



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

**OTIF/RID/CE/GTP/2018-A**

**6 July 2018**

Original: German

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

---

**Final report of the 9<sup>th</sup> session of the RID Committee of Experts' standing working  
group**

**(Berne, 28 and 29 May 2018)**

---

TABLE OF CONTENTS

	Para- graphs	Page
ITEM 1: Approval of the agenda	1	3
ITEM 2: Presence	2 – 3	3
ITEM 3: Approval of amendments adopted by the RID/ADR/ADN Joint Meeting (Berne, 12 – 16 March 2018) for a date of entry into force of 1 January 2019	4 – 14	3
ITEM 5: Proposals to amend RID	15 – 39	5
ITEM 6: Report of the working group on tank and vehicle technology	40 – 51	8
ITEM 8: Information from the European Union Agency for Railways (ERA)	52	9
ITEM 9: Any other business	53 – 54	9
<b>Annex I:</b> Texts adopted by the 9 <sup>th</sup> session of the RID Committee of Experts' standing working group		
<b>Annex II:</b> Draft amendments relating to standards EN 14025:2018, EN 12972:2018, EN 1440:2016 + A1:2018, EN 16728:2016 + A1:2018 and EN ISO 17871:2015 + A1:2018 for <b>later</b> entry into <b>force once</b> the standards have been published		
<b>Annex III:</b> List of participants		

**ITEM 1: Approval of the agenda**

*Document:* [RID-18008-CE-GTP9](#) (Secretariat)

*Informal documents:* [INF.1](#) (Secretariat)  
[INF.2](#) (Secretariat)

1. The working group adopted the provisional agenda set out in the invitation letter RID-18008-CE-GTP9 dated 27 March 2018, with the addition contained in informal document INF.2 and the list of documents published in informal document INF.1.

**ITEM 2: Presence**

2. The following RID Contracting States took part in the work of the 9<sup>th</sup> session of the standing working group (see also Annex III):

Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Italy, the Netherlands, Poland, Spain, Sweden, Switzerland and the United Kingdom.

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

The following non-governmental international organisations were represented: The European Chemical Industry Council (CEFIC), FuelsEurope, the International Union of Railways (UIC), the International Union of Wagon Keepers (UIP) and the International Union of Combined Road-Rail Transport Companies (UIRR).

3. At the 6<sup>th</sup> session of the standing working group, Mrs Caroline Bailleux (Belgium) was elected as the chair until further notice and Mr Colin Bonnet (Switzerland) was elected as the deputy chair.

**ITEM 3: Approval of amendments adopted by the RID/ADR/ADN Joint Meeting (Berne, 12 – 16 March 2018) for a date of entry into force of 1 January 2019**

*Document:* [\[OTIF/RID/NOT/2019\]](#) (Secretariat)

*Informal documents:* [INF.4](#) (Finland)  
[INF.5](#) (Finland)  
[INF.8](#) (Secretariat)  
[INF.10](#) (Secretariat)

4. The working group examined all the texts in document [OTIF/RID/NOT/2019] that were not marked in grey, which were primarily texts adopted by the last RID/ADR/ADN Joint Meeting (Berne, 12 to 16 March 2018).
5. It also checked whether the texts in informal document INF.10, which were adopted by the 104<sup>th</sup> session of WP.15 (Geneva, 15 to 17 May 2018), could also be carried over into RID. This also incorporated the examination of Finland's informal documents INF.4 and INF.5.
6. Lastly, it examined informal document INF.8 containing further corrections to be made to document [OTIF/RID/NOT/2019] and additional amendments noted by the Secretariat of OTIF following the last Joint Meeting.
7. The working group adopted all the amendments set out in the documents referred to, taking into account the following comments and exceptions (see Annex I).

Deletion of square brackets

8. The working group deleted the square brackets in the Note to special provision 301 and in 5.2.2.2.1.1.2 and in connection with the inclusion of standard EN ISO 21028-2:2018 (see Annex I).<sup>1</sup>

Guidelines on how to apply EN standard 13094:2015

*Document:* [OTIF/RID/CE/GTP/2018/10](#) (Secretariat)

9. The working group adopted the Secretariat's proposal to include a Note in 6.8.2.6.1 in column (2) of the table of standards (for standard EN 13094:2015) to refer to the guidelines published on OTIF's website on how to apply this standard. The amendment to the wording of this Note adopted by WP.15 was also adopted for RID (see Annex I).
10. The working group instructed the Secretariat to publish the guidelines on OTIF's website as soon as possible.

6.8.2.1.23

*Informal document:* [INF.7](#) (ERA)

11. In his informal document, the representative of ERA proposed to make clear in the revised wording adopted for 6.8.2.1.23 in the 2019 edition of RID in relation to the ability of the maintenance and repair workshop to carry out welding, that this concerned the welding on the tank. This should avoid contradictions for the entity in charge of maintenance (ECM), to which other certification systems in relation to the wagon apply as a result of the **ECM Regulation and Annex A of ATMF**. He explained that unlike ADR, RID did not contain any vehicle-specific parts, so in Chapter 6.8 of RID, certain technical requirements for vehicles also had to be taken into account. This was why, in Chapter 6.8, various points had to be clarified, whereas this was not necessary for ADR.
12. The working group adopted ERA's proposal (see Annex I).

UN number 3536

*Informal document:* [INF.15](#) (Secretariat)

13. In informal document INF.15, the Secretariat proposed to maintain hazard identification number "90" in column (20) for UN number 3536 and not to delete it, as proposed in informal document INF.8. This would avoid contradictions with special provision 389, which stipulates that the cargo transport unit must bear orange-coloured plates on two opposing sides.
14. The working group adopted the Secretariat's proposal to add cargo transport units in which lithium batteries are installed to 5.3.2.1.1 (see Annex I).

---

<sup>1</sup> The RID/ADR/ADN Joint Meeting only agreed to include references to standards EN 14025:2018 and EN 12972:2018 in 6.8.2.6.1 and 6.8.2.6.2 and to EN 1440:2016 + A1:2018, EN 16728:2016 and EN ISO 17871:2015 + A1:2018 in 6.2.4.1 and 6.2.4.2, for a date of entry into force of 1 January 2019, on condition that these standards become available by 1 June 2018. After the meeting of the standing working group, the Secretariat was informed that these standards will only be published at a later date. It is not therefore possible to include references to these standards in the notification texts which will be sent to the Member States at the beginning of July 2018 for entry into force on 1 January 2019. The amendments concerned are therefore reproduced in Annex II and will in due course be the subject of a separate amendment procedure.

**ITEM 5: Proposals to amend RID****A. Pending issues**Introduction of the requirement for tank-wagon operators and entities in charge of maintenance (ECM) to appoint a dangerous goods safety adviser

*Document:* [OTIF/RID/CE/GTP/2017/10](#) (EASA)

15. As the representative of EASA was unable to take part in the meeting for personal reasons, the discussion on this document was postponed to the next meeting (see also report OTIF/RID/CE/GTP/2017-A, paragraphs 40 to 42).<sup>2</sup>

Reference to UIC's loading guidelines in 7.5.7.1

*Document:* [OTIF/RID/CE/GTP/2018/2](#) (UIC)

16. The working group adopted UIC's proposal to include a reference to the UIC's Loading Guidelines, in addition to the CTU Code, in the new footnote to be inserted in 7.5.7.1 of the 2019 edition of RID. However, the reference to UIC's website was deleted (see Annex I).

Updates to Table B in Chapter 3.2

*Document:* [OTIF/RID/CE/GTP/2018/4](#) (UIC)

17. The working group adopted UIC's document OTIF/RID/CE/GTP/2018/4, which specified the NHM Codes to be allocated to the new substances to be included in Table B and proposed various amendments to the existing NHM Codes (see Annex I).

Adaptation of references to UIC leaflets

*Documents:* [OTIF/RID/CE/GTP/2018/7](#) (UIC)  
[OTIF/RID/CE/GTP/2018/8](#) (UIC)

18. The working group adopted UIC's proposals to refer to the new "International Railway Solutions (IRS)" in 1.4.2.2.1 and Chapter 1.11. These IRS are gradually replacing the existing UIC leaflets. The wording of the footnote to Chapter 1.11 was aligned with the wording of the footnote to 1.4.2.2.1 (see Annex I).
19. Upon request the representative of UIC confirmed that point 5 of IRS 40471-3 would continue to be freely available on UIC's website (<https://uic.org/dangerous-goods#Carrier-s-obligations-prior-to-accepting-goods-for-carriage>).

Continued use of tank-wagons for the carriage of gases of Class 2 in accordance with the transitional provisions in RID 1.6.3.3.2 to 1.6.3.3.5.

*Document:* [OTIF/RID/CE/GTP/2018/9](#) (Switzerland)

*Informal documents:* [INF.9](#) (Germany)  
[INF.11](#) (Netherlands)  
[INF.13](#) (European Union)

20. At the 8<sup>th</sup> session of the standing working group, Austria had described some serious defects on old gas tank-wagons which, in accordance with the transitional provisions of RID 1.6.3.3.2 to 1.6.3.3.5, may continue to be used. It was agreed that the measures taken at national level and by the international associations would be presented at the 9<sup>th</sup> session of the standing

---

<sup>2</sup> After the meeting, the representative of EASA informed the Secretariat that he withdrew his document.

working group in order that a decision could be taken on how to proceed. The representatives of Switzerland, Germany and the Netherlands informed the standing working group of the measures their countries had introduced.

21. The representatives of Belgium and the United Kingdom said there were no longer any gas tank-wagons built before 1978 in their countries. The representative of UIP said that many of the defects that had been detected were due to the fillers and not the tank-wagon operators.
22. The representative of Austria thanked the Member States for their feedback and noted that carrying out targeted inspections and the publicity from the inspection results had led to a discernible improvement in the situation. In 2018, there had also been a significant reduction in the number of defects noted in Austria. However, he could not rule out the possibility that these problematic wagons might now be used more in other countries.
23. The representative of ERA was satisfied that efforts were being made to enforce the currently applicable legislation, as ERA had suggested at the meeting in Utrecht, rather than amending the transitional provisions as initially envisaged by Austria. This seemed to be effective. However, as the system for maintaining freight wagons was no longer organised nationally, he also proposed to summarise in an informal document the channels of communication to be used to solve maintenance issues in various typical situations. If any defects detected could be ascribed to the entity in charge of maintenance (ECM), the ECM accreditation body would have to be informed accordingly.
24. The representative of ERA also reminded the meeting that two information systems were available in order to report safety issues: firstly, an exchange of information between the national safety authorities and secondly, an alert system for all the other participants.
25. The chair highlighted the importance of a reciprocal exchange of information on the results of inspections. Even if a general improvement in the situation were noted, targeted inspections in this area should be continued. She reminded the working group that gas tank-wagons could only continue to be used under the transitional provisions if their equipment satisfied the provisions of Chapter 6.8.
26. The representative of the European Commission reacted to the question of interpretation raised by Switzerland in document 2018/9. He explained that the term “free movement and free use” used in recital (14) of Directive 2010/35/EU encompassed more than the concept of transport used in RID. He said that gas tank-wagons placed on the market before 2007 and which comply with the requirements of RID may also be used for transport in the European Union without reassessment of conformity in accordance with the TPED.
27. He highlighted a fundamental difference between the Transportable Pressure Equipment Directive and RID. Whereas RID offered the possibility of withdrawing tank-wagons from service irrespective of what condition they are in, the Directive allowed transportable pressure equipment to remain on the market as long as they are in conformity with the Directive.
28. He added that this question of interpretation would also be included on the agenda of the Dangerous Goods Committee on 19 June 2018.

Informal working group on checklists for the filling and emptying of tank-wagons for liquids (The Hague, 28 February to 1 March 2018)

*Informal documents:* [INF.3](#) (Netherlands)  
[INF.12](#) (FuelsEurope)

29. The working group noted the report in informal document INF.3 submitted by the Netherlands of the informal working group on checklists for the filling and emptying of tank-wagons for liquids held in The Hague on 28 February and 1 March 2018 and thanked the informal working group for its work.
30. It also noted the comments from FuelsEurope in informal document INF.12 on how to improve the checklists submitted by the informal working group. The representative of CEFIC also thought the checklists required further work.
31. The representative of Italy regretted that it was not possible to adopt the checklists for the 2019 edition.
32. The working group asked the informal working group to examine the comments in INF.12 at a further session and to submit a revised version of the checklists to the 10<sup>th</sup> session of the working group. The informal working group should also check the extent to which it would be necessary to adapt the checklists for gas tank-wagons which had already been adopted and which would be referred to in the 2019 edition of RID.
33. The second session of the informal working group on checklists would be held on 11 and 12 September 2018. As it was possible that the checklists for gas tank-wagons might be adapted, gas experts who had been involved in drafting the first version of the checklists should also be invited to this session.

## **B. New proposals**

### Specifications for the orange-coloured plates

*Document:* [OTIF/RID/CE/GTP/2018/1](#) (Secretariat)

34. In this document, the Secretariat highlighted some ambiguities in the use of alternative markings, such as self-adhesive sheet or paint, instead of orange-coloured plates, and in order to remove these ambiguities, proposed to delete the reference to 5.3.2.1.2 and 5.3.2.1.5 in 5.3.2.2.1.
35. The Secretariat's proposal was adopted (see Annex I).

### Adapting the provisions of RID 1.4.2.2.8 to the current version of ATMF

*Document:* [OTIF/RID/CE/GTP/2018/3](#) (Secretariat)

36. In this document, the Secretariat proposed to align RID 1.4.2.2.8 with Article 13 § 3 ATMF and hence to specify that the carrier also complies with his obligation to provide the entity in charge of maintenance with information if he makes the information available to the tank-wagon operator.
37. The Secretariat's proposal, which aimed to harmonise different legal texts, was adopted (see Annex I).

Carriage of uranium hexafluoride as express goods

*Document:* [OTIF/RID/CE/GTP/2018/6](#) (Secretariat)

38. In this document, the Secretariat proposed no longer to allow the three entries for uranium hexafluoride (UN numbers 2977, 2978 and 3507) in carriage as express goods and hence to align with other substances of packing group I that have the subsidiary hazards of toxicity and corrosiveness.
39. The Secretariat's proposal was adopted (see Annex I).

**ITEM 6: Report of the working group on tank and vehicle technology**

*Documents:* [OTIF/RID/CE/GTT/2018-A](#) (Secretariat – Report of the working group on tank and vehicle technology)  
[OTIF/RID/CE/2018/5](#) (Secretariat – Report of the RID/ADR/ADN Joint Meeting's working group on tanks)

*Informal document:* [INF.16](#) (CEFIC)

40. The chairman of the working group on tank and vehicle technology, Mr Rainer Kogelheide, introduced the report of the 15<sup>th</sup> session of the working group on tank and vehicle technology (Hamburg, 30 and 31 January 2018), which had dealt with the extra-large tank-containers used by BASF.
41. The chairman of the RID/ADR/ADN Joint Meeting's working group on tanks, Mr Arne Bale, introduced the report of this working group (Berne, 12 to 15 March 2018) contained in document 2018/5, which dealt with the questions raised by the working group on tank and vehicle technology.
42. The representative of CEFIC introduced the presentation on carrying out a risk assessment contained in informal document INF.16. In his presentation, he covered the procedure, content, timetable and individual work packages. This risk assessment should help in developing appropriate measures for the safe transport of dangerous goods in such tank-containers.
- 42a. In reply to a request for clarification from the Chair and ERA, the representative of CEFIC confirmed that the proposed risk assessment would fully implement the CSM on risk evaluation and assessment.
43. The risk assessment would compare carriage in extra-large tank-containers on carrying wagons specially equipped for carrying these containers against carriage in tank-wagons and carriage in two conventional tank-containers on conventional carrying wagons. In addition to the behaviour in normal transport, the behaviour in accidents or incidents would also be investigated. This would include crash tests.
44. He suggested submitting an interim report to the 10<sup>th</sup> session of the standing working group in November 2018. The final report was expected in March 2019. Between meetings of the standing working group, the work would be accompanied by a so-called "sounding board" with a limited number of participants. Interested participants are asked to contact Dr Bieker ([thorsten.bieker@basf.com](mailto:thorsten.bieker@basf.com)).
45. Even though the pressure resistance of closures required for tank-wagons in 6.8.2.2.4 had been taken into account for the BASF tank-containers (see report of the working group on tank and vehicle technology, paragraphs 26 to 28 and report of the working group on tanks, paragraph 32), this item would remain on the agenda in order to align the provisions accordingly.
46. The same applied to the fixings for welded elements (see report of the working group on tank and vehicle technology, paragraphs 23 and 24).

47. The item “Inscribing the date of the next inspection on the tank” (see report of the working group on tank and vehicle technology, paragraphs 31 and 32) would not be pursued for the time being, unless a proposal on this issue were first submitted to the UN Sub-Committee of Experts (see also report of the working group on tanks, paragraph 33).
48. The reference to 7.1.3 in 6.8.2.1.2 proposed by the working group on tank and vehicle technology (see report of the working group on tank and vehicle technology, paragraphs 41 and 42) was included in the 2019 amendments to RID (see report of the working group on tanks, paragraph 34) and had therefore been dealt with.
49. The marking on carrying wagons to indicate that they are fitted with strengthened fixing pins (see report of the working group on tank and vehicle technology, paragraph 12) would no longer be pursued by the working group, as this issue did not fall within the regulatory scope of RID. This point should be taken into account in a standardisation project for the design of carrying wagons for extra-large tank-containers, which BASF would initiate **within CEN**.
50. At the request of the representative of Switzerland, the representative of CEFIC said that irrespective of the ongoing risk assessment, extra-large tank-containers and carrying wagons for these containers would continue to be built in accordance with the guidelines laid down by the industry. If, contrary to expectations, the risk assessment were to lead to a different outcome, the continued use of these tank-containers and carrying wagons would have to be dealt with by means of transitional provisions.
51. The working group decided to hold the next session of the working group on tank and vehicle technology immediately before the 10<sup>th</sup> session of the standing working group at the same venue in Poland (provisionally 19 and 20 November 2018), **provided Poland confirms its readiness to host the former meeting as well**.

#### **ITEM 8: Information from the European Union Agency for Railways (ERA)**

*Informal document:* [INF.6](#) (ERA)

52. The working group noted informal document INF.6 introduced by the representative of ERA.

#### **ITEM 9: Any other business**

##### **Thanks**

53. The chair thanked the Secretariat for the good preparation of the documents, which had considerably simplified the chairmanship of this meeting. She thanked the interpreters for their important contribution to the successful running of the meeting. Lastly, she thanked the plenary for its active participation.

##### **Next session**

54. The provisional dates for the 10<sup>th</sup> session of the RID Committee of Experts' standing working group are 20 to 23 November 2018 immediately after the 16<sup>th</sup> session of the working group on tank and vehicle technology (see paragraph 51) in Poland.

**Texts adopted by the 9<sup>th</sup> session of the RID Committee of Experts' standing working group**

**Document [OTIF/RID/NOT/2019] adopted with the following modifications:**

**A. Corrections**

**Chapter 1.4**

**1.4.3.3** [The correction in the German version does not apply to the English text.]

**1.4.3.7.1** [The correction in the German version does not apply to the English text.]

**Chapter 1.6**

**1.6.1.1** [The correction in the German version does not apply to the English text.]

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

**Chapter 1.8**

**1.8.3.1** Amend the amendment to read as follows:

**"1.8.3.1** Amend the beginning of the first sentence to read as follows:

"Each undertaking, the activities of which include the consigning or the carriage of dangerous goods by rail, or the related packing, loading, filling or unloading shall appoint one or more safety advisers for the carriage of dangerous goods, ...".

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

**1.8.3.3** Amend the second amendment to read:

"[The amendment to the tenth indent of the third subparagraph in the German version does not apply to the English text.]"

[Reference document: informal document INF.8]

**Chapter 1.10**

**1.10.3.3** [The correction in the French version does not apply to the English text.]

**Chapter 2.1**

**2.1.3.5.5** Replace "footnote 2" by:

"footnote 1" (twice).

[Reference document: informal document INF.8]

## Chapter 2.2

**2.2.51.1.3** In the second amendment, replace "thirteenth indent" by:

"thirteenth and fourteenth indents".

[Reference documents: informal documents INF.4 and INF.10]

**2.2.51.2.2** After the new fourteenth indent, insert the following Note:

**"NOTE:** The term "competent authority" means the competent authority of the country of origin. If the country of origin is not an RID Contracting State, the classification and conditions of carriage shall be recognized by the competent authority of the first RID Contracting State reached by the consignment."

[Reference documents: informal documents INF.4 and INF.10]

**2.2.52.3** Delete the second amendment.

[Reference document: informal document INF.8]

**2.2.52.4** Amend the last but one amendment to read:

"Amend the Table as follows:

- Under "DI-(4-tert-BUTYLCYCLOHEXYL) PEROXYDICARBONATE", add the following new row:

Organic peroxide	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	≤ 42 as a paste						3116	prohibited

- Under "DIISOBUTYRYL PEROXIDE", add the following new row:

Organic peroxide	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	≤ 42 as a stable dispersion in water						3119	prohibited

- After "PEROXYLAURIC ACID", insert the following new row:

Organic peroxide	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1-PHENYLETHYL HYDROPEROXIDE	≤ 38		≥ 62			OP8	3109	

[Reference document: informal document INF.8]

**2.2.8.1.5.3** [The correction in the German version does not apply to the English text.]

**2.2.8.1.7** [The correction in the German version does not apply to the English text.]

**2.2.9.1.8** [The correction in the German version does not apply to the English text.]

## Chapter 3.1

**3.1.2.2** [The correction in the German version does not apply to the English text.]

**Chapter 3.2**

**Table A** For UN number 2071, delete the amendment concerning column (3b).

[Reference document: informal document INF.8]

[The correction to UN number 2286 in the German version does not apply to the English text.]

For UN number 3316, PG II, in column (2), replace "(5)" by:

"(4)".

[Reference document: informal document INF.8]

**3.2.2**

**Table B** Amend the second Table to read as follows:

Name and description	UN No.	Note	NHM Code
ARTICLES CONTAINING A SUBSTANCE LIABLE TO SPONTANEOUS COMBUSTION, N.O.S.	3542		++++++
ARTICLES CONTAINING A SUBSTANCE WHICH IN CONTACT WITH WATER EMITS FLAMMABLE GASES, N.O.S.	3543		++++++
ARTICLES CONTAINING CORROSIVE SUBSTANCE, N.O.S.	3547		++++++
ARTICLES CONTAINING FLAMMABLE GAS, N.O.S.	3537		++++++
ARTICLES CONTAINING FLAMMABLE LIQUID, N.O.S.	3540		++++++
ARTICLES CONTAINING FLAMMABLE SOLID, N.O.S.	3541		++++++
ARTICLES CONTAINING MISCELLANEOUS DANGEROUS GOODS, N.O.S.	3548		++++++
ARTICLES CONTAINING NON-FLAMMABLE, NON TOXIC GAS, N.O.S.	3538		++++++
ARTICLES CONTAINING ORGANIC PEROXIDE, N.O.S.	3545		++++++
ARTICLES CONTAINING OXIDIZING SUBSTANCE, N.O.S.	3544		++++++
ARTICLES CONTAINING TOXIC GAS, N.O.S.	3539		++++++
ARTICLES CONTAINING TOXIC SUBSTANCE, N.O.S.	3546		++++++
LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNIT lithium ion batteries or lithium metal batteries	3536		850650
TOXIC SOLID, FLAMMABLE, INORGANIC, N.O.S.	3535		++++++

[Reference document: OTIF/RID/CE/GTP/2018/4]

**Chapter 3.3**

**SP 251** [The amendment in the French version does not apply to the English text.]

**SP 301** In the Note, delete the square brackets.

**SP 307** In the second sentence, replace "thirteenth indent" by:

"thirteenth and fourteenth indents".

[Reference documents: informal documents INF.4 and INF.10]

**SP 363** [The corrections in the German version do not apply to the English text.]

**SP 392** In paragraph (a), in the Table, amend the title of UN Regulation No. 134 to read:

"Uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of hydrogen-fuelled vehicles".

## **Chapter 4.1**

**4.1.1.12** [The correction in the German version does not apply to the English text.]

### **4.1.4.1**

**P 006** [The correction in the French version does not apply to the English text.]

**P 801** [The amendment in the French version does not apply to the English text.]

## **Chapter 4.3**

**4.3.4.1.3** [The correction in the French version does not apply to the English text.]

## **Chapter 5.2**

**5.2.2.2.1.1.2** Delete the square brackets.

**5.2.2.2.1.5** [The correction in the German version does not apply to the English text.]

**5.2.2.2.2** In the row for label model No. 2.1, in column "Division or Category", delete:

"(except as provided for in 5.2.2.2.1.6 d))".

In row for label model No. 2.1, in columns "Symbol and symbol colour" and "Figure in bottom corner (and figure colour)", at the end, add:

"(except as provided for in 5.2.2.2.1.6 (d))".

[Reference documents: informal documents INF.5 and INF.10]

In the Table, for Class 4.1 hazard, replace "solid desensitized explosives and polymerizing substances" by:

"polymerizing substances and solid desensitized explosives".

[Reference document: informal document INF.8]

### Chapter 5.3

**5.3.1.1.1** Amend the first sentence of the third amendment to read:

"At the end, before the Note, insert:".

[Reference document: informal document INF.8]

**5.3.1.7.1** Amend the first sentence of the second amendment to read:

"Before the last sentence, insert:".

[Reference document: informal document INF.8]

### Chapter 6.1

**6.1.1.3** [The correction in the German version does not apply to the English text.]

**6.1.5.8.1** Amend the first sentence of the amendment to read:

"Under item 8, replace the semicolon by a full stop and add the following sentence at the end:".

[Reference document: informal document INF.8]

### Chapter 6.2

**6.2.4.1** Delete the amendment concerning standard EN ISO 17871:2015.

Delete the amendment concerning the insertion of standard EN ISO 17871:2015 + A1:2018.

**6.2.4.2** Delete the amendment concerning standard EN 1440:2016.

Delete the amendment concerning the insertion of standard EN 1440:2016 + A1:2018.

Delete the amendment concerning standard EN 16728:2016.

Delete the amendment concerning the insertion of standard EN 16728:2016 + A1:2018.

### Chapter 6.5

**6.5.4.4.2** [The correction in the German version does not apply to the English text.]

**6.5.6.14.1** Amend the first sentence of the amendment to read:

"Under item 8, replace the semicolon by a full stop and add the following sentence at the end:".

[Reference document: informal document INF.8]

## Chapter 6.8

- 6.8.2.1.2** Amend the last amendment to read:  
 "Footnotes 2 to 5 become footnotes 3 to 6."  
 [Reference document: informal document INF.8]
- 6.8.2.1.18** Replace "footnote 4" by:  
 "footnote 5".  
 [Reference document: informal document INF.8]
- 6.8.2.1.23** In the first amendment, in the new second sentence, after "welding operations", insert:  
 "on the tank".  
 [Reference document: informal document INF.7]  
 In the second amendment amend footnote "6" to read:  
 "7" (twice).  
 [Reference document: informal document INF.8]  
 Amend the third amendment to read:  
 "Renumber footnotes 6 to 21 as footnotes 8 to 23."  
 [Reference document: informal document INF.8]
- 6.8.2.2.11** [The correction in the French version does not apply to the English text.]
- 6.8.2.3.1** Replace footnote "10" by:  
 "11".  
 [Reference document: informal document INF.8]
- 6.8.2.4.1** [The correction in the German version does not apply to the English text.]
- 6.8.2.6.1** Delete the amendment concerning standard EN 14025:2013 + A1:2016.  
 Delete the amendment concerning the insertion of standards EN 14025:2018 and EN 12972:2018.
- 6.8.2.6.2** Delete the amendment concerning standard EN 12972:2007.  
 Delete the amendment concerning the insertion of standard EN 12972:2018.
- 6.8.3.4.13** [The correction in the German version does not apply to the English text.]
- 6.8.5.4** For the second amendment, delete the square brackets.

## Chapter 7.5

### 7.5.7.1 Amend the second sentence of footnote 1 to read:

"Other guidance is also available from competent authorities and industry and transport bodies, particularly in the "Loading Guidelines – Code of practice for the loading and securing of goods on railway wagons", published by the International Union of Railways (UIC)."

[Reference document: OTIF/RID/CE/GTP/2018/2, as amended]

## **B. Additional amendments**

### Chapter 1.2

#### 1.2.1 [The amendment to the definition of "outer packaging" in the German version does not apply to the English text.]

### Chapter 1.4

#### 1.4.2.2.1 In the last paragraph, replace "Section 5<sup>11</sup> of UIC leaflet 471-3 O ("Inspections of dangerous goods consignments")" by:

"Section 5<sup>11</sup> of IRS 40471-3 (Inspections of dangerous goods consignments) published by UIC".

Amend footnote 11 to read:

"<sup>11</sup> Version of the IRS (International Railway Solution) applicable as from 1 January 2019."

[Reference document: OTIF/RID/CE/GTP/2018/7]

#### 1.4.2.2.8 After "(ECM)", insert:

", either directly or via the operator of the tank-wagon,".

[Reference document: OTIF/RID/CE/GTP/2018/3]

#### 1.4.3.3 [The amendment to the Notes in paragraphs (a) and (f) in the German version does not apply to the English text.]

#### 1.4.3.7.1 [The amendment to the Notes in paragraphs (b) and (d) in the German version does not apply to the English text.]

### Chapter 1.8

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

### Chapter 1.11

#### 1.11 In the last paragraph, replace "if UIC leaflet 201<sup>22</sup> (Carriage of dangerous goods – Emergency planning guidance for rail marshalling yards) is applied" by:

"if IRS 20201 (Carriage of dangerous goods – Emergency planning guidance for rail marshalling yards) published by UIC<sup>23</sup> is applied".

Amend footnote 23 (current footnote 22) to read:

"<sup>23</sup> Version of the IRS (International Railway Solution) applicable as from 1 January 2019."

[Reference document: OTIF/RID/CE/GTP/2018/8, as amended]

## Chapter 2.2

**2.2.9.2** In the first indent, replace "or 636" by:

", 636 or 670".

## Chapter 3.2

**Table A** In the Table, insert the following rows:

UN No.	Column	Amendment
1202, second entry	(2)	Amend "EN 590:2013 + AC:2014" to read: "EN 590: 2013 + A1:2017" (twice). [Reference document: informal document INF.10]
2067	(2)	[The amendment in the German version does not apply to the English text.]
2977	(19)	Delete: "CE15". [Reference document: OTIF/RID/CE/GTP/2018/6]
2978	(19)	Delete: "CE15". [Reference document: OTIF/RID/CE/GTP/2018/6]
3507	(18)	Replace "see SV 369" by: "see SP 369".
	(19)	Delete: "CE15". [Reference document: OTIF/RID/CE/GTP/2018/6]
3528	(15)	Insert: "_". [Reference document: informal document INF.8]
3529	(15)	Insert: "_". [Reference document: informal document INF.8]
3530	(15)	Insert: "_". [Reference document: informal document INF.8]

### 3.2.2

#### Table B

In the first Table insert the following rows in alphabetical order:

Name and description	UN No.	Amendment
AMMONIUM NITRATE BASED FERTILIZER	2067	[The amendment in the German version does not apply to the English text.]

Name and description	UN No.	Amendment
CHLOROPICRIN	1580	Amend the NHM Code in column (4) to read as follows: "290491". [Reference document: OTIF/RID/CE/GTP/2018/4]
CHLOROPICRIN AND METHYL BROMIDE MIXTURE with more than 2% chloropicrin	1581	Amend the NHM Code in column (4) to read as follows: "290491". [Reference document: OTIF/RID/CE/GTP/2018/4]
CHLOROPICRIN AND METHYL CHLORIDE MIXTURE	1582	Amend the NHM Code in column (4) to read as follows: "290491". [Reference document: OTIF/RID/CE/GTP/2018/4]
CHLOROPICRIN MIXTURE, N.O.S.	1583	Amend the NHM Code in column (4) to read as follows: "290491". [Reference document: OTIF/RID/CE/GTP/2018/4]
HYDROCYANIC ACID, AQUEOUS SOLUTION with not more than 20% hydrogen cyanide	1613	Amend the NHM Code in column (4) to read as follows: "281112". [Reference document: OTIF/RID/CE/GTP/2018/4]
HYDROGEN CYANIDE, AQUEOUS SOLUTION with not more than 20% hydrogen cyanide	1613	Amend the NHM Code in column (4) to read as follows: "281112". [Reference document: OTIF/RID/CE/GTP/2018/4]
PHOSGENE	1076	Amend the NHM Code in column (4) to read as follows: "281211". [Reference document: OTIF/RID/CE/GTP/2018/4]
PHOSPHORUS OXYCHLORIDE	1810	Amend the NHM Code in column (4) to read as follows: "281212". [Reference document: OTIF/RID/CE/GTP/2018/4]
PHOSPHORUS PENTACHLORIDE	1806	Amend the NHM Code in column (4) to read as follows: "281214". [Reference document: OTIF/RID/CE/GTP/2018/4]
PHOSPHORUS TRICHLORIDE	1809	Amend the NHM Code in column (4) to read as follows: "281213". [Reference document: OTIF/RID/CE/GTP/2018/4]
SULPHUR CHLORIDES	1828	Amend the NHM Code in column (4) to read as follows: "281216". [Reference document: OTIF/RID/CE/GTP/2018/4]

Name and description	UN No.	Amendment
TETRAETHYL SILICATE	1292	Amend the NHM Code in column (4) to read as follows: "292024". [Reference document: OTIF/RID/CE/GTP/2018/4]
THIONYL CHLORIDE	1836	Amend the NHM Code in column (4) to read as follows: "281217". [Reference document: OTIF/RID/CE/GTP/2018/4]
TRIETHYL PHOSPHITE	2323	Amend the NHM Code in column (4) to read as follows: "292024". [Reference document: OTIF/RID/CE/GTP/2018/4]
TRIMETHYL PHOSPHITE	2329	Amend the NHM Code in column (4) to read as follows: "292023". [Reference document: OTIF/RID/CE/GTP/2018/4]

### Chapter 3.3

- SP 239** [The amendment in the German version does not apply to the English text.]
- SP 363** [The amendment to paragraph (e) in the German version does not apply to the English text.]
- SP 666** [The amendment in the French and German version does not apply to the English text.]

### Chapter 4.1

- 4.1.1.5** [The amendments in the German version do not apply to the English text.]
- 4.1.1.10** [The amendment in the German version does not apply to the English text.]
- 4.1.1.21.6** For "1202 Diesel fuel" and "1202 Heating oil, light", second entry, in column (2b), replace "EN 590:2013 + AC:2014" by:  
"EN 590:2013 + A1:2017".  
[Reference document: informal document INF.10]
- 4.1.3.1** [The amendment in the German version does not apply to the English text.]
- 4.1.4.1**
- P 401** Amend special packing provision specific to RID and ADR "PR 7" to read:  
"RR 7".
- 4.1.5.11** [The amendments in the German version do not apply to the English text.]

### Chapter 4.3

- 4.3.2.2.1 [The amendment to paragraph (c) in the French version does not apply to the English text.]

### Chapter 5.2

- 5.2.2.2.1.6 In paragraph (d), replace "for gases of UN Nos. 1011, 1075, 1965 and 1978" by:  
"for liquefied petroleum gases".

[Reference documents: informal documents INF.5 and INF.10]

### Chapter 5.3

- 5.3.2.1.1 Insert the following new second sentence:

"This plate shall also be affixed on both sides of cargo transport units in which lithium batteries are installed (UN 3536)."

[Reference document: informal document INF.15]

- 5.3.2.2.1 In the second sub-paragraph, amend "The plates prescribed in 5.3.2.1.2 and 5.3.2.1.5" to read:

"The orange-coloured plates".

[Reference document: OTIF/RID/CE/GTP/2018/1]

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

### Chapter 6.1

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

- 6.1.5.1.7 [The amendments in the German version do not apply to the English text.]

### Chapter 6.8

- 6.8.2.6.1 Amend the Table, under "For design and construction of tanks", as follows:

- For standard "EN 13094:2015", in column (2), add the following Note:

**NOTE:** The guideline on the OTIF website ([www.otif.org](http://www.otif.org)) also applies."

[Reference document: OTIF/RID/CE/GTP/2018/10, as amended by informal document INF.10]

## **C. Introduction of the following guideline on OTIF's website**

### **Guidelines on how to apply standard EN 13094:2015 in order to comply with RID**

The European standard EN 13094 specifies requirements for the design and construction of metallic gravity-discharge tanks intended for the carriage of substances having a vapour pressure not exceeding 110 kPa (absolute pressure) for which a tank code with letter "G" is given in Chapter 3.2 of RID.

In order to comply with the requirements of RID, the following amendments to EN 13094:2015 shall be made.

#### **1. Amendment of 3.1, Terms and definitions**

*Delete the definition of maximum working pressure in 3.1.4.*

#### **2. Amendment of 6.4, Dynamic conditions**

*In the first paragraph of 6.4.2, replace " $P_v$ " with " $P_{ta}$ ", where  $P_{ta}$  = static pressure (gauge pressure) in Megapascals (MPa).*

#### **3. Amendment of 6.5, Pressure conditions**

##### **3.1 Amendment of 6.5.1**

*Delete "c) 1.3 times the maximum working pressure".*

##### **3.2 Amendment of 6.5.2**

*Replace " $1.3 \times (P_{ta} + P_{ts})$ " with " $\max(0.2; 1.3 \times P_{ta \text{ water}}; 1.3 \times P_{ta})$ ".*

#### **4. Amendment of Annex A, A.5 Calculation method — Worksheet**

##### **4.1 Amendment of A.5.2.2.1, Table A.2, Pressures**

*Replace N° 2 "Maximum working pressure <sup>b</sup>,  $P_{ms}$ " with "Opening pressure of the breather device,  $P_{ts}$ ".*

*Delete "<sup>b</sup> $P_{ms}$  is the maximum of  $P_{vd}$ ,  $P_{ts}$ ,  $P_d$  and  $P_r$ ".*

##### **4.2 Amendment of A.5.2.2.2, Table A.3, Calculation pressure in service conditions**

*In 4, 5, 6 and 7, replace " $P_{ms}$ " with " $P_{ts}$ ".*

##### **4.3 Amendment of 5.6.2.1.2, Tensile stress due to pressure during transport**

*In a) Force, replace " $P_{ms}$ " with " $P_{ts}$ ".*

[Reference document: OTIF/RID/CE/GTP/2018/10, as amended by informal document INF.10]

**Draft amendments relating to standards EN 14025:2018, EN 12972:2018, EN 1440:2016 + A1:2018, EN 16728:2016 + A1:2018 and EN ISO 17871:2015 + A1:2018 for later entry into force once the standards have been published.**

**A. Draft amendments relating to standard EN 14025:2018**

**6.8.2.6.1** Amend the Table, under "For design and construction of tanks", as follows:

- For standard "EN 14025:2013 + A1:2016", in column (4), replace "Until further notice" by:

"Between 1 January 2017 and 31 December 2020".

- After the standard "EN 14025:2013 + A1:2016", insert the following rows:

(1)	(2)	(3)	(4)	(5)
EN 14025:2018	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction	6.8.2.1 and 6.8.2.3	Until further notice	

**B. Draft amendments relating to standard EN 12972:2018**

**6.8.2.6.1** Amend the Table, under "For design and construction of tanks", as follows:

- After the new standard "EN 14025:2018", insert the following rows:

(1)	(2)	(3)	(4)	(5)
EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.3	Mandatorily from 1 January 2021	

**6.8.2.6.2** Amend the Table as follows:

- For standard "EN 12972:2007", in column (4), replace "Until further notice" by:

"Until 30 June 2019".

- After the standard "EN 12972:2007", insert the following row:

(1)	(2)	(3)	(4)	(5)
EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.4 6.8.3.4	Mandatorily from 1 July 2019	

**C. Draft amendments relating to standard EN 1440:2016 +A1:2018**

6.2.4.2 Amend the Table as follows:

- For standard "EN 1440:2016 (except annex C)", in column (3), replace "Mandatorily from 1 January 2019" by:

"Until 31 December 2020".

- After standard "EN 1440:2016 (except annex C)", add the following new standard:

(1)	(2)	(3)
EN 1440:2016 + A1:2018 (except Annex C)	LPG equipment and accessories – Transportable refillable traditional welded and brazed steel Liquefied Petroleum Gas (LPG) cylinders – Periodic inspection	Mandatorily from 1 January 2021

**D. Draft amendments relating to standard EN 16728:2016 +A1:2018**

6.2.4.2 Amend the Table as follows:

- For standard "EN 16728:2016 (except clause 3.5, Annex F and Annex G)", in column (3), replace "Mandatorily from 1 January 2019" by:

"Until 31 December 2020".

- After standard "EN 16728:2016 (except clause 3.5, Annex F and Annex G)" add the following new row:

(1)	(2)	(3)
EN 16728:2016 + A1:2018	LPG equipment and accessories – Transportable refillable LPG cylinders other than traditional welded and brazed steel cylinders – Periodic inspection	Mandatorily from 1 January 2021

**E. Draft amendments relating to standard EN ISO 17871:2015 + A1:2018**

6.2.4.1 Amend the Table, under "for closures", as follows:

- For standard "EN ISO 17871:2015", in column (4), replace "Until further notice" by:

"Between 1 January 2017 and 31 December 2020".

- After standard "EN ISO 17871:2015", add the following new standard:

(1)	(2)	(3)	(4)	(5)
EN ISO 17871:2015 + A1:2018	Gas cylinders – Quick-release cylinder valves – Specification and type testing	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	

**Liste des participants  
Teilnehmerliste  
List of participants**

**I. États parties au RID/RID-Vertragsstaaten/RID Contracting States**

**Allemagne/Deutschland/Germany**

Mr Alfons **Hoffmann**  
Mr Benjamin **Körner**  
Mr Frank **Jochems**

**Autriche/Österreich/Austria**

Mr Othmar **Krammer**  
Mr Gerhard **Mayer**

**Belgique/Belgien/Belgium**

Ms Caroline **Bailleux**

**Danemark/Dänemark/Denmark**

Mr Claus René **Pedersson**  
Ms Bolette **Daugaard**

**Espagne/Spainien/Spain**

Mr Luis del Prado **Arévalo**  
Mr Alejandro **Martos**

**Finlande/Finnland/Finland**

Mr Jouni **Karhunen**

**France/Frankreich/France**

Mr Michel **Korhel**

**Italie/Italien/Italy**

Mr Benedetto **Legittimo**  
Mr Andrea Giuseppe **Ercole**

**Pays-Bas/Niederlande/Netherlands**

Mr Arjan **Walsweer**  
Mr Henk **Langenberg**  
Mr Klaas **Tiemersma**

**Pologne/Polen/Poland**

Ms Joanna **Dolińska**

**République tchèque/Tschechische Republik/Czech Republic**

Ms Alena **Zátopková**  
Mr Vladimír **Hájek**  
Mr Stanislav **Hájek**

**Royaume-Uni/Vereinigtes Königreich/United Kingdom**

Mr Ian **Boddington**  
Mr Arne **Bale**

**Suède/Schweden/Sweden**

Mr Johan **Karlsson**  
Mr Henric **Strömberg**  
Ms Ewa **Nordling**

**Suisse/Schweiz/Switzerland**

Mr Colin **Bonnet**

**II. Organisations internationales gouvernementales/  
Internationale Regierungsorganisationen/ International governmental organisations**

**Union européenne/Europäische Union/European Union**

Mr Roberto **Ferravante**

**Agence de l'Union européenne pour les chemins de fer /Eisenbahnagentur der Europäischen Union / European Union Agency for Railways (ERA)**

Mr Emmanuel **Ruffin**

**III. Organisations internationales non gouvernementales  
Internationale Nichtregierungsorganisationen  
International non-governmental organisations**

**CEFIC**

Mr Jörg **Roth**  
Mr Thorsten **Bieker**

**FuelsEurope**

Mr Andreas **Witoszynskyj**

**UIC**

Mr Jean-Georges **Heintz**

**UIP**

Mr Rainer **Kogelheide**  
Mr Philippe **Laluc**

**UIRR**

Mr Onorato **Zanini**  
Mr Ullrich **Lück**

**IV. Secrétariat/Sekretariat/Secretariat**

Mr Jochen **Conrad**  
Ms Katarina **Guricová**

**V. Interprètes/Dolmetscher/Interpreters**

Mr Werner **Küpper**  
Ms Joana **Meenken**  
Mr David **Ashman**

---