



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

RID Committee of Experts' standing working group

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**TO THE OTIF MEMBER STATES AND ASSOCIATE MEMBERS,
REGIONAL ORGANISATIONS WHICH HAVE ACCEDED TO COTIF AND
OBSERVERS**

**Final report of the 20th session of the RID Committee of Experts' standing working group
(Berne, 27 and 28 May 2026)**

Information from the Secretariat

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ITEM 1: APPROVAL OF THE AGENDA

Document: [RID-26010-CE-SWG20](#) (Secretariat)

1. The provisional agenda contained in calling notice RID-26010-CE-SWG20 dated 27 March 2026 was adopted.

ITEM 2: ELECTION OF THE CHAIR AND VICE-CHAIR

2. At the 6th session of the standing working group, Ms Caroline Bailleux (Belgium) was elected as Chair until further notice. At the 10th session, Mr Othmar Krammer (Austria) was elected as Deputy Chair until further notice.
3. The following RID Contracting States took part in the work of the 20th session of the standing working group (see also Annex III):

Austria, Belgium, the Czech Republic, Denmark, Finland, France, Georgia, Germany, Italy, Luxembourg, the Netherlands, Serbia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

The European Union (European Commission and the European Union Agency for Railways (ERA)) was also represented.

The following non-governmental international organisations were represented: International Union of Railways (UIC) and International Union of Wagon Keepers (UIP).

ITEM 3: REVIEW OF THE DRAFT NOTIFICATION TEXTS

Documents: [RID-26024-CE-SWG20-3](#) (Secretariat)

[RID-26015-CE-SWG20-5a](#) (Secretariat)

4. Document RID-26024-CE-SWG20-3 contained text sections not highlighted in grey that had already been reviewed at the last session of the standing working group (see report [RID-26004-CE-SWG19](#), Annex I).
5. The standing working group reviewed all sections of document RID-26024-CE-SWG20-3 highlighted in grey, which primarily consisted of text adopted at the last RID/ADR/ADN Joint Meeting (Berne, 24–27 March 2026).
6. It also checked whether the texts contained in Annex I to document RID-26015-CE-SWG20-5a, which were adopted by the 119th session of WP.15 (Geneva, 5–8 May 2026), could also be carried over into RID.
7. The standing working group adopted document RID-26024-CE-SWG20-3, together with the additions and corrections set out in Annex I to document RID-26015-CE-SWG20-5a, with a number of editorial amendments (see Annex I).

ITEM 4: REVIEW OF QUESTIONS CONCERNING THE INTERPRETATION OF RID

Interpretation of the transitional measure for the marking of acetylene cylinders

Document: [RID-26019-CE-SWG20-4](#) (Secretariat)

8. Document RID-26019-CE-SWG20-4 contained an interpretation clarifying that the marking of acetylene cylinders in accordance with 6.2.2.7.3 (k) (ii) and (iii) or (l) (ii) and (iii) may be carried out at the cylinder's next periodic inspection, provided that the marking can be affixed to the cylinder shoulder or to a neck ring. This interpretation was formulated by the RID/ADR/ADN Joint Meeting (24–27 March 2026) and adopted by the 119th session of WP.15 (Geneva, 5–8 May 2026), with a few editorial corrections in the French version (see document RID-26015-CE-SWG20-5a, paragraph 10).
9. The standing working group agreed with this interpretation and requested the Secretariat to publish it on OTIF's website on 1 January 2027, following approval by the RID Committee of Experts, taking into account the corrections in the French version (see Annex II).

Appointment of safety advisers for consignors in multimodal rail and road transport

Document: [RID-26020-CE-SWG20-4](#) (Spain)

10. In its document RID-26020-CE-SWG20-4, Spain asked whether consignors of dangerous goods must appoint dangerous goods safety advisers who possess specialist knowledge of all the modes of transport used, or whether, given that the essential requirements of RID and ADR are identical, it might be acceptable to appoint a dangerous goods safety adviser who possesses specialist knowledge of only one mode of transport.
11. The representative of Germany explained that, in her country, dangerous goods safety advisers must be properly trained for all modes of transport used. A dangerous goods safety adviser who is qualified for only one mode of transport would not be accepted for multimodal transport operations. In Germany's view, the wording of 1.8.3 was sufficiently clear in this regard.
12. The representative of the United Kingdom pointed out that, in addition to the consignor, other participants may also deal with more than one mode of transport. In order to highlight the specific situation of multimodal transport, a Note could perhaps be added to 1.8.3.1 specifying that undertakings which, in addition to the transport of dangerous goods by rail, are also involved in the transport of dangerous goods by road and inland waterways, must also have one or more dangerous goods safety advisers trained for road and inland waterway transport. The United Kingdom was of the view that this matter should be dealt with at the RID/ADR/ADN Joint Meeting.
13. The representative of the Netherlands confirmed that an undertaking involved in multimodal transport must have dangerous goods safety advisers who are trained in all relevant modes of transport. She also pointed out that, in accordance with 1.3.2.2, where the carriage of dangerous goods involves a multimodal transport operation, the personnel must be aware of the requirements concerning other transport modes.
14. The representative of France doubted whether the consignor would always be aware of the modes of transport used to carry the consignment. He also suggested that this be dealt with at the RID/ADR/ADN Joint Meeting.

15. The representatives of Austria, Belgium and Switzerland also confirmed the need to appoint dangerous goods safety advisers for each mode of transport used in multimodal transport operations. The representative of Austria added that it must be clear to the consignor which modes of transport would be used, as it is the consignor who, by definition, concludes the contract of carriage. He thought the problem was more with the packer, who may not know which modes of transport were to be used.
16. The Chair summarised that the text of 1.8.3 was generally clear and that a dangerous goods safety adviser with the appropriate knowledge was required for each mode of transport. However, there was some uncertainty as to whether all participants knew which modes of transport would be used.
17. The representative of Spain thanked delegates for the comments and announced that he would submit a document to the RID/ADR/ADN Joint Meeting if necessary.

ITEM 5: PROPOSALS TO AMEND RID

a) Pending issues

Informal working group on the transitional measures relating to the transfer of technical vehicle requirements from RID to UTPs/TSIs

Document: [RID-26011-CE-SWG20-5a](#) (Secretariat)

18. Document RID-26011-CE-SWG20-5a contained the report of an informal working group which the standing working group had tasked with examining how the transitional measures relating to the transfer of technical vehicle requirements from RID to UTPs/TSIs could be improved, and how the information contained in special provisions TE 22 and TE 25 could continue to be reflected in the regulations.
19. The informal working group proposed that the Note concerning the marking of wagons, which was originally intended to appear at the end of the explanatory note to the new column (14) of Table A, be moved to the new transitional measures 1.6.3.62 and 1.6.5.1, and that references to these transitional measures be included at various points throughout the regulations. It also proposed that an addendum be included in Chapter 6.8, setting out the wording of special provisions TE 22 and TE 25, which remain in force until 31 December 2026, in order to retain this information in RID throughout the service life of tank-wagons approved in accordance with the provisions in force prior to 1 January 2027. In order to make it user-friendly, a list of those entries to which special provisions TE 22 and TE 25 are currently assigned should also be included in the addendum.
20. The Secretariat explained that, when drawing up the list, it had established that for liquids in classes 3, 4.2, 4.3, 5.1, 6.1 and 8, it was necessary to specify not only the UN number and the proper shipping name, as proposed by the informal working group, but also the packing group. For this reason, additional columns for the class and packing group had been included in the table in Annex I to document RID-26011-CE-SWG20-5a.
21. As an alternative, the representative of the United Kingdom proposed that instead of the additional column for the packing group, a Note should be included specifying that, for all entries not assigned to Class 2, only packing group I was concerned.
22. For the sake of user-friendliness, the Secretariat, the Chair and the representative of Austria were in favour of the version with the additional column for the packing group. The representative of Austria added that practice would show whether it was necessary to leave the list of substances in the addendum to Chapter 6.8, and if so, in what form.

23. The standing working group ultimately approved the amendments proposed by the informal working group, including the table of substances prepared by the Secretariat, and recommended them to the RID Committee of Experts for adoption (see Annex I).
24. The Chair commended the excellent cooperation and coordination between the RID Committee of Experts, the Committee of Technical Experts and ERA, which had enabled the successful transfer of the technical vehicle requirements from RID to the UTPs/TSIs.

119th Session of WP.15 (Geneva, 5–8 May 2026)

Document: [RID-26015-CE-SWG20-5a](#) (Secretariat)

25. The standing working group noted document RID-26015-CE-SWG20-5a submitted by the Secretariat, which reproduced the most important discussions at the 119th session of WP.15 that might also be of interest to the standing working group.
26. The standing working group noted that WP.15 had adopted the proposal submitted by the United Kingdom and the Secretariat to include railway vehicles in addition to road vehicles in special provisions 235, 280, 289 and 356, and to indicate in the Notes to 5.4.2 and 5.4.5 that the term “vehicle” used in these sections also covers wagons.
27. The standing working group also noted WP.15’s discussions on the efficiency and working methods of Working Party WP.15, as set out in paragraphs 44 to 46a of the document.

Definition of road vehicle

Document: [RID-26017-CE-SWG20-5a](#) (Belgium)

28. In her document RID-26017-CE-SWG20-5a, the representative of Belgium proposed omitting the phrase “by means of which dangerous goods are carried” from the definition of road vehicle, so that the term could be used consistently in those parts of RID where road vehicles that do not carry dangerous goods are also covered. In an optional second amendment, she proposed adding the clarification “by means of which dangerous goods are carried” after “road vehicles” in several places in 1.1.4.4 concerning piggyback transport. Lastly, in her third proposal, she proposed deleting “, road vehicles” from 5.4.1.1.6.3 (b) in order to resolve a contradiction between 5.4.1.1.6.3 (b) and 7.5.8.1, which makes no mention of road vehicles.
29. Whilst the standing working group unanimously welcomed proposal 1, opinions differed regarding proposals 2 and 3. The representatives of the Netherlands, the United Kingdom and Germany were of the view that the current wording of 1.1.4.4 was sufficiently clear and therefore thought proposal 2 was unnecessary. The representative of Austria presented an alternative proposal in which, amongst other things, the headings of 1.1.4.4.2 to 1.1.4.4.5 would be deleted. As an alternative, the representative of Switzerland proposed that the title of 1.1.4.4 be changed to “Carriage of dangerous goods in piggyback transport”.
30. With regard to proposal 3, the representatives of the United Kingdom and Switzerland proposed not to delete the road vehicles referred to in 5.4.1.1.6.3 (b), but to add them to 7.5.8.1. The representative of Belgium confirmed that the intention was not to prohibit the carriage of empty, uncleaned road vehicles. The representative of the United Kingdom also pointed out that 5.4.1.1.6.3 (b) refers not only to cleaning but also to repair, which is not the case in 7.5.8.1. As the wording of 7.5.8.1 in RID and ADR was almost identical, any proposed amendments would have to be dealt with at the RID/ADR/ADN Joint Meeting. **The representative of Austria emphasised that 7.5.8.1 does not cover the**

usual transport of empty, uncleaned road vehicles, but rather of those that are contaminated in breach of the regulations and must therefore be sent for cleaning. In the framework of the standing working group, he was of the view that consideration should be given to making piggyback transport unavailable for this purpose.

31. The standing working group ultimately approved only the amendment contained in proposal 1 of the document (see Annex I). It requested the representatives of Austria and Switzerland to submit their alternative proposals regarding proposal 2 of the document to the next session of the standing working group. With regard to proposal 3 of the document, the representative of Belgium said that she would submit a corresponding document to the next session of the RID/ADR/ADN Joint Meeting.

Expiry of transitional provisions

Document: [RID-26018-CE-SWG20-5a](#) (Secretariat)

32. In document RID-26018-CE-SWG20-5a, the Secretariat proposed which transitional provisions may be deleted from the 2027 edition of RID, as they would expire. The Secretariat had also submitted a corresponding document to the 119th session of WP.15 (informal document INF.9).
33. Like WP.15, the standing working group agreed to delete these transitional provisions (see Annex I).

Special provision TE 25

Document: [RID-26022-CE-SWG20-5a](#) (Secretariat)

34. In document RID-26022-CE-SWG20-5a, the Secretariat drew attention to two possible errors in the text of special provision TE 25, which had arisen when the technical vehicle requirements were transferred from RID to the UTP/TSI Freight Wagons.
35. The standing working group agreed that the proposed corrections must be incorporated into document RID-26024-CE-SWG20-3 (see Annex I).

Update on the proposal for a special provision for the protection of inspection openings of tank-wagons carrying toxic gases

Informal document: [RID-26025-CE-SWG20-5a](#) (Netherlands)

36. In her document RID-26025-CE-SWG20-5a, the representative of the Netherlands provided information on the discussions held, at the request of the standing working group, in the RID/ADR/ADN Joint Meeting's working group on tanks in connection with safety measures for the carriage of ammonia (see report of the 19th session of the standing working group RID-26004-CE-SWG19, paragraphs 44–48).
37. The representative of UIP confirmed that some improvement was necessary regarding the protection of inspection openings on tank-wagons, but **also pointed out that these days, such openings would already be placed further down and would be protected by the end platform. He suggested that improvements in terms of protecting inspection openings be made** in the standardisation bodies. A corresponding standard containing detailed technical specifications and illustrations on how to ensure protection would be helpful for tank-wagon manufacturers.

38. The Chair **supported the call to reflect tried and trusted methods in the regulations or in a standard** and asked the representatives of the Netherlands and UIP to submit a corresponding proposal to the European Committee for Standardization (CEN), referring to a suggestion made in this regard by the RID Committee of Experts' standing working group.
39. The representative of the Netherlands also said that she would submit an official document to the next session of the standing working group, which would take into account the comments made by the Joint Meeting's working group on tanks and the standing working group. She asked delegations to send her any further comments by email.

b) New proposals

Publication of IRS 40471-3, edition 5 – amendment to the reference in RID 2027

Document: [RID-26012-CE-SWG20-5b](#) (UIC)

40. In document RID-26012-CE-SWG20-5b, the representative of UIC provided information on the corrections and updates made to Point 5 of IRS 40471-3 ("Inspections of dangerous goods consignments"), which comes into force on 1 January 2027.
41. The standing working group thanked UIC for this information and approved the update to the reference in RID 1.4.2.2.1 (see Annex I).

ITEM 6: REVISION OF THE RID COMMITTEE OF EXPERTS' RULES OF PROCEDURE

Document: [RID-26013-CE-SWG20-6](#) (Secretariat)

42. In order to ensure consistency in terminology and practice across the various organs of OTIF, the Secretariat proposed, in document RID-26013-CE-SWG20-6, that the Rules of Procedure of the RID Committee of Experts be aligned with those of OTIF's other organs. The amendments to the various articles of the Rules of Procedure were explained in detail in the document. The secretariat briefly summarised the most important amendments orally.
43. In response to the Chair's question as to whether, under paragraph 2 (b) of the new Article 10a concerning the Bureau, responsibility for preparing meetings would in future fall to the Chair and the Vice-Chair rather than the Secretariat, the Secretariat replied that meetings would continue to be prepared by the Secretariat in future and that the Bureau was merely to oversee the Secretariat's preparatory work.
44. The representative of the Netherlands asked the Secretariat what was specifically meant by letters (b) (adopting measures intended to facilitate the implementation and application of RID) and (c) (monitoring and assessing the implementation and application of RID) of the newly worded paragraph 1 of Article 22, in relation to the powers delegated by the RID Committee of Experts to its standing working group. The Secretariat explained that letter (b) referred primarily to amendments to the RID Handbook, but also to the publication of guidelines intended to facilitate the implementation and application of RID. Letter (c) referred, for example, to surveys conducted by the Secretariat, which would enable the implementation and application of RID to be better monitored and assessed.

45. The representative of Austria questioned **whether it was practicable** to stagger the timing of the dispatch of the RID Committee of Experts' decisions in accordance with Article 25 (shortly after the session) and the minutes of the session in accordance with Article 24 (not later than eight weeks after the session), **because this would mean fixing the outcome of the discussions first and only subsequently the basis for this outcome, i.e. the correct record of the discussions**. The Secretary General of OTIF explained that it is the decisions of the committees, rather than the minutes of sessions, that form the basis for depositary notifications. Depositary notifications must be communicated by the deadline specified in the Convention so that amendments to the Convention and its appendices can enter into force in good time. In order to meet these deadlines, it would be advisable to publish the decisions as soon as possible after the session.
46. In response to a further question from the representative of Austria, it was clarified that the standing working group was subject to the obligation to send and publish decisions within the meaning of Article 25 only in respect of the powers conferred upon it by the RID Committee of Experts in accordance with Article 22, paragraph 1, letters (a) to (d). Amendments to the Annex to Appendix C of the Convention recommended to the RID Committee of Experts for adoption, which were drawn up by the standing working group as part of its preparatory role, would continue to be sent out and published as an annex to the minutes of the session.
47. Following the Secretariat's explanations, the standing working group recommended that the RID Committee of Experts adopt the revised Rules of Procedure.

ITEM 7: INVOLVEMENT OF STAKEHOLDERS

Document: [RID-26014-CE-SWG20-7](#) (Secretariat)

48. In order to involve stakeholders in the work of the RID Committee of Experts, the Secretariat proposed in document RID-26014-CE-SWG20-7 to apply the "Recommendation on involving stakeholders in OTIF's work", which was developed by the ad hoc Committee on Legal Affairs and International Cooperation and approved by OTIF's 16th General Assembly. It also proposed to grant the status of registered stakeholder to various international associations that are already invited to attend sessions of the RID Committee of Experts, without applying the procedure for conferring such status.
49. The Secretariat proposed that the experience already gained by the ad hoc Committee on Legal Affairs and International Cooperation be taken into account. The status of "registered stakeholder" would be granted or withdrawn by means of a written procedure. The objection period would be increased from 14 days to one month and the threshold for referring a matter to the RID Committee of Experts would be raised from a single objection to a third of its members. In addition, individual experts should only be registered as stakeholders if the relevant area of dangerous goods expertise was not already covered by an association.
50. The representative of the United Kingdom proposed that the European Chemical Transport Association (ECTA) and the International Confederation of Plastics Packaging Manufacturers (ICPP) – which had attended meetings of the RID/ADR/ADN Joint Meeting in the past – be added to the list of registered stakeholders prepared by the Secretariat. The standing working group approved this proposal.
51. The standing working group recommended that the RID Committee of Experts take the decisions drafted by the Secretariat in paragraph 16 of document RID-26014-CE-SWG20-7, together with the updated list of registered stakeholders.

ITEM 8: RID COPYRIGHT PROTECTION

Document: [RID-26023-CE-SWG20-8](#) (Secretariat)

52. In accordance with a decision of the 16th General Assembly, the Secretariat proposed in document RID-26023-CE-SWG20-8 that OTIF formally assert its copyright over the Annex to Appendix C (RID) of the Convention and restrict its use. To this end, a copyright notice should be included in RID from the 2027 edition onwards.
53. The representative of Germany warned of possible negative consequences should RID be subject to copyright. In Germany's view, making RID generally accessible would improve safety in the transport of dangerous goods by rail. The representative of UIP agreed.
54. The Secretariat explained that OTIF Member States may continue to use RID without restriction for legislative and regulatory purposes, as well as for implementation purposes, including publication in their official journals and the production of national translations.
55. The Secretary General of OTIF added that the decision to copyright RID was in line with the practice of other international organisations, but that RID would remain freely accessible on OTIF's website in future. He explained that the main purpose of the proposal was to prevent unauthorised commercial use. OTIF's activities relating to the further development of dangerous goods legislation accounted for the largest share of its budget. It was therefore necessary to secure an additional source of income for OTIF. The Secretary General also highlighted the excellent cooperation between OTIF and stakeholders and assured delegations that OTIF would take a flexible approach in justified cases.
56. The representative of Austria expressed concerns regarding the copyrights of third parties. He pointed out that the majority of the text in RID was carried over from the UN Model Regulations on the Transport of Dangerous Goods, which were developed by the United Nations Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods. He also questioned whether the restrictions imposed on non-OTIF Member States were an appropriate means of promoting accession to COTIF. It might be more beneficial if potential candidate countries were to anticipate the law and apply it nationally even before accession.
57. In response to questions from several delegations regarding the extent to which university and training purposes were exempt from the restrictions, the Secretariat said that fair academic use of a predominantly non-commercial nature should be permitted. It was always a question of scale: certain commercial elements should be permitted, for example where a university is paid to run a course or carry out research in which RID is used as part of that course or research. In the Secretariat's view, the term "academic use" did not extend to using RID for more commercial purposes, such as its inclusion in the sale of course packages or teaching materials for profit. For example, a publisher could not attempt to give RID its own cover and resell it for a profit, even if it was sold to universities or students for "academic" purposes – that did not constitute "academic use".
58. At the Chair's suggestion, the clarification "for commercial purposes" was added to the first paragraph of the copyright notice, and the final paragraph was split into three paragraphs to avoid any misinterpretation.
59. The standing working group recommended that the RID Committee of Experts adopt the copyright notice with the two amendments referred to above.

ITEM 9: HARMONISATION OF RID AND SMGS ANNEX 2

60. No documents were submitted for this agenda item.

ITEM 10: INFORMATION FROM MEMBERS OF THE RID COMMITTEE OF EXPERTS' STANDING WORKING GROUP

Informal document: [RID-26021-CE-SWG20-10](#) (UIC)

61. In the context of security issues around rail transport in densely populated areas, the representative of UIC provided information in informal document RID-26021-CE-SWG20-10 on the essence of a project co-funded by the European Union aimed at the early detection of chemical, biological, radiological, nuclear and explosive threats (CBRN-E) in urban areas and on public transport (the BEHOLDER project).
62. The representative of UIC pointed out that any interested delegations wishing to be kept informed of the progress and results of the BEHOLDER project may do so using the contact details provided in paragraph 13 of document RID-26021-CE-SWG20-10.
63. The standing working group thanked UIC for this information, which it noted.

ITEM 11: ANY OTHER BUSINESS

59th Session of the RID Committee of Experts

64. The Secretariat explained that for the 59th session of the RID Committee of Experts (Berne, 28 May 2026), it would prepare document RID-26027-CE59-3, which would contain all the corrections and additions (see also Annex I) to be made to document RID-26024-CE-SWG20-3 in accordance with the decisions of the 20th session of the standing working group. This document, together with document RID-26024-CE-SWG20-3, would form the basis for the final adoption of the 2027 amendments to RID.

Tribute to Mr Rainer Kogelheide

65. The standing working group was informed that Mr Rainer Kogelheide (UIP) was retiring. The Chair paid tribute to his professional expertise and his great willingness to help, which had repeatedly been of great benefit to her in her role as Chair of the RID Committee of Experts and its standing working group. During his thirty years of service on international dangerous goods committees, Mr Kogelheide had played a key role in the drafting and further development of the RID technical vehicle provisions and in ensuring that extra-large tank-containers were taken into account in RID, not least in his capacity as Chair of the working group on tank and vehicle technology.
66. On behalf of the standing working group, the Chair thanked Mr Kogelheide for his consistently excellent cooperation and wished him a long, healthy and happy retirement.

Thanks

67. The Chair thanked the Secretariat for the good preparation and the interpreters for their important contribution to the successful running of the meeting. Lastly, she thanked the delegations for their active and constructive participation in the discussions.
68. The Vice-Chair thanked the Chair for her efficient chairing of the meeting, which had made it possible to deal with all the documents during the meeting, which had been shortened to one and a half days.

Next meeting

69. The 21st session of the RID Committee of Experts' standing working group will be held in Berlin (Germany) in the week from 16 to 20 November 2026. The duration of the session can be decided at a later date. The deadline for the submission of documents to the standing working group is **5 October 2026**. In order to plan the duration of the meeting, delegates are requested to inform the Secretariat by **7 September 2026** at the latest of the topics on which they intend to submit proposals.
70. The Secretariat encouraged delegations to submit proposals for the organisation of the sessions in 2027 and 2028.

Texts proposed by the 20th session of the RID Committee of Experts' standing working group to enter into force on 1 January 2027**Amendments to be made to document RID-26024-CE-SWG20-3****Chapter 1.6**

1.6.2.24 [The amendment in the German version does not apply to the English text.]

1.6.3.27 Delete the square brackets.

1.6.3.32 Delete the square brackets.

1.6.3.33 Delete the square brackets.

1.6.3.36 Delete the square brackets.

1.6.3.62 Delete the square brackets.

In the second sub-paragraph, replace "in Table A of Chapter 3.2" by:

"in column (14) of Table A in Chapter 3.2".

At the end, add a reference to the following footnote and add the following Note:

³² Special provisions TE 22 and TE 25 in force until 31 December 2026 and still applicable to tank-wagons constructed before 1 January 2033 on the basis of approvals issued up to 31 December 2026 are reproduced in the Addendum to Chapter 6.8."

"NOTE: Tank-wagons subject to this transitional measure may be used as follows:

- Tank-wagons that have to be marked with "WE 1" in accordance with the requirements in force from 1 January 2027 do not require this mark.
- Tank-wagons that have to be marked with "WE 2" in accordance with the requirements in force from 1 January 2027 do not require this mark but shall be marked with "TE 22".
- Tank-wagons that have to be marked with "WE 3" in accordance with the requirements in force from 1 January 2027 do not require this mark but shall be marked with "TE 25".
- Tank-wagons that have to be marked with "WE 4" in accordance with the requirements in force from 1 January 2027 do not require this mark.
- Tank-wagons that have to be marked with "WE 5" in accordance with the requirements in force from 1 January 2027 do not require

this mark.

- Tank-wagons that have to be marked with "WE 6" in accordance with the requirements in force from 1 January 2027 do not require this mark."

[Reference document: RID-26011-CE-SWG20-5a]

1.6.3.67 [The amendment in the French version does not apply to the English text.]

1.6.4.71 In the first sentence, after "Chapter 6.8", insert a comma.

In the last sentence, replace "markings" by:

"marks".

[Reference document: RID-26015-CE-SWG20-5a]

1.6.4.72 [The amendment in the French version does not apply to the English text.]

1.6.5 Delete the square brackets.

1.6.5.1 At the end, add the following Note:

"NOTE: Wagons subject to this transitional measure may be used as follows:

- Wagons that have to be marked with "WE 4" in accordance with the requirements in force from 1 January 2027 do not require this mark.
- Wagons that have to be marked with "WE 5" in accordance with the requirements in force from 1 January 2027 do not require this mark.
- Wagons that have to be marked with "WE 6" in accordance with the requirements in force from 1 January 2027 do not require this mark."

[Reference document: RID-26011-CE-SWG20-5a]

Chapter 2.1

2.1.5.7 [The amendment in the French version does not apply to the English text.]

Chapter 2.2

2.2.1.1.1 [The amendment in the French version does not apply to the English text.]

2.2.9.1.7.1 [The amendment in the German version does not apply to the English text.]

Chapter 3.2

3.2.1 Amend the amendment to the explanatory note for column (14) to read as follows:

"Amend the explanatory note for column (14) to read:

"Column (14) "Wagon equipment²"

Contains the alphanumeric codes starting with the letters "WE" of the special provisions for wagon equipment which shall be met in accordance with 7.1.2.2.

² See transitional measures 1.6.3.62 and 1.6.5.1."

[Reference document: RID-26011-CE-SWG20-5a]

Table A

Amend the amendment in the second indent to read:

– Between columns (13) and (15), insert a new column "(14)" with the following column headings:

"Wagon equipment²
4.3.2,
7.1.2.2
(14)".

[Reference document: RID-26011-CE-SWG20-5a]

In the amendment in the seventh indent, replace 3121 and 3122" by:

"3221 and 3222".

Table B

In the table of the new entries to be inserted, in the row for "p-Fluoroaniline", in column "NHM Code", replace "+++++" by:

"29++++".

Chapter 3.3

SP 681 [The amendment in the French version does not apply to the English text.]

Chapter 4.1

4.1.4.1

P 200 Delete the amendments highlighted in grey.

P 911 Amend to read:

"P 911 In paragraph (2), first sentence, replace "as specified" by:

"as approved or specified".

[Reference document: RID-26015-CE-SWG20-5a]

LP 906 Amend to read:

"LP 906 In paragraph (2), first sentence, replace "as specified" by:

"as approved or specified".

[Reference document: RID-26015-CE-SWG20-5a]

Chapter 4.3

4.3.3.2.5 [The amendments in the French version do not apply to the English text.]

Chapter 6.8

6.8.2.5.2 In the left-hand column, in the new second indent to be inserted after the seventh indent, after "(7.1.2.3)", insert a reference to a new footnote.

The new footnote reads as follows:

"¹⁶ See transitional measure 1.6.3.62."

[Reference document: RID-26011-CE-SWG20-5a]

6.8.3.2.1.1 Amend to read:

"6.8.3.2.1.1 Shells intended for the carriage of liquefied gases may be provided with openings for the fitting of gauges, thermometers, manometers and with level detection valves, as required for their operation and safety, in addition to the openings prescribed in 6.8.2.2.2 and 6.8.2.2.4."

[Reference document: RID-26015-CE-SWG20-5a]

6.8.3.2.1.2 [The first amendment in the French version does not apply to the English text.]

Replace "and/or" by:

"or".

[Reference document: RID-26015-CE-SWG20-5a]

6.8.3.2.1.3 [The amendment in the French version does not apply to the English text.]

6.8.3.2.2 [The amendment in the German version does not apply to the English text.]

6.8.3.2.2.1 [The amendment in the French version does not apply to the English text.]

6.8.3.2.2.2 [The amendment in the French version does not apply to the English text.]

6.8.3.2.2.4 [The amendment in the French version does not apply to the English text.]

6.8.3.2.2.6 [The amendment in the French version does not apply to the English text.]

6.8.3.2.2.6.1 [The amendments in the French version do not apply to the English text.]

6.8.3.2.2.7 In the second sub-paragraph, remove the division into two columns.

[The amendment to the last sentence in the French version does not apply to the English text.]

[Reference document: RID-26015-CE-SWG20-5a]

6.8.3.2.2.8 [The amendment in the French version does not apply to the English text.]

6.8.3.2.9.2 Delete the amendment.

6.8.3.2.15 Delete the amendment.

6.8.4 (b)

TE 22 Delete the square brackets.

TE 25 Delete the square brackets.

Amend the second amendment to paragraph (b) to read:

"– Insert the following first sub-paragraph after the heading:

"The wall thickness of the tank ends shall be increased or other materials with a greater energy absorption capacity shall be used."

[Reference document: RID-26022-CE-SWG20-5a]

Amend the last amendment to paragraph (e) to read:

"– In the last sub-paragraph following paragraph (e), amend "The wall thicknesses specified in (b), (c) and (d)" to read:

"The wall thicknesses specified in (b) and (c)".

– Insert the following Note after the last sub-paragraph:

"NOTE: If the wagon is protected with equipment preventing or limiting the effects of overriding which conforms to special provision for wagon equipment WE 3 of 7.1.2.2, then the application of special provisions TE 25 (b) and TE 25 (c) is not mandatory.""

[Reference document: RID-26022-CE-SWG20-5a]

Chapter 7.1

7.1.2.1 Amend to read:

"7.1.2.1 Construction requirements for wagons¹

¹ See transitional measures 1.6.3.62 and 1.6.5.1."

[Reference document: RID-26011-CE-SWG20-5a]

7.1.2.2 Amend the heading to read:

"Special provisions for wagon equipment¹

[Reference document: RID-26011-CE-SWG20-5a]

7.1.2.3 Amend the heading to read:

"Wagon marking³

³ See transitional measures 1.6.3.62 and 1.6.5.1."

[Reference document: RID-26011-CE-SWG20-5a]

Chapter 7.5

7.5.4 Amend the amendments to read:

"7.5.4 In the second sub-paragraph, replace "and those bearing labels conforming to model No. 9 containing goods of UN Nos. 2212, 2315, 2590, 3151, 3152 or 3245" by:

"and those containing dangerous goods to which special provision CW 28 is assigned in Column (18) of Table A in Chapter 3.2".

Amend paragraph (b) to read:

"(b) By packages not bearing labels conforming to models Nos. 6.1 or 6.2 or packages not containing dangerous goods to which special provision CW 28 is assigned in Column (18) of Table A in Chapter 3.2; or".

[Reference document: RID-26015-CE-SWG20-5a]

Additional amendments to be included in document RID-26024-CE-SWG20-3

Table of Contents

1.6.5 Amend to read:

"1.6.5 Wagons other than tank-wagons or battery-wagons".

6.5.6.8 [The amendment in the German version does not apply to the English text.]

After the row for **6.8.5.4**, insert the following new row:

"Addendum: Special provisions TE 22 and TE 25 in force until 31 December 2026 and still applicable to tank-wagons constructed before 1 January 2033 on the basis of approvals issued up to 31 December 2026".

Insert the following rows:

"6.9.3.1 Definitions

6.9.3.2 General design and construction requirements

6.9.3.3 Design criteria

6.9.3.4 Material testing

6.9.3.5 Design approval

6.9.3.6 Inspection and testing

6.9.3.7 Marking".

"7.1.2 High-level safety objectives".

Chapter 1.2

- 1.2.1** In the definition of "**Road vehicle**", at the end, delete:
 ", by means of which *dangerous goods* are carried".
 [Reference document: RID-26017-CE-SWG20-5a]

Chapter 1.4

- 1.4.2.2.1** In footnote 24 (current footnote 17), replace "1 January 2025" by:
 "1 January 2027".
 [Reference documents: RID-26012-CE-SWG20-5b]

Chapter 1.6

- 1.6.1.8** Amend to read:
"1.6.1.8 (Deleted)".
 [Reference documents: RID-26018-CE-SWG20-5a + RID-26015-CE-SWG20-5a]
- 1.6.1.45** Amend to read:
"1.6.1.45 (Deleted)".
 [Reference documents: RID-26018-CE-SWG20-5a + RID-26015-CE-SWG20-5a]
- 1.6.1.49** Amend to read:
"1.6.1.49 (Deleted)".
 [Reference documents: RID-26018-CE-SWG20-5a + RID-26015-CE-SWG20-5a]
- 1.6.1.50** Amend to read:
"1.6.1.50 (Deleted)".
 [Reference documents: RID-26018-CE-SWG20-5a + RID-26015-CE-SWG20-5a]
- 1.6.1.55** Amend to read:
"1.6.1.55 (Deleted)".
 [Reference documents: RID-26018-CE-SWG20-5a + RID-26015-CE-SWG20-5a]
- 1.6.1.56** Amend to read:
"1.6.1.56 (Deleted)".

[Reference documents: RID-26018-CE-SWG20-5a + RID-26015-CE-SWG20-5a]

1.6.2.24 Amend to read:

"1.6.2.24 (Deleted)".

[Reference documents: RID-26018-CE-SWG20-5a + RID-26015-CE-SWG20-5a]

Chapter 6.1

6.1.4.1.7 [The amendment in the German version does not apply to the English text.]

6.1.4.4.4 [The amendment in the German version does not apply to the English text.]

Chapter 6.8

6.8.3.2.3.1 [The amendments in the French version do not apply to the English text.]

6.8.3.2.3.3 [The amendment in the French version does not apply to the English text.]

6.8.3.2.3.9 [The amendment in the French version does not apply to the English text.]

At the end of Chapter 6.8, add the following new Addendum:

"Addendum: Special provisions TE 22 and TE 25 in force until 31 December 2026 and still applicable to tank-wagons constructed before 1 January 2033 on the basis of approvals issued up to 31 December 2026¹

TE 22 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.

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 + A1:2010 (Railway applications – Railway rolling stock – Buffers) are used and if the resistance of 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 vehicle bodies – Part 2: Freight wagons).

TE 25

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. Shells of tank-wagons shall also be protected against the overriding of buffers and derailment or, failing that, to limit damage when buffers override by at least one of the following measures.

Measures to avoid overriding

(a) Device to protect against the overriding of buffers

The device to protect against the overriding of buffers shall ensure that the sub-frames of the wagons remain on the same horizontal level. The following requirements shall be fulfilled:

- The device to protect against the overriding of buffers shall not interfere with the normal operation of the wagons (for example negotiating curves, Berne rectangle, shunter's handle). The device to protect against the overriding of buffers shall permit the free taking of curves by another wagon fitted with a device to protect against the overriding of buffers in a curve of 75 m radius).
- The device to protect against the overriding of buffers shall not interfere with the normal functioning of the buffers (elastic or plastic deformation) (see also special provision TE 22 in 6.8.4 (b)).
- The device to protect against the overriding of buffers shall function independently of the condition of the load and the wear and tear of the wagons concerned.
- The device to protect against the overriding of buffers shall withstand a vertical force (upwards or downwards) of 150 kN.
- The device to protect against the overriding of buffers shall be effective irrespective of whether the other wagon concerned is fitted with a device to protect against the overriding of buffers. It shall not be possible for devices to protect against the overriding of buffers to obstruct each other.
- The increase in the overhang for fixing the device to protect against the overriding of buffers shall be less than 20 mm.
- The width of the device to protect against the overriding of buffers shall be at least as big as the width of the buffer head (with the exception of the device to protect against the overriding of buffers located above the left-hand footboard, which shall be tangent to the free space for the shunter, although the maximum width of the buffer must be covered).
- A device to protect against the overriding of buffers shall be located above every buffer.
- The device to protect against the overriding of buffers shall permit the attachment of buffers prescribed in standards EN 12663-2:2010 (Railway applications – Structural requirements of railway vehicle bodies – Part 2: Freight wagons) and EN 15551:2009 + A1:2010

(Railway applications – Railway rolling stock – Buffers) and shall not present an obstacle to maintenance work.

- The device to protect against the overriding of buffers shall be built in such a way that the risk of penetration of the tank end is not increased in the event of a shock.

Measures to limit damage when buffers override

- (b) Increasing the wall thickness of the tank ends or using other materials with a greater energy absorption capacity

In this case, the wall thickness of the tank ends shall be at least 12 mm.

However, the wall thickness of the ends of tanks for the carriage of gases UN 1017 chlorine, UN 1749 chlorine trifluoride, UN 2189 dichlorosilane, UN 2901 bromine chloride and UN 3057 trifluoroacetyl chloride shall in this case be at least 18 mm.

- (c) Sandwich cover for tank ends

If protection is provided by a sandwich cover, it shall cover the entire area of the tank ends and shall have a specific energy absorption capacity of at least 22 kJ (corresponding to a wall thickness of 6 mm), which shall be measured in accordance with the method described in Annex B to standard EN 13094 "Tanks for the transport of dangerous goods – Metallic tanks with a working pressure not exceeding 0.5 bar – Design and construction". If the risk of corrosion cannot be eliminated by structural measures, it shall be made possible to undertake an inspection of the external wall of the tank end, e.g. by providing a removable cover.

- (d) Protective shield at each end of the wagon

If a protective shield is used at each end of the wagon, the following requirements shall apply:

- the protective shield shall cover the width of the tank in each case, up to the respective height. In addition, the width of the protective shield shall, over the entire height of the shield, be at least as wide as the distance defined by the outside edge of the buffer heads;
- the height of the protective shield, measured from the top edge of the headstock, shall cover
 - either two thirds of the tank diameter
 - or at least 900 mm and shall in addition be equipped at the top edge with an arresting device for climbing buffers;
- the protective shield shall have a minimum wall thickness of 6 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.

- (e) Protective shield at each end of wagons fitted with automatic couplers

If a protective shield is used at each end of the wagon, the following requirements shall apply:

- 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.

The wall thicknesses specified in (b), (c) and (d) above relate to reference steel. If other materials are used, except if mild steel is used, the equivalent thickness shall be calculated in accordance with the formula in 6.8.2.1.18. The values of R_m and A to be used shall be specified minimum values according to material standards.

¹ See transitional measure 1.6.3.62."

Special provisions TE 22 and TE 25 in force until 31 December 2026 are assigned to the following substances:

UN No.	Name and description	Class	Pack- ing group	Special provisions
1001	ACETYLENE, DISSOLVED	2		TE22
1005	AMMONIA, ANHYDROUS	2		TE22 TE25
1008	BORON TRIFLUORIDE	2		TE22 TE25
1010	BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 20% butadienes	2		TE22
1011	BUTANE	2		TE22
1012	BUTYLENE	2		TE22
1016	CARBON MONOXIDE, COMPRESSED	2		TE22 TE25
1017	CHLORINE	2		TE22 TE25
1023	COAL GAS, COMPRESSED	2		TE22 TE25
1026	CYANOGEN	2		TE22 TE25
1027	CYCLOPROPANE	2		TE22
1030	1,1-DIFLUOROETHANE (REFRIGERANT GAS R 152a)	2		TE22
1032	DIMETHYLAMINE, ANHYDROUS	2		TE22
1033	DIMETHYL ETHER	2		TE22
1035	ETHANE	2		TE22
1036	ETHYLAMINE	2		TE22
1037	ETHYL CHLORIDE	2		TE22
1038	ETHYLENE, REFRIGERATED LIQUID	2		TE22
1039	ETHYL METHYL ETHER	2		TE22
1040	ETHYLENE OXIDE WITH NITROGEN up to a total pressure of 1 MPa (10 bar) at 50 °C	2		TE22 TE25
1041	ETHYLENE OXIDE AND CARBON DIOXIDE MIXTURE with more than 9% but not more than 87% ethylene oxide	2		TE22

UN No.	Name and description	Class	Pack- ing group	Special provisions
1048	HYDROGEN BROMIDE, ANHYDROUS	2		TE22 TE25
1049	HYDROGEN, COMPRESSED	2		TE22
1050	HYDROGEN CHLORIDE, ANHYDROUS	2		TE22 TE25
1052	HYDROGEN FLUORIDE, ANHYDROUS	8	I	TE22 TE25
1053	HYDROGEN SULPHIDE	2		TE22 TE25
1055	ISOBUTYLENE	2		TE22
1060	METHYLACETYLENE AND PROPADIENE MIXTURE, STABILIZED such as mixture P1 or mixture P2	2		TE22
1061	METHYLAMINE, ANHYDROUS	2		TE22
1062	METHYL BROMIDE with not more than 2% chloropicrin	2		TE22 TE25
1063	METHYL CHLORIDE (REFRIGERANT GAS R 40)	2		TE22
1064	METHYL MERCAPTAN	2		TE22 TE25
1067	DINITROGEN TETROXIDE (NITROGEN DIOXIDE)	2		TE22
1071	OIL GAS, COMPRESSED	2		TE22 TE25
1075	PETROLEUM GASES, LIQUEFIED	2		TE22
1076	PHOSGENE	2		TE22
1077	PROPYLENE	2		TE22
1079	SULPHUR DIOXIDE	2		TE22 TE25
1081	TETRAFLUOROETHYLENE, STABILIZED	2		TE22
1082	TRIFLUOROCHLOROETHYLENE, STABILIZED (REFRIGERANT GAS R 1113)	2		TE22 TE25
1083	TRIMETHYLAMINE, ANHYDROUS	2		TE22
1085	VINYL BROMIDE, STABILIZED	2		TE22
1086	VINYL CHLORIDE, STABILIZED	2		TE22
1087	VINYL METHYL ETHER, STABILIZED	2		TE22
1092	ACROLEIN, STABILIZED	6.1	I	TE22 TE25
1093	ACRYLONITRILE, STABILIZED	3	I	TE22
1098	ALLYL ALCOHOL	6.1	I	TE22
1099	ALLYL BROMIDE	3	I	TE22
1100	ALLYL CHLORIDE	3	I	TE22
1131	CARBON DISULPHIDE	3	I	TE22
1135	ETHYLENE CHLOROHYDRIN	6.1	I	TE22
1143	CROTONALDEHYDE or CROTONALDEHYDE, STABILIZED	6.1	I	TE22
1163	DIMETHYLHYDRAZINE, UNSYMMETRICAL	6.1	I	TE22
1182	ETHYL CHLOROFORMATE	6.1	I	TE22
1183	ETHYLDICHLOROSILANE	4.3	I	TE22
1185	ETHYLENEIMINE, STABILIZED	6.1	I	TE22 TE25
1194	ETHYL NITRITE SOLUTION	3	I	TE22
1221	ISOPROPYLAMINE	3	I	TE22
1238	METHYL CHLOROFORMATE	6.1	I	TE22 TE25
1239	METHYL CHLOROMETHYL ETHER	6.1	I	TE22 TE25
1242	METHYLDICHLOROSILANE	4.3	I	TE22
1244	METHYLHYDRAZINE	6.1	I	TE22 TE25
1251	METHYL VINYL KETONE, STABILIZED	6.1	I	TE22 TE25
1259	NICKEL CARBONYL	6.1	I	TE22 TE25
1295	TRICHLOROSILANE	4.3	I	TE22

UN No.	Name and description	Class	Pack- ing group	Special provisions
1297	TRIMETHYLAMINE, AQUEOUS SOLUTION, not more than 50% trimethylamine, by mass	3	I	TE22
1380	PENTABORANE	4.2	I	TE22 TE25
1381	PHOSPHORUS, WHITE or YELLOW, UNDER WATER or IN SOLUTION	4.2	I	TE22
1381	PHOSPHORUS, WHITE or YELLOW, DRY	4.2	I	TE22
1407	CAESIUM	4.3	I	TE22
1423	RUBIDIUM	4.3	I	TE22
1510	TETRANITROMETHANE	6.1	I	TE22
1541	ACETONE CYANOHYDRIN, STABILIZED	6.1	I	TE22
1553	ARSENIC ACID, LIQUID	6.1	I	TE22
1556	ARSENIC COMPOUND, LIQUID, N.O.S., inorganic, including: Arsenates, n.o.s., Arsenites, n.o.s.; and Arsenic sulphides, n.o.s.	6.1	I	TE22
1557	ARSENIC COMPOUND, SOLID, N.O.S., inorganic, including: Arsenates, n.o.s.; Arsenites, n.o.s.; and Arsenic sulphides, n.o.s.	6.1	I	TE22
1560	ARSENIC TRICHLORIDE	6.1	I	TE22
1570	BRUCINE	6.1	I	TE22
1580	CHLOROPICRIN	6.1	I	TE22 TE25
1581	CHLOROPICRIN AND METHYL BROMIDE MIXTURE with more than 2% chloropicrin	2		TE22 TE25
1582	CHLOROPICRIN AND METHYL CHLORIDE MIXTURE	2		TE22 TE25
1583	CHLOROPICRIN MIXTURE, N.O.S.	6.1	I	TE22
1595	DIMETHYL SULPHATE	6.1	I	TE22
1601	DISINFECTANT, SOLID, TOXIC, N.O.S.	6.1	I	TE22
1602	DYE, LIQUID, TOXIC, N.O.S. or DYE INTERMEDIATE, LIQUID, TOXIC, N.O.S.	6.1	I	TE22
1605	ETHYLENE DIBROMIDE	6.1	I	TE22
1612	HEXAETHYL TETRAPHOSPHATE AND COMPRESSED GAS MIXTURE	2		TE22 TE25
1613	HYDROCYANIC ACID, AQUEOUS SOLUTION (HYDROGEN CYANIDE, AQUEOUS SOLUTION) with not more than 20% hydrogen cyanide	6.1	I	TE22 TE25
1647	METHYL BROMIDE AND ETHYLENE DIBROMIDE MIXTURE, LIQUID	6.1	I	TE22
1649	MOTOR FUEL ANTI-KNOCK MIXTURE	6.1	I	TE22
1655	NICOTINE COMPOUND, SOLID, N.O.S. or NICOTINE PREPARATION, SOLID, N.O.S.	6.1	I	TE22
1670	PERCHLOROMETHYL MERCAPTAN	6.1	I	TE22
1672	PHENYL CARBYLAMINE CHLORIDE	6.1	I	TE22
1693	TEAR GAS SUBSTANCE, LIQUID, N.O.S.	6.1	I	TE22
1694	BROMOBENZYL CYANIDES, LIQUID	6.1	I	TE22
1695	CHLOROACETONE, STABILIZED	6.1	I	TE22
1699	DIPHENYLCHLOROARSINE, LIQUID	6.1	I	TE22
1722	ALLYL CHLOROFORMATE	6.1	I	TE22
1739	BENZYL CHLOROFORMATE	8	I	TE22
1744	BROMINE or BROMINE SOLUTION	8	I	TE22 TE25
1745	BROMINE PENTAFLUORIDE	5.1	I	TE22
1746	BROMINE TRIFLUORIDE	5.1	I	TE22
1749	CHLORINE TRIFLUORIDE	2		TE22 TE25
1752	CHLOROACETYL CHLORIDE	6.1	I	TE22
1754	CHLOROSULPHONIC ACID (with or without sulphur trioxide)	8	I	TE22
1758	CHROMIUM OXYCHLORIDE	8	I	TE22
1759	CORROSIVE SOLID, N.O.S.	8	I	TE22
1760	CORROSIVE LIQUID, N.O.S.	8	I	TE22
1777	FLUOROSULPHONIC ACID	8	I	TE22

UN No.	Name and description	Class	Pack- ing group	Special provisions
1786	HYDROFLUORIC ACID AND SULPHURIC ACID MIXTURE	8	I	TE22
1790	HYDROFLUORIC ACID with more than 85% hydrogen fluoride	8	I	TE22 TE25
1790	HYDROFLUORIC ACID with more than 60% but not more than 85% hydrogen fluoride	8	I	TE22
1796	NITRATING ACID MIXTURE with more than 50% nitric acid	8	I	TE22
1809	PHOSPHORUS TRICHLORIDE	6.1	I	TE22
1810	PHOSPHORUS OXYCHLORIDE	6.1	I	TE22
1826	NITRATING ACID MIXTURE, SPENT, with more than 50% nitric acid	8	I	TE22
1828	SULPHUR CHLORIDES	8	I	TE22
1829	SULPHUR TRIOXIDE, STABILIZED	8	I	TE22
1831	SULPHURIC ACID, FUMING	8	I	TE22
1834	SULPHURYL CHLORIDE	6.1	I	TE22
1836	THIONYL CHLORIDE	8	I	TE22
1838	TITANIUM TETRACHLORIDE	6.1	I	TE22
1859	SILICON TETRAFLUORIDE	2		TE22 TE25
1860	VINYL FLUORIDE, STABILIZED	2		TE22
1889	CYANOGEN BROMIDE	6.1	I	TE22
1892	ETHYLDICHLOROARSINE	6.1	I	TE22
1903	DISINFECTANT, LIQUID, CORROSIVE, N.O.S.	8	I	TE22
1912	METHYL CHLORIDE AND METHYLENE CHLORIDE MIXTURE	2		TE22
1921	PROPYLENEIMINE, STABILIZED	3	I	TE22 TE25
1928	METHYL MAGNESIUM BROMIDE IN ETHYL ETHER	4.3	I	TE22
1935	CYANIDE SOLUTION, N.O.S.	6.1	I	TE22
1953	COMPRESSED GAS, TOXIC, FLAMMABLE, N.O.S.	2		TE22 TE25
1954	COMPRESSED GAS, FLAMMABLE, N.O.S.	2		TE22
1955	COMPRESSED GAS, TOXIC, N.O.S.	2		TE22 TE25
1957	DEUTERIUM, COMPRESSED	2		TE22
1959	1,1-DIFLUOROETHYLENE (REFRIGERANT GAS R 1132a)	2		TE22
1961	ETHANE, REFRIGERATED LIQUID	2		TE22
1962	ETHYLENE	2		TE22
1964	HYDROCARBON GAS MIXTURE, COMPRESSED, N.O.S.	2		TE22
1965	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S. such as mixtures A, A01, A02, A0, A1, B1, B2, B or C	2		TE22
1966	HYDROGEN, REFRIGERATED LIQUID	2		TE22
1967	INSECTICIDE GAS, TOXIC, N.O.S.	2		TE22 TE25
1969	ISOBUTANE	2		TE22
1971	METHANE, COMPRESSED or NATURAL GAS, COMPRESSED with high methane content	2		TE22
1972	METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID with high methane content	2		TE22
1978	PROPANE	2		TE22
1986	ALCOHOLS, FLAMMABLE, TOXIC, N.O.S.	3	I	TE22
1988	ALDEHYDES, FLAMMABLE, TOXIC, N.O.S.	3	I	TE22
1991	CHLOROPRENE, STABILIZED	3	I	TE22
1992	FLAMMABLE LIQUID, TOXIC, N.O.S.	3	I	TE22
1994	IRON PENTACARBONYL	6.1	I	TE22 TE25
2024	MERCURY COMPOUND, LIQUID, N.O.S.	6.1	I	TE22
2026	PHENYLMERCURIC COMPOUND, N.O.S.	6.1	I	TE22
2030	HYDRAZINE AQUEOUS SOLUTION, with more than 37% hydrazine by mass	8	I	TE22
2031	NITRIC ACID, other than red fuming, with more than 70% nitric acid	8	I	TE22
2032	NITRIC ACID, RED FUMING	8	I	TE22
2034	HYDROGEN AND METHANE MIXTURE, COMPRESSED	2		TE22

UN No.	Name and description	Class	Pack- ing group	Special provisions
2035	1,1,1-TRIFLUOROETHANE (REFRIGERANT GAS R 143a)	2		TE22
2044	2,2-DIMETHYLPROPANE	2		TE22
2054	MORPHOLINE	8	I	TE22
2189	DICHLOROSILANE	2		TE22 TE25
2191	SULPHURYL FLUORIDE	2		TE22 TE25
2197	HYDROGEN IODIDE, ANHYDROUS	2		TE22 TE25
2200	PROPADIENE, STABILIZED	2		TE22
2203	SILANE	2		TE22
2204	CARBONYL SULPHIDE	2		TE22 TE25
2232	2-CHLOROETHANAL	6.1	I	TE22
2240	CHROMOSULPHURIC ACID	8	I	TE22
2295	METHYL CHLOROACETATE	6.1	I	TE22
2317	SODIUM CUPROCYANIDE SOLUTION	6.1	I	TE22
2334	ALLYLAMINE	6.1	I	TE22
2336	ALLYL FORMATE	3	I	TE22
2337	PHENYL MERCAPTAN	6.1	I	TE22
2382	DIMETHYLHYDRAZINE, SYMMETRICAL	6.1	I	TE22
2401	PIPERIDINE	8	I	TE22
2417	CARBONYL FLUORIDE	2		TE22 TE25
2419	BROMOTRIFLUOROETHYLENE	2		TE22
2420	HEXAFLUOROACETONE	2		TE22 TE25
2430	ALKYLPHENOLS, SOLID, N.O.S. (including C ₂ -C ₁₂ homologues)	8	I	TE22
2438	TRIMETHYLACETYL CHLORIDE	6.1	I	TE22
2444	VANADIUM TETRACHLORIDE	8	I	TE22
2447	PHOSPHORUS, WHITE, MOLTEN	4.2	I	TE22
2452	ETHYLACETYLENE, STABILIZED	2		TE22
2453	ETHYL FLUORIDE (REFRIGERANT GAS R 161)	2		TE22
2454	METHYL FLUORIDE (REFRIGERANT GAS R 41)	2		TE22
2474	THIOPHOSGENE	6.1	I	TE22
2477	METHYL ISOTHIOCYANATE	6.1	I	TE22
2480	METHYL ISOCYANATE	6.1	I	TE22 TE25
2481	ETHYL ISOCYANATE	6.1	I	TE22 TE25
2482	n-PROPYL ISOCYANATE	6.1	I	TE22
2483	ISOPROPYL ISOCYANATE	6.1	I	TE22
2484	tert-BUTYL ISOCYANATE	6.1	I	TE22
2485	n-BUTYL ISOCYANATE	6.1	I	TE22
2486	ISOBUTYL ISOCYANATE	6.1	I	TE22
2487	PHENYL ISOCYANATE	6.1	I	TE22
2488	CYCLOHEXYL ISOCYANATE	6.1	I	TE22
2495	IODINE PENTAFLUORIDE	5.1	I	TE22
2517	1-CHLORO-1,1-DIFLUOROETHANE (REFRIGERANT GAS R 142b)	2		TE22
2521	DIKETENE, STABILIZED	6.1	I	TE22
2558	EPIBROMOHYDRIN	6.1	I	TE22
2570	CADMIUM COMPOUND	6.1	I	TE22
2588	PESTICIDE, SOLID, TOXIC, N.O.S.	6.1	I	TE22
2601	CYCLOBUTANE	2		TE22
2604	BORON TRIFLUORIDE DIETHYL ETHERATE	8	I	TE22
2605	METHOXYMETHYL ISOCYANATE	6.1	I	TE22
2606	METHYL ORTHOSILICATE	6.1	I	TE22
2630	SELENATES or SELENITES	6.1	I	TE22
2642	FLUOROACETIC ACID	6.1	I	TE22
2644	METHYL IODIDE	6.1	I	TE22

UN No.	Name and description	Class	Pack- ing group	Special provisions
2646	HEXACHLOROCYCLOPENTADIENE	6.1	I	TE22
2668	CHLOROACETONITRILE	6.1	I	TE22
2692	BORON TRIBROMIDE	8	I	TE22
2699	TRIFLUOROACETIC ACID	8	I	TE22
2733	AMINES, FLAMMABLE, CORROSIVE, N.O.S. or POLYAMINES, FLAMMABLE, CORROSIVE, N.O.S.	3	I	TE22
2734	AMINES, LIQUID, CORROSIVE, FLAMMABLE, N.O.S. or POLYAMINES, LIQUID, CORROSIVE, FLAMMABLE, N.O.S.	8	I	TE22
2735	AMINES, LIQUID, CORROSIVE, N.O.S. or POLYAMINES, LIQUID, CORROSIVE, N.O.S.	8	I	TE22
2740	n-PROPYL CHLOROFORMATE	6.1	I	TE22
2757	CARBAMATE PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2758	CARBAMATE PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2759	ARSENICAL PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2760	ARSENICAL PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2761	ORGANOCHLORINE PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2762	ORGANOCHLORINE PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2763	TRIAZINE PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2764	TRIAZINE PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2771	THIOCARBAMATE PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2772	THIOCARBAMATE PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2775	COPPER BASED PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2776	COPPER BASED PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2777	MERCURY BASED PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2778	MERCURY BASED PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2779	SUBSTITUTED NITROPHENOL PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2780	SUBSTITUTED NITROPHENOL PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2781	BIPYRIDILIUM PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2782	BIPYRIDILIUM PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2783	ORGANOPHOSPHORUS PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2784	ORGANOPHOSPHORUS PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2786	ORGANOTIN PESTICIDE, SOLID, TOXIC	6.1	I	TE22
2787	ORGANOTIN PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
2788	ORGANOTIN COMPOUND, LIQUID, N.O.S.	6.1	I	TE22
2801	DYE, LIQUID, CORROSIVE, N.O.S. or DYE INTERMEDIATE, LIQUID, CORROSIVE, N.O.S.	8	I	TE22
2810	TOXIC LIQUID, ORGANIC, N.O.S.	6.1	I	TE22
2811	TOXIC SOLID, ORGANIC, N.O.S.	6.1	I	TE22
2813	WATER-REACTIVE SOLID, N.O.S.	4.3	I	TE22
2845	PYROPHORIC LIQUID, ORGANIC, N.O.S.	4.2	I	TE22 TE25
2870	ALUMINIUM BOROHYDRIDE	4.2	I	TE22 TE25
2879	SELENIUM OXYCHLORIDE	8	I	TE22
2901	BROMINE CHLORIDE	2		TE22 TE25
2902	PESTICIDE, LIQUID, TOXIC, N.O.S.	6.1	I	TE22
2903	PESTICIDE, LIQUID, TOXIC, FLAMMABLE, N.O.S., flash-point not less than 23 °C	6.1	I	TE22
2920	CORROSIVE LIQUID, FLAMMABLE, N.O.S.	8	I	TE22

UN No.	Name and description	Class	Pack- ing group	Special provisions
2921	CORROSIVE SOLID, FLAMMABLE, N.O.S.	8	I	TE22
2922	CORROSIVE LIQUID, TOXIC, N.O.S.	8	I	TE22
2923	CORROSIVE SOLID, TOXIC, N.O.S.	8	I	TE22
2924	FLAMMABLE LIQUID, CORROSIVE, N.O.S.	3	I	TE22
2927	TOXIC LIQUID, CORROSIVE, ORGANIC, N.O.S.	6.1	I	TE22
2929	TOXIC LIQUID, FLAMMABLE, ORGANIC, N.O.S.	6.1	I	TE22
2965	BORON TRIFLUORIDE DIMETHYL ETHERATE	4.3	I	TE22
2983	ETHYLENE OXIDE AND PROPYLENE OXIDE MIXTURE, not more than 30% ethylene oxide	3	I	TE22
2988	CHLOROSILANES, WATER-REACTIVE, FLAMMABLE, CORROSIVE, N.O.S.	4.3	I	TE22
2991	CARBAMATE PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
2992	CARBAMATE PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
2993	ARSENICAL PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
2994	ARSENICAL PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
2995	ORGANOCHLORINE PESTICIDE, LIQUID, TOXIC, FLAM- MABLE, flash-point not less than 23 °C	6.1	I	TE22
2996	ORGANOCHLORINE PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
2997	TRIAZINE PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
2998	TRIAZINE PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3005	THIOCARBAMATE PESTICIDE, LIQUID, TOXIC, FLAMMA- BLE, flash-point not less than 23 °C	6.1	I	TE22
3006	THIOCARBAMATE PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3009	COPPER BASED PESTICIDE, LIQUID, TOXIC, FLAMMA- BLE, flash-point not less than 23 °C	6.1	I	TE22
3010	COPPER BASED PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3011	MERCURY BASED PESTICIDE, LIQUID, TOXIC, FLAMMA- BLE, flash-point not less than 23 °C	6.1	I	TE22
3012	MERCURY BASED PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3013	SUBSTITUTED NITROPHENOL PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
3014	SUBSTITUTED NITROPHENOL PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3015	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3017	ORGANOPHOSPHORUS PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
3018	ORGANOPHOSPHORUS PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3019	ORGANOTIN PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
3020	ORGANOTIN PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3021	PESTICIDE, LIQUID, FLAMMABLE, TOXIC, N.O.S., flash- point less than 23 °C	3	I	TE22
3023	2-METHYL-2-HEPTANETHIOL	6.1	I	TE22
3024	COUMARIN DERIVATIVE PESTICIDE, LIQUID, FLAMMA- BLE, TOXIC, flash-point less than 23 °C	3	I	TE22
3025	COUMARIN DERIVATIVE PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
3026	COUMARIN DERIVATIVE PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3027	COUMARIN DERIVATIVE PESTICIDE, SOLID, TOXIC	6.1	I	TE22
3057	TRIFLUOROACETYL CHLORIDE	2		TE22 TE25
3079	METHACRYLONITRILE, STABILIZED	6.1	I	TE22
3083	PERCHLORYL FLUORIDE	2		TE22 TE25
3084	CORROSIVE SOLID, OXIDIZING, N.O.S.	8	I	TE22
3086	TOXIC SOLID, OXIDIZING, N.O.S.	6.1	I	TE22

UN No.	Name and description	Class	Pack- ing group	Special provisions
3093	CORROSIVE LIQUID, OXIDIZING, N.O.S.	8	I	TE22
3094	CORROSIVE LIQUID, WATER-REACTIVE, N.O.S.	8	I	TE22
3096	CORROSIVE SOLID, WATER-REACTIVE, N.O.S.	8	I	TE22
3122	TOXIC LIQUID, OXIDIZING, N.O.S.	6.1	I	TE22
3123	TOXIC LIQUID, WATER-REACTIVE, N.O.S.	6.1	I	TE22
3124	TOXIC SOLID, SELF-HEATING, N.O.S.	6.1	I	TE22
3125	TOXIC SOLID, WATER-REACTIVE, N.O.S.	6.1	I	TE22
3129	WATER-REACTIVE LIQUID, CORROSIVE, N.O.S.	4.3	I	TE22
3130	WATER-REACTIVE LIQUID, TOXIC, N.O.S.	4.3	I	TE22
3131	WATER-REACTIVE SOLID, CORROSIVE, N.O.S.	4.3	I	TE22
3138	ETHYLENE, ACETYLENE AND PROPYLENE MIXTURE, REFRIGERATED LIQUID containing at least 71.5% ethylene with not more than 22.5% acetylene and not more than 6% propylene	2		TE22
3140	ALKALOIDS, LIQUID, N.O.S. or ALKALOID SALTS, LIQUID, N.O.S.	6.1	I	TE22
3142	DISINFECTANT, LIQUID, TOXIC, N.O.S.	6.1	I	TE22
3143	DYE, SOLID, TOXIC, N.O.S. or DYE INTERMEDIATE, SOLID, TOXIC, N.O.S.	6.1	I	TE22
3144	NICOTINE COMPOUND, LIQUID, N.O.S. or NICOTINE PREPARATION, LIQUID, N.O.S.	6.1	I	TE22
3145	ALKYLPHENOLS, LIQUID, N.O.S. (including C ₂ -C ₁₂ homologues)	8	I	TE22
3146	ORGANOTIN COMPOUND, SOLID, N.O.S.	6.1	I	TE22
3147	DYE, SOLID, CORROSIVE, N.O.S. or DYE INTERMEDIATE, SOLID, CORROSIVE, N.O.S.	8	I	TE22
3148	WATER-REACTIVE LIQUID, N.O.S.	4.3	I	TE22
3153	PERFLUORO(METHYL VINYL ETHER)	2		TE22
3154	PERFLUORO(ETHYL VINYL ETHER)	2		TE22
3160	LIQUEFIED GAS, TOXIC, FLAMMABLE, N.O.S.	2		TE22 TE25
3161	LIQUEFIED GAS, FLAMMABLE, N.O.S.	2		TE22
3162	LIQUEFIED GAS, TOXIC, N.O.S.	2		TE22 TE25
3172	TOXINS, EXTRACTED FROM LIVING SOURCES, LIQUID, N.O.S.	6.1	I	TE22
3194	PYROPHORIC LIQUID, INORGANIC, N.O.S.	4.2	I	TE22 TE25
3246	METHANESULPHONYL CHLORIDE	6.1	I	TE22
3252	DIFLUOROMETHANE (REFRIGERANT GAS R 32)	2		TE22
3259	AMINES, SOLID, CORROSIVE, N.O.S. or POLYAMINES, SOLID, CORROSIVE, N.O.S.	8	I	TE22
3261	CORROSIVE SOLID, ACIDIC, ORGANIC, N.O.S.	8	I	TE22
3262	CORROSIVE SOLID, BASIC, INORGANIC, N.O.S.	8	I	TE22
3263	CORROSIVE SOLID, BASIC, ORGANIC, N.O.S.	8	I	TE22
3264	CORROSIVE LIQUID, ACIDIC, INORGANIC, N.O.S.	8	I	TE22
3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.	8	I	TE22
3266	CORROSIVE LIQUID, BASIC, INORGANIC, N.O.S.	8	I	TE22
3267	CORROSIVE LIQUID, BASIC, ORGANIC, N.O.S.	8	I	TE22
3273	NITRILES, FLAMMABLE, TOXIC, N.O.S.	3	I	TE22
3275	NITRILES, TOXIC, FLAMMABLE, N.O.S.	6.1	I	TE22
3276	NITRILES, LIQUID, TOXIC, N.O.S.	6.1	I	TE22
3278	ORGANOPHOSPHORUS COMPOUND, LIQUID, TOXIC, N.O.S.	6.1	I	TE22
3279	ORGANOPHOSPHORUS COMPOUND, TOXIC, FLAMMABLE, N.O.S.	6.1	I	TE22
3280	ORGANOARSENIC COMPOUND, LIQUID, N.O.S.	6.1	I	TE22
3281	METAL CARBONYLS, LIQUID, N.O.S.	6.1	I	TE22
3282	ORGANOMETALLIC COMPOUND, LIQUID, TOXIC, N.O.S.	6.1	I	TE22
3283	SELENIUM COMPOUND, SOLID, N.O.S.	6.1	I	TE22
3284	TELLURIUM COMPOUND, N.O.S.	6.1	I	TE22
3285	VANADIUM COMPOUND, N.O.S.	6.1	I	TE22

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3286	FLAMMABLE LIQUID, TOXIC, CORROSIVE, N.O.S.	3	I	TE22
3287	TOXIC LIQUID, INORGANIC, N.O.S.	6.1	I	TE22
3288	TOXIC SOLID, INORGANIC, N.O.S.	6.1	I	TE22
3289	TOXIC LIQUID, CORROSIVE, INORGANIC, N.O.S.	6.1	I	TE22
3290	TOXIC SOLID, CORROSIVE, INORGANIC, N.O.S.	6.1	I	TE22
3294	HYDROGEN CYANIDE, SOLUTION IN ALCOHOL with not more than 45% hydrogen cyanide	6.1	I	TE22 TE25
3300	ETHYLENE OXIDE AND CARBON DIOXIDE MIXTURE with more than 87% ethylene oxide	2		TE22 TE25
3301	CORROSIVE LIQUID, SELF-HEATING, N.O.S.	8	I	TE22
3303	COMPRESSED GAS, TOXIC, OXIDIZING, N.O.S.	2		TE22 TE25
3304	COMPRESSED GAS, TOXIC, CORROSIVE, N.O.S.	2		TE22 TE25
3305	COMPRESSED GAS, TOXIC, FLAMMABLE, CORROSIVE, N.O.S.	2		TE22 TE25
3306	COMPRESSED GAS, TOXIC, OXIDIZING, CORROSIVE, N.O.S.	2		TE22 TE25
3307	LIQUEFIED GAS, TOXIC, OXIDIZING, N.O.S.	2		TE22 TE25
3308	LIQUEFIED GAS, TOXIC, CORROSIVE, N.O.S.	2		TE22 TE25
3309	LIQUEFIED GAS, TOXIC, FLAMMABLE, CORROSIVE, N.O.S.	2		TE22 TE25
3310	LIQUEFIED GAS, TOXIC, OXIDIZING, CORROSIVE, N.O.S.	2		TE22 TE25
3312	GAS, REFRIGERATED LIQUID, FLAMMABLE, N.O.S.	2		TE22
3318	AMMONIA SOLUTION, relative density less than 0.880 at 15 °C in water, with more than 50% ammonia	2		TE22 TE25
3345	PHENOXYACETIC ACID DERIVATIVE PESTICIDE, SOLID, TOXIC	6.1	I	TE22
3346	PHENOXYACETIC ACID DERIVATIVE PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
3347	PHENOXYACETIC ACID DERIVATIVE PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
3348	PHENOXYACETIC ACID DERIVATIVE PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3349	PYRETHROID PESTICIDE, SOLID, TOXIC	6.1	I	TE22
3350	PYRETHROID PESTICIDE, LIQUID, FLAMMABLE, TOXIC, flash-point less than 23 °C	3	I	TE22
3351	PYRETHROID PESTICIDE, LIQUID, TOXIC, FLAMMABLE, flash-point not less than 23 °C	6.1	I	TE22
3352	PYRETHROID PESTICIDE, LIQUID, TOXIC	6.1	I	TE22
3354	INSECTICIDE GAS, FLAMMABLE, N.O.S.	2		TE22
3355	INSECTICIDE GAS, TOXIC, FLAMMABLE, N.O.S.	2		TE22 TE25
3381	TOXIC BY INHALATION LIQUID, N.O.S. with an LC ₅₀ lower than or equal to 200 ml/m ³ and saturated vapour concentration greater than or equal to 500 LC ₅₀	6.1	I	TE22 TE25
3382	TOXIC BY INHALATION LIQUID, N.O.S. with an LC ₅₀ lower than or equal to 1000 ml/m ³ and saturated vapour concentration greater than or equal to 10 LC ₅₀	6.1	I	TE22
3383	TOXIC BY INHALATION LIQUID, FLAMMABLE, N.O.S. with an LC ₅₀ lower than or equal to 200 ml/m ³ and saturated vapour concentration greater than or equal to 500 LC ₅₀	6.1	I	TE22 TE25
3384	TOXIC BY INHALATION LIQUID, FLAMMABLE, N.O.S. with an LC ₅₀ lower than or equal to 1000 ml/m ³ and saturated vapour concentration greater than or equal to 10 LC ₅₀	6.1	I	TE22
3385	TOXIC BY INHALATION LIQUID, WATER-REACTIVE, N.O.S. with an LC ₅₀ lower than or equal to 200 ml/m ³ and saturated vapour concentration greater than or equal to 500 LC ₅₀	6.1	I	TE22 TE25

UN No.	Name and description	Class	Pack- ing group	Special provisions
3386	TOXIC BY INHALATION LIQUID, WATER-REACTIVE, N.O.S. with an LC ₅₀ lower than or equal to 1000 ml/m ³ and saturated vapour concentration greater than or equal to 10 LC ₅₀	6.1	I	TE22
3387	TOXIC BY INHALATION LIQUID, OXIDIZING, N.O.S. with an LC ₅₀ lower than or equal to 200 ml/m ³ and saturated vapour concentration greater than or equal to 500 LC ₅₀	6.1	I	TE22 TE25
3388	TOXIC BY INHALATION LIQUID, OXIDIZING, N.O.S. with an LC ₅₀ lower than or equal to 1000 ml/m ³ and saturated vapour concentration greater than or equal to 10 LC ₅₀	6.1	I	TE22
3389	TOXIC BY INHALATION LIQUID, CORROSIVE, N.O.S. with an LC ₅₀ lower than or equal to 200 ml/m ³ and saturated vapour concentration greater than or equal to 500 LC ₅₀	6.1	I	TE22 TE25
3390	TOXIC BY INHALATION LIQUID, CORROSIVE, N.O.S. with an LC ₅₀ lower than or equal to 1000 ml/m ³ and saturated vapour concentration greater than or equal to 10 LC ₅₀	6.1	I	TE22
3391	ORGANOMETALLIC SUBSTANCE, SOLID, PYROPHORIC	4.2	I	TE22 TE25
3392	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC	4.2	I	TE22 TE25
3393	ORGANOMETALLIC SUBSTANCE, SOLID, PYROPHORIC, WATER-REACTIVE	4.2	I	TE22 TE25
3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC, WATER-REACTIVE	4.2	I	TE22 TE25
3395	ORGANOMETALLIC SUBSTANCE, SOLID, WATER-REACTIVE	4.3	I	TE22
3396	ORGANOMETALLIC SUBSTANCE, SOLID, WATER-REACTIVE, FLAMMABLE	4.3	I	TE22
3397	ORGANOMETALLIC SUBSTANCE, SOLID, WATER-REACTIVE, SELF-HEATING	4.3	I	TE22
3398	ORGANOMETALLIC SUBSTANCE, LIQUID, WATER-REACTIVE	4.3	I	TE22
3399	ORGANOMETALLIC SUBSTANCE, LIQUID, WATER-REACTIVE, FLAMMABLE	4.3	I	TE22
3413	POTASSIUM CYANIDE SOLUTION	6.1	I	TE22
3414	SODIUM CYANIDE SOLUTION	6.1	I	TE22
3423	TETRAMETHYLAMMONIUM HYDROXIDE, SOLID	6.1	I	TE22
3439	NITRILES, SOLID, TOXIC, N.O.S.	6.1	I	TE22
3440	SELENIUM COMPOUND, LIQUID, N.O.S.	6.1	I	TE22
3448	TEAR GAS SUBSTANCE, SOLID, N.O.S.	6.1	I	TE22
3449	BROMOBENZYL CYANIDES, SOLID	6.1	I	TE22
3450	DIPHENYLCHLOROARSINE, SOLID	6.1	I	TE22
3462	TOXINS, EXTRACTED FROM LIVING SOURCES, SOLID, N.O.S.	6.1	I	TE22
3464	ORGANOPHOSPHORUS COMPOUND, SOLID, TOXIC, N.O.S.	6.1	I	TE22
3465	ORGANOARSENIC COMPOUND, SOLID, N.O.S.	6.1	I	TE22
3466	METAL CARBONYLS, SOLID, N.O.S.	6.1	I	TE22
3467	ORGANOMETALLIC COMPOUND, SOLID, TOXIC, N.O.S.	6.1	I	TE22
3469	PAINT, FLAMMABLE, CORROSIVE (including paint, lacquer, enamel, stain, shellac, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL, FLAMMABLE, CORROSIVE (including paint thinning and reducing compound)	3	I	TE22
3483	MOTOR FUEL ANTI-KNOCK MIXTURE, FLAMMABLE	6.1	I	TE22
3484	HYDRAZINE AQUEOUS SOLUTION, FLAMMABLE with more than 37% hydrazine, by mass	8	I	TE22
3488	TOXIC BY INHALATION LIQUID, FLAMMABLE, CORROSIVE, N.O.S. with an LC ₅₀ lower than or equal to 200 ml/m ³ and saturated vapour concentration greater than or equal to 500 LC ₅₀	6.1	I	TE22 TE25
3489	TOXIC BY INHALATION LIQUID, FLAMMABLE, CORROSIVE, N.O.S. with an LC ₅₀ lower than or equal to 1000 ml/m ³	6.1	I	TE22

UN No.	Name and description	Class	Pack- ing group	Special provisions
	and saturated vapour concentration greater than or equal to 10 LC ₅₀			
3490	TOXIC BY INHALATION LIQUID, WATER-REACTIVE, FLAMMABLE, N.O.S. with an LC ₅₀ lower than or equal to 200 ml/m ³ and saturated vapour concentration greater than or equal to 500 LC ₅₀	6.1	I	TE22 TE25
3491	TOXIC BY INHALATION LIQUID, WATER-REACTIVE, FLAMMABLE, N.O.S. with an LC ₅₀ lower than or equal to 1000 ml/m ³ and saturated vapour concentration greater than or equal to 10 LC ₅₀	6.1	I	TE22
3494	PETROLEUM SOUR CRUDE OIL, FLAMMABLE, TOXIC	3	I	TE22
3553	DISILANE	2		TE22
3560	TETRAMETHYLAMMONIUM HYDROXIDE AQUEOUS SOLUTION with not less than 25% tetramethylammonium hydroxide	6.1	I	TE22

[Reference document: RID-26011-CE-SWG20-5a]

Annex II**Interpretation proposed by the 20th session of the RID Committee of Experts' standing working group, to be published on OTIF's website**

"Application of the transitional measure in 1.6.2.19 of RID 2027 regarding the marking of acetylene cylinders in accordance with the provisions of 6.2.2.7.3 (k) (ii) and (iii) or (l) (ii) and (iii) applicable from 1 January 2023

Interpretation: If acetylene cylinders are not marked in accordance with 6.2.2.7.3 (k) (ii) and (iii) or (l) (ii) and (iii) applicable as from 1 January 2023 but can be marked on the cylinder shoulder or on any neck ring, the marking shall be done at the next periodic inspection of the cylinder. Carriage of acetylene cylinders without these marks shall be permitted until their next periodic inspection."

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