



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

OTIF/RID/CE/GTP/2017-A

11 January 2018

Original: German

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

**Final report of the 8th session of the RID Committee of Experts' standing working
group**

(Utrecht, 20 to 24 November 2017)

TABLE OF CONTENTS

	Paragraphs	Page
ITEM 1: Approval of the agenda	1	3
ITEM 2: Presence	2 – 3	3
ITEM 3: Harmonisation with the 20 th edition of the UN Recommendations on the Transport of Dangerous Goods	4 – 18	3
ITEM 4: Interpretation of RID	19 – 20	5
ITEM 5: Proposals to amend RID	21 – 52	5
A. Pending issues	21 – 42	5
B. New proposals	43 – 52	8
ITEM 6: Harmonisation of RID and SMGS Annex 2	53 – 57	10
ITEM 7: Information from the European Union Agency for Railways (ERA)	58 – 59	10
ITEM 8: Any other business	60 – 97	11
Annex I: Texts adopted by the 8 th session of the RID Committee of Experts' standing working group		
Annex II: List of participants		

ITEM 1: Approval of the agenda

Document: RID-17008-CE-GTP8 (Secretariat)

Informal document: INF.1 (Secretariat)
INF.4 (Secretariat)

1. The meeting adopted the provisional agenda set out in the invitation letter RID-17008-CE-GTP8 dated 5 September 2017, with the list of documents published by the Secretariat in informal document INF.1 and the timetable proposed by the Secretariat in informal document INF.4.

ITEM 2: Presence

2. The following RID Contracting States took part in the work of the 8th session of the working group (see also Annex II):

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

Russia took part as an OTIF Member State which does not apply RID.

The European Commission, the European Union Agency for Railways (ERA) and the Organization for Cooperation between Railways (OSJD) were also represented.

The following non-governmental international organisations were represented: the European Chemical Industry Council (CEFIC), 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 6th 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: Harmonisation with the 20th edition of the UN Recommendations on the Transport of Dangerous Goods

Consolidated texts adopted by the Joint Meeting in 2016 and 2017 and by the RID Committee of Experts' standing working group in November 2016

Document: OTIF/RID/CE/GTP/2017/15 (Secretariat)

4. Firstly, the meeting adopted document 2017/15 prepared by the Secretariat with the texts adopted by the Joint Meeting in 2016 and 2017 and by the standing working group in November 2016. A few errors were corrected when examining the document (see Annex I). As the Joint Meeting's discussions on various points had not yet been concluded, the following amendment instructions remain in square brackets for the time being: Note to special provision 301, 5.2.2.2.1.1.2, standard EN ISO 17871:2015 + A1:2018 in 6.2.4.1, standards EN 1440:2016 + A1:2018 and EN 16728:2016 + A1:2018 in 6.2.4.2, and 6.8.2.1.18, 6.8.2.2.10 and 6.8.5.1.2.
5. For the next session of the standing working group, the representative of UIC was asked to provide the missing NHM codes for the substances to be newly included in Table B.

6. The representative of Russia pointed out that in the current introductory text of 6.2.4.1, only “standards” were referred to, whereas the beginning of the table referred to three European Community directives dating from 1984, which were presumably no longer applicable.
7. The representative of the European Commission confirmed that these directives had been replaced by Directive 2010/35/EU (TPED Directive).
8. As these directives were also referred to in ADR, the representative of Russia was asked to submit a proposal for amendment to the Joint Meeting if need be.

Documents: OTIF/RID/CE/GTP/2017/5 (Secretariat)

Informal documents: INF.8 (Sweden)
INF.10 (Secretariat)
INF.12 (European Union)
INF.16 (Secretariat)

9. The standing working group carried over into RID the decisions of WP.15 set out in Annex I to informal document INF.16 (see Annex I). This also included informal documents INF.8 and INF.12, which had also been submitted to WP.15.
10. With regard to the proposal in informal document INF.16 to include a footnote in 7.5.7.1, the representative of UIC explained that this footnote should also refer to a corresponding EN standard and the UIC’s loading guidelines. He said he would submit a proposal to the next session accordingly.
11. From Annex I to document 2017/5, the amendment to 7.5.7.4 was adopted with a few editorial amendments that were also made in ADR (see Annex I).
12. The standing working group agreed to delete the transitional provision in 1.6.3.3.1 as proposed in informal document INF.10 (see Annex I).

Draft corrigendum 2 to the 2017 edition of RID

Document: OTIF/RID/CE/GTP/2017/7/Rev.1 (Secretariat)

13. The standing working group noted and approved draft corrigendum 2 to the 2017 edition of RID as set out in document 2017/7/Rev.1. It confirmed that these were corrections and not amendments. It instructed the Secretariat to publish this corrigendum, taking other corrections into account (see Annex I).

Welding according to 6.8.2.1.23

Informal document: INF.9 (UIP)

14. In the 2019 amendments to RID, 6.8.2.1.23 was amended to say that the ability not only of the manufacturer, but also of the maintenance or repair shop, to perform welding operations must be verified and confirmed by either the competent authority or by the body designated by this authority. In informal document INF.9, the representative of UIP proposed that it should also be possible for the inspection body according to 6.8.2.4.5 to verify and confirm this ability to perform welding operations in the context of maintenance. He expressed the concern that if this were not the case, the ability to carry out welding could only be confirmed by the competent authority that issued the design type approval.

15. The standing working group did not share this concern, as the new text no longer referred to the competent authority that issued the design type approval. Referring to the inspection body in accordance with 6.8.2.4.5 did not seem to be correct either, as this body can only carry out the tests and inspections in accordance with 6.8.2.4.1 to 6.8.2.4.4. As 6.8.2.1.23 only concerned new-builds, the problem raised by UIP should instead be resolved in connection with the exceptional **check** of tanks that has to be carried out following any repairs.
16. As the new text of 6.8.2.1.23 was adopted for both modes, the representative of UIP was asked to take into account the comments made and submit his proposal to the informal working group on the testing and certification of tanks that would meet in London from 12 to 14 December 2017.

References to ECE regulations

Informal document: INF.19 (Russia)

17. In his informal document INF.19, the representative of Russia proposed to amend the references to ECE regulations in the new special provision 392, as the abbreviation used in the Russian text for “ECE” was also used for the Eurasian Economic Commission, whose members, in addition to Russia, are Armenia, Belarus, Kazakhstan and Kyrgyzstan.
18. As “ECE Regulation” is a fixed term that is used in various places in the dangerous goods regulations, as well as in other legal provisions, the representative of Russia was asked to submit his proposal to the UN Sub-Committee of Experts.

ITEM 4: Interpretation of RID

Carriage of infectious substances of category B of UN number 3373

Document: OTIF/RID/CE/GTP/2017/4 (Secretariat)

19. In document 2017/4, the Secretariat raised a question of interpretation as to whether infectious substances of Category B of UN number 3373 carried using dry ice or liquid nitrogen are allowed as express parcels.
20. The standing working group was of the view that such carriage as express parcels is allowed in principle, as cooling only takes place in order to ensure biological integrity and not to ensure safety during transport.

ITEM 5: Proposals to amend RID

A. Pending issues

Proposed amendments to the safety obligations of the participants as regards the carriage of dangerous goods packed in limited quantities

Document: OTIF/RID/CE/GTP/2017/2 (UIC)

21. In document 2017/2, the representative of UIC compared the information available to the infrastructure manager in the carriage of limited quantities. Depending on the size of the packing used, the infrastructure manager may have information on the UN number, the gross mass of the goods carried in limited quantities or no information at all. In order to resolve the problem of insufficient information, UIC proposed two alternatives, either the obligation to provide a transport document **for the carriage of limited quantities** or to indicate the UN num-

bers being carried, **insofar as they are required on the transport document, so there would be no indication of the presence of limited quantities in this case.**

22. The majority of delegations who expressed an opinion on this issue preferred alternative 1, i.e. to provide a transport document, as this alternative would correspond to the provisions of the IMDG Code and the UN Model Regulations.
23. However, there was criticism that UIC's document did not take account of paragraphs 50 and 51 of the report of the 5th session of the standing working group (document OTIF/RID/CE/GTP/2015-A). When drafting new provisions, the interests of consignors and the emergency services should be considered in addition to those of carriers.
24. The representative of UIC was asked to submit his proposal to the Joint Meeting first. The document should substantiate why the requirements of RID 1.4.3.6 are not sufficient.

Placarding of wagons and protective distance

Document: OTIF/RID/CE/GTP/2017/9 (Sweden)

25. In document 2017/9, the representative of Sweden illustrated which placards or marks are prescribed on wagons, depending on whether dangerous goods in limited quantities or dangerous goods that require the usual markings are being carried. In connection with this, the provisions for the protective distance in 7.5.3 might or might not have to be applied.
26. The standing working group established that the marking depended on the most strictly regulated substance and not always on the actual hazard. However, the standing working group was of the view that the question of the marking of wagons and containers should be dealt with by the Joint Meeting.
27. Most delegations were cautious with regard to Sweden's proposal to include a table in 7.5.3 to indicate the need for separation depending on the minimum gross mass or the minimum volume. The current system was not entirely satisfactory, but it could at least be applied easily. Amending the protective distance provisions might also increase the number of shunting movements and hence lead to increased risks.
28. Based on the comments made, the representative of Sweden said that a new document might be submitted to a later meeting.

Informal working group on checklists for the filling and emptying of liquefied gas tank-wagons (Florence, 11 to 13 July 2017)

Document: OTIF/RID/CE/GTP/2017/8 (Italy)

29. In document 2017/8, the representative of Italy submitted the result of an informal working group that met in Milan on 27 and 28 October 2016 and in Florence from 11 to 13 July 2017. Following the example of the checklists for the filling and emptying of tank-wagons for the carriage of liquids, which are already referred to in Chapter 1.4, the informal working group had developed checklists for the filling and emptying of tank-wagons for the carriage of gases. The informal working group proposed to refer to these checklists in 1.4.3.3 (obligations of the filler) and in 1.4.3.7 (obligations of the unloader) and to make the checklists available on OTIF's website.
30. The standing working group adopted the checklists for the filling and emptying of tank-wagons for the carriage of gases with some amendments (see Annex I).
31. The standing working group also agreed to refer to these checklists at the end of 1.4.3.3 and at the end of 1.4.3.7.1 (see Annex I).

32. Lastly, the standing working group agreed to complete the current checklists for the filling and emptying of tank-wagons for liquids in order to cover as many of the filler's and unloader's obligations as possible, as in the new checklists for gas tank-wagons.
33. As CEFIC was only prepared to be involved in a working group on this subject, the Netherlands offered to take the lead in this new working group. The first meeting of this working group would be held in The Hague on 28 February and 1 March 2018. In addition to the Netherlands, the representatives of Belgium, France, Germany, Italy, CEFIC, UIP and UIC indicated their interest in participating. It was highlighted that industry participation was very important.

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/2017/14 (Austria)

Informal document: INF.24 (Austria)

34. In document 2017/14 and using the presentation in informal document INF.24, the representative of Austria presented the results of checks focussing on specific points carried out in 2015 and 2016 on gas tank-wagons that may continue to be used under the transitional provisions in RID 1.6.3.3.2 to 1.6.3.3.5. Serious defects were found on the closing devices of more than 10% of the gas tank-wagons that were checked. Owing to the safety risk of these tank-wagons, the representative of Austria called for the duration of the transitional provisions of RID 1.6.3.3.4 and 1.6.3.3.5 to be limited to 31 December 2021.
35. The standing working group noted the defects detected concerning the operation of the closing devices, the maintenance and the affixing of operating instructions. It noted that these infringements of the regulations should not occur if the safety obligations of participants (particularly fillers, operators and ECMs) in RID Chapter 1.4 were complied with. However, it did not think this problem could be resolved by shortening the duration of the transitional provisions.
36. The standing working group was of the view that checks on gas tank-wagons should be increased in all Member States. The competent authorities should inform the national railway safety authorities of the results of these checks. If need be, the latter should take appropriate measures with those responsible in each case for the entities in charge of maintenance (ECM), keepers and fillers. Dialogue between all **the authorities and market players – beyond national borders as well –** was considered essential, as in addition to the considerable impairment of safety, these serious defects could have economic consequences for the carriage of dangerous goods by rail.
37. The representative of Austria pointed out that not all wagons could be covered by checks. The checks carried out in Austria had only covered 1% of gas tank-wagons, but had shown that these were not individual cases. He was of the view that the checklists for the filling and emptying of liquefied gas tank-wagons adopted by the standing working group (see paragraphs 29 to 33) would only partly help stop the defects that were detected, because in some cases there had been deliberate manipulation. **Over the years, it was also likely that the technical defects would multiply and the personnel's knowledge would diminish. He therefore supported the proposals made in the discussion for this issue to be dealt with further in the working group on tank and vehicle technology and,** as an alternative to the complete phasing out of all old gas tank-wagons, an exceptional **check, in** order to ascertain whether the conditions for the transitional provision were met. Compared with random checks, such exceptional checks would have the advantage that all wagons could be comprehensively covered.

38. The standing working group recalled that the transitional provisions had been developed in conjunction with the industry and that there also had to be legal certainty for these transitional provisions, because in view of the remaining period of use, some tank-wagons were still being retrofitted. Conversely, in order to make use of the transitional provisions, it had to be ensured that the equipment on gas tank-wagons complied with the applicable provisions of Chapter 6.8.
39. It was agreed that the measures taken at national level and by the international associations (see paragraph 36) would be presented at the 9th session of the standing working group in order that a decision could be taken on how to proceed.

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)

40. 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.
41. The representative of EASA was reminded that the question of appointing a dangerous goods safety adviser for the tank-wagon operator would first have to be dealt with by the Joint Meeting (see OTIF/RID/CE/GTP/2016-A, paragraphs 26 to 28) in order to avoid unequal treatment between the operators of tank-wagons, portable tanks and tank-containers. While EASA had submitted informal document INF.18 to the Joint Meeting in September 2016, it had not submitted the official document requested.
42. The representative of ERA explained that the Agency would not support the document, as it was incomplete and insufficiently justified.

B. New proposals

Hazard identification number for UN numbers 3166 and 3171

Document: OTIF/RID/CE/GTP/2017/1 (Secretariat)

43. The meeting adopted the Secretariat's proposal to delete hazard identification number "90" from UN numbers 3166 and 3171 in order to avoid contradictions with special provision 666, which does not require orange-coloured plates (see Annex I).

Carriage of dangerous goods as hand luggage or registered luggage

Document: OTIF/RID/CE/GTP/2017/3 (Secretariat)

44. The meeting adopted the Secretariat's proposal to delete the reference to 1.1.3.3 in 1.1.3.8 as a consequential amendment following the withdrawal of paragraphs (b) and (c) of 1.1.3.3 in the 2017 edition of RID (see Annex I).

Updating of UIC leaflet 201 "Transport of dangerous goods – Emergency planning for marshalling yards"

Informal document: INF.5 (UIC)

45. The representative of UIC explained that UIC leaflet 201 was currently being converted into an "International Railway Solution (IRS)". He announced that the new IRS 20201 would be submitted to the next session, so it could then be referred to in Chapter 1.11.

Development of UIC's technical documentation

Informal document: INF.6 (UIC)

46. The representative of UIC explained that UIC leaflet 471-3 O was currently being converted into an "International Railway Solution (IRS)". Apart from some possible amendments to align with RID 2019, the content of point 5 of UIC leaflet 471-3 referred to in RID 1.4.2.2.1 would not be modified. He announced that the new IRS 40471-3 would also be submitted to the next session with the aim of aligning the reference in 1.4.2.2.1.

Application of special provision CW 24

Informal document: INF.14 (Poland)

47. The representative of Poland introduced her informal document INF.14, which raised the question of whether wooden pallets may be used for the stowage of organic peroxides of Class 5.2 and whether special provision CW 24/CV 24 should be clarified in relation to organic peroxides. The informal document also highlighted differences in the allocation of RID special provision CW 24 and ADR special provision CV 24 to the substances in Class 8 with a Class 5.1 subsidiary hazard in Table A.
48. The delegations that expressed a view saw no problems with using wooden pallets for the stowage of organic peroxides, as these substances are stowed on the wooden pallets when already packed and do not therefore come into direct contact with them. It was also pointed out that if wooden pallets were ruled out, the use of wagons or containers with wooden floors would also have to be ruled out. However, following a brief discussion, the standing working group was of the view that the Joint Meeting should deal with this question. It was also agreed that the possible alignment of RID with ADR in relation to the allocation of special provision CW 24 should only be examined once it had been discussed by the Joint Meeting.

Qualification of welding procedures – Welding according to 6.8.2.1.23

Informal document: INF.15 (Poland)

49. In her informal document INF.15, the representative of Poland asked the standing working group which level of welding procedure test described in standard EN ISO 15614-1:2017 should be applied. This standard is referenced in standards EN 14025:2013 and EN 14025:2013 + A1:2016, which are in turn referenced in 6.8.2.6.1.
50. The standing working group asked the representative of Poland to submit her document to the Joint Meeting's working group on tanks. The Joint Meeting's standards working group should check whether it would be expedient to refer directly to standard EN ISO 15614-1:2017, indicating the test level.

Proposal to amend Part 5 of RID

Informal document: INF.20 (Russia)

51. In informal document INF.20, the representative of Russia proposed to delete the design derogations for danger label model No. 9A in 5.2.2.2.1.3 and instead to mention danger label model No. 9A in 5.2.2.2.1.5 in addition to the danger labels for Class 7, in order to avoid repetition.
52. The standing working group asked the representative of Russia to submit his document to the Joint Meeting.

ITEM 6: Harmonisation of RID and SMGS Annex 2

Non-adoption of the 2017 amendments to SMGS Annex 2

Informal document: INF.13 (Secretariat)

53. In informal document INF.13, the Secretariat informed the standing working group that over the past year, there had been no progress with regard to carrying over the 2017 amendments into SMGS Annex 2. There was still no consensus on referring to EN standards and EU directives in SMGS Annex 2. In view of the lack of progress, difficulties were also expected in connection with including the 2019 amendments in SMGS Annex 2.
54. The representative of Latvia informed the standing working group that problems in the carriage of engines had arisen in Latvia and Estonia as a negative consequence of not adopting the 2017 amendments to SMGS Annex 2. As engines were carried as dangerous goods according to RID 2017, but were exempt in accordance with the applicable 2015 edition of SMGS Annex 2, the industry would itself have to come up with solutions to find a way out of this contradictory regulatory situation.
55. The representative of Russia explained that his country, as well as China, Mongolia and Tajikistan, were prepared to adopt the 2017 amendments to SMGS Annex 2, except the references to EU directives and five new EN standards. Once Russia had obtained official translations of these five EN standards, it would carry out an analysis in conjunction with the Russian Federal Agency for Technical Regulation and Metrology (Rosstandart). The representative of Russia was also of the view that in light of the transcontinental nature of transport operations and the SMGS States' membership of different regional communities, it would make more sense to use the globally applicable ISO standards in the text of SMGS Annex 2.
56. The representatives of Latvia and Poland expressed their concern that Russia's reservation concerning the use of references to EN standards might also affect all future updates to EN standards already referenced in the text of SMGS Annex 2. This would call into question the applicability of Chapters 6.2 and 6.8.
57. The Secretariat of OTIF reminded the meeting that closer harmonisation between RID and SMGS Annex 2 since 2012 had been attempted at the request of the UNECE Inland Transport Committee, and informed the standing working group that it intended to make the current unsatisfactory situation a subject for discussion in that body.

ITEM 7: Information from the European Union Agency for Railways (ERA)

Informal document: INF.22 (ERA)

58. The standing working group noted informal document INF.22 introduced by the representative of ERA.
59. The representative of Switzerland criticised **the European Commission's and ERA's** decision to defer development of the TSI for derailment detectors to 2020, whereas according to the report of the 5th session of the RID Committee of Experts' working group on derailment detection (OTIF/RID/CE/GTDD/2016-A Annex II, paragraph 21), this had been planned for 2017 and 2018. In view of the **efforts to harmonise national requirements (see paragraph 77) and the** fact that more vehicle technology provisions of RID were being transferred into TSIs (see paragraphs 60 and 61), this was not a positive signal.

- 59a. The representative of ERA indicated that the planning of ERA activities is governed by the decisions of the European Commission, as reported in INF 22. For the implementation of this decision, ERA had been asked to give priority to the activities that are absolutely necessary for the implementation of the 4th Railway Package. The positive aspect of the decision was that it correctly and clearly included the request to develop derailment prevention and detection TSIs, as agreed in the conclusions of the RID DDD working group.

ITEM 8: Any other business

Conclusions of the RID/ATMF working group

Document: OTIF/RID/CE/GTP/2017/6 (Secretariat)

Informal document: INF.2 (Chairmen of the RID/ATMF working group)

60. Mr Arne Bale, one of the chairmen of the RID/ATMF working group, explained the work and results of this working group, which had met three times in 2016 and once in 2017.
61. The standing working group noted and approved the conclusions of the RID/ATMF working group and supported setting up a joint coordinating group of experts to implement the procedures described in the report of the RID/ATMF working group.

Incident in Offenburg on 12 October 2016

Document: OTIF/RID/CE/GTP/2017/11 (Germany)

62. In document 2017/11, the representative of Germany informed the standing working group of a drip leak that had been detected on a tank-container in Offenburg on 12 October 2016. The subsequent inspection had revealed that the information in the transport document and the marking on the tank-container were incorrect. In addition, the exceptional inspection that was ordered revealed numerous serious defects on the tank-container, which indicated that the tank-container was in a very poor state of maintenance.
63. The representative of Switzerland said that similar defects had been found on a tank-container belonging to the same operator during an inspection in Basel. **In order to discuss these two cases, a meeting had been held with representatives from Germany and the market actors concerned.** The measures to be taken had been discussed with **those concerned.** Like the representative of Germany, he was also of the view that no new provisions were necessary, but it would have to be ensured that the provisions are applied.

Information on dangerous goods wagons at marshalling yards

Document: OTIF/RID/CE/GTP/2017/12 (Netherlands)

Informal documents: INF.17 (Belgium)
INF.25 (Netherlands)

64. On the basis of document 2017/12, the Netherlands informed the meeting of the necessity of having timely information relating to the exact position of wagons containing dangerous goods in marshalling yards. This necessity had come to light in an incident at the Kijfhoek marshalling yard not far from Zwijndrecht (see also document OTIF/RID/CE/GTP/2012/8 and report OTIF/RID/CE/GTP/2012-A, paragraphs 96 to 100), in which information concerning dangerous goods wagons in the vicinity of an ethanol tank-wagon that had caught fire had only become available at a late stage.

65. In her informal document INF.17, the representative of Belgium explained that the Belgian infrastructure manager had developed a programme whose aim was to provide real time information about the exact position, the load and the mass of the load of dangerous goods wagons in marshalling yards. The carrier would have to enter the necessary data for this.
66. Using the presentation reproduced in informal document INF.25, the Netherlands informed the meeting about a project on the automatic tracking of freight wagons in marshalling yards based on various new technologies. The use of differential GPS made it possible to determine an exact position, even on adjacent tracks. Smart cameras positioned on the entrance tracks were used to read information on the sides of wagons as a train passes by. The cameras were also able to read information on dirty and graffiti covered wagons. Sensors fitted to the points, which can detect the position of the points, in conjunction with axle counters placed on the guide tracks, provided information on the number of wagons that had entered a track.
67. In reply to a question from the representative of UIC, the representative of the Netherlands explained that apart from the information required in 1.4.3.6 (b), the carrier did not have to provide any further information.

Shunting accident in Antwerp on 4 January 2017

Document: OTIF/RID/CE/GTP/2017/13 (Belgium)

68. The representative of Belgium informed the working group of an accident that had occurred in Antwerp on 4 January 2017 when hump shunting. One of the tank-wagons loaded with UN 1055 Isobutene had been severely damaged as the result of buffers overriding. The tank-wagon was equipped with crash-buffers that had also been activated. There were no leaks.
69. The representative of Belgium did not wish this document to be discussed at the moment.

Risk reduction measures in Switzerland for chlorine imports – Common Declaration II

Informal document: INF.3 (Switzerland)

70. The representative of Switzerland informed the standing working group of the implementation status of Common Declaration II concluded by the chemical industry, Swiss Federal Railways (SBB), the Association of Freight Carriers, the Federal Office of Transport and the Federal Office for the Environment with the aim of reducing the risk inherent in chlorine transport in Switzerland. He described the individual measures, which might also improve safety at international level.
71. The representative of UIC explained that his association had addressed Switzerland's national measures at the request of Swiss Federal Railways (SBB). Even though they were voluntary national measures, they would have repercussions for other European countries because via the signatories to the Common Declaration, these measures would also be imposed on foreign suppliers. He was of the view that such measures should be notified in accordance with Chapter 1.9.
72. The representative of ERA was of the view that the provisions of RID should guarantee safe transport, so that in principle, additional measures should not be necessary. **In this respect, the multiplication of national measures or private agreements could impact the whole transport chain. Therefore, in order to make progress on this matter, the RID Committee of Experts' standing working group should first clearly state if the risk of chlorine transport is sufficiently controlled or not.** If the safety of chlorine transport were to be called into question, other very dangerous substances in addition to chlorine and the effects of any amendments to the provisions on other transport modes would have to be considered.

73. The representative of the Netherlands explained that in his country, the entire supply chain was considered. The aim was to avoid transport as much as possible by manufacturing chlorine near the point of use. He was of the view that in principle, the Member States should be in a position to agree national measures, provided this was done on a voluntary basis. However, this should not lead to other states' being forced to accept these voluntary measures.
74. The representative of Belgium confirmed that national measures had repercussions across Europe and might weaken rail transport overall. On the other hand, if national measures were to be ruled out, this might make additional technical measures in the regulations necessary. **In Belgium, chlorine transport was only responsible for 1% of the total risk in the carriage of dangerous goods by rail, so reducing this risk was not a priority.**
- 74a. **The representative of CEFIC informed the standing working group that the Dutch government had supported one undertaking concerned by providing 65 million Euros to build a local chlorine facility. He also pointed out that the amount of chlorine Swiss importers needed was too small to enable it to be produced locally under competitive conditions, so they had to rely on imports. The representative of the Netherlands replied that the issue of manufacturing a dangerous substance in a particular place was a question of economic policy and was not therefore something to be dealt with by this group.**
75. The representative of Switzerland said that the aim of his document was to inform the standing working group how Switzerland dealt with local risks. It was not the intention to shift the risk to other countries. In principle, each market player was free to take additional safety measures (see paragraphs 80 to 90 concerning the carrying wagons used by BASF for the carriage of extra-large tank-containers). **He noted that the other Member States did not see the need to reduce further the risk of carrying chlorine in a way that was internationally harmonised, so a discussion on the measures set out in informal document INF.3 was superfluous.**

Study on national requirements concerning the carriage of dangerous goods by rail

Informal document: INF.7 (UIC)

76. Using the presentation reproduced in informal document INF.7, the representative of UIC introduced the studies on national requirements that apply in addition to RID. He said he would continue the work and continue to inform the standing working group of developments.
77. The representative of ERA reminded the standing working group that **the definition of national rules is very clear in the 4th Railway Package legislation (see Art 3(8) of Directive (EU) 2016/798 and Art 2(30) of Directive (EU) 2016/797) and that EU Member States had to notify the European Commission of their national rules corresponding to this definition. He also noted that the term used in the UIC presentation may be misleading in regards the legal definition of national rules. He recalled that the reduction of national rules was a priority in the EU and that only the national rules authorised by the harmonised EU legislation may remain in place.**

Extract of a report on a rail incident on 17 October 2017

Informal document: INF.11 (Netherlands)

78. In informal document INF.11, the representative of the Netherlands informed the meeting of an incident that had occurred on 17 October 2017 in which leaks had been discovered on two tank-wagons carrying UN 1279 1,2-Dichloropropane. The leaks had been caused by rust particles in the valve and damage to the ball valve and the Teflon seals. The defectively installed valve was also a contributing cause.

79. The representative of the Netherlands said this was a problem that could reoccur at any time. However, the measures proposed had already been included in the new checklists for gas tank-wagons (see paragraphs 29 to 33).

Extra-large tank-containers

Informal documents: INF.18 (Switzerland)
 INF.21 (Belgium)
 INF.23 (CEFIC)

80. In informal document INF.18, the representative of Switzerland provided information on the extra-large tank-containers developed by BASF and the Belgian tank-container manufacturer van Hool. These tank-containers have a capacity of up to 73,500 litres and a payload of 66 tonnes. The load capacity is therefore equivalent to two conventional tank-containers or one bogie tank-wagon. The representative of Switzerland raised various questions in connection with the consequences of this new technological development for safety in the carriage of dangerous goods.
81. In informal document INF.21, the representative of Belgium provided various answers from the manufacturer, van Hool, to the questions raised by Switzerland. **It emerged from this that the tank-containers have valid approval for transport.**
82. As the representative of CEFIC, Dr Bieker (BASF) used the presentation in informal document INF.23 to explain in more detail the background to this new technological development. At present, tank-containers with tank codes L4BH and L4DH were in use. 50 tank-containers with a calculation pressure of 10 bar were currently being built. These would mainly be used for substances for which a calculation pressure of only 4 bar was currently prescribed.
83. The new tank-containers were carried on new carrying wagons, of which **around 150** with crash-buffers and devices to protect against the overriding of buffers had been **planned**. **BASF only carried substances for which carriage in tank-wagons required crash-buffers or devices to protect against the overriding of buffers in BASF class tank-containers on carrying wagons that were also fitted with crash-buffers or devices to protect against the overriding of buffers, even though this was not required under RID.**
84. The representative of CEFIC replied to delegates' questions as follows:
- When RID prescribes special equipment provisions TE 22 and TE 25 for carriage in tank-wagons, the new BASF tank-containers will be carried exclusively on similarly equipped carrying wagons on a voluntary basis in the context of “responsible care”.
 - In principle, the new tank-containers can also be carried on normal carrying wagons, although the trunnions must be strengthened because of the greater dynamic forces.
 - The total weight of 90 tonnes will not be exceeded on the new carrying wagons.
 - As the tank-containers **are either empty and uncleaned or are carried at a filling degree of at least 80%**, there are no surge plates inside the tank-containers. **At filling degrees of more than 80%, no dangerous surges occur during transport.**
85. The representative of Austria thought it was necessary to prescribe the equipment provisions currently applicable to tank-wagons for the new carrying wagons as well, as it could not be assumed that every user would apply these equipment provisions voluntarily.
86. The representatives of Germany and UIP said that there was a lot of market interest in this new technology and that was why it was necessary to establish legal certainty as soon as possible.

87. The standing working group agreed that the innovation presented had the potential to improve the competitiveness of rail transport.
88. The standing working group agreed to hold a detailed technical discussion at the working group on tank and vehicle technology. The discussion should in particular provide answers to the questions raised by Switzerland in paragraph 10 of informal document INF.18 and a comparison of the currently applicable provisions for tank-containers and tank-wagons should be carried out. If necessary, the working group should also formulate questions in relation to the construction of such tank-containers, which should be submitted to the Joint Meeting. Other delegations were also asked to submit documents on this topic.
89. The representative of ERA said that a risk analysis would have to be carried out before measures applied voluntarily by BASF were included in the regulations. This risk analysis could be carried out in the form of a test run of the work done by the ERA workshop on guidelines for risk analyses. In addition, the new Joint Coordinating Group of Experts (see document OTIF/RID/CE/GTP/2017/6 and paragraphs 60 and 61) could be asked to deal with this issue.
90. The meeting of the working group on tank and vehicle technology would take place in Hamburg on 30 and 31 January 2018. The representatives of Belgium, France, Germany, the Netherlands, Switzerland, the United Kingdom, ERA, CEFIC, UIC and UIP wished to take part in this meeting.

Security in accordance with Chapter 1.10

91. The Secretariat of OTIF informed the standing working group that terrorist organisations had placed some instruction manuals for derailing trains on the internet. The Secretariat asked delegations to forward this information to the safety authorities and infrastructure managers in their countries.
92. The representative of UIC said this concerned general railway safety and passenger transport in particular.

Condolences

93. The working group learnt with great sadness of the death of Jean-Daniel Dénervaud, who, before his retirement in 2009, had played a very large part in the successful work of the RID Committee of Experts as a Secretary at the Intergovernmental Organisation for International Carriage by Rail (OTIF). The Chair recalled his many facets and unforgettable sense of humour. She asked the Secretariat to pass on the standing working group's deepest sympathy.

Thanks

94. The Chair and the Secretariat thanked the Dutch delegation for the excellent organisation of the meeting and the pleasant evening the group had spent together.
95. 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 sessions

96. The 9th session of the RID Committee of Experts' standing working group will be held in Berne from 28 to 30 May 2018. Following that, the 55th session of the RID Committee of Experts will be held on 30 May 2018, at which all the amendments for the 2019 edition of RID will be approved. The deadline for submitting documents for both meetings is **13 April 2018**.
 97. The 10th session of the RID Committee of Experts' standing working group will be held in Poland in the week from 19 to 23 November 2018.
-

Texts adopted by the 8th session of the RID Committee of Experts' standing working group

Amendments to be made to document OTIF/RID/CE/GTP/2017/15:

Chapter 1.2

- 1.2.1** In the definition of "**Protective lining**", replace "(for tanks)" by:
"(for *tanks*)".

Chapter 1.6

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

Chapter 1.10

- 1.10.3** In the Note, replace "in order to not impede" by:
"in order not to impede".

Chapter 2.1

- 2.1.3.5.5** The amendment should read:

- "2.1.3.5.5** In footnote 2, after "(Official Journal of the European Communities No. L 226 of 6 September 2000, page 3)", insert:

", as amended".

In footnote 2, after "(Official Journal of the European Union No. L 312 of 22 November 2008, pages 3-30)", insert:

", as amended"."

[Reference documents: informal documents INF.12 and INF.16]

- 2.1.5** Note 1 becomes Note.

Amend the Note to read as follows:

"NOTE: For articles which do not have a proper shipping name, other than UN 3537 to 3548, and which contain only dangerous goods within the permitted limited quantity amounts specified in Column (7a) of Table A of Chapter 3.2, see UN No. 3363 and special provisions 301 and 672 of Chapter 3.3."

Delete Note 2.

[Reference document: informal document INF.16]

Chapter 2.2

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

2.2.8.1.6.3.5 In the note, under "Calculation for packing group II:", amend the formula to read:

$$\frac{3(\text{conc A})}{5(\text{GCL PG II})} + \frac{2(\text{conc B})}{10(\text{SCL PG II})} = 0.8 < 1$$

Chapter 3.2

Table A

Delete the amendments concerning UN Nos. 1070, 1072, 2073, 2451, 3156 and 3157.

[Reference document: informal document INF.16]

Replace "UN 2851, PG III" by:

"UN 2581, PG III".

Replace "UN 2852, PG III" by:

"UN 2582, PG III".

Replace "UN 2856, PG III" by:

"UN 2586, PG III".

In the new entries, for UN No. 3536, in column (5), replace "9A" by:

"9".

[Reference document: informal document INF.16]

For the entries of UN No. 3536, delete the square brackets in column (20).

For the entries of UN Nos. 3537 to 3548, delete the square brackets in column (19).

For the new UN No. 3545, in column (3b), delete:

"or P2".

Chapter 3.3

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

Chapter 3.3

**385 –
499** Amend the amendment to read as follows:

"**385 –
499** (Reserved)" becomes:

"**393 –
499** (Reserved)".

SP 392 [The amendment to the Table in the French version does not apply to the English text.]

SP 670 [The amendments to paragraph (b) (iii) in the French version do not apply to the English text.]

SP 674 [The amendment to the Table in paragraph (g) in the French version does not apply to the English text.]

In paragraph (g), in the note after the Table, in Step 3.1, in the formula, replace "≥" by:

"=".

Chapter 4.1

4.1.4.3

LP 905 [The amendment to paragraph (2) in the French version does not apply to the English text.]

4.1.6.15 Delete the square brackets for standard "EN ISO 10297:2014 + A1:2017".

Chapter 4.3

4.3.4.1.3 Amend the first amendment to read as follows:

"[The amendment to the first sentence of the second subparagraph in the French and German version does not apply to the English text.]"

Chapter 5.2

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

5.2.2.2.2 In the Table, replace "Unterklasse 1.6" by:

"Division 1.6".

In the Table, replace "Gefahr der Klasse 2: Gase" by:

"Class 2 hazard: Gases".

Chapter 5.3

5.3.1.2 In the second amendment, replace "In the paragraph after the Note" by:

"In the first sentence".

Chapter 6.2

6.2.4.1 Delete the square brackets for standard "EN ISO 10297:2014 + A1:2017".

Additional amendments:

Chapter 1.1

1.1.3.6.4 At the end, after the indents, after "shall not exceed", insert:

"a calculated value of".

[Reference document: informal document INF.16]

1.1.3.8 Delete:

"1.1.3.3,".

[Reference document: OTIF/RID/CE/GTP/2017/3]

Chapter 1.4

1.4.3.3 At the end, add the following Note:

"NOTE: Guidelines in the form of checklists for tank-wagons for gases are available on the OTIF website (www.otif.org) to help the filler of gas tank-wagons fulfil his safety obligations, particularly with respect to the leaktightness of tank-wagons."

[Reference document: OTIF/CE/GTP/2017/8]

1.4.3.7.1 At the end, add the following Note:

"NOTE: Guidelines in the form of checklists for tank-wagons for gases are available on the OTIF website (www.otif.org) to help the unloader of gas tank-wagons fulfil his safety obligations, particularly with respect to the leaktightness of tank-wagons."

[Reference document: OTIF/CE/GTP/2017/8]

Chapter 1.6

1.6.3.3.1 Amend to read as follows:

"1.6.3.3.1 "(Deleted)".

[Reference document: informal document INF.10]

Chapter 3.2

Table A

UN No.	Column	Amendment
1043	(15)	Insert: "_". [Reference document: informal document INF.16]
2381	(11)	Delete: "TP39".
3148, PG I	(11)	Delete: "TP38".

UN No.	Column	Amendment
3166	(15)	Insert: "_". [Reference document: informal document INF.16]
	(20)	Delete: "90". [Reference document: OTIF/RID/CE/GTP/2017/1]
3171	(15)	Insert: "_". [Reference document: informal document INF.16]
	(20)	Delete: "90". [Reference document: OTIF/RID/CE/GTP/2017/1]

Chapter 4.2

4.2.5.3

TP 38 Amend to read as follows:

"**TP 38** (Deleted)".

TP 39 Amend to read as follows:

"**TP 39** (Deleted)".

Chapter 4.3

4.3.3.5 Renumber the second paragraph, starting with "Tanks shall not be offered for carriage:" as **4.3.3.6**.

[Reference documents: informal documents INF.8 and INF.16]

4.3.5 After special provision TU 40, insert:

"**TU 41** (Reserved)".

Chapter 7.5

7.5.7.1 At the end, insert a reference to footnote 1 to read as follows:

"¹ Guidance on the stowage of dangerous goods can be found in the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) (see e.g. chapter 9 Packing cargo into CTUs and chapter 10 Additional advice on the packing of dangerous goods). Other guidance is also available from competent authorities and industry bodies."

Current footnote 1 becomes footnote 2.

[Reference document: informal document INF.16]

7.5.7.4 Amend to read as follows:

"7.5.7.4 The provisions of 7.5.7.1 shall also apply to the loading, stowage and removal of containers, tank-containers, portable tanks and MEGCs on to and from wagons. When tank-containers, portable tanks and MEGCs do not include, by construction, corner castings as defined in ISO 1496-1 Series 1 freight containers – Specification and testing – Part 1: General cargo containers for general purposes, it shall be verified that the systems used on the tank-containers, portable tanks or MEGCs are compatible with the system on the wagon."

[Reference document: OTIF/RID/CE/GTP/2017/5, as amended]

7.5.7.6.1 In the Note, after "referred to in 7.5.7.1", delete:

"and to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)".

[Reference document: informal document INF.16]

7.5.11 [The amendment to special provision CW 36 in the French version does not apply to the English text.]

Checklists for the filling and emptying of liquefied gas tank-wagons according to document OTIF/RID/CE/GTP/2017/8 adopted with the following amendments:

Filling of tank-wagons (bottom filling) for gases:

1.7 In column 3, amend the second sentence to read as follows:

"The use of a rail hook or similar devices is mandatory to open the internal stop-valves."

1.7.1 In column 2, replace "and secured" by:

"and secured against unintentional opening".

In column 3, amend the first sentence to read as follows:

"Make sure that the internal stop-valves are leaktight and secured against unintentional opening."

2.1 In column 3, amend the first sentence to read as follows:

"For filling, the operating instructions of the tank-wagon must be complied with."

3.2 In column 3, in the first sentence, after "operating instructions", insert:

"of the tank-wagon".

In column 3, delete the second sentence.

3.2.1 In column 2, replace "and secured" by:

"and secured against unintentional opening".

In column 3, amend the first sentence to read as follows:

"Make sure that the internal stop-valves are leaktight and secured against unintentional opening."

3.2.2 In column 2, replace "and secured" by:

"and secured against unintentional opening".

Unloading of tank-wagons (bottom unloading) for gases:

2.1 In column 3, amend the first sentence to read as follows:

"For unloading, the operating instructions of the tank-wagon must be complied with."

3.2.1 In column 2, replace "and secured" by:

"and secured against unintentional opening".

In column 3, amend the first sentence to read as follows:

"Make sure that the internal stop-valves are leaktight and secured against unintentional opening."

Filling of tank-wagons (top filling) for gases:

2.1 In column 3, amend the first sentence to read as follows:

"For filling, the operating instructions of the tank-wagon must be complied with."

Unloading of tank-wagons (top unloading) for gases:

2.1 In column 3, amend the first sentence to read as follows:

"For unloading, the operating instructions of the tank-wagon must be complied with."

In footnote 1, at the end, add:

"at the facilities (arrival check) rather than directly before unloading."

Corrigendum 2 for the 2017 edition of RID in document OTIF/RID/CE/GTP/2017/7/Rev.1 was adopted with the following additions:

Chapter 2.2

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

Chapter 3.2

Table A Insert the following new correction:

"

UN No.	Column	Amendment
1185	(16)	Delete: "V8".

"

Chapter 4.1

P 200 [The correction in the German version does not apply to the English text.]

Chapter 6.5

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

Chapter 6.8

Insert the following new correction:

"6.8.2.4.6 In the text after point 8, replace "These requirements shall be met for:" by:

"These requirements are deemed to be met for:"

Chapter 7.5

7.5.11 Insert the following new correction:

"CW 31 Amend to read as follows:

"CW 31 Wagons or large containers in which substances of this Class have been carried as full loads, or small containers in which these substances have been carried, shall be checked, after unloading, for any residues of the load."

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**
Ms Patricia **Dörfler**
Mr Herbert **Plöderl**
Mr Robert **Weber**

Belgique/Belgien/Belgium

Ms Caroline **Bailleux**

Bulgarie/Bulgarien/Bulgaria

Ms Radoslava **Genova-Pacheva**
Ms Marina **Stefanova-Kaneva**

Croatie/Kroatien/Croatia

Mr Branko **Mikulić**

Danemark/Dänemark/Denmark

Ms Bolette **Daugaard**

Espagne/Spainien/Spain

Mr Luis del Prado **Arévalo**

Finlande/Finnland/Finland

Mr Jouni **Karhunen**

France/Frankreich/France

Mr Michel **Korhel**

Hongrie/Ungarn/Hungary

Mr István **Dibácz**

Italie/Italien/Italy

Mr Benedetto **Legittimo**

Mr Rocco **Cammarata**

Mr Andrea Giuseppe **Ercole**

Ms Francesca **Belinghieri**

Mr Filippo **Abate**

Lettonie/Lettland/Latvia

Ms Marianna **Heislere**

Mr Valerijs **Stuppe**

Mr Dainis **Lacis**

Lituanie/Litauen/Lithuania

Ms Liubove Meile **Vanceviciene**

Ms Vita **Soboliene**

Luxembourg/Luxemburg/Luxembourg

Mr Albrecht **Wustrau**

Pays-Bas/Niederlande/Netherlands

Mr Klaas **Tiemersma**

Mr Henk **Langenberg**

Mr Arjan **Walsweer**

Ms Mylene **Malipaard**

Mr Chris **Verstegen**

Pologne/Polen/Poland

Ms Joanna **Dolińska**

Mr Łukasz **Balcerak**

Mr Henryk **Ognik**

République tchèque/Tschechische Republik/Czech Republic

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

Royaume-Uni/Vereinigtes Königreich/United Kingdom

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

Suède/Schweden/Sweden

Ms Katarina **Ström**
Mr Johan **Karlsson**

Suisse/Schweiz/Switzerland

Mr Colin **Bonnet**

Turquie/Türkei/Turkey

Mr Mehmet Bülent **Özçelik**
Mr Zumer Koksal **Altintas**

Ukraine

Ms Liyudmyla **Bielova**
Ms Lyudmyla **Trygub**
Mr Anton **Pylypchuk**

II. États non parties au RID/Nicht-RID-Vertragsstaaten/Non-RID Contracting States

Russia/Russie/Russland

Mr Alexandr **Khristolyubov**
Ms Elena **Goryacheva**

**III. 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**
Mr Kyriakos **Doulis**

Organisation pour la Coopération des Chemins de Fer (OSJD) / Organisation für die Zusammenarbeit der Eisenbahnen (OSShD) / Organization for Cooperation between Railways (OSJD)

Mr Reza **Lotfi**

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

CEFIC

Mr Erwin **Sigrist**
Mr Thorsten **Bieker**

UIC

Mr Jean-Georges **Heintz**
Mr Ralf **Redeker**
Mr Roland **Meister**

UIP

Mr Rainer **Kogelheide**

UIRR

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

V. Secrétariat/Sekretariat/Secretariat

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

VI. Interprètes/Dolmetscher/Interpreters

Mr Werner **Küpper**
Ms Joana **Meenken**
Mr David **Ashman**
Ms Irina **Peremota**
Ms Helena **Gizeleza**