



INF. 7

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(English only)

RID: 5th Session of the RID Committee of Experts' standing working group
(Zagreb, 23 - 27 November 2015)

Subject: Harmonisation of RID and Annex 2 to SMGS – Synoptic table of differences
between SMGS Annex 2 and RID

Transmitted by Latvia

1. Based on document OTIF/RID/CE/GTP/2012/9 submitted by the Committee of the Organisation for the Cooperation of Railways, work on harmonising RID and SMGS Annex 2 was started at the 1st session of the RID Committee of Experts' standing working group (Riga, 12 – 15 November 2012). This document contained a synoptic table which, on the basis of the 2011 editions of the regulations, compared all the rules in SMGS Annex 2 and RID which differ.
2. Document OTIF/RID/CE/GTP/2013/9 (Copenhagen, 18 – 22 November 2013) takes account of all the amendments made to the 2013 edition of SMGS Annex 2.
3. This document is based on document OTIF/RID/CE/GTP/2013/9 (Copenhagen, 18 – 22 November 2013) and takes account of all the amendments made to the 2015 editions of SMGS Annex 2 and RID. Changes to document OTIF/RID/CE/GTP/2013/9 are highlighted in yellow. Differences in kind between the rules of SMGS Annex 2 and RID marked green in column 1 are eliminated from 1 July 2015.
4. Column 2 of the following table contains the text of SMGS Annex 2 and column 3 contains the corresponding RID text. In column 4 (the nature of differences and need to introduce changes to SMGS Annex 2) the SMGS working group regularly examines each of the differences. Column 5 (Note (comments on differences)) also contains explanations on the differences that have been found.
5. The note included in various places in column 4 ("will be considered additionally") means that the issue should be discussed again. The comment "no changes required" in this column means that at the moment, no amendments are planned by OSJD.

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List of differences in kind between Appendix 2 to SMGS and RID, version 2015

Para-graph	Text of Annex 2 to SMGS	Text of RID (English)	Nature of differ-ences and need to introduce changes to Annex 2 to SMGS (SMGS Working Group's position)	Note (comments on differ-ences)
1.1.2.2	(reserved)	For the carriage of dangerous goods in trains other than freight trains in accordance with Article 5 § 1 a) of Appendix C, the provisions of Chapters 7.6 and 7.7 shall apply.	<i>Differences in kind. No changes re-quired.</i>	<i>Carriage of dangerous goods in passenger trains is regulated by SMPS (Agreement on International Passenger Railway Traffic). Under this Agreement carriage of such goods is prohibited.</i>
1.1.2.3	For the international carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles, only the provisions of 1.1.3.8 in conjunction with Chapter 7.7 shall apply.	For the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles in accordance with Article 5 § 1b) of Appendix C, only the provisions of 1.1.3.8 shall apply.	<i>Differences in kind. If a link is in-cluded in SMPS, differences will be eliminated from 1 July 2013. At the moment there is no link to the SMPS. Proposals for the elimination of the other differences have been dis-cussed at the OSJD meeting. It is agreed that the proposals may be</i>	<i>Carriage of dangerous goods in passenger trains is regulated by SMPS. Under this Agreement carriage of such goods is prohibited.</i>

			<i>included in the next edition of Annex 2 to SMGS.</i>	
1.1.3.1	(a) the carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their 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 personal or domestic use or for leisure or sporting activities;	(a) the carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their 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;	<i>Differences in kind are eliminated from 1 July 2015. Only editorial differences have been left.</i>	<i>Carriage of dangerous goods in passenger trains is regulated by SMPS. Under this Agreement carriage of such goods is prohibited.</i>
1.1.3.1	(c) the 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, including intermediate bulk containers (IBCs) and large packagings, 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;	(c) the 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, including intermediate bulk containers (IBCs) and large packagings, 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;	<i>Differences in kind of the text are eliminated from 1 July 2015</i>	<i>Annex 2 to SMGS does not regulate carriage undertaken by enterprises which is ancillary to their main activity.</i>
1.1.3.6	Quantity of packaged goods per wagon or large container subject to certain requirements and exemptions of Appendix 2 to SMGS. <i>Note 1: This paragraph shall apply only in cases when it is referred to in other Chapters of Annex 2</i>	Total maximum permissible quantity per wagon or large container	<i>Differences in kind are eliminated. Only editorial differences have been left.</i>	<i>Annex 2 to SMGS does not regulate carriage undertaken by enterprises which is ancillary to their main activity.</i>

	<p><i>to SMGS (for example, Chapters 1.8 and 1.10)</i></p> <p><i>Note 2: Transport category is a category assigned to certain goods based on degree of danger.</i></p>			
1.1.3.8	<p>Application of exemptions in carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles.</p> <p>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.</p>	<p>Application of exemptions in the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles</p> <p>NOTE 1: Further restrictions in the carriers' conditions of carriage under private law are not affected by the following requirements.</p> <p>2: For piggyback transport in mixed trains (combined passenger and freight transport) see Chapter 7.7.</p> <p>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, 1.1.3.2 (b) to (g), 1.1.3.3, 1.1.3.4, 1.1.3.5, 1.1.3.7 and 1.1.3.10 shall apply.</p>	<p><i>Differences in kind.</i></p> <p><i>If a link is included in SMPS, differences will be eliminated from 1 July 2013. At the moment, there is no link to the SMPS.</i></p> <p><i>Proposals for the elimination of the other differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i></p>	<p><i>Carriage of dangerous goods in passenger trains is regulated by SMPS. Under this Agreement carriage of such goods is prohibited.</i></p>
1.1.4.6	<p>(reserved)</p>	<p>Consignments into or through the territory of an SMGS Contracting State</p> <p>If carriage in accordance with SMGS Annex 2 follows carriage in accordance with RID, the provisions of SMGS Annex 2 shall apply to this section of the journey.</p> <p>In this case, the markings for packages, overpacks, tank-wagons and tank-containers prescribed in</p>	<p><i>Differences in kind.</i></p> <p><i>Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included</i></p>	

		<p>RID and the information in the transport document¹ and in the documents attached to the transport document prescribed in RID shall also, in addition to the languages prescribed in RID, be in Chinese or Russian, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.</p> <p>¹ The International Rail Transport Committee (CIT) publishes the "CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS)", which contains the model uniform consignment note in accordance with the CIM and SMGS contract of carriage and its implementing provisions (see www.cit-rail.org).</p>	<p><i>in the next edition of Annex 2 to SMGS.</i></p>	
<p>1.3.1</p>	<p>Scope and applicability</p> <p>Persons employed in connection with the carriage of dangerous goods shall be trained in the requirements governing the carriage of such goods appropriate to their responsibilities and duties. Employees shall be trained in accordance with 1.3.2 before assuming responsibilities and shall only perform functions for which required training has not yet been provided, under the direct supervision of a trained person. Specific training requirements in Chapter 1.10 shall also be addressed.</p> <p><i>Note 1: In all cases, the training of employees participating in carriage shall be performed in accordance with the requirements of domestic law and regulations.</i></p> <p><i>Note 2: With regard to the training for the safety adviser, see 1.8.3 instead of this section.</i></p>	<p>Scope and applicability</p> <p>Persons employed by the participants referred to in Chapter 1.4, whose duties concern the carriage of dangerous goods, shall be trained in the requirements governing the carriage of such goods appropriate to their responsibilities and duties. Employees shall be trained in accordance with 1.3.2 before assuming responsibilities and shall only perform functions, for which required training has not yet been provided, under the direct supervision of a trained person. Training requirements specific to security of dangerous goods in Chapter 1.10 shall also be addressed.</p> <p>NOTE 1: With regard to the training for the safety adviser, see 1.8.3 instead of this section.</p> <p>2: (Reserved)</p> <p>3: For training with regard to Class 7, see also 1.7.2.5.</p>	<p><i>Difference in kind regarding footnote to the first paragraph. Consider additionally.</i></p>	<p><i>Chapter 1.3 of SMGS does not contain significant differences and is adapted to the legal system of the CIS countries. Difference in kind in the footnote to the first paragraph. “*Provisions of Chapter 1.10 shall apply only if it is provided for in the domestic legislation.”</i></p>

	<p>Note 3 For training with regard to Class 7, see also 1.7.2.5.</p> <p>Note 4: The training shall be carried out before taking on responsibilities and duties concerning the carriage of dangerous goods.</p>			
1.4.1.3	<p>Annex 2 to SMGS may specify certain of the obligations falling to the various participants.</p> <p>If an SMGS Contracting State considers that no lessening of safety is involved, it may in its domestic legislation transfer the obligations falling to a specific participant to one or several other participants, provided that the obligations of 1.4.2 and 1.4.3 are met.</p> <p>The requirements of 1.2.1, 1.4.2 and 1.4.3 concerning the definitions of participants and their respective obligations shall not affect the provisions of domestic law concerning the legal consequences (criminal nature, liability, etc.).</p>	<p>RID may specify certain of the obligations falling to the various participants.</p> <p>If an RID Contracting State considers that no lessening of safety is involved, it may in its domestic legislation transfer the obligations falling to a specific participant to one or several other participants, provided that the obligations of 1.4.2 and 1.4.3 are met. These derogations shall be communicated by the RID Contracting State to the Secretariat of OTIF which will bring them to the attention of the other RID Contracting States.</p> <p>The requirements of 1.2.1, 1.4.2 and 1.4.3 concerning the definitions of participants and their respective obligations shall not affect the provisions of domestic law concerning the legal consequences (criminal nature, liability, etc.) stemming from the fact that the participant in question is e.g. a legal entity, a self-employed worker, an employer or an employee.</p>	Differences in kind are reduced from 1 July 2015.	No differences in purpose, however, reference only to domestic legislation. Certain countries consider only the consignor, the carrier, and the consignee.
1.4.2.1.1	<p>The consignor of dangerous goods is required to hand over for carriage only consignments which conform to the requirements of Annex 2 to SMGS. In the context of compliance with general safety measures he shall:</p> <p>(a) ascertain that the dangerous goods are classified and authorized for carriage in accordance with Annex 2 to SMGS;</p> <p>(b) comply with requirements for packages and mixed packing conditions;</p> <p>(c) comply with requirements concerning marking and labelling with danger markings and labels;</p>	<p>The consignor of dangerous goods is required to hand over for carriage only consignments which conform to the requirements of RID. In the context of 1.4.1, he shall in particular:</p> <p>(a) ascertain that the dangerous goods are classified and authorized for carriage in accordance with RID;</p> <p>(b) furnish the carrier with information and data in a traceable form and, if necessary, the required transport documents and accompanying documents (authorizations, approvals, notifications, certificates, etc.), taking into account in particular</p>	<p>Difference in kind.</p> <p>Consider additionally:</p> <p>- review conformity of 1.4.2 with the requirements in 1.4.3;</p> <p>Proposals for the elimination of the differences have been discussed at</p>	<p>The duties of the consignor are supplemented with the duties of other participants in accordance with 1.4.3. Some countries consider only the consignor, the carrier and the consignee.</p>

<p>(d) furnish the carrier with information and data in a traceable form and, if necessary, the required transport documents and accompanying documents (authorizations, approvals, notifications, certificates, etc.), taking into account in particular the requirements of Chapter 5.4 and of Table A of Chapter 3.2;</p> <p>(e) use packagings, large packagings, intermediate bulk containers (IBCs) and tanks (tank-wagons, demountable tanks, battery-wagons, MEGCs, portable tanks and tank-containers) approved for and suited to the carriage of the substances concerned and bearing the markings prescribed by Annex 2 to SMGS;</p> <p>(f) comply with the requirements on the means of dispatch and on forwarding restrictions;</p> <p>(g) in certain cases clean residue of the goods from empty tank-wagons, demountable tanks, battery-wagons, portable tanks and tank-containers and when cleaning remove (cover) danger markings and labels as well as orange-coloured plates from the tank shells;</p> <p>(h) when loading dangerous goods with different names together into the same wagon or container, comply with the prohibitions on mixed loading as indicated in Chapter 7.5.2 as well as requirements concerning the separation of foodstuffs, other articles of consumption or animal feedstuffs as indicated in Chapter 7.5.4;</p> <p>(i) define the technical and commercial suitability of tanks for carriage of the goods in question and prepare private or rented tanks for loading at his own expense;</p> <p>(j) ascertain that the periodic test for tank-wagons, demountable tanks, battery-wagons, portable tanks, tank-containers and MEGC has not expired;</p>	<p>the requirements of Chapter 5.4 and of Table A of Chapter 3.2;</p> <p>(c) use only packagings, large packagings, intermediate bulk containers (IBCs) and tanks (tank-wagons, wagons with demountable tanks, battery-wagons, MEGCs, portable tanks and tank-containers) approved for and suited to the carriage of the substances concerned and bearing the markings prescribed by RID;</p> <p>(d) comply with the requirements on the means of dispatch and on forwarding restrictions;</p> <p>(e) ensure that even empty uncleaned and not degassed tanks (tank-wagons, demountable tanks, battery-wagons, MEGCs, portable tanks and tank-containers) or empty uncleaned wagons and large and small bulk containers are appropriately marked and labelled and that empty uncleaned tanks are closed and present the same degree of leakproofness as if they were full.</p>	<p><i>the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i></p>	
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	<p>(k) fill the tank-wagons, demountable tanks, battery-wagons, portable tanks and tank-containers with dangerous goods authorised for carriage in those tanks, and when necessary comply with the requirements concerning dangerous goods in adjoining compartments;</p> <p>(l) observe the maximum and minimum permissible degree of filling for tank-wagons, demountable tanks, battery-wagons, portable tanks and tank-containers;</p> <p>(m) after filling the tank check the leakproofness of the closing devices of tank-wagons, demountable tanks, battery-wagons, portable tanks and tank-containers;</p> <p>(n) ensure that no residue of the filling substance adheres to the outside of the tanks;</p> <p>(o) affix danger markings and labels and the orange-coloured plates to the wagons, tank-wagons, demountable tanks, battery-wagons, portable tanks and containers in accordance with the requirements of Chapter 5.3;</p> <p>(p) when loading dangerous goods in a wagon or container comply with technical requirements for loading and securing goods;</p> <p>(q) ensure (including in agreement with the consignee) compliance with requirements of additional special provisions with the codes starting with letters "CW" prescribed in Chapter 7.5.11, if during the journey the goods must be transhipped from wagons with gauge width 1435 mm to wagons with gauge width 1520 mm.</p>			
1.4.2.1.2	<p>If the consignor uses the services of other participants (packer, loader, filler, etc.), he shall take appropriate measures to ensure that these participants comply with the requirements of Annex 2 to SMGS.</p>	<p>If the consignor uses the services of other participants (packer, loader, filler, etc.), he shall take appropriate measures to ensure that the consignment meets the requirements of RID. He may, however, in the case of 1.4.2.1.1 (a), (b), (c) and (e), rely on the information and data made avail-</p>	<p><i>Difference in kind.</i> <i>Consider additionally:</i> - review conformity of 1.4.2 with</p>	<p><i>The duties of the consignor are supplemented with the duties of other participants in accordance with 1.4.3. Some countries consider only the consignor, the</i></p>

		able to him by other participants.	<i>the requirements in 1.4.3. Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i>	<i>carrier and the consignee.</i>
1.4.2.2.4	<p>If, during the journey, an infringement which could jeopardize the safety of the operation is observed, the consignment shall be halted.</p> <p><i>In this case the carrier shall handle the goods in accordance with the requirements of SMGS and the domestic legislation.</i></p>	<p>If, during the journey, an infringement which could jeopardize the safety of the operation is observed, the consignment shall be halted as soon as possible bearing in mind the requirements of traffic safety, of the safe immobilisation of the consignment, and of public safety.</p> <p>The transport operation may only be continued once the consignment complies with applicable regulations. The competent authority(ies) concerned by the rest of the journey may grant an authorization to pursue the transport operation. In case the required compliance cannot be achieved and no authorization is granted for the rest of the journey, the competent authority(ies) shall provide the carrier with the necessary administrative assistance. The same shall apply in case the carrier informs this/these competent authority(ies) that the dangerous nature of the goods carried was not communicated to him by the consignor and that he wishes, by virtue of the law applicable in particular to the contract of carriage, to unload, destroy or render the goods harmless.</p>	<p><i>Differences in kind. Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i></p>	<i>Annex 2, SMGS does not contain a single procedure for halting the transportation in the case where an infringement is observed and for continuation of the transportation once the infringement is removed.</i>
1.4.2.3.4	<i>If, during the journey, the goods must be transhipped from wagons with gauge width 1435mm</i>	No text	<i>Difference in kind.</i>	<i>Additional requirement with consideration of car-</i>

	to wagons with gauge width 1520mm, the consignee shall ensure (including in agreement with the consignor) compliance with requirements of additional special provisions CW46-CW58 and CW60-CW69 prescribed in Chapter 7.5.11.		<i>No changes to the text required.</i>	<i>riage by rail with gauge widths 1520 mm and 1435 mm.</i>
1.4.3	<i>Note: Requirements of 1.4.3.1-1.4.3.3, 1.4.3.6 and 1.4.3.7 shall apply in Hungary, Republic of Latvia, Republic of Lithuania, Republic of Poland, Slovak Republic, and Republic of Estonia.</i>	No text	<i>Difference in kind. Consider additionally the need to review conformity of 1.4.2 with the requirements in 1.4.3. Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i>	<i>The duties of the consignor are supplemented with the duties of other participants in accordance with 1.4.3. Countries not indicated in this note consider only the consignor, the carrier and the consignee.</i>
1.5.1.1	As opposed to requirements prescribed by Annex 2 to SMGS, contracting parties may agree directly among themselves to authorize certain transport operations of dangerous goods by temporary derogation from the requirements of Annex 2 to SMGS, provided that safety is not compromised thereby. The consignor shall solicit the carrier of the forwarding country for a special arrangement and shall provide the necessary data. The carrier of the forwarding country shall notify	The competent authorities of the RID Contracting States may agree directly among themselves to authorize certain transport operations in their territories by temporary derogation from the requirements of RID, provided that safety is not compromised thereby. The authority which has taken the initiative with respect to the temporary derogation shall notify such derogations to the Secretariat of OTIF which shall bring them to the attention of the RID Contracting States	<i>Difference in kind. Consider additionally.</i>	<i>Temporary derogation procedure in Annex 2, SMGS, differs from RID and does not involve participation of the competent authorities.</i>

	<p>the carriers of the countries participating in the shipment of the data on the conclusion of the special arrangement. The carriers of concerned countries shall notify their decision in the shortest possible time.</p> <p>The carriers shall also provide for the necessary arrangements with the competent authorities of their countries.</p> <p>The carrier of the forwarding country who has been asked for a special arrangement notifies the consignor of the approval of such consignment and conveys to him the registration number of the special arrangement (for example, RZD I/2005). The consignor shall indicate in the consignment note in the column "Shipping Name" "Approved by SMGS, Annex 2 RZD I/2005" in addition to the data prescribed in 5.4.1.1.</p>			
1.6. All paragraphs	<p>For example:</p> <p>1.6.1.1 Unless otherwise provided, the substances and articles of Annex 2 to SMGS may be carried until 31 December 2015 in accordance with the requirements of Annex 2 to SMGS applicable up to 1 July 2015.</p>	<p>For example:</p> <p>1.6.1.1 Unless otherwise provided, the substances and articles of RID may be carried until 30 June 2015 in accordance with the requirements of RID applicable up to 31 December 2014.</p>	<p><i>Difference in kind.</i> <i>No changes required.</i></p>	<p><i>The date of entry into force of the new version is 6 months later in Annex 2, SMGS than this date in RID due to the decision-making procedure in OSJD (Organization for Cooperation of Railways).</i></p>
1.6.1.3 – 1.6.1.5	(reserved)	<p>1.6.1.3 Substances and articles of Class 1, belonging to the armed forces of an RID Contracting State, that were packaged prior to 1 January 1990 in accordance with the requirements of RID in effect at that time may be carried after 31 December 1989 provided the packagings maintain their integrity and are declared in the transport document as military goods packaged prior to 1 January 1990. The other requirements applicable as from 1 January 1990 for this class shall be complied with.</p>	<p><i>Difference in kind.</i> <i>No changes required.</i></p>	<p><i>Annex 2, SMGS does not contain certain transitional provisions which had not been harmonized with the equivalent provisions of RID.</i></p>

		<p>1.6.1.4 Substances and articles of Class 1 that were packaged between 1 January 1990 and 31 December 1996 in accordance with the requirements of RID in effect at that time may be carried after 31 December 1996, provided the packagings maintain their integrity and are declared in the transport document as goods of Class 1 packaged between 1 January 1990 and 31 December 1996.</p> <p>1.6.1.5 IBCs built in accordance with the requirements of marg. 405 (5) and 555 (3) in force before 1 January 1999, but which do not meet the requirements of marg. 405 (5) and 555 (3) in force after 1 January 1999, may still be used.</p>		
1.6.3.1	Tank-wagons constructed before 1 January 2005 in accordance with the requirements of Annex 2 to SMGS in force up to 31 December 2004, but which do not, however, conform to the requirements applicable as from 1 January 2005, may still be used with due consideration of the transitional requirements of 1.6.3.4 – 1.6.3.7.	(Deleted)	<i>Difference in kind. No changes required.</i>	<i>Transitional requirements of Annex 2, SMGS regarding tank-wagons constructed before the introduction of changes to the rules of 1 July 2005.</i>
1.6.3.2	The periodic tests for tank-wagons kept in service under these transitional requirements shall be conducted in accordance with the pertinent special requirements for the various consignments.	(Deleted)	<i>Difference in kind. No changes required.</i>	<i>Transitional requirements of Annex 2, SMGS regarding tank-wagons constructed before the introduction of changes to the rules of 1 July 2005.</i>
1.6.3.3	Tank-wagons constructed before 1 July 2005 in accordance with the requirements of Annex 2 to SMGS in force up to 1 July 2005, but which do not, however, conform to the requirements applicable as from 1 July 2005 may still be used after this date.	Tank-wagons whose shells were built before the entry into force of the requirements applicable as from 1 October 1978 may still be used if their wall thickness and items of equipment meet the requirements of Chapter 6.8.	<i>Difference in kind. No changes required.</i>	<i>Transitional requirements of Annex 2, SMGS regarding tank-wagons constructed before the introduction of changes to the rules of 1 July 2005.</i>
	(Reserved)	1.6.3.3.1 With the agreement of the competent authority of the country of registration, tank-wagons which are intended for the carriage of	<i>Difference in kind. No changes re-</i>	<i>It is not appropriate to include, because the lifetime according to the</i>

		<p>gases of Class 2 and whose shells were built before 1 January 1965 may still be used until 31 December 2017 if their items of equipment but not their wall thickness meet the requirements of Chapter 6.8.</p> <p>1.6.3.3.2 Tank-wagons which are intended for the carriage of gases of Class 2 and whose shells were built between 1 January 1965 and 31 December 1966 may still be used until 31 December 2019 if their items of equipment but not their wall thickness meet the requirements of Chapter 6.8.</p> <p>1.6.3.3.3 Tank-wagons which are intended for the carriage of gases of Class 2 and whose shells were built between 1 January 1967 and 31 December 1970 may still be used until 31 December 2021 if their items of equipment but not their wall thickness meet the requirements of Chapter 6.8.</p> <p>1.6.3.3.4 Tank-wagons which are intended for the carriage of gases of Class 2 and whose shells were built between 1 January 1971 and 31 December 1975 may still be used until 31 December 2025 if their items of equipment but not their wall thickness meet the requirements of Chapter 6.8.</p> <p>1.6.3.3.5 Tank-wagons which are intended for the carriage of gases of Class 2 and whose shells were built between 1 January 1976 and 30 September 1978 may still be used until 31 December 2029 if their items of equipment but not their wall thickness meet the requirements of Chapter 6.8.</p>	<p><i>quired.</i></p>	<p><i>general wagon provisions is shorter</i></p>
<p>1.6.3.4</p>	<p>Tank-wagons with bottom discharge outlets for carriage of Class 3 liquid substances constructed before 1 January 2005 may have two serially fitted and mutually independent shut-off devices. They</p>	<p>RID text not cited.</p>	<p><i>Difference in kind. No changes required.</i></p>	<p><i>Transitional requirements of Annex 2, SMGS regarding tank-wagons constructed before the intro-</i></p>

	shall include: an internal (main) shutter and a liquid tight closure at the end of the discharge pipe, under the condition that all elements of the discharge unit are safe for operation and environment.			<i>duction of changes to the rules of 1 July 2005.</i>
1.6.3.5	Tank-wagons with gauge width 1520 mm for petroleum products and alcohols constructed before 1 January 2005 may be used without plates up to 1 January 2011. The decision on carriage of such tank-wagons to Bulgaria, Hungary, Poland, Romania, and Slovakia within this timeframe shall be taken upon separate arrangement.	RID text not cited.	<i>Difference in kind. No changes required.</i>	<i>Transitional requirements of Annex 2, SMGS regarding tank-wagons constructed before the introduction of changes to the rules of 1 July 2005.</i>
1.6.3.6	On tank-wagons with gauge width 1520mm constructed before 1 January 2005 the plate may be affixed to the butt end of the span bolster.	RID text not cited.	<i>Difference in kind. No changes required.</i>	<i>Transitional requirements of Annex 2, SMGS regarding tank-wagons constructed before the introduction of changes to the rules of 1 July 2005.</i>
1.6.3.7	Tank-wagons in service may be used without stop-valves and shut-off devices prescribed in 6.8.3.2.3 and 6.8.3.2.4 until 1 January 2014 provided all necessary safety and environmental requirements are met.	RID text not cited.	<i>Difference in kind. No changes required.</i>	<i>Transitional requirements of Annex 2, SMGS regarding tank-wagons constructed before the introduction of changes to the rules of 1 July 2005.</i>
1.6.3.18	Tank-wagons without an international classification code and appropriate markings may be used until 1 July 2011. Tank-wagons shall be marked with the relevant alphanumeric code as prescribed in special provision TC and TE in accordance with Chapter 6.8.4 when tank codes are assigned or during one of the tests in accordance with 6.8.2.4 after assignment of tank codes before 1 July 2011. Date of the next test of the tank inscribed in accordance with 6.8.2.5.2 need not be inscribed before the next inspection in accordance with 6.8.2.4	Tank-wagons and battery-wagons constructed before 1 January 2003 in accordance with the requirements in force up to 30 June 2001, but which do not, however, conform to the requirements applicable as from 1 July 2001, may still be used. 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.	<i>Difference in kind. No changes required.</i>	<i>Last paragraph of Annex 2, SMGS contains an additional transitional requirement.</i>

	after 1 January 2012.			
1.6.3.26	<p>Tank-wagons constructed before 1 January 2008 in accordance with the requirements in force up to 1 July 2007, but which do not, however, conform to the requirements regarding the marking of the external design pressure in accordance with 6.8.2.5.1 in force as from 1 July 2007, may still be used.</p> <p>Tank-wagons constructed after 1 January 2008 and before 1 January 2009 may have stencilled markings of the external design pressure.</p>	<p>Tank-wagons constructed before 1 January 2007 in accordance with the requirements in force up to 31 December 2006 but which do not, however, conform to the requirements applicable as from 1 January 2007 regarding the marking of the external design pressure in accordance with 6.8.2.5.1, may still be used.</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>Last paragraph of Annex 2, SMGS contains an additional transitional requirement.</i></p>
1.6.3.27	<p>(a) Tank-wagons and battery-wagons</p> <ul style="list-style-type: none"> – for gases of Class 2 with classification codes T, TF, TC, TO, TFC or TOC, – for substances of classes 3 to 8 carried in the liquid state and to which tank code L15CH, L15DH or L21DH is assigned in column (12) of Table A of Chapter 3.2, <p>constructed before 1 July 2006 and which do not conform to the applicable requirements of special provision TE22 of 6.8.4 in force from 1 July 2006 may still be used. However, by no later than 1 January 2014 they shall be fitted with the devices capable of energy absorption in accordance with the requirements of the competent authority.</p>	<p>(a) For tank-wagons and battery-wagons</p> <ul style="list-style-type: none"> – for gases of Class 2 with classification codes containing the letter(s) T, TF, TC, TO, TFC or TOC, and – for substances of classes 3 to 8 carried in the liquid state and to which tank code L15CH, L15DH or L21DH is assigned in column (12) of Table A of Chapter 3.2, <p>constructed before 1 January 2005, the devices defined in special provision TE 22 of 6.8.4 must be capable of absorbing at least 500 kJ of energy at each end of the wagon.</p>	<p><i>Difference in kind.</i></p> <p><i>Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i></p>	<p><i>Difference regarding special provision TE 22.</i></p>
1.6.3.31	(reserved)	<p>Tank-wagons and tanks forming elements of battery-wagons designed and constructed in accordance with a technical code which was recognized at the time of their construction according to the provisions of 6.8.2.7 which were applicable at that time may still be used.</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>Annex 2, SMGS does not provide for mandatory standards.</i></p>
1.6.3.50	<p>Tank-wagons constructed before 1 July 2007 in accordance with the requirements in force up to 1 July 2007, but which do not conform to the requirements in 6.8.1.8 and 6.8.2.1.10 for ambient</p>	No text	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>Difference regarding ambient temperature ranges.</i></p>

	temperature ranges in force as from 1 July 2007, may still be used.			
1.6.3.51	When the shell of a tank-wagon was already divided by partitions or surge plates into section of not more than 7 500 litres capacity before 1 July 2009, the capacity of the shell need not be supplemented with the symbol “S” in the particulars required by 6.8.2.5.1 until the next periodic inspection according to 6.8.2.4.2 is performed.	No text	<i>Difference in kind. No changes required.</i>	<i>The requirements prescribed in 4.3.2.2.4 of Annex 2, SMGS also apply to tank-wagons.</i>
1.6.3.52	Notwithstanding the provisions of 4.3.2.2.4, tank-wagons intended for the carriage of liquefied gases or refrigerated liquefied gases, which meet the applicable construction requirements of Annex 2 to SMGS but which were not divided, before 1 July 2009, by partitions or surge plates into sections of less than 7 500 litres capacity may still be filled to more than 20% and less than 80% of their capacity. <i>Note: The requirements of this paragraph shall not apply to carriage on the territory of the Russian Federation.</i>	No text	<i>Difference in kind. No changes required.</i>	<i>The requirements prescribed in 4.3.2.2.4 of Annex 2, SMGS also cover tank-wagons.</i>
1.6.3.53	Tank-wagons with colour band marking in accordance with the requirements of 5.3.5.2 in force up to 1 July 2015 may still be used up to 1 July 2023.	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for marking with bands of different colours deleted.</i>
1.6.4.3 – 1.6.4.4, 1.6.4.7 - 1.6.4.11, 1.6.4.14	(reserved)	RID text not cited.	<i>Difference in kind. Additional discussion is required in connection with changes in Chapter 6.8. Proposals for the elimination of the differences have been discussed at</i>	<i>No comparable provisions in Annex 2, SMGS before 1 July 2005.</i>

			<i>the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i>	
1.6.4.12	Tank-containers and MEGCs constructed before 1 July 2005 in accordance with the requirements applicable up to 30 June 2005, but which do not, however, conform to the requirements applicable as from 1 July 2005, may still be used. 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.	Tank-containers and MEGCs constructed before 1 January 2003 in accordance with the requirements applicable up to 30 June 2001, but which do not, however, conform to the requirements applicable as from 1 July 2001, may still be used. 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.	<i>Differences in kind are eliminated from 1 July 2013, only different data.</i>	
1.6.4.33	Notwithstanding the provisions of 4.3.2.2.4, tank-containers intended for the carriage of liquefied gases or refrigerated liquefied gases, which meet the applicable construction requirements of Annex 2 to SMGS but which were not divided, before 1 July 2009, by partitions or surge plates into sections of less than 7 500 litres capacity may still be filled to more than 20% and less than 80% of their capacity. <i>Note: The requirements of this paragraph shall not apply to carriage on the territory of the Russian Federation.</i>	Notwithstanding the provisions of 4.3.2.2.4, tank-containers intended for the carriage of liquefied gases or refrigerated liquefied gases, which meet the applicable construction requirements of RID but which were divided, before 1 July 2009, by partitions or surge plates into sections of more than 7 500 litres capacity may still be filled to more than 20% and less than 80% of their capacity.	<i>Difference in kind. No changes required.</i>	<i>Additional note.</i>
Chapter 1.8 footnote	<i>* The provisions of Chapter 1.8 shall apply only if this is provided for in the domestic legislation.</i>	No footnote	<i>Difference in kind. Proposals for the elimination of the differences have been discussed at the OSJD meeting.</i>	<i>Additional footnote.</i>

1.8.5.2	(reserved)	The RID Contracting State shall in turn, if necessary, make a report to the Secretariat of OTIF with a view to informing the other RID Contracting States.	<i>Difference in kind. No changes required.</i>	<i>Stated procedure is not used on the agenda of the OSJD Committee.</i>
1.9.3	(reserved)	Application of the additional provisions in accordance with 1.9.2 (a) and (b) presupposes that the competent authority provides evidence of the need for measures.	<i>Difference in kind. No changes required.</i>	<i>Annex 2, SMGS does not contain this requirement.</i>
1.9.4	(reserved)	The competent authority of the RID Contracting State applying on its territory any additional provisions within the scope of 1.9.2 (a) and (b) above shall notify the Secretariat of OTIF, in general in advance, of the additional provisions. The Secretariat of OTIF shall bring them to the attention of the RID Contracting States.	<i>Difference in kind. No changes required.</i>	<i>Stated procedure is not used on the agenda of the OSJD Committee.</i>
Chapter 1.10 footnote	<i>* The provisions of Chapter 1.10 shall apply only if this is provided for in the domestic legislation.</i>	No footnote	<i>Difference in kind. Proposals for the elimination of the differences have been discussed at the OSJD meeting.</i>	<i>Additional footnote.</i>
3.2.1 Column (19), Table A	(reserved)	"Colis express (express parcels)" Contains alphanumeric codes beginning with the letters "CE" for the requirements applicable to forwarding as Colis Express (express parcels). These requirements are given in Chapter 7.6. When column 19 does not contain a code, forwarding as Colis Express (express parcels) is not permitted.	<i>Difference in kind. No changes required.</i>	<i>Within OSJD carriage of parcels is performed in accordance with the Agreement on International Passenger Railway Traffic according to which carriage of dangerous goods in passenger trains is prohibited.</i>
3.2.1 Column (21a)	Column (21a) "Emergency Card Number" In this column numbers of emergency cards shall be indicated, which the consignor shall specify in column (11) "Shipping Name" of the consignment	No text	<i>Difference in kind. No changes required.</i>	<i>System to ensure timely containment in case of emergency en route, when loading or unloading the</i>

	<p>note. For the procedure for filling out the consignment note see 5.4.1.</p> <p>If column (21a) does not contain emergency card information, it indicates that an emergency card has not been devised for this consignment to date and that consignor/consignee shall devise such emergency card in good time and attach it to transport documents.</p> <p>For general provisions on emergency cards see 5.4.3.11 and 5.4.3.12.</p> <p>¹ Requirements in explanations to columns (21a), (21b) and (21c) shall not apply when the forwarding country is Hungary, Republic of Poland, and Slovak Republic or when the consignment note is reissued in these countries.</p>			<p><i>goods. Emergency card in accordance with the document “Emergency cards for dangerous goods carried by railway in the CIS, Republic of Latvia, Republic of Lithuania, Republic of Estonia” contains information on the properties of the consignment, individual protection gear and instructions for containment procedure in case of emergency.</i></p>
<p>3.2.1 Column (21b)</p>	<p>Column (21b) “Minimum protective distance ¹”</p> <p>In this column the minimum protective distance is indicated, which the consignor shall specify in Column (11) of the consignment note, “Shipping Name”. For the procedure for filling out the consignment note see 5.4.1. If this column contains a fraction, the numerator shall indicate minimum protective distance for carriage of dangerous goods in packages or in bulk. The denominator shall indicate minimum protective distance for carriage of dangerous goods in tanks. The sign “-“ (dash) in Column (21b) indicates that for the carriage of the dangerous goods in question no protective distance is required.</p> <p>Absence of data in Column (21b) indicates that no minimum protective distance rules have been devised for the carriage of the dangerous goods in question.</p> <p>For protective distance rules see 7.5.3.2.</p> <p>¹ Requirements in explanations to columns (21a),</p>	<p>No text</p>	<p><i>Difference in kind. No changes required.</i></p>	<p><i>System to ensure safety in accordance with 7.5.3 when adding wagons with dangerous goods to the train.</i></p>

	(21b) and (21c) shall not apply when the forwarding country is Hungary, Republic of Poland, and Slovak Republic or when the consignment note is reissued in these countries.			
3.2.1 Column (21c)	<p>Column (21c) “Conditions for hump shunting”¹</p> <p>This column contains reference designation of safety measures for shunting and hump shunting as well as notes which the consignor shall indicate in Column (11) of the consignment note “Shipping Name”. For these measures and notes in the consignment note see 7.5.6. For the procedure for filling out the consignment note see 5.4.1.</p> <p>If this column contains a fraction, the numerator shall indicate conditions for hump shunting of dangerous goods in packages or in bulk.</p> <p>The denominator shall indicate conditions for hump shunting of dangerous goods in tanks.</p> <p>The sign “-“ (dash) in column (21c) indicates that the carriage of these dangerous goods does not have special conditions for hump shunting.</p> <p>Absence of data in column (21c) indicates that no conditions for hump shunting have been devised for the carriage of these dangerous goods.</p> <p><i>Note: If column (5) indicates for certain substances labels for movement of wagons and shunting according to models Nos.13 and 15, and if these labels contradict the requirements prescribed in column (21c), the requirements of column (21c) shall be complied with in shunting.</i></p> <p>¹ Requirements in explanations to columns (21a), (21b) and (21c) shall not apply when the forwarding country is Hungary, Republic of Poland, and Slovak Republic or when the consignment note is reissued in these countries.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>System to ensure safety in accordance with 7.5.6 during shunting and hump shunting.</i>

Table A Chapter 3.2			<i>Difference in kind. No changes required.</i>	<i>Specific positions containing differences are listed in explanations to special provisions and codes in Columns (21a), (21b), (21c).</i>
3.3.1 SP242	Sulphur is not subject to the requirements of Annex 2 to SMGS when it has been formed to a specific shape (e.g. prills, granules, pellets, pastilles or flakes) ⁵ . ⁵ Not applicable for the carriage in the territory of the Republic of Belarus, Republic of Kazakhstan, Russian Federation, and Ukraine	Sulphur is not subject to the requirements of RID when it has been formed to a specific shape (e.g. prills, granules, pellets, pastilles or flakes).	<i>Difference in kind. Russia is examining the possibility to submit a proposal to the UN Subcommittee</i>	
3.3.1 SP274	The provisions of 3.1.2.8 apply.	The provisions of 3.1.2.8 apply.	<i>Difference in kind. No changes required. Russia is examining the possibility to submit a proposal to the UN Subcommittee</i>	<i>No differences in the text but special provision 274 is included additionally for UN Nos. 2985, 2986, 2988. The consignment note shall also contain the technical name of the consignment for unspecified or “not otherwise specified” substances for which Annex 2, SMGS has additional requirements based on the technical name.</i>
3.3.1 SP300	These goods shall not be loaded if the temperature at the time of loading exceeds 35 °C or 5 °C above the ambient temperature, whichever is higher.	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, whichever is higher.	<i>Difference in kind. No changes required. Russia is examining the possibility to submit a proposal to the UN Subcommittee</i>	<i>In Annex 2 to SMGS special provision 300 is also assigned to UN Nos. 1386 and 2217</i>

<p>3.3.1 SP665</p>	<p>(Reserved)</p>	<p>When carried in bulk, hard coal, coke and anthracite, meeting the classification criteria of Class 4.2, packing group III may also be carried in open wagons or containers, provided that</p> <p>(a) The coal is conveyed from fresh extraction directly into the wagon or container (without measuring the temperature) or</p> <p>(b) The temperature of the cargo is not higher than 60 °C during or immediately after loading into the wagon or container. Using suitable measuring methods, the filler shall ensure and document that the maximum permissible temperature of the cargo is not exceeded during or immediately after loading the wagons or containers.</p> <p>The consignor shall ensure that the following statement is included in the document accompanying the consignment (such as a bill of lading, cargo manifest or CMR/CIM consignment note): "Carriage in accordance with special provision 665 of RID". The other provisions of RID do not apply.</p>	<p><i>Difference in kind.</i></p> <p><i>Proposals for the elimination of the other differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i></p>	
<p>3.3.1 SP800</p>	<p>For carriage of uncleaned empty tanks an additional inscription shall be made in the consignment note: "The tank is filled with _____* in accordance with special provision TU 16." *indicates the name of the protective agent. For liquids, the mass shall be indicated, for gases, the pressure shall be indicated.</p>	<p>No text</p>	<p><i>Difference in kind.</i></p> <p><i>Requires additional consideration.</i></p>	<p><i>Special provision for phosphorus UN 1381 and 2447 in accordance with which the consignment note should indicate the name of the protective agent.</i></p>
<p>3.4</p>	<p><i>Note: When carrying in the territory of the CIS countries goods in wagonloads packed in accordance with the requirements of Chapter 3.4, with total weight of more than 8 tons the provisions of 5.3, 5.4 and part 7 shall apply as well as the corresponding columns in Table A, Chapter 3.2, Annex 2 to SMGS.</i></p>	<p>No text</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>Additional requirements in the CIS countries, in accordance with which goods packed in accordance with the requirements of Chapter 3.4, with total weight of more than 8 tons shall be transported</i></p>

				<i>in one wagon by wagonloads as dangerous goods.</i>
P002	Special provision for packing provided for only in Annex 2 to SMGS RR100 For UN numbers 1680 and 1689: when carrying to a destination in or through the territory of the Republic of Belarus, Republic of Kazakhstan, Russian Federation, and Ukraine single packagings shall have an additional leakproof liner and shall have a capacity of no more than 100 litres and a net mass of no more than (100 + 0.5) kg.	No text	<i>Difference in kind. No changes required. Russia is examining the possibility to submit a proposal to the UN Subcommittee</i>	<i>Special provision for UN numbers 1680 and 1689 according to which when carrying to a destination in or through the territory of the Republic of Belarus, Republic of Kazakhstan, Russian Federation, and Ukraine single packagings shall have an additional leakproof liner and shall have a capacity of no more than 100 litres and a net mass of no more than (100 + 0.5) kg.</i>
P801a footnote to subparagraph (e)	Carriage in sheeted wagons and open sheeted containers to a destination in the Republic of Belarus, Republic of Kazakhstan, Russian Federation, Republic of Uzbekistan or in transit through the territory thereof is prohibited.	No text	<i>Difference in kind. Proposals for the elimination of the other differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i>	<i>Relates to the footnote to paragraphs of Chapter 7.2.</i>
IBC07	Special packing provision provided for only in Annex 2 to SMGS B100 For UN numbers 1680 and 1689: when carrying to a destination in or in transit through the territories of the Republic of Belarus, Republic of Kazakhstan, Russian Federa-	No text	<i>Difference in kind. No changes required. Russia is examin-</i>	<i>Special provision for UN 1680 and 1689 in accordance with which when carrying goods to a destination in or in transit through the territories of</i>

	tion, and Ukraine, IBCs prescribed in this packing instruction shall not be used.		<i>ing the possibility to submit a proposal to the UN Subcommittee</i>	<i>the Republic of Belarus, Republic of Kazakhstan, Russian Federation, and Ukraine, IBCs are not used.</i>
4.2. Notes after heading	<p>1: This Chapter also applies to tank-containers constructed according to ISO 1496-3:1995 standard and portable tank instructions T1-T23, T50 and T75.</p> <p>2: For tank-wagons, demountable tanks, tank-containers (other than tank-containers constructed according to ISO 1496-3:1995 standard and portable tank instructions T1-T23, T50 and T75) and tank swap bodies, with shells made of metallic materials, and battery-wagons and multiple element gas containers (MEGCs), see Chapter 4.3; for fibre-reinforced plastics tank-containers, see Chapter 4.4; for vacuum-operated waste tanks, see Chapter 4.5.</p> <p>3: Portable tanks and UN MEGCs marked in accordance with the requirements of Chapter 6.7, but which were approved in a State that is not an SMGS Contracting State, may nevertheless be used for carriage under Annex 2 to SMGS.</p>	<p>1: For tank-wagons, demountable tanks, tank-containers and tank swap bodies, with shells made of metallic materials, and battery-wagons and multiple element gas containers (MEGCs), see Chapter 4.3; for fibre-reinforced plastics tank-containers, see Chapter 4.4; for vacuum-operated waste tanks, see Chapter 4.5.</p> <p>2: Portable tanks and UN MEGCs marked in accordance with the requirements of Chapter 6.7, but which were approved in a State that is not an RID Contracting State, may nevertheless be used for carriage under RID.</p>	<p><i>Difference in kind.</i></p> <p><i>Requires additional consideration.</i></p>	
TP60	Carriage in portable tanks to a destination in the Republic of Belarus, Republic of Kazakhstan, Russian Federation, and Ukraine or in transit through their territory shall be prohibited.	No text	<p><i>Difference in kind.</i></p> <p><i>Proposals for the elimination of the other differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the</i></p>	<i>Special provision for UN numbers 1009, 2035, 3220 and 3252.</i>

			<i>next edition of Annex 2 to SMGS.</i>	
4.3. Notes after heading	<p>1: For portable tanks and UN multiple-element gas containers (MEGCs) see Chapter 4.2; for fibre-reinforced plastics tank-containers, see Chapter 4.4; for vacuum-operated waste tanks, see Chapter 4.5.</p> <p>2: For carriage of tank-containers, tank swap bodies and MEGC by rail with gauge width 1520 mm, see 4.3.2.1.8.</p> <p>3: For tank-containers constructed according to ISO 1496-3:1995 standard and portable tank instructions T1-T23, T50 and T75, see Chapter 4.2.</p>	NOTE: For portable tanks and UN multiple-element gas containers (MEGCs) see Chapter 4.2; for fibre-reinforced plastics tank-containers, see Chapter 4.4; for vacuum-operated waste tanks, see Chapter 4.5.	<i>Difference in kind.</i> <i>Requires additional consideration.</i>	
4.3.2.1.6	<p>Foodstuffs shall not be carried in tanks used for dangerous substances unless the necessary steps have been taken to prevent any harm to human or animal health.²</p> <p>² When carrying foodstuffs to/from the Republic of Kazakhstan and Russian Federation tanks used for dangerous substances shall not be used.</p>	Foodstuffs shall not be carried in tanks used for dangerous substances unless the necessary steps have been taken to prevent any harm to public health.	<i>Difference in kind. Only in the footnote.</i> <i>Requires additional consideration.</i>	<i>Additional footnote (2).</i>
4.3.2.1.8 Only right side of the page	<p>Additional provisions for carriage of tank-containers, tank swap bodies and MEGC by rail with gauge width 1520 mm</p> <p>For carriage of tank-containers, tank swap bodies and MEGC conforming to requirements of Chapter 6.8 by rail with gauge width 1520 mm following additional provisions are applied:</p>	No text	<i>Difference in kind.</i> <i>No changes required.</i>	<i>Additional requirement for tank-containers.</i>
4.3.2.1.8.1 Only right side of the page	<p>Tank-containers shall be intended for a longitudinal inertial force of $4 Rg$.</p> <p>Where R is the maximum net mass of the container;</p> <p>$g = 9.81\text{m/s}^2$ - gravitational acceleration.</p> <p>Carriage by rail with gauge 1520 mm in large tank-containers intended for a longitudinal inertial force of $2 Rg$ according to 6.8.2.1.2 shall be per-</p>	No text	<i>Difference in kind.</i> <i>No changes required.</i>	<i>Additional requirement for tank-containers.</i>

	formed only upon special arrangement.			
4.3.2.1.8.2 Only right side of the page	With the exception of the Republic of Latvia, Republic of Lithuania, Republic of Estonia shells of tank-containers made of materials with minimum design temperature of minus 50°C shall be used (see 6.8.2.1.8 and 6.8.2.1.10). Shells intended for carriage to or through the territory of the Russian Federation or the Republic of Kazakhstan in the period from 1 November to 1 April shall be made of materials with design temperature of minus 50°C.	No text	Difference in kind. No changes required.	Additional requirement for tank-containers.
4.3.2.2.1	The following degrees of filling shall not be exceeded in tanks intended for the carriage of liquids at ambient temperatures: (a) for flammable substances, environmentally hazardous substances and flammable environmentally hazardous substances, without additional risks (e.g. toxicity or corrosivity), in tanks with a breather device or with safety valves (even where preceded by a bursting disc): $\text{Degree of filling} = \frac{95}{1 + \alpha (t_r - t_f)} \text{ \% of capacity;}$ where α - coefficient of cubical expansion of the liquid between 15 °C and 50 °C, $\alpha \text{ is calculated by the formula: } \alpha = \frac{d_{15} - d_{50}}{35 \times d_{50}};$ where d_{15} and d_{50} are the relative densities of the liquid at 15 °C and 50 °C respectively, t_r - maximum mean bulk temperature during carriage in °C; t_f - mean temperature of the liquid during filling in °C; Etc.	The following degrees of filling shall not be exceeded in tanks intended for the carriage of liquids at ambient temperatures: (a) for flammable substances, environmentally hazardous substances and flammable environmentally hazardous substances, without additional risks (e.g. toxicity or corrosivity), in tanks with a breather device or with safety valves (even where preceded by a bursting disc): $\text{Degree of filling} = \frac{100}{1 + \alpha (50 - t_F)} \text{ \% of capacity;}$ Etc. b) c) d)	Difference in kind (only in the formula). No changes required.	

	b) c) d)			
4.3.2.2.2	The maximum mean bulk temperature (t_r) shall be taken as 50 °C except that, for journeys under temperate or extreme climatic conditions, the competent authorities concerned may agree to a lower or require a higher temperature, as appropriate.	In these formulae, α is the mean coefficient of cubical expansion of the liquid between 15 °C and 50 °C, i.e. for a maximum variation in temperature of 35 °C. α is calculated by the formula: $\alpha = \frac{d_{15} - d_{50}}{35 \times d_{50}}$ where d_{15} and d_{50} are the relative densities of the liquid at 15 °C and 50 °C respectively and t_F is the mean temperature of the liquid during filling.	Difference in kind. No changes required.	
4.3.2.2.4 Left side of the page	Shells intended for the carriage of substances in the liquid state or liquefied gases or refrigerated liquefied gases, which are not divided by partitions or surge plates into sections of not more than 7 500 litres capacity, shall be filled to not less than 80% or not more than 20% of their capacity. This provision shall not apply to: - liquids with a kinematic viscosity at 20°C of at least 2 680mm ² /s; - molten substances with a kinematic viscosity at the temperature of filling of at least 2 680 mm ² /s; - UN 1963 HELIUM, REFRIGERATED, LIQUID and UN 1966 HYDROGEN, REFRIGERATED, LIQUID.	(Reserved)	Difference in kind. No changes required.	In RID this text is present only in the right-hand column and covers only tank-containers. In Annex 2 to SMGS these requirements cover tank-wagons as well.
4.3.2.3.6	Substances which may react dangerously with each other shall not be carried in compartments of the same tank except when: - these compartments are separated by a partition with a wall thickness equal to or greater than that of the tank shell itself; - there is an empty space or an empty compartment	Substances which may react dangerously with each other shall not be carried in adjoining compartments of tanks. Substances which may react dangerously with each other may be carried in adjoining compartments of tanks, when these compartments are separated by a partition with a wall thickness equal to or greater than that of the tank itself. They	Difference in kind (only in the note) No changes required.	Peculiarities of railway use in the Russian Federation.

	between loaded compartments. Note: For carriage in the Russian Federation, separation of loaded compartments with empty compartments is not permitted .	may also be carried separated by an empty space or an empty compartment between loaded compartments.		
4.3.2.3.7	No text	No text	<i>Difference in kind is moved to 4.3.2.1.8.</i>	
4.3.2.3.8	No text	No text	<i>Difference in kind is moved to 4.3.2.1.8.</i>	
4.3.3.4.1 Beginning of the text 4.3.3.4.3 End of the text	The consignor shall: In Poland, Slovakia, Hungary, Romania, Latvia, Lithuania, and Estonia the control under this paragraph shall be performed by the filler, the loader or the consignor in accordance with the agreement between these parties.	No text	<i>Difference in kind, in reference to the requirements in Chapters 1.4.2 and 1.4.3. Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i>	<i>The duties of the consignor are supplemented with the duties of other participants in accordance with 1.4.3. Some countries consider only the consignor, the carrier and the consignee.</i>
4.3.3.5	Carriage by rail with gauge width 1520 mm in tank-wagons and tank-containers specified in 6.8.5 with shells with hard-soldered fittings may be performed upon special agreement (see 6.8.5.1.3 and 6.8.5.1.4).	No text	<i>Difference in kind. Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included</i>	<i>Additional requirement.</i>

			<i>in the next edition of Annex 2 to SMGS.</i>	
4.3.4.1.2	<i>Note: Part 1 of the tank hierarchy shall not be used for the railways of Kazakhstan, Russian Federation and Ukraine.</i>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement.</i>
4.3.4.2.2	The connecting pipes between the shells of several independent but interconnected tank-wagons (complete train, for example) shall be empty during carriage.	The connecting pipes between the shells of several independent but interconnected tank-wagons (complete train, for example) shall be empty during carriage.	<i>Differences in kind are eliminated from 1 July 2015.</i>	
4.3.4.2.3	When shells approved for liquefied gases of Class 2 are also approved for liquids of other classes, the colour band marking in accordance with 5.3.5 shall be covered or made unrecognisable by other means so that it is not visible during the carriage of these liquids. During the carriage of these liquids, the particulars according to 6.8.3.5.6 (b) or (c) shall no longer be visible on the two sides of the tank-wagon or on the panels.	When shells approved for liquefied gases of Class 2 are also approved for liquids of other classes, the orange band in accordance with 5.3.5 shall be covered or made unrecognisable by other means so that it is not visible during the carriage of these liquids. During the carriage of these liquids, the particulars according to 6.8.3.5.6 (b) or (c) shall no longer be visible on the two sides of the tank-wagon or on the panels.	<i>Differences in kind are eliminated from 1 July 2015.</i>	<i>Items considered in this requirement of RID was previously reflected in 5.3.5 of Annex 2, SMGS.</i>
TU21	The substance shall, if water is used as a protective agent, be covered with a depth of not less than 12 cm of water; the degree of filling at a temperature of 60 °C shall not exceed 98%. <i>For carriage by rail with gauge width 1520 mm the substance shall be covered with a depth of no less than 30 cm of water; when forwarding to areas with ambient temperature above 40 °C the depth of water shall be no less than 60 cm. When forwarding on a route with ambient temperature below 0 °C, an anti-freeze solution shall be used instead of water (for example, solution of calcium chloride) with a depth of 30 cm.</i> If nitrogen is used as a protective agent, the degree of filling at a temperature of 60 °C shall not ex-	The substance shall, if water is used as a protective agent, be covered with a depth of not less than 12 cm of water at the time of filling; the degree of filling at a temperature of 60 °C shall not exceed 98%. If nitrogen is used as a protective agent, the degree of filling at a temperature of 60 °C shall not exceed 96%. The remaining space shall be filled with nitrogen in such a way that, even after cooling, the pressure at no time falls below atmospheric pressure. The tank shall be closed in such a way that no leakage of gas occurs.	<i>Difference in kind. Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i>	<i>Special provision for phosphorus UN 1381 and 2447.</i>

	ceed 96%. The remaining space shall be filled with nitrogen in such a way that, even after cooling, the pressure at no time falls below atmospheric pressure. The tank shall be closed in such a way that no leakage of gas occurs.			
TU50	Carriage to or through the Republic of Belarus, Republic of Kazakhstan, Russian Federation, and Ukraine is allowed only in battery-wagons or MEGCs which have receptacles in their construction.	No text	<i>Difference in kind.</i> <i>No changes required.</i>	<i>Special provision for UN 1002, 1006, 1008 1009, 1016, 1022, 1023, 1026, 1035, 1046, 1048, 1049, 1050, 1053, 1056, 1065, 1066, 1070, 1071, 1072, 1080, 1612, 1749, 1859, 1860, 1952, 1953, 1954, 1955, 1956, 1957, 1959, 1962, 1964, 1971, 1982, 1984, 2034, 2035, 2036, 2191, 2193, 2203, 2417, 2451, 2454, 2599, 3156, 3220, 3252, 3303, 3304, 3305, 3306.</i>
TU51	Deleted	No text	<i>Differences in kind are eliminated from 1 July 2015.</i>	<i>Special provision for UN 1131 CARBON BISULPHIDE</i> <i>Added special provision TU2</i>
5.1.2.1	The marking of the word "OVERPACK", which shall be readily visible and legible, shall be in an official language of the country of origin and also, if that language is not Russian or Chinese, in Russian or Chinese, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.	The marking of the word "OVERPACK", which shall be readily visible and legible, shall be in an official language of the country of origin and also, if that language is not English, French or German, in English, French or German, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.	<i>Difference in kind.</i> <i>Consider additionally (see 1.1.4.6).</i>	<i>Difference in languages used.</i>
5.1.3.2	Containers, tanks, IBCs, as well as other packagings and overpacks, used for the carriage of radioactive material shall not be used for the storage or	Containers, tanks, IBCs, as well as other packagings and overpacks, used for the carriage of radioactive material shall not be used for the storage or	<i>Difference in kind.</i> <i>No changes re-</i>	<i>In accordance with technical regulating documents in force in the Russian</i>

	<p>carriage of other goods unless decontaminated below the level of 0.4 Bq/cm² for beta and gamma emitters and low toxicity alpha emitters and 0.04 Bq/cm² for all other alpha emitters.</p> <p>Note: When carried to or through the Russian Federation containers, tanks, IBCs, as well as other packagings and overpacks, used for the carriage of radioactive material shall not be used for the storage or carriage of other goods.</p>	<p>carriage of other goods unless decontaminated below the level of 0.4 Bq/cm² for beta and gamma emitters and low toxicity alpha emitters and 0.04 Bq/cm² for all other alpha emitters.</p>	<i>quired.</i>	<i>Federation, packagings, including IBCs, and tanks used for the carriage of radioactive material shall not be used for storage or carriage of other goods.</i>
5.2.1.5	<p>For goods of Class 1, packages shall bear the UN number and the proper shipping name as determined in accordance with 3.1.2. The marking, which shall be clearly legible and indelible, shall be in an official language of the country of origin and it shall also be translated into Chinese or Russian unless any agreements concluded between the countries concerned in the transport operation provide otherwise.</p>	<p>For goods of Class 1, packages shall, in addition, bear the proper shipping name as determined in accordance with 3.1.2. The marking, which shall be clearly legible and indelible, shall be in an official language of the country of origin and also, if that language is not French, German, Italian or English, in French, German, Italian or English unless any agreements concluded between the countries concerned in the transport operation provide otherwise.</p>	<p><i>Difference in kind.</i></p> <p><i>Consider additionally (see 1.1.4.6).</i></p>	<i>Difference in languages used.</i>
5.3.1.1.2 footnote	Footnote deleted	No footnote	<i>Differences in kind are eliminated from 1 July 2015.</i>	<i>Additional requirement in the footnote is deleted</i>
5.3.1.2 footnote	Footnote deleted	No footnote	<i>Differences in kind are eliminated from 1 July 2015.</i>	<i>Additional requirement in the footnote is deleted</i>
5.3.1.7.1 Text after figure 5.3.1.7.1	<p>The placard shall be in the form of a square set at an angle of 45° (diamond-shaped). The minimum dimensions shall be 250 mm × 250 mm (to the edge of the placard). The line inside the edge shall be parallel and 12.5 mm from the outside of that line to the edge of the placard. The symbol and line inside the edge shall correspond in colour to the label for the class or division of the dangerous goods in question. The class or division sym-</p>	<p>The placard shall be in the form of a square set at an angle of 45° (diamond-shaped). The minimum dimensions shall be 250 mm × 250 mm (to the edge of the placard). The line inside the edge shall be parallel and 12.5 mm from the outside of that line to the edge of the placard. The symbol and line inside the edge shall correspond in colour to the label for the class or division of the dangerous goods in question. The class or division sym-</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<i>Additional requirement.</i>

	<p>bol/numeral shall be positioned and sized in proportion to those prescribed in 5.2.2.2 for the corresponding class or division of the dangerous goods in question. The placard shall display the number of the class or division (and for goods in Class 1, the compatibility group letter) of the dangerous goods in question in the manner prescribed in 5.2.2.2 for the corresponding label, in digits not less than 25 mm high. Where dimensions are not specified, all features shall be in approximate proportion to those shown.</p> <p>The requirements of 5.2.2.1.2 shall also apply.</p> <p>In accordance with 5.3.7 the number of the emergency card may be indicated between the class number and the danger symbol.</p>	<p>bol/numeral shall be positioned and sized in proportion to those prescribed in 5.2.2.2 for the corresponding class or division of the dangerous goods in question. The placard shall display the number of the class or division (and for goods in Class 1, the compatibility group letter) of the dangerous goods in question in the manner prescribed in 5.2.2.2 for the corresponding label, in digits not less than 25 mm high. Where dimensions are not specified, all features shall be in approximate proportion to those shown.</p> <p>The requirements of 5.2.2.1.2 shall also apply.</p>		
5.3.2.1.5	<p>Note: This paragraph need not be applied to the marking with orange-coloured plates of closed and sheeted wagons carrying tanks with a maximum capacity of 3 000 litres.</p>	<p>NOTE: This paragraph need not be applied to the marking with orange-coloured plates of closed and sheeted wagons, carrying tanks with a maximum capacity of 3 000 litres.</p>	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	<p><i>Additional requirement is deleted.</i></p>
5.3.2.1.8	<p>Orange-coloured plates which do not relate to dangerous goods carried, or residues thereof, shall be removed or covered. If plates are covered, the covering shall be total and remain effective after 15 minutes' engulfment in fire.</p>	<p>Orange-coloured plates which do not relate to dangerous goods carried, or residues thereof, shall be removed or covered. If plates are covered, the covering shall be total and remain effective after 15 minutes' engulfment in fire.</p>	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	<p><i>Requirement for fire resistance of orange-coloured plates is added.</i></p>
5.3.2.2.1 First two paragraphs	<p>The orange-coloured plates may be reflectorized and shall be of 40 cm base and 30 cm high; they shall have a black border of 15 mm wide. The material used shall be weather-resistant and ensure durable marking in any weather conditions and ensure durability of the marking over a prolonged period of time but no less than the time of carriage. The plate shall not become detached from its mount in the event of 15 minutes' engulfment in fire. The plates shall remain affixed irrespective of the orientation of the wagon (to include overturn-</p>	<p>The orange-coloured plates may be reflectorized and shall be of 40 cm base and 30 cm high; they shall have a black border of 15 mm wide. The material used shall be weather-resistant and ensure durable marking. The plate shall not become detached from its mount in the event of 15 minutes' engulfment in fire. It shall remain affixed irrespective of the orientation of the wagon.</p> <p>The plates prescribed in 5.3.2.1.2 and 5.3.2.1.5 may be replaced by a self-adhesive sheet, by paint or by any other equivalent process. This alternative marking shall conform to the specifications</p>	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	<p><i>Requirement for fire resistance of orange-coloured plates is added.</i></p>

	<p>ing of the wagon).</p> <p>The plates prescribed in 5.3.2.1.2 and 5.3.2.1.5 may be replaced by a self-adhesive sheet, by paint or by any other equivalent marking. This alternative marking shall conform to the specifications set out in this sub-section except for the provisions concerning resistance to fire mentioned in 5.3.2.2.1 and 5.3.2.2.2.</p>	<p>set out in this sub-section except for the provisions concerning resistance to fire mentioned in 5.3.2.2.1 and 5.3.2.2.2.</p>		
5.3.2.2.2	<p>The hazard identification number and the UN number shall consist of black digits 100 mm high and of 15 mm stroke thickness. The UN number shall be inscribed in the lower part of the plate, and the hazard-identification number in the upper part; they shall be separated by a horizontal black line, 15 mm in stroke width, extending from side to side of the plate at mid-height (see 5.3.2.2.3).</p> <p>The hazard identification number and the UN number shall be indelible and shall remain legible after 15 minutes' engulfment in fire.</p> <p>Interchangeable numbers and letters on plates presenting the hazard identification number and the UN number shall remain in place during carriage and irrespective of the orientation of the wagon (to include overturning of the wagon).</p>	<p>The hazard identification number and the UN number shall consist of black digits 100 mm high and of 15 mm stroke thickness. The hazard-identification number shall be inscribed in the upper part of the plate and the UN number in the lower part; they shall be separated by a horizontal black line, 15 mm in stroke width, extending from side to side of the plate at mid-height (see 5.3.2.2.3).</p> <p>The hazard identification number and the UN number shall be indelible and shall remain legible after 15 minutes' engulfment in fire.</p> <p>Interchangeable numbers and letters on plates presenting the hazard identification number and the UN number shall remain in place during carriage and irrespective of the orientation of the wagon.</p>	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	<p><i>Requirement for fire resistance of orange-coloured plates is added.</i></p>
5.3.5.1	<p>Tank-wagons registered with railways with gauge width 1520 mm intended for the following liquefied gases shall be marked with an unbroken band 300 mm wide: 1005 ammonia – yellow; 1017 chlorine – dark green; for flammable gases with classification codes: 2F, 3F, 4F – red.</p> <p>Tank-wagons registered with railways with gauge width 1435 mm intended for the carriage of liquefied, refrigerated liquefied or dissolved gases shall be marked with an unbroken, orange, non-reflectorized band, about 30 cm wide, encircling</p>	<p>5.3.5 Orange band</p> <p>Tank wagons intended for the carriage of liquefied, refrigerated liquefied or dissolved gases shall be marked with an unbroken, orange, non-reflectorized band, about 30 cm wide, encircling the shell at mid-height.</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required at the moment.</i></p>	<p><i>Additional requirement for marking with bands of different colours.</i></p>

	the shell at the level of the longitudinal axis.			
5.3.5.2	Deleted	No text	Differences in kind are eliminated from 1 July 2015.	Additional requirement for marking with bands of different colours deleted.
5.3.7	<p>Inscription of the emergency card number*.</p> <p><i>* The provisions of this chapter need not be applied in Hungary, Republic of Poland, and Slovak Republic.</i></p> <p>5.3.7.1 The emergency card number shall be indicated:</p> <p>a) on wagons, tank-wagons and battery-wagons:</p> <ul style="list-style-type: none"> - on the placard between the class number and the hazard symbol indicating the main or the only hazard of the dangerous goods, or - on a separate white plate 400x200 mm in size with a black border 10 mm wide. <p><i>Note: When transporting dangerous goods to the Republic of Latvia, Republic of Lithuania, Republic of Poland, Republic of Estonia or in transit through the territories of these countries (with the exception of the transport of goods to/from the Kaliningrad region of the Russian Federation) the emergency card number shall be indicated on a separate white plate.</i></p> <p>b) on large containers, portable tanks, tank-containers and MEGC - on a separate white plate 400x200 mm in size with a black border 10 mm wide.</p> <p>5.3.7.2 The emergency card number shall be</p>	No text	Proposals for the including in the Note all EU Member States have been discussed at the OSJD meeting. It is agreed that proposal may be included in the next edition of Annex 2 to SMGS.	Additional requirement.

preceded by the letters “AK”. The number of the emergency card and the letters “AK” shall be no less than 70 mm in height.

5.3.7.3 The white plate with the number of the emergency card shall be placed next to the hazard label or beneath it. The material used shall be weather-resistant and ensure durable marking in any weather conditions, and ensure durability of the marking over a prolonged period of time but no less than the time of carriage. The plate shall remain affixed to its mount.

The plates may be replaced by a self-adhesive sheet, by paint or by any other equivalent marking.

5.3.7.4 Examples for placement of the emergency card number:



or



5.4.1.1.1	<p>(l) emergency card number (see 5.4.3.12) preceded by letters “AK” (AK...) (Column (21a) of Table A of Chapter 3.2); if the emergency card number for a substance is not available in Column (21a), the consignor shall devise an emergency card for the consignment, attach it, and indicate in the consignment note: “Emergency card attached”¹</p> <p>¹ The provisions prescribed in (l), (m), (n), (o) need not be applied when forwarding or transferring dangerous goods from the Hungary, Republic of Poland and Slovak Republic.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional entry in the consignment note.</i>
5.4.1.1.1	<p>(m) note on minimum protective distances (see Column (21b) of Table A of Chapter 3.2 and description of Column (21b) of Chapter 3.2.1)¹</p> <p>¹ The provisions prescribed in (l), (m), (n), (o) need not be applied when forwarding or transferring dangerous goods from Hungary, Republic of Poland and Slovak Republic.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional entry in the consignment note.</i>
5.4.1.1.1	<p>(n) note on train sorting and shunting (see Column (21c) of Table A of Chapter 3.2 and the description for Column (21c) of Chapter 3.2.1)¹;</p> <p>If any entry of Column (21c) of Table A of Chapter 3.2 contains a code starting with letter “M” the following entry shall be made:</p> <p>for code M 1: “Do not hump shunt”</p> <p>for code M 2: “Hump shunt with caution”</p> <p>for code M 3: “Hump shunt with caution”</p> <p>(only if the goods are in glass packaging)</p> <p>¹ Provisions prescribed in (l), (m), (n), (o) need not be applied when forwarding or transferring dangerous goods from Hungary, Republic of Poland and Slovak Republic.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional entry in the consignment note.</i>

<p>5.4.1.1.1</p>	<p>(o) hazard description (type of hazard) shall be indicated in the consignment note according to the number of the hazard label indicated in Column (5) of Table A of Chapter 3.2 (see Table 5.4.1.1); Table 5.4.1.1 Entry (seal) for hazard description (type of hazard).</p>	<p>No text</p>	<p><i>Difference in kind. No changes required.</i></p>	<p><i>Additional entry in the consignment note.</i></p>																																
	<table border="1"> <thead> <tr> <th data-bbox="300 395 562 539">Number of label specimen (Column 5 of Table A of Chapter 3.2)</th> <th data-bbox="562 395 916 539">Hazard description (type of hazard)</th> </tr> </thead> <tbody> <tr> <td data-bbox="300 539 562 584">1, 1.4, 1.5, 1.6</td> <td data-bbox="562 539 916 584">Explosive</td> </tr> <tr> <td data-bbox="300 584 562 628">2.1</td> <td data-bbox="562 584 916 628">Flammable gas</td> </tr> <tr> <td data-bbox="300 628 562 705">2.2</td> <td data-bbox="562 628 916 705">Non-flammable, non-toxic gas</td> </tr> <tr> <td data-bbox="300 705 562 750">2.3</td> <td data-bbox="562 705 916 750">Toxic gas</td> </tr> <tr> <td data-bbox="300 750 562 794">3, 4.1</td> <td data-bbox="562 750 916 794">Flammable</td> </tr> <tr> <td data-bbox="300 794 562 871">4.2</td> <td data-bbox="562 794 916 871">liable to spontaneous combustion</td> </tr> <tr> <td data-bbox="300 871 562 948">4.3</td> <td data-bbox="562 871 916 948">in contact with water emits flammable gases</td> </tr> <tr> <td data-bbox="300 948 562 992">5.1</td> <td data-bbox="562 948 916 992">Oxidizing</td> </tr> <tr> <td data-bbox="300 992 562 1037">5.2</td> <td data-bbox="562 992 916 1037">Organic peroxide</td> </tr> <tr> <td data-bbox="300 1037 562 1082">6.1</td> <td data-bbox="562 1037 916 1082">Toxic</td> </tr> <tr> <td data-bbox="300 1082 562 1126">6.2</td> <td data-bbox="562 1082 916 1126">Infectious substance</td> </tr> <tr> <td data-bbox="300 1126 562 1171">7A, 7B, 7C</td> <td data-bbox="562 1126 916 1171">Radioactive material</td> </tr> <tr> <td data-bbox="300 1171 562 1216">7E</td> <td data-bbox="562 1171 916 1216">Fissile material</td> </tr> <tr> <td data-bbox="300 1216 562 1260">8</td> <td data-bbox="562 1216 916 1260">Corrosive</td> </tr> <tr> <td data-bbox="300 1260 562 1337">9</td> <td data-bbox="562 1260 916 1337">Miscellaneous dangerous substances and articles</td> </tr> </tbody> </table>	Number of label specimen (Column 5 of Table A of Chapter 3.2)	Hazard description (type of hazard)	1, 1.4, 1.5, 1.6	Explosive	2.1	Flammable gas	2.2	Non-flammable, non-toxic gas	2.3	Toxic gas	3, 4.1	Flammable	4.2	liable to spontaneous combustion	4.3	in contact with water emits flammable gases	5.1	Oxidizing	5.2	Organic peroxide	6.1	Toxic	6.2	Infectious substance	7A, 7B, 7C	Radioactive material	7E	Fissile material	8	Corrosive	9	Miscellaneous dangerous substances and articles			
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	ring dangerous goods from Hungary, Republic of Poland and Slovak Republic.			
5.4.1.1.1 ending	<p>Information indicated in (a), (b), (c), (d), (j), (l), (m), (n), (o) shall be indicated in Column (11) of the consignment note "Shipping name" in addition to the data required by paragraph 8 of article 7 of SMGS</p> <p>The location and order in which the elements of information required appear in the consignment note is left optional, except that (a), (b), (c), (d) and (j) shall be shown in the following order: (j), (a), (b), (c), (d) (the hazard identification number shall be indicated before the UN number followed by a forward slash sign). Example:</p> <p>"663/UN1098 ALLYL ALCOHOL, 6.1 (3), I, AK 607 "Protective distance 3/1-1*-1-1" "TOXIC SUBSTANCE" "FLAMMABLE" "DO NOT HUMP SHUNT".</p> <p>"336/UN1230 METHANOL, 3(6.1), II, AK 319", "Protective distance 3/0-0-1-0" "FLAMMABLE" "TOXIC SUBSTANCE" "DO NOT HUMP SHUNT".</p>	<p>The location and order in which the elements of information required appear in the transport document is left optional, except that (a), (b), (c) and (d) shall be shown in the order listed above (i.e. (a), (b), (c), (d)) with no information interspersed, except as provided in RID.</p> <p>Examples of such permitted dangerous goods descriptions are:</p> <p>"UN 1098 ALLYL ALCOHOL, 6.1 (3), I" or "UN 1098 ALLYL ALCOHOL, 6.1 (3), PG I"</p> <p>When a marking in accordance with 5.3.2.1 is required, (a), (b), (c), (d), and (j) shall be shown in the sequence (j), (a), (b), (c), (d) with no information interspersed, except as provided in RID.</p> <p>Examples of such permitted dangerous goods descriptions taking account of the marking in accordance with 5.3.2.1 are:</p> <p>"663, UN 1098 ALLYL ALCOHOL, 6.1(3), I" or "663, UN 1098 ALLYL ALCOHOL, 6.1(3), PG I".</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>No differences in the representation of the information with the exception of the requirement for additional information.</i></p>
5.4.1.1.3 examples	<p>336/UN1230 WASTE METHANOL, 3 (6.1), II, AK 319, PROTECTIVE DISTANCE 3/0-0-1-0 "FLAMMABLE" "TOXIC SUBSTANCE" "DO NOT HUMP SHUNT"</p> <p>Or</p> <p>33/UN1993 WASTE FLAMMABLE LIQUID, N.O.S. (toluene and ethyl alcohol), 3, II, AK 328 PROTECTIVE DISTANCE 3/0-0-1-0 "FLAMMABLE"</p>	<ul style="list-style-type: none"> – "UN 1230 WASTE METHANOL, 3 (6.1), II" or – "UN 1230 WASTE METHANOL, 3 (6.1), PG II" or – "UN 1993 WASTE FLAMMABLE LIQUID, N.O.S. (toluene and ethyl alcohol), 3, II" or – "UN 1993 WASTE FLAMMABLE LIQUID, N.O.S. (toluene and ethyl alcohol), 3, PG II". 	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>No differences in the representation of the information with the exception of the requirement for additional information.</i></p>
5.4.1.1.6.2 .2	<p>"EMPTY TANK-WAGON, LAST LOAD: 663/UN1098 ALLYL ALCOHOL, 6.1(3), I, AK 607, "Protective distance 3/1-1*-1-1" "TOXIC</p>	<p>"EMPTY TANK-WAGON, LAST LOAD: 663 UN 1098 ALLYL ALCOHOL, 6.1 (3), I" or "EMPTY TANK-WAGON, LAST LOAD: 663</p>	<p><i>Difference in kind.</i></p> <p><i>No changes re-</i></p>	<p><i>No differences in the representation of the information with the exception of</i></p>

	SUBSTANCE" "FLAMMABLE" "DO NOT HUMP SHUNT".	UN 1098 ALLYL ALCOHOL, 6.1 (3), PG I".	<i>quired.</i>	<i>the requirement for additional information.</i>
5.4.1.2.1	(c) For the carriage of substances and articles assigned to an n.o.s. entry or the entry "0190 SAMPLES, EXPLOSIVE" or packed conforming to packing instruction P101 of 4.1.4.1, a copy of the competent authority approval with the conditions of carriage shall be attached to the consignment note. It shall be drafted in an official language of the forwarding country and also, if that language is not Russian, in Russian , unless any agreements concluded between the countries concerned in the transport operation provide otherwise;	(c) For the carriage of substances and articles assigned to an n.o.s. entry or the entry "0190 SAMPLES, EXPLOSIVE" or packed conforming to packing instruction P101 of 4.1.4.1, a copy of the competent authority approval with the conditions of carriage shall be attached to the transport document. It shall be drafted in an official language of the forwarding country and also, if that language is not English, French, German or Italian, in English, French, German or Italian , unless any agreements concluded between the countries concerned in the transport operation provide otherwise;	<i>Difference in kind.</i> Consider additionally (see 1.1.4.6).	<i>Difference in languages used.</i>
5.4.1.2.1	(d) If packages containing substances and articles of compatibility groups B and D are loaded together in the same wagon in accordance with the requirements of 7.5.2.2, a copy of the competent authority approval of the protective compartment or containment system in accordance with 7.5.2.2, footnote (a) under the table, shall be attached to the transport document. It shall be drafted in an official language of the forwarding country and also, if that language is not Russian, in Russian unless any agreements concluded between the countries concerned in the transport operation provide otherwise;	(d) If packages containing substances and articles of compatibility groups B and D are loaded together in the same wagon in accordance with the requirements of 7.5.2.2, a copy of the competent authority approval of the protective compartment or containment system in accordance with 7.5.2.2, footnote (a) under the table, shall be attached to the transport document. It shall be drafted in an official language of the forwarding country and also, if that language is not English, French, German or Italian, in English, French, German or Italian unless any agreements concluded between the countries concerned in the transport operation provide otherwise	<i>Difference in kind.</i> Consider additionally (see 1.1.4.6).	<i>Difference in languages used.</i>
5.4.1.2.2	(e) For the carriage of empty tank-wagons in which liquefied gases have been carried with classification codes 2A, 2O, 2F, 2TF, 2TC, 2TO, 2TFC, 2TOC, the residual pressure in the shell shall be indicated in the consignment note (in MPa or bar).	No text	<i>Difference in kind.</i> <i>No changes required.</i>	<i>Additional requirement.</i>
5.4.1.2.3.3	A copy of the competent authority approval with	A copy of the competent authority approval with	<i>Difference in</i>	<i>Difference in languages</i>

	the conditions of carriage shall be attached to the consignment note. It shall be drafted in an official language of the forwarding country and also, if that language is not Russian, in Russian unless any agreements concluded between the countries concerned in the transport operation provide otherwise.	the conditions of carriage shall be attached to the transport document. It shall be drafted in an official language of the forwarding country and also, if that language is not English, French, German or Italian, in English, French, German or Italian unless any agreements concluded between the countries concerned in the transport operation provide otherwise.	<i>kind.</i> <i>Consider additionally (see 1.1.4.6).</i>	<i>used.</i>
5.4.1.4.1	The consignment note shall be filled out in accordance with the requirements of paragraph 12 “Consignment note” of SMGS.	The transport document shall be filled out in one or more languages, one of which shall be English, French or German, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.	<i>Difference in kind.</i> <i>Consider additionally (see 1.1.4.6).</i>	<i>Difference in languages used.</i>
5.4.3	INSTRUCTIONS IN WRITING AND EMERGENCY CARDS Instructions in writing* * Requirements concerning instructions in writing shall be applied only when this is provided for in domestic legislation.	Instructions in writing No footnote.	<i>Difference in kind.</i> <i>No changes required.</i>	<i>In Annex 2, SMGS, instructions in writing are used only if this is provided for in domestic legislation.</i> <i>Instructions in writing are adapted to the system in use in the OSJD member-countries.</i>
5.4.3.11	Emergency cards* * Requirements for emergency cards need not be applied in Hungary, Republic of Poland, and Slovak Republic. 5.4.3.11. To ensure timely containment in case of emergency during carriage, loading or unloading, the information in the emergency card indicated in the consignment note (see 5.4.1.1) shall be used. The emergency card contains information on the nature of the goods, individual protection gear and instructions in the case of emergency. 5.4.3.12. Emergency cards can be found in the document “Emergency Cards for Dangerous Goods Transported by Rail in the CIS, Republic of	No text	<i>Difference in kind.</i> <i>No changes required.</i>	<i>System to ensure timely containment in case of emergency en route, when loading or unloading the goods. Emergency card in accordance with the document “Emergency cards for dangerous goods carried by railway in the CIS, Republic of Latvia, Republic of Lithuania, Republic of Estonia” contains information on the properties of the consignment, individual protection</i>

	Latvia, Republic of Lithuania, and Republic of Estonia” of 2009. The search may be performed based on the corresponding UN number or the name of the consignment (in alphabetical order). If an emergency card does not exist for a consignment, the consignor shall develop an emergency card for this consignment in accordance with the approved procedure and shall attach it to the consignment. Note: Emergency cards may be published in accordance with the domestic legislation.			<i>gear and instructions for containment procedure in case of emergency.</i>
5.5.2.4.1 Introduction	Column (15) “Shipping name” shall include the following information for the carriage of cargo transport units that have been fumigated and have not been completely ventilated before carriage: - "UN 3359 fumigated cargo transport unit, 9", or "UN 3359 fumigated cargo transport unit, Class 9"; - The date and time of fumigation; and - The type and amount of the fumigant used	Documents associated with the carriage of cargo transport units that have been fumigated and have not been completely ventilated before carriage shall include the following information: – "UN 3359 fumigated cargo transport unit, 9", or "UN 3359 fumigated cargo transport unit, Class 9"; – The date and time of fumigation; and – The type and amount of the fumigant used. These particulars shall be drafted in an official language of the forwarding country and also, if the language is not English, French, German or Italian, in English, French, German or Italian, unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.	<i>Difference in kind</i> <i>Consider additionally (see 1.1.4.6).</i>	<i>Difference in languages used.</i>
5.5.2.4.2	The entries in the consignment note regarding this information shall be easy to identify, legible and durable.	The documents may be in any form, provided they contain the information required in 5.5.2.4.1. This information shall be easy to identify, legible and durable.	<i>Difference in kind</i> <i>No changes required.</i>	<i>RID allows the use of documents in any form whereas Annex 2, SMGS allows the use of the SMGS consignment note only.</i>
5.5.3.6.2 last paragraph	The word "WARNING" and the words "AS COOLANT" or "AS CONDITIONER", as appropriate, shall be in an official language of the coun-	The word "WARNING" and the words "AS COOLANT" or "AS CONDITIONER", as appropriate, shall be in an official language of the coun-	<i>Difference in kind.</i> <i>Consider addi-</i>	<i>Difference in languages used.</i>

	try of origin and also, if that language is not Russian or Chinese, in Russian or Chinese, unless agreements concluded between the countries concerned in the transport operation provide otherwise .	try of origin and also, if that language is not English, French, German or Italian, in English, French, German or Italian, unless agreements concluded between the countries concerned in the transport operation provide otherwise.	<i>tionally (see 1.1.4.6).</i>	
5.5.3.7	<p>5.5.3.7.1 Documents associated with the carriage of wagons or containers containing or having contained substances used for cooling or conditioning purposes and have not been completely ventilated before carriage shall include the following information:</p> <p>(a) The UN number preceded by the letters "UN"; and</p> <p>(b) The name indicated in Column (2) of Table A of Chapter 3.2 followed by the words "AS COOLANT" or "AS CONDITIONER" as appropriate in an official language of the country of origin and also, if that language is not Russian or Chinese, in Russian or Chinese, unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.</p> <p>For example: "UN 1845, CARBON DIOXIDE, SOLID, AS COOLANT".</p> <p>5.5.3.7.2 (reserved)</p>	<p>5.5.3.7.1 Documents (such as a bill of lading, cargo manifest or CMR/CIM consignment note) associated with the carriage of wagons or containers containing or having contained substances used for cooling or conditioning purposes and have not been completely ventilated before carriage shall include the following information:</p> <p>(a) The UN number preceded by the letters "UN"; and</p> <p>(b) The name indicated in Column (2) of Table A of Chapter 3.2 followed by the words "AS COOLANT" or "AS CONDITIONER" as appropriate in an official language of the country of origin and also, if that language is not English, French, German or Italian, in English, French, German or Italian, unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.</p> <p>For example: "UN 1845, CARBON DIOXIDE, SOLID, AS COOLANT".</p> <p>5.5.3.7.2 The transport document may be in any form, provided it contains the information required in 5.5.3.7.1. This information shall be easy to identify, legible and durable.</p>	<i>Difference in kind. Consider additionally (see 1.1.4.6).</i>	<i>RID allows the use of documents in any form, whereas Annex 2 to SMGS allows the use of the SMGS consignment note only. Difference in languages used.</i>
6.1.5.3.2	<p>The temperature of the test sample and its contents shall be reduced to -18°C or lower for the following packagings¹</p> <p>¹ For carriage to the Republic of Kazakhstan, Russian Federation or in transit through the territory thereof in the period 1 November to 1 April minimum temperature of the test sample and its contents shall be -50°C.</p>	No footnote	<i>Difference in kind. No changes required.</i>	<i>Difference in the ambient temperature range.</i>

6.2.3.1.3 footnote	<p>For welded pressure receptacles, only metals of weldable quality whose adequate impact strength at an ambient temperature of - 20°C can be guaranteed shall be used*.</p> <p><i>* For carriage to the Russian Federation or in transit through the territory thereof in the period 1 November to 1 April minimum temperature of the test sample and its contents shall be -50 °C.</i></p>	No footnote	<i>Difference in kind. No changes required.</i>	<i>Difference in the ambient temperature range.</i>
6.2.4.1	<p>In order to comply with the requirements of Chapter 6.2 standards may be used. Relevant requirements are deemed to be met, if based on the specific case standards referenced in the Table below in Column (2) are applied.</p> <p>The requirements of Chapter 6.2 referred to in column (3) shall prevail in all cases. The standards referenced in the table below shall be applied for the issue of type approvals as indicated in column (4) to meet the requirements of Chapter 6.2 referred to in column (3). Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.4; if no date is shown the type approval remains valid until it expires.</p>	The standards referenced in the table below shall be applied for the issue of type approvals as indicated in column (4) to meet the requirements of Chapter 6.2 referred to in column (3). The requirements of Chapter 6.2 referred to in column (3) shall prevail in all cases. Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.4; if no date is shown the type approval remains valid until it expires.	<i>Difference in kind. No changes required.</i>	<i>The use of the standards is mandatory for the EU countries and voluntary for other countries.</i>
6.2.4.1	<p>Since 1 January 2009 in Hungary, Republic of Latvia, Republic of Lithuania, Republic of Poland, Slovak Republic and Republic of Estonia the use of the referenced standards has been mandatory. Exceptions are dealt with in 6.2.5.</p>	Since 1 January 2009 the use of the referenced standards has been mandatory. Exceptions are dealt with in 6.2.5.	<i>Difference in kind. Proposals for including in the list all EU Member States have been discussed at the OSJD meeting. It is agreed that proposal may be included in the next edition of</i>	<i>The use of the standards is mandatory for the EU countries and voluntary for other countries.</i>

			Annex 2 to SMGS.	
6.2.4.2	The use of a referenced standard in Hungary, Republic of Latvia, Republic of Lithuania, Republic of Poland, Slovak Republic and Republic of Estonia is mandatory. When a pressure receptacle is constructed in accordance with the provisions of 6.2.5 the procedure for periodic inspection if specified in the type approval shall be followed.	The use of a referenced standard is mandatory When a pressure receptacle is constructed in accordance with the provisions of 6.2.5 the procedure for periodic inspection if specified in the type approval shall be followed.	<i>Difference in kind.</i> Proposals for the including in list all EU Member States have been discussed at the OSJD meeting. It is agreed that proposal may be included in the next edition of Annex 2 to SMGS.	<i>The use of the standards is mandatory for the EU countries and voluntary for other countries.</i>
6.2.5 First paragraph	Receptacles not designed, constructed and tested according to standards referenced in the tables of 6.2.2 or 6.2.4 shall be designed, constructed and tested with the use of a technical code providing the same level of safety as recognized by the competent authority. (This provision need not be applied in Hungary, Republic of Latvia, Republic of Lithuania, Poland, Slovak Republic and Republic of Estonia.)	No text	<i>Difference in kind.</i> Proposals for including in the list all EU Member States have been discussed at the OSJD meeting. It is agreed that proposal may be included in the next edition of Annex 2 to SMGS.	<i>The use of the standards is mandatory for the EU countries and voluntary for other countries.</i>
6.2.5 Last paragraph	Non-UN pressure receptacles not designed, constructed and tested according to the standards shall however meet the requirements of 6.2.1, 6.2.3 and the following requirements.	The requirements of 6.2.1, 6.2.3 and the following requirements however shall be met.	<i>Difference in kind.</i> <i>No changes required.</i>	<i>The use of the standards is mandatory for the EU countries and voluntary for other countries.</i>
6.2.5.3	Pressure receptacles and their closures shall be made of suitable materials which shall be resistant to brittle fracture and to stress corrosion cracking between –20 °C and +50 °C*. * <i>For carriage to the Russian Federation or</i>	Pressure receptacles and their closures shall be made of suitable materials which shall be resistant to brittle fracture and to stress corrosion cracking between –20 °C and +50 °C. No footnote.	<i>Difference in kind.</i> <i>No changes required.</i>	<i>Differences in the ambient temperature range.</i>

	<i>through the territory thereof from 1 November to 1 April ambient temperature shall be -5 0°C.</i>			
6.4.7.5	The design of the package shall take into account temperatures ranging from -40 °C to +70 °C for the components of the packaging. Attention shall be given to freezing temperatures for liquids and to the potential degradation of packaging materials within the given temperature range. ¹ For carriage to the Republic of Kazakhstan, Russian Federation or through the territory thereof from 1 November to 1 April the bottom limit of the design temperature range shall be -50 °C.	The design of the package shall take into account temperatures ranging from -40 °C to +70 °C for the components of the packaging. Attention shall be given to freezing temperatures for liquids and to the potential degradation of packaging materials within the given temperature range. No footnote .	<i>Difference in kind. No changes required.</i>	<i>Differences in the ambient temperature range.</i>
6.4.8.15	A package shall be designed for an ambient temperature range from -40 °C to +38 °C. ¹ For carriage to the Republic of Kazakhstan, Russian Federation or through the territory thereof from 1 November to 1 April the bottom limit of the design temperature range shall be -50 °C.	A package shall be designed for an ambient temperature range from -40 °C to +38 °C. No footnote.	<i>Difference in kind. No changes required.</i>	<i>Differences in the ambient temperature range.</i>
6.4.11.7	The packaging should be designed with the consideration of the ambient temperature range of -40 °C to 38 °C unless otherwise specified in the certificate of approval issued for the packaging design by the competent authority. ¹ For carriage to the Republic of Kazakhstan, Russian Federation or through the territory thereof from 1 November to 1 April the bottom limit of the design temperature range shall be -50 °C.	The package shall be designed for an ambient temperature range of -40 °C to +38 °C unless the competent authority specifies otherwise in the certificate of approval for the package design. No footnote.	<i>Difference in kind. No changes required.</i>	<i>Differences in the ambient temperature range.</i>
6.7 Notes after heading	1: This Chapter also applies to tank-containers constructed according to ISO 1496-3:1995 standard and portable tank instructions T1-T23, T50 and T75. 2: For tank-wagons, demountable tanks, tank-containers (other than tank-containers constructed according to ISO 1496-3:1995 standard and portable tank instructions T1-T23, T50 and	NOTE: For tank-wagons, demountable tanks and tank-containers and tank swap bodies, with shells made of metallic materials, and battery-wagons and multiple element gas containers (MEGCs), other than UN MEGCs see Chapter 6.8; for fibre-reinforced plastics tank-containers, see Chapter 6.9; for vacuum-operated waste tanks, see Chapter 6.10.	<i>Difference in kind. Requires additional consideration.</i>	

	T75) and tank swap bodies, with shells made of metallic materials, and battery-wagons and multiple element gas containers (MEGCs), see Chapter 6.8; for fibre-reinforced plastics tank-containers, see Chapter 6.9; for vacuum-operated waste tanks, see Chapter 6.10.			
6.7.2.1	The design temperature range for the shell shall be $-40\text{ }^{\circ}\text{C}$ to $50\text{ }^{\circ}\text{C}$ for substances carried under ambient conditions. For the other substances handled under elevated temperature conditions the design temperature shall be not less than the maximum temperature of the substance during filling, discharge or carriage. More severe design temperatures shall be considered for portable tanks subjected to severe climatic conditions ¹ ; ¹ For carriage to the Republic of Kazakhstan, Russian Federation or through the territory thereof from 1 November to 1 April the design temperature range shall be $50\text{ }^{\circ}\text{C}$ to $-50\text{ }^{\circ}\text{C}$.	Design temperature range for the shell shall be $-40\text{ }^{\circ}\text{C}$ to $50\text{ }^{\circ}\text{C}$ for substances carried under ambient conditions. For the other substances handled under elevated temperature conditions the design temperature shall be not less than the maximum temperature of the substance during filling, discharge or carriage. More severe design temperatures shall be considered for portable tanks subjected to severe climatic conditions; No footnote.	Difference in kind. No changes required.	Differences in the ambient temperature range.
6.7.2.2.2	(c) lined with corrosion-resistant material directly bonded to the shell or attached by equivalent means	(c)Lined with corrosion-resistant material directly bonded to the shell or attached by equivalent means	Differences in kind are eliminated from 1 July 2015.	
6.7.3.1	The design temperature range for the shell shall be $-40\text{ }^{\circ}\text{C}$ to $50\text{ }^{\circ}\text{C}$ for non-refrigerated liquefied gases carried under ambient conditions. More severe design temperatures shall be considered for portable tanks subjected to severe climatic conditions ¹ . ¹ For carriage to the Republic of Kazakhstan, Russian Federation or through the territory thereof from 1 November to 1 April the design temperature range shall be $50\text{ }^{\circ}\text{C}$ to $-50\text{ }^{\circ}\text{C}$.	Design temperature range for the shell shall be $-40\text{ }^{\circ}\text{C}$ to $50\text{ }^{\circ}\text{C}$ for non-refrigerated liquefied gases carried under ambient conditions. More severe design temperatures shall be considered for portable tanks subjected to severe climatic conditions. No footnote.	Difference in kind. No changes required.	Differences in the ambient temperature range.
6.7.4.2.8.1	(d) An assumed ambient temperature of $30\text{ }^{\circ}\text{C}$;	(d) An assumed ambient temperature of $30\text{ }^{\circ}\text{C}$;	Differences in kind are eliminated from 1 July	

<p>6.8 Notes after heading</p>	<p>1: For portable tanks and UN multiple-element gas containers (MEGCs) see Chapter 6.7, for fibre-reinforced plastics tank-containers see Chapter 6.9, for vacuum-operated waste tanks see Chapter 6.10.</p> <p>2: For carriage of tank-containers, tank swap bodies and MEGC by rail with gauge width 1520 mm, see 4.3.2.1.8.</p> <p>3: For tank-containers constructed according to ISO 1496-3:1995 standard and portable tank instructions T1-T23, T50 and T75, see Chapter 4.2.</p>	<p>NOTE: For portable tanks and UN multiple-element gas containers (MEGCs) see Chapter 6.7, for fibre-reinforced plastics tank-containers see Chapter 6.9, for vacuum-operated waste tanks see Chapter 6.10.</p>	<p>2015.</p> <p><i>Difference in kind.</i></p> <p><i>Requires additional consideration.</i></p>	
<p>6.8.2.1.2 left column</p>	<p>Tank-wagons and their equipment shall be constructed so as to be capable of withstanding steady-state and dynamic forces as prescribed in 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."*</p> <p>* These requirements shall be deemed to be met if the competent body has carried out this assessment in the framework of the procedures as prescribed in domestic and international regulations, example: technical specification for interoperability (TSI) relating to the subsystem "rolling stock – freight wagons" of the rail system in the European Union (Commission Regulation (EU) No 321/2013 of 13 March 2013)</p>	<p>Tank-wagons shall be constructed so as to be capable of withstanding, under the maximum permissible load, the stresses which occur during carriage by rail¹. As regards these stresses, reference should be made to the tests prescribed by the competent authority</p> <p>¹ This requirement is deemed to be met if</p> <ul style="list-style-type: none"> – the notified body in charge of verifying compliance with the technical specification for interoperability (TSI) relating to the subsystem "rolling stock – freight wagons" of the rail system in the European Union (Commission Regulation (EU) No 321/2013 of 13 March 2013) or – the assessing entity in charge of verifying compliance with the uniform technical prescriptions (UTP) applicable to the Rolling Stock subsystem: FREIGHT WAGONS – (Ref. A 94-02/2.2012 of 1 January 2014) <p>has successfully evaluated compliance with the provisions of RID, in addition to the requirements of the TSI or UTP mentioned above, and has confirmed this compliance by a relevant certificate.</p>	<p><i>Difference in kind.</i></p> <p><i>Additional discussion required.</i></p>	<p><i>Difference in the technical guidelines used.</i></p>
<p>6.8.2.1.2</p>	<p>Tank-containers and their fastenings shall, under</p>	<p>Tank-containers and their fastenings shall, under</p>	<p><i>Differences in</i></p>	<p><i>Additional requirement.</i></p>

right column	<p>the maximum permissible load be capable of absorbing the forces equal to those exerted by:</p> <ul style="list-style-type: none"> – in the direction of travel: twice the total mass; – horizontally at right angles to the direction of travel: the total mass; (where the direction of travel is not clearly determined, twice the total mass in each direction); – vertically upwards: the total mass; – vertically downwards: twice the total mass. 	<p>the maximum permissible load be capable of absorbing the forces equal to those exerted by:</p> <ul style="list-style-type: none"> – in the direction of travel: twice the total mass; – horizontally at right angles to the direction of travel: the total mass; (where the direction of travel is not clearly determined, twice the total mass in each direction); – vertically upwards: the total mass; – vertically downwards: twice the total mass. 	<p><i>kind for tank-containers (all provisions of right column of Chapter 6.8) are eliminated from 1 July 2015. Hereafter in this table there are only differences for tank-wagons n left column of Chapter 6.8.</i></p>	
6.8.2.1.8 left column	<p>Shells shall be made of suitable metallic materials which, unless other temperature ranges are prescribed in the various classes, shall be resistant to brittle fracture and to stress corrosion cracking between -50 °C to 50 °C. Other ambient temperature ranges may be adopted if approved by the competent authority.</p>	<p>Shells shall be made of suitable metallic materials which, unless other temperature ranges are prescribed in the various classes, shall be resistant to brittle fracture and to stress corrosion cracking between -20 °C and +50 °C.</p>	<p><i>Difference in kind. No changes required.</i></p>	<p><i>Differences in the ambient temperature range.</i></p>
6.8.2.1.8 right column	<p>Shells shall be made of suitable metallic materials which, unless other temperature ranges are prescribed in the various classes, shall be resistant to brittle fracture and to stress corrosion cracking between -20 °C and +50 °C.</p>	<p>Shells shall be made of suitable metallic materials which, unless other temperature ranges are prescribed in the various classes, shall be resistant to brittle fracture and to stress corrosion cracking between -20 °C and +50 °C.</p>	<p><i>Differences in kind for tank-containers (all provisions of right column of Chapter 6.8) are eliminated from 1 July 2015.</i></p>	<p><i>Differences in the ambient temperature range.</i></p>
6.8.2.1.10	<p>For welded shells only materials of faultless weldability whose adequate impact strength at an ambient temperature of -55 °C can be guaranteed, particularly in the weld seams and the zones adjacent thereto, shall be used.</p> <p>Other design ambient temperature ranges may be accepted, if approved by the competent authority.</p> <p>Water-quenched steel may not be used for welded</p>	<p>For welded shells only materials of faultless weldability whose adequate impact strength at an ambient temperature of -20 °C can be guaranteed, particularly in the weld seams and the zones adjacent thereto, shall be used.</p> <p>Water-quenched steel may not be used for welded steel shells. If fine-grained steel is used, the guaranteed value of the yield strength Re shall not exceed 460 N/mm² and the guaranteed value of the</p>	<p><i>Difference in kind.</i></p>	<p><i>Differences in the ambient temperature range.</i></p>

	steel shells. If fine-grained steel is used, the guaranteed value of the yield strength Re shall not exceed 460MPa and the guaranteed value of the upper limit of tensile strength Rm shall not exceed 725 MPa, in accordance with the specifications of the material.	upper limit of tensile strength Rm shall not exceed 725 N/mm ² , in accordance with the specifications of the material.		
6.8.2.1.15	At the test pressure, the stress σ at the most severely stressed point of the shell shall not exceed the material-dependent limits prescribed below. Allowance shall be made for any weakening due to the welds.	At the test pressure, the stress σ at the most severely stressed point of the shell shall not exceed the material-dependent limits prescribed below. Allowance shall be made for any weakening due to the welds.	Differences in kind are eliminated from 1 July 2015.	
6.8.2.1.15.1 left column	In all cases pressure for the calculation of test pressure shall not be less than: 1.3 times the working pressure (unless otherwise required in special provisions for certain hazard classes); the sum of water or gas vapour excess pressure at the highest working temperature and the water-hammer pressure at impact interaction of the tank-wagon with adjacent wagons. Water-hammer pressure is calculated as follows: $p_H = N \cdot \frac{m_s}{m_n} \cdot \frac{1}{F}, [\text{MPa}],$ where: N – impact force at coupling, taken to be N = 3.0 MN; m _s - mass of the substance in the tank based on the full load-carrying ability of the tank [kg], m _n – net weight of the tank-wagon [kg], F – area of the internal cross section of the tank, [m ²].	No text	Difference in kind. Additional discussion required.	Calculation requirements for tank design in accordance with the strength standards approved for the CIS countries.
6.8.2.1.16 left column	Permissible stresses shall be: - when calculating minimum shell thickness with	For all metals and alloys, the stress σ at the test pressure shall be lower than the smaller of the	Difference in kind.	Calculation requirements for tank design in accor-

<p>umn</p>	<p>calculation pressure lower of the two values: $[\sigma] = 0.75 Re$ [MPa] or $[\sigma] = 0.5 Rm$ [MPa], - for hydraulic test (pressure for the calculation of test pressure): $[\sigma] = 0.9 Re$ [MPa], where: Re – minimum standardized tensile yield stress or conventional yield strength with relative residual elongation 0.2%. When austenitic steels are used Re shall be taken to be with relative residual elongation 1%. Rm = tensile strength The values of Re and Rm to be used shall be specified minimum values according to material standards. If no material standard exists for the metal or alloy in question, the values of Re and Rm used shall be approved by the competent authority or by a body designated by that authority. When austenitic steels are used, the specified minimum values according to the material standards may be exceeded by up to 15% if these higher values are attested in the inspection certificate. The minimum values shall, however, not be exceeded when the formula given in 6.8.2.1.18 is applied. For tanks with regular working temperature of no less than 50 °C permissible stresses shall be reduced in accordance with the guidance of the competent authority. Permissible stress with calculation pressure for the shells of frameless tank-wagons shall be taken to</p>	<p>values given by the following formulae: $\sigma \leq 0.75 Re$ or $\sigma \leq 0.5 Rm$ where Re = apparent yield strength for steels having a clearly-defined yield point or 0.2% - proof strength for steels with no clearly defined yield point (1% for austenitic steels) Rm = tensile strength. The values of Re and Rm to be used shall be specified minimum values according to material standards. If no material standard exists for the metal or alloy in question, the values of Re and Rm used shall be approved by the competent authority or by a body designated by that authority. When austenitic steels are used, the specified minimum values according to the material standards may be exceeded by up to 15% if these higher values are attested in the inspection certificate. The minimum values shall, however, not be exceeded when the formula given in 6.8.2.1.18 is applied.</p>	<p><i>Additional discussion required.</i></p>	<p><i>dance with the strength standards approved for the CIS countries.</i></p>
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	be 0.95 of the permissible stresses indicated.			
6.8.2.1.21 left column	Nominal shell thickness e_o shall be no less than the sum of the effective minimum thickness as prescribed in 6.8.2.1.17, 6.8.2.1.18, and the following additives: - negative tolerance for the thickness of the plate; - fastness of elongation and pressing; - corrosion and abrasive wear from the carriage of the substance during the life time of the tank with consideration of the durability of the anticorrosive coats.	(Reserved)	<i>Difference in kind. No changes required.</i>	<i>Calculation requirements for tank design in accordance with the strength standards approved for the CIS countries.</i>
6.8.2.1.23 additional last paragraph	If stainless austenitic steels and two-ply steels with anticorrosion coat of austenitic steel are used for welded tanks, weld beads are tested for resistance to stress corrosion cracking.	No text	<i>Difference in kind. No changes required.</i>	<i>Calculation requirements for tank design in accordance with the strength standards approved for the CIS countries.</i>
6.8.2.1.29	(Reserved)	The minimum distance between the headstock plane and the most protruding point at the shell extremity on tank-wagons shall be 300 mm. Alternatively for tank-wagons for substances other than those for which the requirements of special provision TE 25 of 6.8.4 (b) apply, buffer override protection of a design approved by the competent authority shall be provided. This alternative is only applicable to tank-wagons used solely on railway infrastructure requiring a freight vehicle gauge smaller than G1. <i>The G1 gauge is referenced in Annex A to standard EN 15273-2:2009 Railway applications – Gauges – Part 2: Rolling stock gauge.</i>	<i>Difference in kind. No changes required.</i>	<i>No requirements due to differences in the wagon design.</i>
6.8.2.2.7	Tanks intended for the carriage of liquids having a vapour pressure of more than 110 kPa (1.1 bar) at 50 °C and a boiling point of more than 35 °C shall have a safety valve set at not less than 150 kPa	Tanks intended for the carriage of liquids having a vapour pressure of more than 110 kPa (1.1 bar) at 50 °C and a boiling point of more than 35 °C shall have a safety valve set at not less than 150 kPa	<i>Differences in kind are eliminated from 1 July 2015.</i>	<i>Previous in Annex 2, SMGS the requirements are defined by the competent authority.</i>

	(1.5 bar) (gauge pressure) and which shall be fully open at a pressure not exceeding the test pressure; otherwise they shall conform to 6.8.2.2.8.	(1.5 bar) (gauge pressure) and which shall be fully open at a pressure not exceeding the test pressure; otherwise they shall conform to 6.8.2.2.8.																
6.8.2.2.8	Tanks intended for the carriage of liquids having a boiling point of not more than 35 °C shall have a safety valve set at not less than 300 kPa (3 bar) gauge pressure and which shall be fully open at a pressure not exceeding the test pressure; otherwise they shall be hermetically closed.	Tanks intended for the carriage of liquids having a boiling point of not more than 35 °C shall have a safety valve set at not less than 300 kPa (3 bar) gauge pressure and which shall be fully open at a pressure not exceeding the test pressure; otherwise they shall be hermetically closed.	<i>Differences in kind are eliminated from 1 July 2015.</i>	<i>Previous in Annex 2, SMGS the requirements are defined by the competent authority.</i>														
6.8.2.4.1 Left column	<p>Shells and their equipment shall either together or separately undergo an initial inspection before being put into service. This inspection shall include:</p> <ul style="list-style-type: none"> – a check of conformity to the approved type; – a check of the design characteristics, – an examination of the internal and external conditions; – a hydraulic pressure test at the test pressure indicated on the plate prescribed in 6.8.2.5.1; and – a leakproofness test and a check of satisfactory operation of the equipment. <p>Except in the case of Class 2, tanks shall undergo initial and periodic pressure tests, the test pressure depends on the calculation pressure and shall be at least equal to the pressure indicated below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Calculation pressure (bar)</th> <th style="text-align: center;">Test pressure (bar)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">G</td> <td style="text-align: center;">G⁹</td> </tr> <tr> <td style="text-align: center;">1.5</td> <td style="text-align: center;">1.5</td> </tr> <tr> <td style="text-align: center;">2.65</td> <td style="text-align: center;">2.65</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="text-align: center;">10</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="text-align: center;">15</td> <td style="text-align: center;">4</td> </tr> </tbody> </table>	Calculation pressure (bar)	Test pressure (bar)	G	G ⁹	1.5	1.5	2.65	2.65	4	4	10	4	15	4	<p>Shells and their equipment shall either together or separately undergo an initial inspection before being put into service. This inspection shall include:</p> <ul style="list-style-type: none"> – a check of conformity to the approved type; – a check of the design characteristics, – an examination of the internal and external conditions; – a hydraulic pressure test at the test pressure indicated on the plate prescribed in 6.8.2.5.1; and – a leakproofness test and a check of satisfactory operation of the equipment. <p>Except in the case of Class 2, the test pressure for the hydraulic pressure test depends on the calculation pressure and shall be at least equal to the pressure indicated below: “Table as in SMGS”</p> <p>The minimum test pressures for Class 2 are given in the table of gases and gas mixtures in 4.3.3.2.5. The hydraulic pressure test shall be carried out on the shell as a whole and separately on each compartment of compartmented shells. The hydraulic pressure test shall be carried out before the installation of a thermal insulation as may be necessary.</p> <p>If the shells and their equipment are tested sepa-</p>	<i>Difference in kind. Additional discussion required.</i>	<i>Annex 2, SMGS, contains an additional requirement for test pressure and for impact tests for tank-containers.</i>
Calculation pressure (bar)	Test pressure (bar)																	
G	G ⁹																	
1.5	1.5																	
2.65	2.65																	
4	4																	
10	4																	
15	4																	

	21	10 (4)	<p>rately, they shall be jointly subjected to a leak-proofness test after assembly in accordance with 6.8.2.4.3.</p> <p>The leakproofness test shall be carried out separately on each compartment of compartmented shells.</p>		
<p>6.8.2.4.2 Left column</p>	<p>Shells and their equipment shall undergo periodic inspections no later than every eight years. These periodic inspections shall include:</p> <ul style="list-style-type: none"> – An external and internal examination; – A leakproofness test in accordance with 6.8.2.4.3 of the shell with its equipment and check of the satisfactory operation of all the equipment; – As a general rule, a hydraulic pressure test (for the test pressure for the shells and compartments if applicable, see 6.8.2.4.1). <p><i>Text, left column only - tanks intended for the carriage of petroleum products which were constructed before 1985 shall undergo hydraulic test no later than every 8 years, tanks intended for the carriage of petroleum products which were constructed in or after 1985 shall undergo hydraulic test no later than every 13 years, tanks intended</i></p>		<p>Shells and their equipment shall undergo periodic inspections no later than every eight years. These periodic inspections shall include:</p> <ul style="list-style-type: none"> – An external and internal examination; – A leakproofness test in accordance with 6.8.2.4.3 of the shell with its equipment and check of the satisfactory operation of all the equipment; – As a general rule, a hydraulic pressure test (for the test pressure for the shells and compartments if applicable, see 6.8.2.4.1). <p>Sheathing for thermal or other insulation shall be removed only to the extent required for reliable appraisal of the characteristics of the shell. In the case of tanks intended for the carriage of powdery or granular substances, and with the agreement of the expert approved by the competent authority, the periodic hydraulic pressure tests may be omitted and replaced by leakproofness</p>	<p><i>Difference in kind. No changes required.</i></p>	<p><i>Annex 2, SMGS sets different times for periodic inspections for certain types of tank-wagons.</i></p>

	<p>for carriage of alcohols no later than every 10 years.</p> <p>Tanks carrying liquid substances or gases with destination in Hungary, Poland, Romania, Slovakia or in transit through the territory thereof shall have the date of the last hydraulic test inscribed on a plate, the date shall not exceed 8 years.</p> <p>The decision on granting the permission for the transit of tanks with gauge width 1520 mm intended for carriage of petroleum products and alcohol which were built after 1985 with the date of hydraulic tests exceeding 8 years through the territory of their countries shall be made by the competent authorities of Belarus, Hungary, Iran, Kazakhstan, Poland, Russia, Romania, Slovakia, Uzbekistan, and Ukraine under separate agreements.</p> <p>Sheathing for thermal or other insulation shall be removed only to the extent required for reliable appraisal of the characteristics of the shell.</p> <p>In the case of tanks intended for the carriage of powdery or granular substances, and with the agreement of the expert approved by the competent authority, the periodic hydraulic pressure tests may be omitted and replaced by leakproofness tests in accordance with 6.8.2.4.3, at an effective internal pressure at least equal to the maximum working pressure.</p>	<p>tests in accordance with 6.8.2.4.3, at an effective internal pressure at least equal to the maximum working pressure.</p>		
6.8.2.4.6	<p><i>Experts for performing tests and inspections on the tanks of tank-wagons</i></p> <p>No footnote.</p>	<p><i>Expert for performing tests and inspections on the tanks of tank-wagons</i></p> <p>No footnote.</p>	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	<p><i>Additional note is deleted.</i></p>
6.8.2.5.1 Left column	<p>“- in the case of multiple-compartment shells, the capacity of each compartment¹¹ –, followed by the symbol "S" when the shells or the compartments of more than 7 500 litres are divided by surge plates into sections of not more than 7 500 litres</p>	<p>– capacity of the shell – in the case of multiple-compartment shells, the capacity of each compartment –, page width followed by the symbol "S" when the shells or the compartments of more than 7 500 litres are di-</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>Requirements of 4.3.2.2.4 of Annex 2, SMGS also cover tank-wagons.</i></p>

	capacity” <i>page width</i>	vided by surge plates into sections of not more than 7 500 litres capacity; - only right column		
6.8.2.5.3 left col- umn	Inscriptions prescribed in 6.8.2.5.1 and 6.8.2.5.2 on tank-wagons intended for use on railways with gauge width 1520 mm shall be in Russian. The owner country may duplicate the inscription in its official language.	No text.	<i>Difference in kind.</i> Consider additionally (see 1.1.4.6).	<i>Annex 2, SMGS has an explanation on the use of languages in markings on tank-wagons.</i>
6.8.2.6 Left col- umn	Requirements for tanks which are designed constructed and tested according to referenced standards. Note: Persons or bodies identified in standards as having responsibilities, concurrent requirements in Annex 2 of SMGS shall prevail in all cases.	Requirements for tanks which are designed, constructed and tested according to referenced standards NOTE: Persons or bodies identified in standards as having responsibilities in accordance with RID shall meet the requirements of RID.	<i>Difference in kind.</i> <i>No changes required.</i>	
6.8.2.6.1 Left col- umn	<i>Reserved</i>	Design and construction The standards referenced in the table below shall be applied for the issue of type approvals as indicated in column (4) to meet the requirements of Chapter 6.8 referred to in column (3). The requirements of Chapter 6.8 referred to in column (3) shall prevail in all cases. Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.4 or 6.8.2.3.3; if no date is shown the type approval remains valid until it expires. <i>Since 1 January 2009 the use of the referenced standards has been mandatory.</i> Exceptions are dealt with in 6.8.2.7 and 6.8.3.7. If more than one standard is referenced for the application of the same requirements, only one of them shall be applied, but in full unless otherwise specified in the table below. The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the Table below. <i>[Etc.</i>	Text and table of standards - only right column] [Left column – (reserved)]	<i>Annex 2 of SMGS does not contain the requirement for mandatory compliance with the standards for tank-wagons. For tank-containers the use of the standards is mandatory for the EU countries and voluntary for other countries. Standard EN 12972:2007 may be used on a voluntary basis.</i>

<p>6.8.2.6.2 Left column</p>	<p>Inspection and test The standard referenced in the table below may be applied for the inspection and test of tanks as indicated in column (4) to meet the requirements of Chapter 6.8 referred to in column (3) which shall prevail in all cases. The use of a referenced standard in Hungary, Republic of Latvia, Republic of Lithuania, Republic of Poland, Slovak Republic and Republic of Estonia is mandatory. The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the Table below. <i>[Table of standards – page width]</i></p>	<p><i>Table of standards]</i> Inspection and test The standard referenced in the table below shall be applied for the inspection and test of tanks as indicated in column (4) to meet the requirements of Chapter 6.8 referred to in column (3) which shall prevail in all cases. The use of a referenced standard is mandatory. The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the Table below.</p>	<p><i>Proposals for the including in the list all EU Member States have been discussed at the OSJD meeting. It is agreed that proposal may be included in the next edition of Annex 2 to SMGS.</i></p>	
<p>6.8.2.7 Left column</p>	<p>Requirements for tanks which are not designed, constructed and tested according to referenced standards. Tanks which are not designed, constructed and tested according to standards referenced in 6.8.2.6 shall be designed, constructed and tested in accordance with the technical code approved by the competent authority providing for the same level of safety. Tanks shall, however, comply with the minimum requirements of 6.8.2. For testing, inspection and marking, the applicable standard as referenced in 6.8.2.6.2, may also be used.</p>	<p>Requirements for tanks which are not designed, constructed and tested according to referenced standards To reflect scientific and technical progress or where no standard is referenced in 6.8.2.6 or to deal with specific aspects not addressed in a standard referenced in 6.8.2.6, the competent authority may recognize the use of a technical code providing the same level of safety. Tanks shall, however, comply with the minimum requirements of 6.8.2. The competent authority shall transmit to the secretariat of OTIF a list of the technical codes that it recognises. The list should include the following details: name and date of the code, purpose of the code and details of where it may be obtained. The secretariat shall make this information publicly available on its website. A standard which has been adopted for reference in a future edition of the RID may be approved by the competent authority for use without notifying the OTIF secretariat. For testing, inspection and marking, the applicable</p>	<p><i>Difference in kind. No changes required.</i></p>	<p><i>Annex 2, SMGS, does not contain the requirement for mandatory compliance with the standards.</i></p>

<p>6.8.3.1.3 Left column</p>	<p>For double-walled shells, the wall thickness of the inner receptacle shall be calculated in accordance with 6.8.2.1.17-6.8.2.1.21. The outer shell made of structural steel shall have a minimum wall thickness of 6 mm. If the outer shell is separated from the inner shell by a vacuum space (vacuum insulation), the protective outer shell shall be designed for the outer pressure of no less than 100 kPa (1 bar). The calculations may consider outer and inner reinforcement elements.</p>	<p>standard as referenced in 6.8.2.6 may also be used.</p> <p>For double-walled shells, the wall thickness of the inner receptacle may, notwithstanding the requirements of 6.8.2.1.18, be 3 mm if a metal is used which has good low-temperature performance corresponding to a minimum tensile strength $R_m = 490 \text{ N/mm}^2$ and a minimum coefficient of elongation $A = 30\%$.</p> <p>If other metals are used, an equivalent minimum wall thickness shall be maintained; this thickness is to be calculated according to the formula in footnote 5 to 6.8.2.1.18, where $R_{m0} = 490 \text{ N/mm}^2$ and $A_0 = 30\%$.</p> <p>The outer shell shall in this case have a minimum wall thickness of 6 mm where mild steel is concerned. If other materials are used, an equivalent minimum wall thickness shall be maintained, which shall be calculated according to the formula given in 6.8.2.1.18.</p>	<p><i>Difference in kind.</i> <i>Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i></p>	<p><i>Calculation requirements for tank design in accordance with the strength standards approved for the CIS countries.</i></p>
<p>6.8.3.2.9 Left column</p>	<p>Tanks intended for the carriage of compressed or liquefied gases or dissolved gases, may be fitted with spring-loaded safety valves. These valves shall be capable of opening automatically under a pressure between 0.9 and 1.0 times the pressure for the calculation of test pressure of the tank to which they are fitted unless prescribed otherwise by the competent authority. They shall be of such a type as to resist dynamic stresses, including liquid surge. The use of dead weight or counter weight valves is prohibited. The required capacity of the safety valves shall be calculated in accordance with the formula contained in 6.7.3.8.1.1.</p>	<p>Tanks intended for the carriage of compressed or liquefied gases or dissolved gases, may be fitted with spring-loaded safety valves. These valves shall be capable of opening automatically under a pressure between 0.9 and 1.0 times the test pressure of the tank to which they are fitted. They shall be of such a type as to resist dynamic stresses, including liquid surge. The use of dead weight or counter weight valves is prohibited. The required capacity of the safety valves shall be calculated in accordance with the formula contained in 6.7.3.8.1.1.</p>	<p><i>Difference in kind.</i> <i>Additional discussion required.</i></p>	<p><i>Annex 2, SMGS, allows the competent authorities to set the requirements.</i></p>
<p>6.8.3.2.20 Left column First sen-</p>	<p>The manifold shall be designed for service in a temperature range of $-50 \text{ }^\circ\text{C}$ to $+50 \text{ }^\circ\text{C}$*. * For wagons in service on gauge width 1435 mm the temperature range shall be $-20 \text{ }^\circ\text{C}$ to $+50 \text{ }^\circ\text{C}$.</p>	<p>The manifold shall be designed for service in a temperature range of $-20 \text{ }^\circ\text{C}$ to $+50 \text{ }^\circ\text{C}$.</p>	<p><i>Difference in kind.</i> <i>No changes required.</i></p>	<p><i>Differences in the ambient temperature range.</i></p>

tence				
6.8.3.4.2 Left col- umn	<p>The basic requirements for the test pressure are given in 4.3.3.2.1 to 4.3.3.2.4 and in the table in 4.3.3.2.5.</p> <p>In all cases the test pressure shall be no less than 1.25 times the pressure for the calculation of test pressure in accordance with 6.8.2.1.15.1</p>	<p>The basic requirements for the test pressure are given in 4.3.3.2.1 to 4.3.3.2.4 and the minimum test pressures are given in the table of gases and gas mixtures in 4.3.3.2.5.</p>	<p><i>Difference in kind.</i></p> <p>Additional discussion required.</p>	<p><i>Additional requirement for test pressure.</i></p>
6.8.3.7 Left col- umn	<p>Requirements for battery-wagons and MEGCs which are not designed, constructed and tested according to referenced standards</p> <p>Battery-tanks and MEGCs which are not designed, constructed and tested according to standards referenced in 6.8.3.6 shall be designed, constructed and tested in accordance with the technical code approved by the competent authority providing for the same level of safety. They shall, however, comply with the requirements of 6.8.3.</p>	<p>Requirements for battery-wagons and MEGCs which are not designed, constructed and tested according to referenced standards</p> <p>To reflect scientific and technical progress or where no standard is referenced in 6.8.3.6 or to deal with specific aspects not addressed in a standard referenced in 6.8.3.6, the competent authority may recognize the use of a technical code providing the same level of safety. Battery-wagons and MEGCs shall, however, comply with the minimum requirements of 6.8.3.</p> <p>In the type approval the issuing body shall specify the procedure for periodic inspections if the standards referenced in 6.2.2, 6.2.4 or 6.8.2.6 are not applicable or shall not be applied.</p> <p>The competent authority shall transmit to the secretariat of OTIF a list of the technical codes that it recognises. The list should include the following details: name and date of the code, purpose of the code and details of where it may be obtained. The secretariat shall make this information publicly available on its website.</p> <p>A standard which has been adopted for reference in a future edition of the RID may be approved by the competent authority for use without notifying the OTIF secretariat.</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>Annex 2, SMGS does not contain the requirement for mandatory use of the standards.</i></p>
6.8.4 TC2 Left col-	<p>Shells, and their items of equipment, shall be made of aluminium not less than 99.5 % pure or of suitable steel not liable to cause hydrogen perox-</p>	<p>Shells, and their items of equipment, shall be made of aluminium not less than 99.5% pure or of suitable steel not liable to cause hydrogen perox-</p>	<p><i>Difference in kind.</i></p> <p><i>No changes re-</i></p>	<p><i>Calculation requirements for tank design in accordance with the strength</i></p>

umn	ide to decompose.	ide to decompose. Where shells are made of aluminium not less than 99.5% pure, the wall thickness need not exceed 15 mm, even where calculation in accordance with 6.8.2.1.17 gives a higher value.	quired.	standards approved for the CIS countries.
6.8.4 TC6 Left column	Where the use of aluminium is necessary for tanks, such tanks shall be made of aluminium not less than 99.5 % pure.	Where the use of aluminium is necessary for tanks, such tanks shall be made of aluminium not less than 99.5 % pure; the wall thickness need not exceed 15 mm even where calculation in accordance with 6.8.2.1.17 gives a higher value.	Difference in kind. No changes required.	Calculation requirements for tank design in accordance with the strength standards approved for the CIS countries.
6.8.4 TE 22 Left column	<p>In order to reduce the extent of damage in the event of a collision shock or accident, each end of tank-wagons for substances carried in the liquid state and gases or battery-wagons shall be capable of absorbing at least 800 kJ of energy by means of elastic or plastic deformation of defined components of the subframe or by means of a similar procedure (e.g. crash elements). The energy absorption shall be determined in relation to a collision on a straight track.</p> <p>Energy absorption by means of plastic deformation shall only occur in conditions other than those encountered during normal conditions of rail transport (impact speed higher than 12 km/h or individual buffer force greater than 1500 kN). Energy absorption at each end of the wagon shall not lead to transfer of energy to the shell which could cause plastic deformation of the shell. 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</p>	<p>In order to reduce the extent of damage in the event of a collision shock or accident, each end of tank-wagons for substances carried in the liquid state and gases or battery-wagons shall be capable of absorbing at least 800 kJ of energy by means of elastic or plastic deformation of defined components of the subframe or by means of a similar procedure (e.g. crash elements). The energy absorption shall be determined in relation to a collision on a straight track.</p> <p>Energy absorption by means of plastic deformation shall only occur in conditions other than those encountered during normal conditions of rail transport (impact speed higher than 12 km/h or individual buffer force greater than 1500 kN). Energy absorption of not more than 800 kJ at each end of the wagon shall not lead to transfer of energy to the shell which could cause visible, permanent deformation of the shell. 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</p>	Differences in kind are eliminated from 1 July 2015.	Identical provisions are included in RID and Annex 2 to SMGS

	<p>vehicle bodies – Part 2: Freight wagons).</p> <p>The requirements of this special provision are deemed to be 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</p>	<p>applications – Structural requirements of railway vehicle bodies – Part 2: Freight wagons).</p> <p>The requirements of this special provision are deemed to be 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</p>		
<p>6.8.4 TE 25 Additional paragraph (e)</p>	<p>(e) Protective shield at each end of wagons fitted with automatic couplers</p> <p>If a protective shield is used at each end of the wagon, the following requirements shall apply:</p> <ul style="list-style-type: none"> – the protective shield shall cover the tank end to a height of at least 1100 mm, measured from the top edge of the headstock, the couplers shall be fitted with anticreep devices to prevent unintentional uncoupling and the protective shield shall, over the entire height of the shield, be at least 1200 mm wide; – the protective shield shall have a minimum wall thickness of 12 mm; – the protective shield and its attachment points shall be such that the possibility of the tank ends being penetrated by the protective shield itself is minimized. 	<p>(e) Protective shield at each end of wagons fitted with automatic couplers</p> <p>If a protective shield is used at each end of the wagon, the following requirements shall apply:</p> <ul style="list-style-type: none"> – the protective shield shall cover the tank end to a height of at least 1100 mm, measured from the top edge of the headstock, the couplers shall be fitted with anticreep devices to prevent unintentional uncoupling and the protective shield shall, over the entire height of the shield, be at least 1200 mm wide; – the protective shield shall have a minimum wall thickness of 12 mm; – the protective shield and its attachment points shall be such that the possibility of the tank ends being penetrated by the protective shield itself is minimized. 	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	<p><i>Identical provisions are included in RID and Annex 2 to SMGS</i></p>
<p>6.8.4 TT8</p>	<p>Tanks on which the proper shipping name required for the entry UN 1005 AMMONIA, ANHY-DROUS is marked in accordance with 6.8.3.5.1 to 6.8.3.5.3 and constructed of fine-grained steel with a yield strength of more than 400 MPa in accordance with the material standard, shall be subjected at each periodic test according to 6.8.2.4.2, to magnetic particle inspections to detect surface cracking.</p> <p>For the lower part of each shell at least 20 % of the length of each circumferential and longitudinal</p>	<p>Tanks on which the proper shipping name required for the entry UN 1005 AMMONIA, ANHY-DROUS is marked in accordance with 6.8.3.5.1 to 6.8.3.5.3 and constructed of fine-grained steel with a yield strength of more than 400 N/mm² in accordance with the material standard, shall be subjected at each periodic test according to 6.8.2.4.2, to magnetic particle inspections to detect surface cracking.</p> <p>For the lower part of each shell at least 20% of the length of each circumferential and longitudinal</p>	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	

	<p>weld shall, together with all nozzle welds and any repair or ground areas, be inspected.</p> <p>If the marking of the substance on the tank or tank plate is removed, a magnetic particle inspection shall be carried out and these actions recorded in the inspection certificate attached to the tank record.</p> <p>Such magnetic particle inspections shall be carried out by a competent person qualified for this method according to EN 473 (Non-destructive testing – Qualification and certification of NDT personnel – General principles).</p>	<p>weld shall, together with all nozzle welds and any repair or ground areas, be inspected.</p> <p>If the marking of the substance on the tank or tank plate is removed, a magnetic particle inspection shall be carried out and these actions recorded in the inspection certificate attached to the tank record.</p> <p>Such magnetic particle inspections shall be carried out by a competent person qualified for this method according to EN 473 (Non-destructive testing – Qualification and certification of NDT personnel – General principles).</p>		
6.8.4 TM	<p>NOTE:These particulars shall be in an official language of the country of approval, and also, if that language is not Russian, in Russian, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.</p>	<p>NOTE:These particulars shall be in an official language of the country of approval, and also, if that language is not English, French, German or Italian, in English, French, German or Italian, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.</p>	<p><i>Difference in kind.</i></p> <p>Consider additionally (see 1.1.4.6).</p>	<p><i>Difference in languages used.</i></p>
6.8.5.1.1 (b)	<p>(b) Shells constructed of fine-grained steels for the carriage of:</p> <ul style="list-style-type: none"> – corrosive gases of Class 2 and UN No. 2073 ammonia solution; and – UN No. 1052 hydrogen fluoride, anhydrous and UN No.1790 hydrofluoric acid with more than 85% hydrogen fluoride of Class 8 shall be heat-treated for thermal stress relief. Thermal stress relief shall not be required if: <ol style="list-style-type: none"> 1. there is no risk of corrosion due to stress cracking; and 2. the mean notch bar impact value in the welding metal, the transition area and the base material, determined in each case by means of three samples, is an average of 45 J. ISO-V shall be used as a sample. For the base material, the sample shall be tested "crosswise". For the welding material and the transition area, notch position 	<p>(b) Shells constructed of fine-grained steels for the carriage of:</p> <ul style="list-style-type: none"> – corrosive gases of Class 2 and UN No. 2073 ammonia solution; and – UN No. 1052 hydrogen fluoride, anhydrous and UN No.1790 hydrofluoric acid with more than 85% hydrogen fluoride of Class 8 shall be heat-treated for thermal stress relief. Thermal stress relief shall not be required if: <ol style="list-style-type: none"> 1. there is no risk of corrosion due to stress cracking; and 2. the mean notch bar impact value in the welding metal, the transition area and the base material, determined in each case by means of three samples, is an average of 45 J. ISO-V shall be used as a sample. For the base material, the sample shall be tested "crosswise". For the welding material and the transition area, notch position S in the 	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	

	S in the middle of the welding metal or the middle of the transitional area shall be selected. Testing shall be carried out at the lowest operating temperature.	middle of the welding metal or the middle of the transitional area shall be selected. Testing shall be carried out at the lowest operating temperature.		
6.8.5.2.1 Beginning Left column	The materials used for the manufacture of shells and the weld beads shall, at their lowest working temperature in accordance with 6.8.2.1.8, 6.8.2.1.10 meet the following requirements as to impact strength: - The tests shall be carried out with test-pieces having a V-shaped notch (KCV); or according to the requirements of the competent authority, the impact strength may be defined with test-pieces having a U-shaped notch (KCU) following the procedures adopted by the competent authority;	The materials used for the manufacture of shells and the weld beads shall, at their lowest working temperature, but at least at $-20\text{ }^{\circ}\text{C}$, meet at least the following requirements as to impact strength: – The tests shall be carried out with test-pieces having a V-shaped notch;	<i>Difference in kind.</i> <i>No changes required.</i>	<i>Difference in ambient temperature range.</i>
6.9.1.2	For the design and testing of FRP tank-containers including tank swap bodies, the provisions of 6.8.2.1.1, 6.8.2.1.7, 6.8.2.1.13, 6.8.2.1.14 (a) and (b) 6.8.2.1.15, 6.8.2.1.25, 6.8.2.1.27 and 6.8.2.2.3 shall also apply.	For the design and testing of FRP tank-containers including tank swap bodies, the provisions of 6.8.2.1.1, 6.8.2.1.7, 6.8.2.1.13, 6.8.2.1.14 (a) and (b), 6.8.2.1.25, 6.8.2.1.27 and 6.8.2.2.3 shall also apply.	<i>Difference in kind.</i> <i>No changes required.</i>	<i>Calculation requirements for tank design in accordance with the strength standards approved for the CIS countries.</i>
6.9.2.8	At the specified test pressure, which shall not be less than the relevant calculation pressure as specified in 6.8.2.1.14 (a) and (b), and 6.8.2.1.15 the maximum strain in the shell shall not be greater than the elongation at fracture of the resin.	At the specified test pressure, which shall not be less than the relevant calculation pressure as specified in 6.8.2.1.14 (a) and (b) the maximum strain in the shell shall not be greater than the elongation at fracture of the resin.	<i>Difference in kind.</i> <i>No changes required.</i>	<i>Calculation requirements for tank design in accordance with the strength standards approved for the CIS countries.</i>
7.1.1	No NOTE.	NOTE: Wagons are allowed to be equipped with detection devices which indicate or react to the occurrence of a derailment, provided that the requirements for the authorisation for placing into service of such wagons are met. The requirements for placing into service of wagons cannot prohibit or impose the use of such detection devices. The circulation of wagons shall not be restricted on the grounds of the presence or lack of such devices.	<i>Difference in kind.</i> <i>No changes required.</i>	
7.2.1	Unless otherwise provided in 7.2.2 to 7.2.4, pack-	Unless otherwise provided in 7.2.2 to 7.2.4, pack-	<i>Difference in</i>	<i>In Annex 2, SMGS, car-</i>

	<p>ages of dangerous goods may be loaded:</p> <p>(a) into closed wagons or into closed containers; or</p> <p>(b) into sheeted wagons or into sheeted containers¹; or</p> <p>(c) into open wagons (unsheeted) or into open containers (unsheeted)².</p> <p>¹ For carriage in sheeted wagons and containers to the Republic of Belarus, Republic of Kazakhstan, Russian Federation and Ukraine and through the territory thereof agreement shall be required.</p> <p>² For carriage in open wagons and containers to the Republic of Belarus, Republic of Kazakhstan, Russian Federation and through the territory thereof agreement shall be required.</p>	<p>ages may be loaded:</p> <p>(a) into closed wagons or into closed containers; or</p> <p>(b) into sheeted wagons or into sheeted containers; or</p> <p>(c) into open wagons (unsheeted) or into open containers (unsheeted).</p> <p>No footnotes.</p>	<p><i>kind.</i></p> <p><i>No changes required.</i></p>	<p><i>riage in open wagons and containers, in sheeted wagons and containers with a destination in or in transit through the territory of the Republic of Belarus, Republic of Kazakhstan, Russian Federation and Ukraine is performed in accordance with an agreement.</i></p>
<p>7.2.2 and 7.2.4 W1, W10, W11</p>	<p>Footnote 1 of Chapter 7.2.1 has also been made for these provisions.</p>	<p>No footnote.</p>	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>In Annex 2, SMGS, carriage in open wagons and containers, in sheeted wagons and containers with a destination in or in transit through the territory of the Republic of Belarus, Republic of Kazakhstan, Russian Federation and Ukraine is performed in accordance with an agreement.</i></p>
<p>7.2.4 W2</p>	<p>Substances and articles of Class 1 shall be loaded into closed wagons or closed containers. Articles which, because of their dimensions or their mass, cannot be loaded into closed wagons or closed containers may equally be carried in open wagons or open containers. They shall be covered by sheets. Only wagons fitted with regulation sheet steel spark-guards shall be used for the carriage of</p>	<p>Substances and articles of Class 1 shall be loaded into closed wagons or closed containers. Articles which, because of their dimensions or their mass, cannot be loaded into closed wagons or closed containers may equally be carried in open wagons or open containers. They shall be covered by sheets. Only wagons fitted with regulation sheet steel spark-guards shall be used for the carriage of</p>	<p><i>Differences in kind are eliminated from 1 July 2015.</i></p>	

	<p>substances and articles of divisions 1.1, 1.2, 1.3, 1.5 and 1.6, even when these substances and articles are loaded into large containers. For wagons fitted with a combustible floor, the sheet steel spark-guards shall not be fixed directly to the floor of the wagon.</p> <p>Military consignments of substances and articles of Class 1 which form part of military equipment and of the structure of military material, may also be loaded into open wagons under the following conditions:</p> <ul style="list-style-type: none"> – consignments shall be accompanied by the military guards or by militarized guards, – means of initiation not having at least two effective protective devices shall be removed, unless the substances and articles are placed in locked military vehicles. 	<p>substances and articles of divisions 1.1, 1.2, 1.3, 1.5 and 1.6, even when these substances and articles are loaded into large containers. For wagons fitted with a combustible floor, the sheet steel spark-guards shall not be fixed directly to the floor of the wagon.</p> <p>Military consignments of substances and articles of Class 1 which form part of military equipment and of the structure of military material, may also be loaded into open wagons under the following conditions:</p> <ul style="list-style-type: none"> – consignments shall be accompanied by the competent military authority or, by order of this authority, – means of initiation not having at least two effective protective devices shall be removed, unless the substances and articles are placed in locked military vehicles. 		
<p>7.2.4 W8</p>	<p>For the carriage of packages bearing an additional label in accordance with Model No. 1, only wagons fitted with regulation sheet steel spark-guards shall be used, even when these substances are loaded in large containers.</p>	<p>For the carriage of packages bearing an additional label in accordance with Model No. 1, only wagons fitted with regulation sheet steel spark-guards shall be used, even when these substances are loaded in large containers. For wagons fitted with a combustible floor, the sheet steel spark-guards shall not be fixed directly to the floor of the wagon.</p>	<p>Proposals for the elimination of the differences have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</p>	<p><i>Annex 2, SMGS does not contain the requirements stated in the second sentence of the RID text.</i></p>
<p>7.3.3 VW1, VW2, VW3, VW4, VW7, VW9, VW10,</p>	<p>Only VW1 cited.</p> <p>Carriage in bulk in closed wagons, movable roof wagons, sheeted wagons, closed containers or in sheeted large containers is permitted⁺².</p> <p>⁺ Carriage in open wagons and containers and in sheeted wagons or containers to a destination in the Russian Federation, Republic of Belarus;</p>	<p>Carriage in bulk in closed wagons, movable roof wagons, sheeted wagons, closed containers or in sheeted large containers is permitted.</p> <p>No footnote.</p>	<p>After restructuring of Chapter 7.3 (code VC1) differences in kind are eliminated from 1 July 2015.</p>	

<p>VW15</p>	<p>Ukraine or through the territory thereof shall be performed in accordance with an agreement. ².Carriage in bulk to/from the Republic of Belarus, Russian Federation, Ukraine in closed wagons and containers shall be carried out only in private or rented [wagons or containers] with the exception of specialized wagons and containers for carriage of the goods in question.</p>																																								
<p>7.3.3 VW2, VW3, VW4, VW7, VW8, VW9, VW10, VW15</p>	<p>Footnote 1 of Chapter 7.3.3 has also been made for these provisions.</p>	<p>No footnote.</p>	<p>After restructuring of Chapter 7.3 (code VC1) differences in kind are eliminated from 1 July 2015.</p>																																						
<p>7.3.3 VW30</p>	<p>Carriage in bulk may be performed in specialized closed bunker wagons for carriage of mineral fertilizers (hopper wagons).</p>	<p>No text</p>	<p>After restructuring of Chapter 7.3 (code VC1) differences in kind are eliminated from 1 July 2015.</p>	<p>Additional provision for UN 2067.</p>																																					
<p>7.5.2.1</p>	<p>Annex 2, SMGS Packages bearing different danger labels shall not be loaded together in the same wagon or container unless mixed loading is permitted according to the Table 7.5.2.1 based on the danger labels or the combination of the danger labels 4.1+1 and 5.2+1 they bear. Table for mixed loading of dangerous goods in one wagon or container 7.5.2.1.</p> <table border="1" data-bbox="309 1278 1532 1399"> <tr> <td>Danger label No.</td> <td>1</td> <td>1.4</td> <td>1.5</td> <td>1.6</td> <td>2.1, 2.2, 2.3</td> <td>3</td> <td>4.1</td> <td>4.1+1</td> <td>4.2</td> <td>4.3</td> <td>5.1</td> <td>5.2</td> <td>5.2+1</td> <td>6.1</td> <td>6.2</td> <td>7A, 7B, 7C</td> <td>8</td> <td>9</td> </tr> <tr> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Danger label No.	1	1.4	1.5	1.6	2.1, 2.2, 2.3	3	4.1	4.1+1	4.2	4.3	5.1	5.2	5.2+1	6.1	6.2	7A, 7B, 7C	8	9	1																			<p>Difference in kind. No changes required. Proposals for the elimination of the differences have been discussed at the OSJD meeting.</p>	<p>Requirements for mixed loading of packaged dangerous goods in the same wagon or container in Annex 2, SMGS are stricter.</p>
Danger label No.	1	1.4	1.5	1.6	2.1, 2.2, 2.3	3	4.1	4.1+1	4.2	4.3	5.1	5.2	5.2+1	6.1	6.2	7A, 7B, 7C	8	9																							
1																																									

1.4	See. 7.5.2.2			a)	a)	a)		a)	a)		a)	a)	a)	a)	a)	a), b),c)
1.5																d)
1.6																d)
2.1, 2.2, 2.3	a)			+				+				+	+		+	+
3	a)				+	+		+				+	+	+	+	+
4.1	a)				+	+		+	+			+	+	+	+	+
4.1 + 1							+									
4.2	a)					+		+	+			+	+	+	+	+
4.3	a)			+	+	+		+	+			+	+	+	+	+
5.1									+							
5.2	a)									+	+					
5.2 +1										+	+					
6.1	a)			+	+	+		+	+			+	+	+	+	+
6.2	a)			+	+	+		+	+			+	+	+	+	+
7A, 7B, 7C	a)				+	+		+	+			+	+	+	+	+
8	a)			+	+	+		+	+			+	+	+	+	+
9	b)	a), b), c)	b)	b)	+	+	+		+	+			+	+	+	+
<p><i>Legend:</i> + Mixed loading permitted. (a) Mixed loading permitted with 1.4S substances and articles. <i>Note: mixed loading with 1.4S substances and articles is not permitted for the territory of the Russian Federation.</i> (b) Mixed loading permitted between goods of Class 1 and life-saving appliances of Class 9 (UN Nos. 2990, 3072 and 3268). (c) Mixed loading permitted between safety devices, pyrotechnic of Division 1.4, compatibility group G, (UN No. 0503) and safety devices, electrically initiated of Class 9 (UN No. 3268)</p>																
7.5.2.1	<p>RID Packages bearing different danger labels shall not be loaded together in the same wagon or container unless mixed loading is permitted according to the following Table based on the danger labels they bear. The mixed loading prohibitions for packages shall also apply to the mixed loading of packages and small containers and the mixed loading of small containers in a wagon or large container in which small containers are carried. NOTE: In accordance with 5.4.1.4.2, separate transport documents shall be drawn up for consignments that cannot be loaded together in the same wagon or container.</p>															

La- bels Nos.	1	1.4	1.5	1.6	2.1 , 2.2 , 2.3	3	4.1	4.1 + 1	4.2	4.3	5.1	5.2	5.2 + 1	6.1	6.2	7A , 7B , 7C	8	9			
1	See 7.5.2.2										(d)							(b)			
1.4					(a)	(a)	(a)		(a)	(a)	(a)	(a)		(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a),(b) ,(c)
1.5																					(b)
1.6																					
2.1, 2.2, 2.3		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
3		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
4.1		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
4.1 + 1								X													
4.2		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
4.3		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
5.1	(d)	(a)			X	X	X		X	X	X	X		X	X	X	X	X			
5.2		(a)			X	X	X		X	X	X	X	X	X	X	X	X	X			
5.2 + 1												X	X								
6.1		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
6.2		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
7A, 7B, 7C		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
8		(a)			X	X	X		X	X	X	X		X	X	X	X	X			
9	(b)	(a),(b) ,(c)	(b)	(b)	X	X	X		X	X	X	X		X	X	X	X	X			

x Mixed loading permitted.

(a) Mixed loading permitted with 1.4S substances and articles.

(b) Mixed loading permitted between goods of Class 1 and life-saving appliances of Class 9 (UN Nos. 2990, 3072 and 3268).

	<p>(c) Mixed loading permitted between safety devices, pyrotechnic of Division 1.4, compatibility group G, (UN No. 0503) and safety devices, electrically initiated of Class 9 (UN No. 3268).</p> <p>(d) Mixed loading permitted between blasting explosives (except UN No. 0083 explosive, blasting, type C) and ammonium nitrate (UN Nos. 1942 and 2067) and alkali metal nitrates and alkaline earth metal nitrates provided the aggregate is treated as blasting explosives under Class 1 for the purposes of placarding, segregation, stowage and maximum permissible load. Alkali metal nitrates include caesium nitrate (UN 1451), lithium nitrate (UN 2722), potassium nitrate (UN 1486), rubidium nitrate (UN 1477) and sodium nitrate (UN 1498). Alkaline earth metal nitrates include barium nitrate (UN 1446), beryllium nitrate (UN 2464), calcium nitrate (UN 1454), magnesium nitrate (UN 1474) and strontium nitrate (UN 1507).</p>			
7.5.2.4	<p>Mixed loading of dangerous goods packed in limited quantities with any type of explosive substances and articles, except those of Division 1.4 and UN Nos. 0161 and 0499, is prohibited.</p> <p><i>Note: For carriage through the territory of the Russian Federation, mixed loading of dangerous goods packed in limited quantities with explosive substances and articles of Division 1.4 and UN Nos. 0161 and 0499 is prohibited.</i></p>	<p>Mixed loading of dangerous goods packed in limited quantities with any type of explosive substances and articles, except those of Division 1.4 and UN Nos. 0161 and 0499, is prohibited.</p>	<i>Difference in kind.</i>	<i>Additional requirement in the note for Russian Federation.</i>
7.5.3	<p>7.5.3. PROTECTIVE DISTANCE AND CONDITIONS FOR LOADING LARGE CONTAINERS ON THE WAGON</p> <p>7.5.3.1. Every wagon, including wagons loaded with large containers containing substances or articles of Class 1 and bearing a placard conforming to models Nos. 1, 1.5 or 1.6, shall be separated on the same train from wagons or large containers bearing a placard conforming to models Nos. 2.1, 3, 4.1, 4.2, 4.3, 5.1 or 5.2 by a protective distance. The requirement for this protective distance is met if the space between the walls of containers is:</p> <p>(a) at least 18 m, or</p> <p>(b) occupied by two 2-axle wagons or a wagon with 4 or more axles.</p>	<p>7.5.3. Protective distance</p> <p>Every wagon or large container containing substances or articles of Class 1 and bearing a placard conforming to models Nos. 1, 1.5 or 1.6, shall be separated on the same train from wagons or large containers bearing a placard conforming to models Nos. 2.1, 3, 4.1, 4.2, 4.3, 5.1 or 5.2 by a protective distance.</p> <p>The requirement for this protective distance is met if the space between the buffer head of a wagon or the end wall of a large container and the buffer head of another wagon or the end wall of another large container is:</p> <p>(a) at least 18 m, or</p> <p>(b) occupied by two 2-axle wagons or a wagon with 4 or more axles.</p>	<i>Difference in kind. No changes required.</i>	<i>Annex 2, SMGS applies the requirement of RID and, additionally, standards for protective distance indicated in Column (21b) of Table A of Chapter 3.2 (see 7.5.3.2.2).</i>

	<p>7.5.3.2. When sorting trains and shunting wagons with dangerous goods, the protective distance standards of Column (21b) of Table A of Chapter 3.2 shall be met*.</p> <p>* The requirements need not be met when forwarding from Hungary, Republic of Poland and Slovak Republic or when in transit through the territory thereof.</p> <p>7.5.3.2.1. If this column contains a fraction, the numerator shall indicate minimum protective distance for the carriage of dangerous goods in packages or in bulk. The denominator shall indicate minimum protective distance for carriage of dangerous goods in tanks. The sign “-“ (dash) in Column (21b) shall indicate that no protective distance is required for carriage of the relevant dangerous goods. No information in Column (21b) indicates that no standards for protective distance have been devised for the carriage of the dangerous goods in question.</p> <p>7.5.3.2.2. Protective distance is the minimum number of physical wagons (empty or loaded with non-dangerous goods) separating the wagons loaded with dangerous goods from the locomotives or wagons carrying passengers:</p> <ul style="list-style-type: none"> - first digit – from the main locomotive (in fractions: numerator – from solid-fuel steam locomotive, denominator –from electric locomotive, diesel locomotive or petroleum-fuel steam locomotive); - second digit – from solid-fuel banking engine, with “*” sign – from all bank engines; - third digit – from wagons carrying passengers; 			
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	<p>-fourth digit – from solid-fuel locomotive when shunting;</p> <p>“0” sign shall indicate that no protective distance is required.</p>			
7.5.6	<p><i>SAFETY MEASURES FOR SHUNTING AND HUMP SHUNTING*</i>.</p> <p><i>* The requirements need not be met in Hungary, Republic of Poland, and the Slovak Republic.</i></p> <p>If any entry in Column (21c) of Table A of Chapter 3.2 contains a code starting with the letter “M”, the following provisions shall be applied:</p> <p>M 1 – «Do not hump shunt»</p> <p>In accordance with 5.4.1.1.1 (n) the consignor shall indicate in the consignment note “Do not hump shunt”. Shunting shall be performed by backing or with the use of a locomotive in the hump yard in compliance with the requirements for protective distance, with utmost caution, without jolts or sudden stops. The impact speed of wagons with dangerous goods during coupling with other wagons or the locomotive shall not exceed 3 km/h. These wagons shall pass through the hump yard only with a locomotive.</p> <p>M 2 – «Hump shunt with caution»</p> <p>In accordance with 5.4.1.1.1 (n) the consignor shall indicate “Hump shunt with caution” in the consignment note. Wagons with dangerous goods may be rolled down the hump only if any impact of these wagons with the wagons already on the sorting tracks as well as with wagons (or blocks of wagons) following it, can be excluded.</p> <p>M 3 – Carriage of goods in glass packaging “Hump shunt with caution”</p>	(Reserved)	<p><i>Difference in kind.</i></p> <p><i>No changes required.</i></p>	<p><i>Annex 2, SMGS contains additional requirements for humping and shunting.</i></p>

	<p>In accordance with 5.4.1.1.1 (n) for goods in glass packaging the consignor shall indicate “Hump shunt with caution” in the consignment note.</p> <p>Wagons with dangerous goods in glass packaging may be rolled down the hump only if any impact of these wagons with the wagons already on the sorting tracks as well as with wagons (or blocks of wagons) following it, can be excluded.</p> <p>If this column contains a fraction, the numerator shall indicate conditions for hump shunting of dangerous goods in packages or in bulk.</p> <p>The denominator shall indicate conditions for hump shunting of dangerous goods in tanks.</p> <p>The sign “-“ (dash) in column (21c) indicates that the carriage of these dangerous goods does not have special conditions for hump shunting.</p> <p>Absence of data in column (21c) indicates that no conditions for hump shunting have been devised for the carriage of these dangerous goods.</p>			
<p>7.5.8.</p>	<p>7.5.8. CLEANING AFTER UNLOADING</p> <p><i>7.5.8.1. Cleaning the wagons after unloading of packaged goods</i></p> <p>7.5.8.1.1. If, when a wagon or container, with the exception of private containers or wagons or those rented from the railway, which has contained packaged dangerous goods is unloaded, some of the contents are found to have escaped, the wagon or container shall be cleaned, rinsed and neutralized with the means necessary at the expense of the consignee.</p> <p>7.5.8.1.2. After unloading a wagon or a container, with the exception of private wagons or containers or wagons or containers rented from the railway, which has contained dangerous goods bearing a label conforming to models Nos. 6.1, 6.2, 8, as</p>	<p>7.5.8 Cleaning after unloading</p> <p>7.5.8.1 If, when a wagon or container which has contained packaged dangerous goods is unloaded, some of the contents are found to have escaped, the wagon or container shall be cleaned as soon as possible and in any case before reloading.</p> <p>If it is not possible to do the cleaning locally, the wagon or container shall be carried, with due regard to adequate safety, to the nearest suitable place where cleaning can be carried out.</p> <p>Carriage is adequately safe if suitable measures have been taken to prevent the uncontrolled release of the dangerous goods that have escaped.</p> <p>7.5.8.2 Wagons or containers which have been loaded with dangerous goods in bulk shall be properly cleaned before reloading unless the new</p>	<p><i>Difference in kind.</i></p> <p><i>Requires additional discussion.</i></p>	<p><i>Annex 2, SMGS has an additional requirement for cleaning the wagons.</i></p>

	<p>well as packaged goods of UN 3245 “genetically modified microorganisms” the consignee shall provide the railway authorities with written confirmation that during unloading of the wagon or container no contents have escaped; if the contents were found to have escaped, the wagon or container has been cleaned of the residue of the carried goods (rinsed, neutralized with environmentally safe methods depending on the nature of the goods) as well as on the suitability of the wagon or container for further use. If required by the domestic guidelines the written confirmation shall be certified by the representative of the sanitation authority or other competent authority as prescribed by the domestic legislation. The consignee shall be responsible for the validity of the information stated in the written confirmation.</p> <p>7.5.8.1.3 After unloading dangerous goods from wagons or containers bearing a danger label in accordance with model No.7, the consignee shall ensure neutralization of the wagon or container, if necessary, and shall provide the carrier with the certificate of absence of “removable contamination” on the wagon or container.</p> <p>7.5.8.1.4 If the cleaning and treatment of the wagon or container has not been performed at the place of unloading in accordance with 7.5.8.1.1, this wagon or container shall be carried under the same conditions that applied during the carriage of the dangerous goods in it.</p> <p>7.5.8.1.5 When transshipping goods to wagons with a different gauge width, if some goods are found to have escaped, the procedure for cleaning, neutralization and return of the wagons may be defined in separate bilateral agreements between neighbouring railways. In this case 7.5.8.1.2 shall not apply.</p>	<p>load consists of the same dangerous goods as the preceding load.</p>		
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	<p>7.5.8.2 Wagons or containers which have been loaded with dangerous goods in bulk shall be properly cleaned before reloading unless the new load consists of the same dangerous goods as the preceding load.</p>			
<p>7.5.9</p>	<p>Carriage of dangerous goods accompanied by an expert team or the attendants of the consignor (consignee) If a position in the Column (18) of Table A of Chapter 3.2 has a special provision CW47, CW55, CW64, CW66, CW67, CW68 or CW69, the carriage of these goods shall be accompanied by attendants or a team of experts of the consignor (consignee) in accordance with the requirements of the relevant CW special provision.</p> <p>Attendants or expert teams accompanying dangerous goods shall know the written policy regarding the escort of the dangerous goods in question, developed and approved by the consignor, as well as the dangerous properties of the goods, first aid procedures, and safety measures in case of emergency. They shall ensure compliance with the safety measures and conditions set for these dangerous good for the journey.</p> <p>The consignor shall provide the attendants or the expert team with the necessary individual protective gear and special gear, first aid kit, set of tools, primary fire-extinguishing and decontamination devices as well as necessary additional materials.</p> <p>Aside from these provisions during the carriage of dangerous goods accompanied by the attendants or the expert team of the consignor (consignee), the provisions of Chapter IV (Guidelines for carriage of goods accompanied by attendants of the consignor or the consignee) of Annex 1, SMGS shall</p>	<p>(Reserved)</p>	<p><i>Difference in kind. No changes required.</i></p>	<p><i>In accordance with Annex 2, SMGS, if certain positions in Column (18) of Table A of Chapter 3.2 have a special provision CW47, CW55, CW64, CW66, CW67, CW68 or CW69 the carriage of these goods shall be accompanied by attendants or an expert team of the consignor (consignee) in accordance with the requirements stated in the specific CW special provision.</i></p>

	apply.			
7.5.11 CW46	<p>These packaged goods are carried by rail with gauge width 1520 mm only in private closed wagons or private containers, including cases in which the goods are received from the railways with gauge width 1435 mm.</p> <p>Note: The requirements of this special provision need not be met when using wagons and containers registered in Hungary, Republic of Lithuania, Republic of Latvia, Republic of Poland, Slovak Republic, and the Republic of Estonia.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1163, 1565, 1575, 1587, 1589, 1620, 1624, 1626, 1636, 1642, 1670, 1672, 1680, 1684, 1689, 1692, 1694, 1713, 1790, 1831, 1889, 1935, 2015, 2029, 2032, 2814, 2900.</i>
7.5.11 CW47	<p>These goods packaged in wagonloads shall be admitted to carriage by rail with gauge width 1520 mm, including when they are received from railways with gauge width 1435 mm, only if accompanied by an expert team or attendants of the consignor (consignee) (see 7.5.9).</p> <p><i>Note: The requirements of this special provision need not be applied for Hungary, Republic of Poland and the Slovak Republic.</i></p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1051, 1067, 1076, 1163, 1222, 1442, 1561, 1565, 1575, 1587, 1589, 1613, 1614, 1620, 1624, 1636, 1642, 1649, 1680, 1684, 1689, 1692, 1695, 1713, 1935, 1975, 2015, 2029, 2032, 2407, 2438, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3294, 3315, 3413, 3414, 3483.</i>
7.5.11 CW48	<p>These goods are allowed for carriage by rail with gauge width 1520 mm in packagings only in private closed wagons and private containers as well as in closed wagons and containers rented out by the railways, including when they are received from the railways with gauge width 1435 mm.</p> <p>Note: The requirements of this special provision need not be met when using wagons and containers registered in Hungary, Republic of Lithuania, Republic of Latvia, Republic of Poland, Slovak Republic, and the Republic of Estonia.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1093, 1098, 1131, 1135, 1162, 1181, 1183, 1185, 1196, 1222, 1230, 1238, 1239, 1242, 1244, 1250, 1251, 1295, 1298, 1305, 1361, 1381, 1442, 1504, 1510, 1541, 1553, 1560, 1561, 1570, 1580, 1583, 1595, 1605, 1649, 1695, 1724, 1747, 1767, 1994, 2026, 2295, 2334,</i>

				2363, 2380, 2401, 2407, 2438, 2534, 2588, 2606, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2771, 2772, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2786, 2787, 2902, 2903, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 3005, 3006, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3021, 3024, 3025, 3026, 3027, 3048, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3361, 3362, 3483.
7.5.11 CW49	For railways with gauge width 1520 mm: before loading these goods, the floor of the closed wagon shall be covered with a layer of dry sand, 100 mm in height. Inside the wagon a wooden plank 150 mm high shall be firmly nailed or otherwise affixed along the perimeter of the wagon. Note: The requirements of this special provision need not be applied for Hungary, Republic of Poland and the Slovak Republic.	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1230.</i>
7.5.11 CW54	Beginning cited only Fire prevention for wagons and containers for carriage of the indicated dangerous goods as well as goods which are related to the substances not indicated directly with UN 1325 with the following technical names: hackled hemp, cotton lint, raw cotton shall be performed in accordance with the procedure below. This special provision also covers goods under	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1325, 1327, 1363, 1364, 1365, 3360.</i>

	<p>UN 1327: hay, chaff, straw, as well as goods under UN 3360: cotton wool, cotton fibre, teetah pat, hackled flax, dry bast fibre, cotton waste, tow fibre which are not covered by other provisions of Annex 2, SMGS.</p> <p>Note: The requirements of this special provision need not be applied for Hungary, Republic of Poland and the Slovak Republic.</p>			
7.5.11 CW55	<p>Carriage of these goods in tanks (including tank-wagons, tank-containers, fixed tanks, portable tanks, elements of battery-wagons or MEGCs) on railways with gauge width 1520 mm, including when they are received from railways with gauge width 1435 mm, may be performed only when accompanied (see 7.5.9) by an expert team or attendants of the consignor (consignee).</p> <p>Note 1: This special provision shall not be applied for the return of empty uncleaned tanks.</p> <p>Note 2: The requirements of this special provision need not be applied for Hungary, Republic of Poland and the Slovak Republic.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1017, 1038, 1067, 1076, 1092, 1098, 1143, 1163, 1182, 1185, 1230, 1238, 1239, 1244, 1251, 1259, 1649, 1695, 1935, 1994, 2015, 2032, 2189, 2334, 2382, 2438, 2480, 2482, 2484, 2485, 2606, 2740, 2743, 2744, 3073, 3279, 3294, 3381, 3382, 3383, 3384, 3385, 3386, 3387, 3388, 3389, 3390, 3413, 3414, 3483.</i>
7.5.11 CW56	<p>On railways with gauge width 1520 mm, including when received from railways with gauge width 1435 mm, these goods shall be carried as part of a special technological unit (a group of wagons) comprising:</p> <ul style="list-style-type: none"> - A tank with thermal insulation with water, no less than one tank with water for every three tanks with goods; - One closed wagon for the accompanying team, technical equipment, and property; - Loaded tank and an identical empty tank intended for carriage of goods under pressure. <p>In this group tanks filled with water and the empty</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 2015.</i>

	<p>tank are used for the protective distance of the tank loaded with goods from the wagon with attendants for the goods.</p> <p>The technological units shall be made up by the consignor.</p> <p>Wagons which do not relate to the unit shall not be included in the unit. The transport documents shall have a seal (stamp) with the inscription “Unit. Do not uncouple.”</p> <p>Note: The requirements of this provision need not be applied in Hungary, Republic of Poland and Republic of Slovakia.</p>			
7.5.11 CW57	<p>On railways with gauge width 1520 mm, this consignment, including those received from railways with gauge width 1435 mm, may be carried when packaged only in private closed refrigerated wagons and private refrigerated containers.</p> <p>Note: The requirements of this provision need not be applied in Hungary, Republic of Poland and Republic of Slovakia.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110.</i>
7.5.11 CW58	<p>These packaged goods shall be carried on railways with gauge width 1520 mm only in private closed wagons, including when received from railways with gauge width of 1435 mm.</p> <p>Note: The requirements of this special provision need not be met when using wagons registered in Hungary, Republic of Lithuania, Republic of Latvia, Republic of Poland, Slovak Republic, and the Republic of Estonia.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1076, 1613, 1614, 1722, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230.</i>
7.5.11 CW59	<p>These goods, packed in limited quantities in accordance with the requirements of Chapter 3.4, shall be carried on the territory of the Russian Federation in accordance with the provisions of Chapters 5.3, 5.4, section 7 as well as the corresponding columns of Table A of Chapter 3.2, An-</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1230.</i>

	nex 2, SMGS.																					
7.5.11 CW60	<p>Goods classified under n.o.s. (not otherwise specified) entries with the following technical names shall be carried by rail with gauge width 1520 mm only in private closed wagons and private containers, including when received from railways with gauge width 1435 mm.</p> <table border="1"> <thead> <tr> <th>Un No.</th> <th>Technical name</th> </tr> </thead> <tbody> <tr> <td>1544</td> <td>Anabasine sulphate, solid</td> </tr> <tr> <td>1588</td> <td>Cadmium cyanide</td> </tr> <tr> <td>1992</td> <td>[Diran-A]</td> </tr> <tr> <td>1993</td> <td>Product T-185</td> </tr> <tr> <td>2810</td> <td>[Pronite]</td> </tr> <tr> <td>2810</td> <td>[Enite]</td> </tr> <tr> <td>2927</td> <td>[Aquanite]</td> </tr> <tr> <td>3140</td> <td>Anabasine sulphate, solution</td> </tr> </tbody> </table> <p>Note: The requirements of this special provision need not be met when using wagons and containers registered in Hungary, Republic of Lithuania, Republic of Latvia, Republic of Poland, Slovak Republic, and the Republic of Estonia.</p>	Un No.	Technical name	1544	Anabasine sulphate, solid	1588	Cadmium cyanide	1992	[Diran-A]	1993	Product T-185	2810	[Pronite]	2810	[Enite]	2927	[Aquanite]	3140	Anabasine sulphate, solution	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1544, 1588, 1992, 1993, 2810, 2927, 3140.</i>
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7.5.11 CW61	<p>Goods classified under n.o.s. (not otherwise specified) entries with the following technical names shall be carried by rail with gauge width 1520 mm only in private closed wagons, including when received from railways with gauge width 1435 mm.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1544, 1588, 1953, 2025, 3286.</i>																		

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<p>7.5.11 CW63</p>	<p>Goods classified under n.o.s. (not otherwise specified) entries with the following technical names shall be carried by railway with gauge width 1520 mm only in private closed refrigerator wagons, including when received from railways with gauge width 1435 mm.</p> <table border="1"> <thead> <tr> <th>Un No.</th> <th>Technical name</th> </tr> </thead> <tbody> <tr> <td>2813</td> <td>[CN] Catalyst</td> </tr> </tbody> </table> <p>Note: The requirements of this special provision need not be met when using wagons registered in Hungary, Republic of Lithuania, Republic of Latvia, Republic of Poland, Slovak Republic, and the Republic of Estonia.</p>	Un No.	Technical name	2813	[CN] Catalyst	<p>No text</p>	<p><i>Difference in kind. No changes required.</i></p>	<p><i>Additional requirement for UN 2813.</i></p>													
Un No.	Technical name																				
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<p>7.5.11 CW64</p>	<p>Packaged goods classified under unspecified or n.o.s. (not otherwise specified) entries with the following technical names shall be carried in wag-</p>	<p>No text</p>	<p><i>Difference in kind. No changes re-</i></p>	<p><i>Additional requirement for UN 1544, 1588, 1992, 1993, 2025, 2810, 2813,</i></p>																	

	<p>onload shipments by railway with gauge width 1520 mm, including when received from railways with gauge width 1435 mm, only accompanied by an expert team or attendants of the consignor (consignee) (see 7.5.9):</p> <table border="1" data-bbox="309 379 846 1018"> <thead> <tr> <th>Un No.</th> <th>Technical name</th> </tr> </thead> <tbody> <tr><td>1544</td><td>Cinchonine</td></tr> <tr><td>1588</td><td>Cadmium cyanide</td></tr> <tr><td>1588</td><td>Black cyanide</td></tr> <tr><td>1992</td><td>[Diran-A]</td></tr> <tr><td>1992</td><td>Solvent [“Deciline”]</td></tr> <tr><td>1992</td><td>[Samine]</td></tr> <tr><td>1992</td><td>Synthin</td></tr> <tr><td>1993</td><td>[Product T-185]</td></tr> <tr><td>2025</td><td>Mercury (II) sulphide</td></tr> <tr><td>2810</td><td>[Pronite]</td></tr> <tr><td>2810</td><td>[Enite]</td></tr> <tr><td>2813</td><td>[CN] Catalyst</td></tr> <tr><td>2927</td><td>[Aquanite]</td></tr> <tr><td>3286</td><td>Heptyl</td></tr> <tr><td>3286</td><td>Luminal A</td></tr> </tbody> </table> <p>Note: The requirements of this special provision need not be applied for the Hungary, Republic of Poland and the Slovak Republic.</p>	Un No.	Technical name	1544	Cinchonine	1588	Cadmium cyanide	1588	Black cyanide	1992	[Diran-A]	1992	Solvent [“Deciline”]	1992	[Samine]	1992	Synthin	1993	[Product T-185]	2025	Mercury (II) sulphide	2810	[Pronite]	2810	[Enite]	2813	[CN] Catalyst	2927	[Aquanite]	3286	Heptyl	3286	Luminal A		<i>quired.</i>	2927, 3286.
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7.5.11 CW65	<p>Packaged goods classified under unspecified or n.o.s. (not otherwise specified) entries with the following technical names shall be carried by railway with gauge width 1520 mm only in private closed wagons and private containers, as well as in closed wagons and containers rented from the railways, including when received from railways</p>	No text	<i>Difference in kind. No changes re-quired.</i>	<i>Additional requirement for UN 1992, 1993, 2922, 2923, 2924, 2985, 2988</i>																																

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7.5.11 CW66	If carried in tanks (including tank-wagons, tank-containers, fixed tanks, portable tanks, demountable tanks, elements of battery-wagons or MEGC) on railways with gauge width 1520 mm, including when received from railways with gauge width 1435 mm, these goods shall be carried only when	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1381, 2447</i>																												

	<p>accompanied (see 7.5.9) by an expert team or attendants of the consignor (consignee).</p> <p>Note 1: This special provision shall also apply to the return of empty uncleaned tanks.</p> <p>Note 2: The requirements of this special provision need not be applied for Hungary, Republic of Poland and the Slovak Republic.</p>													
7.5.11 CW67	<p>If carried in tanks (including tank-wagons, tank-containers, fixed tanks, portable tanks, demountable tanks, elements of battery-wagons or MEGC) on railways with gauge width 1520 mm, including when received from railways with gauge width 1435 mm, goods classified under unspecified or n.o.s. (not otherwise specified) entries with the following technical names shall be carried only when accompanied (see 7.5.9) by an expert team or attendants of the consignor (consignee).</p> <table border="1"> <thead> <tr> <th>Un No.</th> <th>Technical name</th> </tr> </thead> <tbody> <tr> <td>1992</td> <td>Solvent [“Deciline”]</td> </tr> <tr> <td>1992</td> <td>[Samine]</td> </tr> <tr> <td>1992</td> <td>Synthin</td> </tr> <tr> <td>1993</td> <td>[Product T-185]</td> </tr> </tbody> </table> <p><i>Note 1: This special provision shall not be applied for the return of empty uncleaned tanks unless they pass through the territory of the Russian Federation.</i></p> <p>Note: The requirements of this special provision need not be applied for Hungary, Republic of Poland and the Slovak Republic.</p>	Un No.	Technical name	1992	Solvent [“Deciline”]	1992	[Samine]	1992	Synthin	1993	[Product T-185]	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1992, 1993.</i>
Un No.	Technical name													
1992	Solvent [“Deciline”]													
1992	[Samine]													
1992	Synthin													
1993	[Product T-185]													
7.5.11 CW68	<p>If carried in tanks (including tank-wagons, tank-containers, fixed tanks, portable tanks, demount-</p>	No text	<i>Difference in kind.</i>	<i>Additional requirement for UN 3161, 3286.</i>										

	<p>able tanks, elements of battery-wagons or MEGC) on railways with gauge width 1520 mm, including when received from railways with gauge width 1435 mm, goods classified under unspecified or n.o.s. (not otherwise specified) entries with the following technical names shall be carried only when accompanied (see 7.5.9) by an expert team or attendants of the consignor (consignee).</p> <table border="1"> <thead> <tr> <th>Un No.</th> <th>Technical name</th> </tr> </thead> <tbody> <tr> <td>3161</td> <td>Vinyl</td> </tr> <tr> <td>3286</td> <td>Heptyl</td> </tr> </tbody> </table> <p>Note 1: This special provision shall also apply to the return of empty uncleaned tanks. Note 2: The requirements of this special provision need not be applied for Hungary, Republic of Poland and the Slovak Republic.</p>	Un No.	Technical name	3161	Vinyl	3286	Heptyl		<i>No changes required.</i>	
Un No.	Technical name									
3161	Vinyl									
3286	Heptyl									
7.5.11 CW69	<p>Empty uncleaned tanks (including tank-wagons, tank-containers, fixed tanks, portable tanks, demountable tanks, elements of battery-wagons or MEGC) which were used to carry these goods shall be accompanied by an expert team or the attendants of the consignor (consignee) (see 7.5.9) on the territory of the Republic of Kazakhstan and Russian Federation.</p> <p>Note: The requirement of this special provision need not be applied for other countries.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 1017, 1038, 1067, 1076, 1163, 1230, 2015, 2032.</i>						
7.5.11 CW70	<p>These packaged goods shall not be loaded in one wagon or container with dangerous goods of other classes and with goods of this class which have different UN numbers.</p>	No text	<i>Difference in kind. No changes required.</i>	<i>Additional requirement for UN 3343, 3357, 1310, 1320, 1321, 1322, 1336, 1337, 1344, 1347, 1348, 1349, 1354, 1355, 1356, 1357, 1517, 1571, 2555,</i>						

				2556, 2557, 2852, 2907, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3317, 3319, 3344, 3364, 3365, 3366, 3367, 3368, 3370, 3376, 3380, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3123 (packing group I, II), 3124 (packing group I, II), 3125 (packing group I, II), 3385, 3386, 2921 (packing group I, II), 3094 (packing group I, II), 3095 (packing group I, II), 3096 (packing group I, II), 3301 (packing group I, II).
	(Reserved)	Provisions for carriage as colis express (express parcels)	Differences in kind. No changes required.	Carriage of dangerous goods in passenger trains is regulated by SMPS. Under this Agreement carriage of such goods is prohibited.
Chapter 7.7	Carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles (car on train)	Carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles (car on train)	Differences in kind. If link is included in SMPS differences will be eliminated from 1 July 2013. At the moment, there is no link to the SMPS. Proposals for the elimination of the other differences	Carriage of dangerous goods in passenger trains is regulated by SMPS. Under this Agreement carriage of such goods is prohibited.

			<i>have been discussed at the OSJD meeting. It is agreed that the proposals may be included in the next edition of Annex 2 to SMGS.</i>	
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