TO THE GOVERNMENTS OF THE MEMBER STATES OF OTIF AND TO REGIONAL ORGANISATIONS WHICH HAVE ACCEDED TO COTIF

Final report of the 3rd session of the RID Committee of Experts' standing working group

(Berne, 20 and 21 May 2014)
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**Annex I:** Texts adopted by the 3rd session of the RID Committee of Experts' standing working group

**Annex II:** List of participants
ITEM 1: Approval of the agenda

*Document:* A 81-03/502.2014 (Secretariat)

*Informal document:* INF.1 (Secretariat)


ITEM 2: Presence

2. The following RID Contracting States took part in the work of the 3rd session of the working group (see also Annex II):

   Austria, Belgium, Croatia, Czech Republic, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Poland, Spain, Sweden, Switzerland and the United Kingdom.

   The European Commission and the European Railway Agency (ERA) were also represented.

   The following non-governmental international organisations were represented: International Association of Private Sidings Users (AEIP/IVA), European Chemical Industries Council (CEFIC), European Association for Coal and Lignite (EURACOAL), International Union of Railways (UIC) and International Union of Private Wagon Owners (UIP).

3. At the 1st session of the standing working group, Mr Helmut Rein (Germany) was elected Chairman until further notice and Mrs Caroline Bailleux (Belgium) was elected deputy Chair.

ITEM 3: Approval of amendments adopted by the RID/ADR/ADN Joint Meeting (Berne, 17 – 21 March 2014) for a date of entry into force of 1 January 2015

*Documents:* [OTIF/RID/NOT/2015] (Secretariat)

*Informal documents:* INF.7 (Secretariat)

INF.10 (Secretariat)

4. The working group examined all the texts in document [OTIF/RID/NOT/2015] that were still in square brackets. It also checked whether the texts set out in informal documents INF.7 and INF.10, which were adopted at the 96th session of WP.15 (Geneva, 6 – 9 May 2014), could also be taken over for RID.

5. The working group decided in particular to delete all the texts in square brackets concerning flexible bulk containers and to set them aside for possible inclusion in the 2017 edition of RID. The same applies to the amendments in connection with the new standards EN ISO 14246:2014 and EN ISO 10297:2014, which would only be published in August, i.e. after publication of the notification texts (see Annex I).

6. The working group rejected an oral proposal to include a transitional provision for the instructions in writing according to RID, in which the smoking prohibition, as in ADR, was also extended to include electronic cigarettes. This was because it is not mandatory to apply the model instructions in writing contained in RID. However, railway undertakings were recommended to implement this amendment adopted by the working group as soon as possible.
1.1.3.3

Document: OTIF/RID/CE/GTP/2014/7 (Secretariat)

Informal document: INF.3 (Germany)

7. In its document, the Secretariat proposed to align RID 1.1.3.3 with the structure of ADR 1.1.3.3 in order to differentiate more clearly between fuel contained in the tanks of locomotives and wagons performing a transport operation and fuel contained in the tanks of vehicles carried as a load and in the tanks of mobile machinery and equipment.

8. In its informal document, Germany supported the principle of the Secretariat's proposal, but in paragraph (a) proposed the more comprehensive term "self-propelled railway vehicle", which was supplemented by a note explaining which vehicles are considered as railway vehicles with their own means of traction.

9. The working group decided to include a new definition of "railway vehicle" in 1.2.1 and to use this term in 1.1.3.3 (a) as well. As a result, the note proposed by Germany was no longer necessary (see Annex I).

10. The working group also agreed that railway vehicles which have their own means of traction, but which are only being hauled in a train, also come under 1.1.3.3 (a).

11. The representative of the United Kingdom pointed out that by taking over the ADR text into paragraph (b), in English the term "means of conveyance" now appeared instead of the term "means of transport". As the definition of "conveyance" in 1.2.1 narrowed them down to wagons and vehicles, it would be better to use the term "means of transport" or to broaden the definition of "conveyance" to other means of transport, such as boats. The representative of the United Kingdom was asked to submit an appropriate proposal to the Joint Meeting. In so doing, the extent to which this was a language-specific problem would also have to be considered.

Exemption of electric energy storage and generation systems

Document: OTIF/RID/CE/GTP/2014/12 (Switzerland)

12. The working group adopted Switzerland's proposal to extend the exemption in 1.1.3.7 to all electric energy storage and generation devices (such as lithium batteries, capacitors, fuel cells) in vehicles and their equipment. As in 1.1.3.3 (a), the new term "railway vehicle" was used instead of the term "means of transport". A new paragraph (c) was also included to cover vehicles carried as a load (see Annex I).

UIC leaflet 471-3 "Inspections to be carried out in the carriage of dangerous goods"

Document: OTIF/RID/CE/GTP/2014/6 (UIC)

13. In his document, the representative of UIC pointed out that UIC leaflet 471-3 had been slightly amended on the basis of the Joint Meeting's decision to revoke special provision 580 and to require the mark for elevated temperature substances for all substances handed over for carriage at elevated temperature. The working group agreed with UIC's proposal to align the footnote to 1.4.2.2.1 and to refer to the version of this UIC leaflet that will be applicable from 1 January 2015 (see Annex I).
Transitional provisions for old gas tank-wagons

Document: OTIF/RID/CE/GTP/2014/9 (France)

14. In his document, the representative of France pointed out that the decision taken at the last session of the working group concerning the transitional provisions for old gas tank-wagons would mean that tank-wagons built before 1 January 1967 whose wall thickness did not meet the requirements of Chapter 6.8 would have to be put out of service by 30 June 2015 at the latest. This was an excessive burden on wagon owners, as some of these wagons had been retrofitted with crash buffers and devices to protect against the overriding of buffers.

14a. The representative of ERA informed the meeting of his concerns about the potential cost of this measure for the sector. According to ERA's data on the tank-wagon fleet, the measure could cost up to half a billion Euros if the companies concerned had to replace scrapped tank-wagons by new ones within a short period of time. In view of these costs, ERA asked whether it was urgent, or even necessary, to adopt this measure, as the related safety improvements would probably be very minor.

15. The working group accepted France's proposal to include a transitional provision for these very old gas tank-wagons as well. However, with regard to tank-wagons built before 1 January 1965, the transitional provision was linked to the agreement of the competent authority of the country of registration, because in terms of the year of construction, no lower limit was specified (see Annex I).

NHM Codes

Document: OTIF/RID/CE/GTP/2014/4 (UIC)

16. The working group accepted UIC's proposal containing the NHM Codes for substances and articles which will be newly included in the 2015 edition of RID. A reference to the UIC website where the NHM Codes can be consulted was also included (see Annex I).

6.8.2.1.2

Informal document: INF.9 (ERA)

17. ERA's proposal, which contained an editorial improvement to the text of the footnote to 6.8.2.1.2 adopted at the last session of the standing working group, was adopted without discussion (see Annex I).

ITEM 4: Interpretation of RID

Interpretation of the new RID 1.6.3.40

Document: OTIF/RID/CE/GTP/2014/14 (Sweden)

18. In his document, the representative of Sweden presented three questions of interpretation concerning the transitional provision in 1.6.3.40, which had been supplemented at the last session of the standing working group by a further paragraph concerning special provision TE 25.

19. The working group confirmed that the transitional provision relating to special provision TE 25 applied not only to those substances to which special provision TE 25 was already assigned in the 2013 edition, but also covered those substances to which special provision TE 25 would be newly assigned in the 2015 edition (UN numbers 1092, 1238, 1239, 1244, 1251, 1580, 3381, 3383, 3385, 3387, 3389, 3488 and 3490). It also confirmed that the tran-
sitional provision concerning special provision TE 25 is linked to the transitional provision concerning the tank code, i.e. that for carriage in tank-wagons from 1 January 2017, one of the measures prescribed in special provision TE 25 must be applied, insofar as special provision TE 25 is assigned to the respective substance in column 13 of Table A.

ITEM 5: Proposals for amendments to RID

A. Pending issues

Detection of derailments

Document: OTIF/RID/CE/GTP/2014/1 (Switzerland)

20. In its document, Switzerland again highlighted the positive cost/benefit ratio of fitting railway vehicles with derailment detectors that had been established in studies carried out by the European Railway Agency (ERA) and proposed that the square brackets around 1.6.3.x, the first amendment to Table A of Chapter 3.2 and 6.8.4 (b) in document [OTIF/RID/NOT/2015] be deleted. Alternatively, or as a subsequent step, Switzerland asked that an overall timetable for the gradual fitting of all freight wagons with derailment detectors over a long-term time frame be established.

20b. ERA said that many of the arguments presented by Switzerland contradicted ERA’s information on the current situation. In particular, point 3 of the Swiss proposal incorrectly interpreted the meaning of the provision in RID 7.1.1 in relation to the provisions for placing railway vehicles into service.

21. However, as suggested by the Chairman, to save time ERA did not discuss the other arguments put forward by Switzerland in further detail. This would be done at a later stage. The Chairman pointed out that in a European Union Council decision of 6 May 2014, the European Union States had agreed “to assess further, in the light of technical and scientific progress” the question of derailment detection, and “to continue to work on the identification of a sustainable solution to detect derailments and mitigate their effects, including the future implementation of this solution”. Therefore, owing to the balance of power in the RID Committee of Experts, the adoption of Switzerland’s first proposal was out of the question.

22. After a lengthy discussion, the standing working group decided to set up an RID Committee of Experts’ working group, with a secretariat and interpretation, to discuss all the issues in connection with the introduction of derailment detectors or other related measures.

23. Among other things, the working group should bear in mind the various approaches to safety in general rail transport and in the dangerous goods field. In order to rule out catastrophic incidents in the carriage of dangerous goods, the working group would also have to look at alternative measures (e.g. requirements for the tank) to mitigate the effects of derailments. The representative of Spain also requested that preventive measures to avoid derailment, such as axle temperature measurement or impact detectors, also be included in the scope of this working group.

24. At the first meeting, all the questions that arise in relation to the mechanical derailment detector and in relation to possible alternatives that are already identifiable should be listed. These questions should then be fed into the final conference organised by the D-Rail consortium to disseminate the results of the D-Rail research project in order to obtain initial responses from there, which could then be discussed at a second meeting of the working group. At a suitable time, the feedback from this RID working group should be provided to the RID Committee of Experts’ standing working group and to the European Union’s Dangerous Goods Regulatory Committee and RISC Committee.
24a. In reply to a question from Switzerland on the vision for the long term, the representative of ERA explained that in coordination with DG Research & Innovation, the Agency had anticipated long term developments since 2009, and that the D-Rail research project initiated in 2011 would be completed by the end of 2014. The final conference referred to would be open to all interested parties and standing working group participants would be informed of the date as soon as possible.

25. ERA pointed out that the Council decision mandated the European Railway Agency and not the RID Committee of Experts. As required by the Council, ERA would undertake further steps, including the definition of the framework and the work plan. If the RID Committee of Experts decided to set up a working group, ERA would consider the results of this group in the context of its work, together with all interested parties. The Chairman explained that the Council working group had explicitly requested that ERA and the RID Committee of Experts work together on this issue and this had been taken into account in the EU’s decision. The RID Committee of Experts was free to organise how it formed its opinion. The representative of the European Commission explained that the aspects of the subject of derailment that were specific to dangerous goods should be at the forefront of the work on RID, whereas the work at ERA had to take the entire rail sector into account.

26. Germany, Italy, the Netherlands and Spain said they would be willing to host one of these working group meetings. The Netherlands offered to take on the management of the working group. At the invitation of Italy, the provisional dates of the first meeting will be 13 to 15 October 2014 in Rome.

27. The Chairman said he hoped that these renewed efforts would lead to a resolution of this issue, which had been the subject of controversial discussions, with the result leading to improved safety for those involved, not least in the event of derailments.

Carriage of UN 1361 Carbon in bulk

Documents: OTIF/RID/CE/GTP/2014/5 (EURACOAL)
               OTIF/RID/CE/GTP/2014/10 (Germany)

Informal document: INF.8 (Poland)

28. The 2nd session of the working group discussed a proposal from EURACOAL broadly to exempt coal of UN number 1361, packing group III, carried in bulk, provided certain conditions are met, by means of a new special provision (see OTIF/RID/CE/GTP/2013-A, paragraphs 53 to 57). In its new document, EURACOAL had taken into account various comments made by different national representatives.

29. In its document, Germany supported EURACOAL’s proposal in principle, but used an incident in Germany as the opportunity to require that the temperature also be measured during or immediately after loading in order to detect any previously undetected pockets of glowing embers.

30. In its informal document, Poland expressed some doubts concerning the classification of coal, coke and anthracite as dangerous goods and wished this classification issue to be dealt with beforehand at the UN Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

31. In the discussion, it was made clear that coal, coke and anthracite were only to be considered as dangerous goods if they met the classification criteria of Class 4.2, packing group III. It was also emphasised that the previous incidents had only occurred with imported coal, not with freshly extracted European coal.
32. The text proposed by EURACOAL was discussed and simplified in a small ad hoc working group, which took the following points into account:

- The new special provision would be assigned to both UN number 1361 and the n.o.s. entry of UN number 3088.
- When loading freshly extracted coal, the temperature need not be measured.
- When loading coal from a heap, suitable measuring methods must be used to ensure that at the time of loading, the temperature does not exceed 60 °C. This must be documented by the filler.

33. The working group adopted this text (see Annex I). For the next steps, it was proposed that the discussions at the ADN Safety Committee and the RID Committee of Experts’ standing working group should first be made available to the Joint Meeting. The Joint Meeting might then decide to submit this problem to the UN Sub-Committee of Experts on the Transport of Dangerous Goods.

**Entity in Charge of Maintenance (ECM)**

*Document: OTIF/RID/CE/GTP/2014/11 (UIC)*

34. The working group adopted the proposal from UIC, which aimed to bring about a rapid solution in terms of the obligations of the tank-wagon operator and to assign responsibility for maintaining the tank-wagon to the entity in charge of maintenance prescribed in the European railway legislation and in Appendix G to COTIF. However, it was agreed that the deleted part of the text in UIC’s proposal on 1.4.3.5 (b) should be kept ("in such a way as to ensure that, under normal operating conditions, the tank-wagon satisfies the requirements of RID until the next inspection") (see Annex I).

35. As suggested by UIC, the discussion on the further reaching proposal to include the entity in charge of maintenance in RID as a new participant in the transport of dangerous goods was deferred to the 4th session of the standing working group.

*1.4.3.6 (b)*

*Document: OTIF/RID/CE/GTP/2014/13 (UIC and Sweden)*

36. At the 2nd session of the standing working group, the representative of Sweden had pointed out that in the carriage of empty, uncleaned packagings in accordance with the special provision of 5.4.1.6.2.1, the carrier was not in a position to provide the infrastructure manager with information on the UN number (see OTIF/RID/CE/GTP/2013-A, paragraphs 60 to 64).

37. Based on comments received from various representatives, the representatives of UIC and Sweden had submitted a new document to this session proposing three alternatives for an amendment to 1.4.3.6 (b).

38. In a vote, the majority of national representatives supported alternative 1, which prescribed access to the UN number only in those cases in which the UN number has to be shown in the transport document (see Annex I).
Working group on hand luggage and registered luggage

Informal document: INF.11 (Secretariat)

39. The Chairman summarised the results of the small working group on hand luggage and registered luggage, which had met on Monday, 19 May 2014. Essentially, the working group proposed to delete Chapter 7.7 and only to mention in 1.1.3.8 those RID exemptions that apply to the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles. The working group had also checked all the exemptions once again to determine whether they might be relevant to carriage as hand luggage and registered luggage or in or on board vehicles. Lastly, it had also made an addition to 1.1.3.2 (e) to cover vehicles carried as a load as well.

40. The standing working group endorsed these results and also decided to add a new paragraph to 1.1.3.7 (electric energy storage and generation devices, see also paragraph 12) for vehicles carried as a load (see Annex I).

B. New proposals

RID Contracting States

Document: OTIF/RID/CE/GTP/2014/8 (Secretariat)

Informal document: INF.5 (Secretariat)

41. In its two documents, the Secretariat explained that those Member States of OTIF that have not yet ratified COTIF 1999 could not be considered as RID Contracting States, as although they were entitled to vote on amendments to the Annex to Appendix C (RID), they were not entitled to vote on amendments to Appendix C itself.

42. In reply to the objection by the representative of the Netherlands that in relation to RID Contracting States, it was not possible to deal with a derogation from Appendix C in the Annex to Appendix C, the Chairman said that the wording proposed by the Secretariat in 1.1.2.4 was only of a declaratory nature, as it only set out the rights of these States.

43. The working group adopted the texts proposed in both documents (see Annex I).

ITEM 6: Harmonisation of RID and Annex 2 to SMGS

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

Document: OTIF/RID/CE/GTP/2014/2 (Secretariat)

44. In accordance with a mandate from the 2nd session of the standing working group, the Secretariat had drafted a proposal for a text for a language regime in connection with the markings of packages, overpacks, tank-wagons and tank-containers and the information prescribed in the transport document and in the attachments to the transport document, which can be used both in RID and in SMGS Annex 2. The aim was to avoid having to affix new markings at the crossover point between the two legal regimes.

45. The working group was unanimously in favour of option 1 in the Secretariat's proposal, i.e. to include a general provision in 1.1.4 (Applicability of other regulations). The working group also adopted the definition of "Annex 2 to SMGS" proposed by the Secretariat, with a small change in the presentation (see Annex I). The Chairman thanked the Secretariat for its active participation in the harmonisation of RID and Annex 2 to SMGS.
46. It was decided to postpone the report on the temporary OSJD working group on Annex 2 to SMGS, “Provisions for the Carriage of Dangerous Goods” (Warsaw, 10 – 14 February 2014) in document OTIF/RID/CE/GTP/2014/3 to the next session.

ITEM 7: Information from the European Railway Agency (ERA)

Informal document: INF.4

47. The working group noted the informal document submitted by ERA. The information on Shift2Rail was considered particularly important. This was a research and innovation programme of the European Union being carried out over several years to improve the competitiveness of the rail sector.

48. The representative of ERA explained that the carriage of dangerous goods would also be given appropriate significance in the Shift2Rail programme. The RID Committee of Experts' requests could also be fed in when preparing the programme of work for Shift2Rail. The public hearing planned for May and June 2014 was important in this regard.

49. With regard to the accidents with dangerous goods listed in ERA's document, some representatives emphasised that in some of these accidents, the wagons had indeed contained dangerous goods, but there had not been any leakages. Although these were accidents that had been notified on the basis of the railway safety directive, it was considered necessary to look in more detail at the criteria for notifying accidents in accordance with RID in order to place more weight on the criterion of the risk of a dangerous goods leak. This was considered particularly important for risk assessment.

ITEM 8: Any other business

Next session

50. The provisional date of the 4th session of the RID Committee of Experts' standing working group is 17 to 20 November 2014, in Madrid.

51. Document OTIF/RID/CE/GTP/2014/15 from Italy and informal documents INF.6 from the Netherlands and INF.2 from Germany, which could not be dealt with at this session owing to the lack of time, were placed on the agenda of the standing working group's 4th session. Delegates were asked to send any comments they might have to the relevant authors in good time so that if need be, they could be taken into account in a new version of these documents.
Texts adopted by the 3rd session of the RID Committee of Experts’ standing working group

Document [OTIF/RID/NOT/2015] adopted with the following amendments

Delete all square brackets printed in bold, except for 1.6.3.x, the first amendment to Chapter 3.2 Table A and 6.8.4 (b), as well as all crossed out texts.

TITLE PAGE

Delete the amendment instruction "[Under the RID Contracting States, insert:...]

PART 1

Chapter 1.1

1.1.2.2 Modify the second amendment instruction to read as follows:

"Replace "of Chapter 7.6" by:

"of Chapters 7.6 and 7.7"."

[Reference document: informal document INF.11]

1.1.3.3 Modify the amendment instruction to read as follows:

"1.1.3.3 Amend to read as follows:

"1.1.3.3 Exemptions related to the carriage of liquid fuels

The requirements of RID do not apply to the carriage of:

(a) Fuel contained in railway vehicles performing a transport operation and destined for their propulsion or for the operation of any of their equipment used or intended for use during carriage (e.g. refrigerating equipment).

(b) Fuel contained in the tanks of vehicles or of other means of conveyance (such as boats) which are carried as a load, where it is destined for their propulsion or the operation of any of their equipment. Any fuel cocks between the engine or equipment and the fuel tank shall be closed during carriage unless it is essential for the equipment to remain operational. Where appropriate, the vehicles or other means of conveyance shall be loaded upright and secured against falling.

(c) Fuel contained in the tanks of non-road mobile machinery\(^1\) which is carried as a load, where it is destined for its propulsion or the operation of any of its equipment. The fuel may be carried in fixed fuel tanks connected directly to the vehicle engine and/or equipment and which meet the legal requirements. Where appropriate, this machinery shall be loaded upright and secured against falling.

\(^1\) For the definition of "non-road mobile machinery" see paragraph 2.7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) (United Na-

[Reference documents: OTIF/RID/CE/GTP/2014/7 and informal document INF.3, as amended + informal documents INF.7 and INF.10]

1.1.3.6.5 Modify the second amendment instruction to read as follows:

"Amend “1.1.3.2 to 1.1.3.5” to read:

"1.1.3.1 (a), (b) and (d) to (f), 1.1.3.2 to 1.1.3.5, 1.1.3.7, 1.1.3.8, 1.1.3.9 and 1.1.3.10”.""

[Reference document: informal document INF.10]

Chapter 1.2

1.2.1 Delete the amendments to add the new definition of "Flexible bulk container" (twice).

[Reference documents: informal document INF.7, as amended by informal document INF.10]

Chapter 1.6

1.6.3.3.1,
1.6.3.3.2 and
1.6.3.3.3 become 1.6.3.3.3, 1.6.3.3.4 and 1.6.3.3.5.

[Reference document: OTIF/RID/CE/GTP/2014/9]

Chapter 1.8

1.8.3.9 Modify the amendment instruction to read as follows:

"1.8.3.9 Replace "laws, regulations and administrative provisions applicable to the modes of transport concerned" by:

"applicable laws, regulations and administrative provisions".""

[Reference document: informal document INF.7]

PART 3

Chapter 3.2

Table A

Delete the instructions to amend column (10) for UN numbers 1334, 1350, 1454, 1474, 1486, 1498, 1499, 1942, 2067, 2213, 3077, 3377 and 3378, PG III.

[Reference document: informal document INF.7]
Amend the amendment instructions for UN numbers 1133, 1139, 1169, 1197, 1210, 1263, 1266, 1286, 1287, 1306, 1866 and 1999 to read as follows:

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</tr>
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<td>1169, fourth entry</td>
<td>(1) – (20)</td>
<td>Delete the whole entry.</td>
</tr>
<tr>
<td>1169, fifth and sixth entry</td>
<td>(8)</td>
<td>Delete: &quot;LP01&quot;.</td>
</tr>
<tr>
<td></td>
<td>(10)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(11)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(12)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(20)</td>
<td>Delete: &quot;33&quot;.</td>
</tr>
<tr>
<td>1169, fifth entry</td>
<td>(2)</td>
<td>Delete: &quot;, boiling point of more than 35 °C&quot;.</td>
</tr>
<tr>
<td></td>
<td>(6)</td>
<td>Delete: &quot;640G&quot;.</td>
</tr>
<tr>
<td>Page</td>
<td>Entry</td>
<td>Instruction</td>
</tr>
<tr>
<td>-------</td>
<td>-------</td>
<td>-------------</td>
</tr>
<tr>
<td>1169, sixth entry</td>
<td>(6)</td>
<td>Delete: &quot;640H&quot;.</td>
</tr>
<tr>
<td></td>
<td>(9a)</td>
<td>Against &quot;IBC02&quot; in column (8), insert: &quot;BB4&quot;.</td>
</tr>
<tr>
<td>1197, fourth entry</td>
<td>(1) – (20)</td>
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</tr>
<tr>
<td>1197, fifth and sixth entry</td>
<td>(8)</td>
<td>Delete: &quot;LP01&quot;.</td>
</tr>
<tr>
<td></td>
<td>(10)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(11)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(12)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(20)</td>
<td>Delete: &quot;33&quot;.</td>
</tr>
<tr>
<td>1197, fifth entry</td>
<td>(2)</td>
<td>Delete: &quot;, boiling point of more than 35 °C&quot;.</td>
</tr>
<tr>
<td></td>
<td>(6)</td>
<td>Delete: &quot;640G&quot;.</td>
</tr>
<tr>
<td>1197, sixth entry</td>
<td>(6)</td>
<td>Delete: &quot;640H&quot;.</td>
</tr>
<tr>
<td></td>
<td>(9a)</td>
<td>Against &quot;IBC02&quot; in column (8), insert: &quot;BB4&quot;.</td>
</tr>
<tr>
<td>1210, fifth entry</td>
<td>(1) – (20)</td>
<td>Delete the whole entry.</td>
</tr>
<tr>
<td>1210 (all entries)</td>
<td>(6)</td>
<td>Insert: &quot;367&quot;.</td>
</tr>
<tr>
<td>1210, sixth and seventh entry</td>
<td>(8)</td>
<td>Delete: &quot;LP01&quot;.</td>
</tr>
<tr>
<td></td>
<td>(10)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(11)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(12)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(20)</td>
<td>Delete: &quot;33&quot;.</td>
</tr>
<tr>
<td>1210, sixth entry</td>
<td>(2)</td>
<td>Delete: &quot;, boiling point of more than 35 °C&quot;.</td>
</tr>
<tr>
<td></td>
<td>(6)</td>
<td>Delete: &quot;640G&quot;.</td>
</tr>
<tr>
<td>1210, seventh entry</td>
<td>(6)</td>
<td>Delete: &quot;640H&quot;.</td>
</tr>
<tr>
<td></td>
<td>(9a)</td>
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</tr>
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<td>(1) – (20)</td>
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</tr>
<tr>
<td>1263 (all entries)</td>
<td>(6)</td>
<td>Insert: &quot;367&quot;.</td>
</tr>
<tr>
<td>1263, sixth and seventh entry</td>
<td>(8)</td>
<td>Delete: &quot;LP01&quot;.</td>
</tr>
<tr>
<td></td>
<td>(10)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(11)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(12)</td>
<td>Delete all information.</td>
</tr>
<tr>
<td></td>
<td>(20)</td>
<td>Delete: &quot;33&quot;.</td>
</tr>
<tr>
<td>Page</td>
<td>Entry</td>
<td>Instructions</td>
</tr>
<tr>
<td>--------</td>
<td>---------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
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<td>sixth</td>
<td>(2) Delete: &quot;boiling point of more than 35 °C&quot;.</td>
</tr>
<tr>
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<td>entry</td>
<td>(6) Delete: &quot;640G&quot;.</td>
</tr>
<tr>
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<td>seventh</td>
<td>(6) Delete: &quot;640H&quot;.</td>
</tr>
<tr>
<td></td>
<td>entry</td>
<td>(9a) Against &quot;IBC02&quot; in column (8), insert: &quot;BB4&quot;.</td>
</tr>
<tr>
<td>1266,</td>
<td>fourth</td>
<td>(1) – (20) Delete the whole entry.</td>
</tr>
<tr>
<td></td>
<td>entry</td>
<td>(8) Delete: &quot;LP01&quot;.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(10) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(11) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(12) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(20) Delete: &quot;33&quot;.</td>
</tr>
<tr>
<td>1266,</td>
<td>fifth</td>
<td>(2) Delete: &quot;boiling point of more than 35 °C&quot;.</td>
</tr>
<tr>
<td></td>
<td>entry</td>
<td>(6) Delete: &quot;640G&quot;.</td>
</tr>
<tr>
<td>1266,</td>
<td>sixth</td>
<td>(6) Delete: &quot;640H&quot;.</td>
</tr>
<tr>
<td></td>
<td>entry</td>
<td>(9a) Against &quot;IBC02&quot; in column (8), insert: &quot;BB4&quot;.</td>
</tr>
<tr>
<td>1286,</td>
<td>fourth</td>
<td>(1) – (20) Delete the whole entry.</td>
</tr>
<tr>
<td></td>
<td>entry</td>
<td>(8) Delete: &quot;LP01&quot;.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(10) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(11) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(12) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(20) Delete: &quot;33&quot;.</td>
</tr>
<tr>
<td>1286,</td>
<td>fifth</td>
<td>(2) Delete: &quot;boiling point of more than 35 °C&quot;.</td>
</tr>
<tr>
<td></td>
<td>entry</td>
<td>(6) Delete: &quot;640G&quot;.</td>
</tr>
<tr>
<td>1286,</td>
<td>sixth</td>
<td>(6) Delete: &quot;640H&quot;.</td>
</tr>
<tr>
<td></td>
<td>entry</td>
<td>(9a) Against &quot;IBC02&quot; in column (8), insert: &quot;BB4&quot;.</td>
</tr>
<tr>
<td>1287,</td>
<td>fourth</td>
<td>(1) – (20) Delete the whole entry.</td>
</tr>
<tr>
<td></td>
<td>entry</td>
<td>(8) Delete: &quot;LP01&quot;.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(10) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(11) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(12) Delete all information.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(20) Delete: &quot;33&quot;.</td>
</tr>
<tr>
<td>1287,</td>
<td>fifth</td>
<td>(2) Delete: &quot;boiling point of more than 35 °C&quot;.</td>
</tr>
<tr>
<td>Entry</td>
<td>(6)</td>
<td>Delete:</td>
</tr>
<tr>
<td>------------</td>
<td>-----</td>
<td>---------</td>
</tr>
<tr>
<td>1287, sixth entry</td>
<td>(6)</td>
<td>&quot;640G&quot;.</td>
</tr>
<tr>
<td>1306, fourth entry</td>
<td>(1) – (20)</td>
<td>Delete the whole entry.</td>
</tr>
<tr>
<td>1306, fifth and sixth entry</td>
<td>(8)</td>
<td>Delete:</td>
</tr>
<tr>
<td>1306, fifth entry</td>
<td>(2)</td>
<td>Delete:</td>
</tr>
<tr>
<td>1306, sixth entry</td>
<td>(6)</td>
<td>&quot;640G&quot;.</td>
</tr>
<tr>
<td>1306, seventh entry</td>
<td>(6)</td>
<td>&quot;640H&quot;.</td>
</tr>
<tr>
<td>1866, fifth entry</td>
<td>(1) – (20)</td>
<td>Delete the whole entry.</td>
</tr>
<tr>
<td>1866, sixth and seventh entry</td>
<td>(8)</td>
<td>Delete:</td>
</tr>
<tr>
<td>1866, sixth entry</td>
<td>(2)</td>
<td>Delete:</td>
</tr>
<tr>
<td>1866, seventh entry</td>
<td>(6)</td>
<td>&quot;640G&quot;.</td>
</tr>
<tr>
<td>1993, fifth entry</td>
<td>(1) – (20)</td>
<td>Delete the whole entry.</td>
</tr>
<tr>
<td>1993, sixth and seventh entry</td>
<td>(8)</td>
<td>Delete:</td>
</tr>
<tr>
<td>1993, sixth entry</td>
<td>(2)</td>
<td>Delete:</td>
</tr>
<tr>
<td>1993, seventh entry</td>
<td>(6)</td>
<td>&quot;640G&quot;.</td>
</tr>
</tbody>
</table>

(9) Against "IBC02" in column (8), insert: "BB4".
(9a) Against "IBC02" in column (8), insert: "BB4".
(10) Delete all information.
(11) Delete all information.
(12) Delete all information.
(20) Delete: "33".
Replace the first amendment instruction to read as follows:

"Insert the following new entries:

<table>
<thead>
<tr>
<th>Name and description</th>
<th>UN No.</th>
<th>Note</th>
<th>NHM Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADSORBED GAS, N.O.S.</td>
<td>3511</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ADSORBED GAS, FLAMMABLE, N.O.S.</td>
<td>3510</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ADSORBED GAS, TOXIC, N.O.S.</td>
<td>3512</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ADSORBED GAS, TOXIC, CORROSIVE, N.O.S.</td>
<td>3516</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ADSORBED GAS, TOXIC, FLAMMABLE, N.O.S.</td>
<td>3514</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ADSORBED GAS, TOXIC, FLAMMABLE, CORROSIVE, N.O.S.</td>
<td>3517</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ADSORBED GAS, TOXIC, OXIDIZING, N.O.S.</td>
<td>3515</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ADSORBED GAS, TOXIC, OXIDIZING, CORROSIVE, N.O.S.</td>
<td>3518</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ADSORBED GAS, OXIDIZING, N.O.S.</td>
<td>3513</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>ARSINE, ADSORBED</td>
<td>3522</td>
<td></td>
<td>285000</td>
</tr>
<tr>
<td>BORON TRIFLUORIDE, ADSORBED</td>
<td>3519</td>
<td></td>
<td>281290</td>
</tr>
<tr>
<td>CAPACITOR, ASYMMETRIC, (with an energy storage capacity greater than 0.3 Wh)</td>
<td>3508</td>
<td></td>
<td>8532++</td>
</tr>
<tr>
<td>CHLORINE, ADSORBED</td>
<td>3520</td>
<td></td>
<td>280110</td>
</tr>
<tr>
<td>GERMANE, ADSORBED</td>
<td>3523</td>
<td></td>
<td>285000</td>
</tr>
<tr>
<td>GERMANE, ADSORBED</td>
<td>3523</td>
<td></td>
<td>285000</td>
</tr>
<tr>
<td>HYDROGEN SELENIDE, ADSORBED</td>
<td>3526</td>
<td></td>
<td>281119</td>
</tr>
<tr>
<td>Mercurous chloride, see</td>
<td>2025</td>
<td></td>
<td>285200</td>
</tr>
<tr>
<td>PACKAGINGS, DISCARDED, EMPTY, UNCLEANED</td>
<td>3509</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>PHOSPHINE, ADSORBED</td>
<td>3525</td>
<td></td>
<td>284800</td>
</tr>
<tr>
<td>PHOSPHOROUS PENTAFLUORIDE, ADSORBED</td>
<td>3524</td>
<td></td>
<td>281290</td>
</tr>
<tr>
<td>SAFETY DEVICES, electrically initiated</td>
<td>3268</td>
<td></td>
<td>++++++</td>
</tr>
<tr>
<td>SAFETY DEVICES, PYROTECHNIEC</td>
<td>0503</td>
<td></td>
<td>870895</td>
</tr>
<tr>
<td>SILICON TETRAFLUORIDE, ADSORBED</td>
<td>3521</td>
<td></td>
<td>281290</td>
</tr>
</tbody>
</table>
PART 4

Chapter 4.1

4.1.4.1

P 203

Modify the amendment instruction to read as follows:

"P 203

Existing text of paragraph (8) under "Requirements for closed cryogenic receptacles" becomes sub-paragraph "(a)".

Add the following new sub-paragraph (b):

"(b) The periodic inspection and test frequencies of non-UN closed cryogenic receptacles in accordance with 6.2.3.5.2 shall not exceed 10 years."

P 903b

Replace "VERPACKUNGSANWEISUNG" by: "PACKING INSTRUCTION".

4.1.10.1

Modify the amendment instruction to read as follows:

"4.1.10.1

In Note 2, replace "goods of Class 7" with:

"radioactive material".

[Reference document: informal document INF.10]

PART 6

Delete the instructions to amend 6.1.3.1 (a) (i), 6.2.2.7.2 (a), 6.2.2.9.2 (a), 6.3.4.2 (a), 6.5.2.1.1 (a), 6.6.3.1 (a), 6.7.2.20.1 (c) (i), 6.7.3.16.1 (c) (i), 6.7.4.15.1 (c) (i) and 6.7.5.13.1 (c) (i).

[Reference document: informal document INF.7]

Chapter 6.2

6.2.3.9.7.3

In paragraph (b), replace "to perform periodic inspection and testing" by:

"for performing periodic inspection and test".

6.2.4.1

Delete the two amendments concerning "EN ISO 10297:2006".

[Reference document: informal document INF.10]

Delete the new standard "EN ISO 14246:[2014]".
In the new entry for EN 1626:2008, amend the first column to read:

"EN 1626:2008 (except valve category B)"

[Reference documents: informal document INF.7 and informal document INF.28 of WP.15 05/14]

Chapter 6.4

6.4.6.4 Modify the amendment instruction "At the end of paragraphs (a) and (b), replace "and" by: "and/or"."

"At the end of paragraph (a), add:

"and/or".

At the end of paragraph (b), replace "or" by:

"and/or".

[Reference document: informal document INF.10]

Chapter 6.8

6.8.2.1.2 Modify the amendment instruction to read as follows:

"6.8.2.1.2 Move the reference to footnote 1 to the end of the first sentence.

Amend footnote 1 to read as follows:

"1 This requirement is deemed to be met if

– 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)

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."

[Reference document: informal document INF.9]

6.8.3.6 Delete the amendment instruction.

Chapter 6.11

6.11.2.3 Delete the amendment instruction.

[Reference document: informal document INF.7]
Delete the amendment instruction.

[Reference document: informal document INF.7]

PART 7

Chapter 7.3

Delete both amendment instructions in square brackets.

[Reference document: informal document INF.7]

Delete the amendment instruction.

[Reference document: informal document INF.7]

Delete the amendment instruction.

[Reference document: informal document INF.7]

Delete the amendment instruction.

[Reference document: informal document INF.7]

Delete the amendment instruction.

[Reference document: informal document INF.7]

Chapter 7.8 becomes Chapter 7.7.

[Reference document: informal document INF.11]

Additional amendments

TITLE PAGE

In the list of RID Contracting States, delete:

"Iraq, Ireland, Italy," , "Lebanon," and "Sweden".

After the list of RID Contracting States, add the following paragraphs:

"Ireland, Italy and Sweden have not yet ratified the Protocol of 3 June 1999 for the Modification of the Convention concerning International Carriage by Rail (COTIF) of 9 May 1980 and are not therefore considered as RID Contracting States. However, in accordance with a decision of OTIF's General Assembly, they are granted the enabling power to develop the Annex to COTIF Appendix C and are therefore entitled to vote on amendments to the Annex to COTIF Appendix C.

Until international traffic is resumed, Iraq's and Lebanon's membership of OTIF is suspended.”

[Reference document: OTIF/RID/CE/GTP/2014/8]

APPENDIX C

In the note by the secretariat at the end of Appendix C, delete:

", Chapter 7.7".
TABLE OF CONTENTS

1.1.3.7 Amend to read as follows:

"1.1.3.7 Exemptions related to the carriage of electric energy storage and production systems".

[Reference document: OTIF/RID/CE/GTP/2014/12, as amended by informal document INF.7]

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

PART 1

Chapter 1.1

1.1.2.3 Delete:

"in conjunction with Chapter 7.7".

[Reference document: informal document INF.11]

1.1.2 Insert a new 1.1.2.4 as follows:

"1.1.2.4 With regard to their rights and obligations according to this Annex to Appendix C, Member States of COTIF 1980 are equated to RID Contracting States in accordance with Article 1bis of Appendix C to COTIF 1999 until they ratify COTIF 1999 and become RID Contracting States themselves."

[Reference document: informal document INF.5]

1.1.3.2 Amend paragraph (a) to read as follows:

"(a) gases contained in the tanks of railway vehicles performing a transport operation and destined for their propulsion or for the operation of any of their equipment used or intended for use during carriage (e.g. refrigerating equipment);".

[Reference document: OTIF/RID/CE/GTP/2014/7 and informal document INF.3, as amended]

Amend paragraph (e) to read as follows:

"(e) gases contained in the special equipment of wagons or vehicles carried as a load and necessary for the operation of this special equipment during transport (cooling systems, fish-tanks, heaters, etc.) as well as spare receptacles for such equipment or uncleaned empty exchange receptacles, transported in the same wagon or vehicle;".

[Reference document: informal document INF.11]

1.1.3.5 [The amendment in the French version does not apply to the English text.]
1.1.3.7 Amend the beginning of the paragraph, before sub-paragraph (a), to read as follows:

"1.1.3.7 Exemptions related to the carriage of electric energy storage and production systems

The provisions laid down in RID do not apply to electric energy storage and production systems (e.g. lithium batteries, electric capacitors, asymmetric capacitors, metal hydride storage systems and fuel cells):".

In paragraph (a), replace "in a means of transport" by:

"in a railway vehicle".

In paragraphs (a) and (b), delete:

"Lithium batteries".

[Reference documents: OTIF/RID/CE/GTP/2014/12, as amended by informal document INF.7]

At the end of paragraph (b), replace "." by:

";".

Add the following new paragraph (c):

"(c) installed in vehicles carried as a load and destined for their propulsion or for the operation of any of their equipment."

[Reference document: informal document INF.11, as amended]

1.1.3.8 Amend to read as follows:

"1.1.3.8 Application of exemptions in the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles

Note 1. Further restrictions in the carriers' conditions of carriage under private law are not affected by the following requirements.

2. For piggyback transport in mixed trains (combined passenger and freight transport) see Chapter 7.7.

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."

[Reference document: informal document INF.11]

1.1.4.5 [The amendment in the French version does not apply to the English text.]
1.1.4 Insert a new 1.1.4.6 as follows:

"1.1.4.6 Consignments into or through the territory of an SMGS Contracting State

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.

In this case, the markings for packages, overpacks, tank-wagons and tank-containers prescribed in RID and the information in the transport document* 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.

* 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)."

[Reference document: OTIF/RID/CE/GTP/2014/2]

Chapter 1.2

1.2.1 In the definition of "Wagon", replace the text before the brackets to read as follows:

""Wagon" means a railway vehicle, not provided with a means of traction, which is intended to carry goods".

Insert the following new definitions in alphabetical order:

""Railway vehicle" means a vehicle suitable to circulate on its own wheels on railway lines with or without traction;"

""SMGS" means Agreement on International Goods Transport by Rail of the Organization for Cooperation between Railways (OSJD), Warsaw;".

After the definition of "SMGS", insert the following new definition:

""SMGS Annex 2" means provisions for the carriage of dangerous goods as Annex 2 to SMGS;".

[Reference document: OTIF/RID/CE/GTP/2014/2, as amended]

Chapter 1.4

1.4.2.2.1 Amend footnote 11 (current footnote 10) to read as follows:

"11) Version of the UIC leaflet applicable as from 1 January 2015."

[Reference document: OTIF/RID/CE/GTP/2014/6]

1.4.3.5 Amend paragraph (b) to read as follows:

"(b) ensure that the maintenance of tanks and their equipment is ensured by an entity certified in accordance with the provisions of Appendix G (ATMF)* to COTIF in such a way as to ensure that, under normal operating conditions, the tank-
wagon satisfies the requirements of RID until the next inspection;

*Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF UR). Appendix G is harmonised with the European legislation, particularly Directives 2004/49/EC (Articles 3 and 14 a) and 2008/57/EC (Articles 2 and 33) and Regulation (EU) 445/2011 dealing with the safety, interoperability and certification system of entities in charge of the maintenance of freight wagons."

[Reference document: OTIF/RID/CE/GTP/2014/11, as amended]

1.4.3.6 Amend the second indent of paragraph (b) to read as follows:

"— UN numbers of the dangerous goods being carried in or on each wagon insofar as they are required to be shown in the transport document, or if only dangerous goods packed in limited quantities in accordance with Chapter 3.4 are being carried, information indicating their presence when marking of the wagon or large container in accordance with Chapter 3.4 is required."

[Reference document: OTIF/RID/CE/GTP/2014/13]

Chapter 1.6

1.6.3.3 Insert the following new transitional provisions:

"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 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.

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."

[Reference document: OTIF/RID/CE/GTP/2014/9, as amended]

Chapter 1.8

1.8.3.13 Delete the last paragraph.

[Reference documents: informal document INF.7 and informal document INF.35 of WP.15 05/14]

PART 3

Chapter 3.2

Table A

For UN 1972, in column (6), insert:

"660".

[Reference documents: informal document INF.7 and informal document INF.32 of WP.15 05/14]
For UN Nos. 1361 and 3088 (packing group III in each case), in column (6), insert:
"665".

[Reference document: OTIF/RID/CE/GTP/2014/10, as amended]

Table B

In the first sentence under the heading "Column 'NHM-Code'", amend "(Annex 3 to UIC-leaflet 221)" to read:

"(UIC leaflet 221')"

The NHM codes can be consulted on the UIC website under http://www.uic.org/spip.php?article2485".

After this first sentence, insert the following two sentences:

"The NHM codes consist of eight figures. The codes shown in this Table are limited to six figures, as prescribed in the CIM consignment note."


Chapter 3.3

SP 660

Amend footnote 6 to read as follows:

"6 ECE Regulation No. 110 (Uniform provisions concerning the approval of:
I. Specific components of motor vehicles using compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion system;
II. Vehicles with regard to the installation of specific components of an approved type for the use of compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion system.)."

[Reference document: informal document INF.7]

Add the following new special provision:

"665 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

(a) The coal is conveyed from fresh extraction directly into the wagon or container (without measuring the temperature) or

(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.

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."
PART 4

Chapter 4.1

4.1.4.1

P 200 In paragraph (10), special packing provision "u", replace "ISO 7866:1999" with: "ISO 7866:2012".

[Reference documents: informal document INF.7 and informal document INF.31 of WP.15 05/14]

4.1.10.4

MP 18 In the first indent, delete: "or articles". [Reference document: informal document INF.7]

MP 23 In the first indent, delete: "or articles". [Reference document: informal document INF.7]

PART 5

Chapter 5.2

5.2.2.11.1 Delete the third sentence which reads: "Each overpack containing radioactive material shall bear at least two labels on opposite sides of the outside of the overpack.".

[Reference documents: informal document INF.7 and informal document INF.16 of WP.15 05/14]

Chapter 5.4

5.4.1.12 Replace "1 JANUARY 2013" by:

"1 JANUARY 2015".

5.4.3.4 On page 1 of the instructions in writing according to RID, amend the third indent to read as follows:

"– Avoid sources of ignition, in particular, do not smoke, use electronic cigarettes or similar devices or switch on any electrical equipment;".

[Reference documents: informal document INF.7 and informal document INF.13 of WP.15 05/14]
PART 6

Chapter 6.2

6.2.2.1.1 For ISO Standard "ISO 7866:1999", in the third column, add:

"Until 31 December 2020".

After the standard "ISO 7866:1999", insert the following new standard:

<table>
<thead>
<tr>
<th>ISO 7866.2012</th>
<th>Gas cylinders – Refillable seamless aluminium alloy gas cylinders – Design, construction and testing</th>
<th>Until further notice</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NOTE</strong>: Aluminium alloy 6351A or equivalent shall not be used.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[Reference documents: informal document INF.7 and informal document INF.31 of WP.15 05/14]

PART 7

Chapter 7.3

7.3.2.6.1 [The amendment to paragraph (a) in the French version does not apply to the English text.]

Chapter 7.7 Delete.

[Reference document: informal document INF.11]
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