both sets of regulations (EN standards and Russian GOST standards) be carried out and that a table comparing the standards be produced in order to enable harmonisation and the reciprocal inclusion of the relevant standard in each case.
42. The work on the comparative table of standards should be included in the work programme for 2015 at the October meeting of the OSJD Commission for Transport Law.

Future work

43. The Secretariat of OTIF pointed out that the harmonisation of SMGS Annex 2 and RID was already bearing fruit and thanked everybody for the excellent cooperation. Various provisions from SMGS Annex 2 had already been taken over into RID, either directly via the RID standing working group or via the RID/ADR/ADN Joint Meeting (e.g. extending special provisions TE 22 and TE 25 to wagons with automatic coupling, special provision TU 2 for UN 1131, special provisions 581, 582 and 583).
 44. The final decisions concerning the 2015 edition of SMGS Annex 2 will be taken at the meeting of the OSJD Commission for Transport Law in the field of provisions for the transport of dangerous goods, which will be held in Warsaw from 27 to 31 October 2014.
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