



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-B

9 January 2019

Original: German

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

**Final report of the 10th session of the RID Committee of Experts' standing working
group**

(Krakow, 21 to 23 November 2018)

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¹ For practical reasons, Annex II is published as an addendum with document reference number OTIF/RID/CE/GTP/2018-B/Add.1.

² For practical reasons, Annex III is published as an addendum with document reference number OTIF/RID/CE/GTP/2018-B/Add.2.

ITEM 1: Approval of the agenda

Document: [RID-18021-CE-GTP10](#) (Secretariat)

1. The provisional agenda contained in calling notice RID-18021-CE-GTP10 dated 14 September 2018 was adopted.

ITEM 2: Presence

2. The following RID Contracting States took part in the work of the 10th session of the standing working group (see also Annex IV):

Austria, Belgium, Bosnia-Herzegovina, Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Poland, Spain, Sweden, Switzerland, Turkey 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 of Railways (OSJD) 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), the International Union of Combined Road-Rail Transport Companies (UIRR) and the Association of the European Rail Industry (UNIFE).

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: Interpretation of RID

4. As there was no document for this agenda item, there was no discussion on this subject.

ITEM 4: Proposals to amend RID**A. Pending issues**Status of publication of standards

Informal document: [INF.3](#) (Secretariat)

5. Based on its informal document, the Secretariat informed the standing working group of the discussions at the RID/ADR/ADN Joint Meeting (Geneva, 17-21 September 2018) on the status of publication of standards (EN ISO 17871:2015 + A1:2018, EN 1440:2016 + A1:2018, EN 16728:2016 + A1:2018, EN 13317:2018, EN 14025:2018 and EN 12972:2018), which were unable to be included in the 2019 amendments as they were not published on time. Rather than subsequently notifying the amendments concerning these standards, the RID/ADR/ADN Joint Meeting preferred to adopt them for entry into force for the 2021 edition of RID/ADR/ADN. In order to ensure that these standards can be applied as soon as possible, the RID/ADR/ADN Joint Meeting reduced the transitional periods so that these standards will have to be applied from 1 January 2022 (see also report OTIF/RID/RC/2018-B – ECE/TRANS/WP.15/AC.1/152, paragraphs 16-19).
6. The Secretariat also pointed out that, particularly in the case of EN standard 12972, the competent authorities should be encouraged to apply the 2018 edition of this standard as soon as possible. To this end, a guideline for the application of EN standard 12972 would be published

on the UNECE website, in which the competent authorities will be encouraged to allow EN standard 12972:2018 to be applied as soon as possible, and by no later than 1 January 2020. The Secretariat of the standing working group submitted a corresponding draft of the guideline for compliance with the provisions of RID in the annex to informal document INF.3.

7. The standing working group agreed to this guideline's being published on OTIF's website (see Annex I).

Early application of standards

Informal document: [INF.4](#) (Secretariat)

8. In its informal document, the Secretariat pointed out that 6.2.5 and 6.8.2.7 both contain a provision that allows the competent authority to approve a standard which has been adopted for reference in a future edition of RID for early application without notifying the OTIF Secretariat. However, as all the RID/ADR/ADN Joint Meeting's decisions can only serve as recommendations for the individual land transport modes and only the RID Committee of Experts can decide to adopt amendments to RID, the Secretariat asked the standing working group whether a corresponding decision by the RID/ADR/ADN Joint Meeting is sufficient to apply a standard ahead of time, or whether the standard would have to be submitted to the RID Committee of Experts for adoption using a written procedure.
9. The standing working group agreed that there was no need to do anything with regard to the standards that could not be included in the 2019 amendments to RID because they had not been published on time. At its meeting in May 2018, the RID Committee of Experts had already adopted these standards in principle and for these standards authorised the Secretariat to use the same procedure as the one the UNECE Secretariat would use (see also paragraph 7 of report OTIF/RID/CE/2018-A). At its meeting in November 2018, WP.15 had adopted all the amendments to standards proposed by the Joint Meeting (Geneva, 17 to 21 September 2018) for entry into force on 1 January 2021. The formal requirement for referencing these standards in the 2021 edition of RID was therefore met and it was possible for the national competent authorities to approve the early application of these standards.
10. The standing working group also agreed that it was not sufficient for the Joint Meeting to adopt standards in order for them to be approved for use in accordance with the fourth paragraph of 6.2.5 or the third paragraph of 6.8.2.7 without notifying the OTIF Secretariat.
11. Following a lengthy discussion, a solution was also found for all other standards adopted by the RID/ADR/ADN Joint Meeting in this biennium and in future. It was pointed out that the first paragraph of 6.2.5 and the first paragraph of 6.8.2.7 already enabled the competent authorities to recognise a technical code **to reflect scientific and technical progress or** if no standards are referred to in RID or in order to take account of certain aspects that are not covered by a standard referred to in RID. In these cases, the competent authority must notify the OTIF Secretariat that such a technical code has been recognised. The Secretariat then publishes this information on OTIF's website.

B. New proposals

Marking of trailers in piggyback transport

Document: [OTIF/RID/CE/GTP/2018/11](#) (Secretariat)

Informal documents: [INF.9](#) (Poland)
[INF.10](#) (Secretariat)

12. In its document, the Secretariat suggested an amendment to 1.1.4.4.3 to prescribe that in addition to the orange-coloured plate, the marking according to Chapter 3.4 must also be affixed

to the front of trailers carrying packages when these trailers become separated from their tractor units, if this marking is shown on the back of the trailer.

13. In his informal document INF.9, the representative of Poland pointed out that according to ADR 3.4.13 (a), transport units carrying both dangerous goods packed in limited quantities and other dangerous goods for which marking with orange-coloured plates is prescribed may only display the prescribed orange-coloured plates or both orange-coloured plates and the marking according to Chapter 3.4.
14. The standing working group adopted the revised proposal from the Secretariat submitted in informal document INF.10, with some editorial amendments to the German and French versions (see Annex I).

Carriage of dangerous goods as express goods

Document: [OTIF/RID/CE/GTP/2018/12](#) (Secretariat)

15. The Secretariat asked the standing working group whether dangerous goods not approved for carriage in limited and exempted quantities should be allowed for carriage as express goods. If the standing working group thought such goods should not be carried as express goods, the CE codes for these goods in column 19 of Table A should be deleted.
16. In the course of the discussion, it was established that the current situation with regard to the carriage of dangerous goods as express goods differed in the various RID Contracting States. In Germany and Austria, no carriage as express goods had taken place for several years, whereas in Switzerland and the United Kingdom, this type of carriage was still used. Carriage as express goods was particularly the preferred choice for the carriage of infectious substances of Class 6.2 between laboratories or of radioactive material of Class 7 for pharmaceutical purposes. It should also be remembered that, unlike limited or exempted quantities, carriage as express goods did not enjoy any relaxations with regard to the packagings.
17. The standing working group decided not to take a decision at this time. If this subject were dealt with again, the comments made should be taken into account.

Obligations of the participants involved in an occurrence according to 1.8.5.1

Document: [OTIF/RID/CE/GTP/2018/13](#) (Spain)

18. At the last RID/ADR/ADN Joint Meeting (Geneva, 17 to 21 September 2018), in 1.8.5.1 the loader was added to the list of participants who are required to submit an accident report in the event of an accident or incident.
19. In a presentation, Spain requested clarification of several points in 1.8.5.1:
 - Difference between the various language versions in the use or non-use of the term “*respectivement*” in French and “*respectively*” in English;
 - Meaning of the term “if the case may be” before “the railway infrastructure manager” and the different usage of “and/or” in the various language versions, and
 - Possible listing in 1.8.5.1 of all participants involved in carriage.
20. With regard to the absence in the German version of an equivalent to the terms “*respectivement*” or “*respectively*”, the representative of Austria pointed out that the sentence in German was in the singular and in French it was in the plural. The different languages used different wordings, but they led to the same result.

21. In this context, the representative of Spain explained that the understanding in his country was that all parties involved in an accident or incident should submit a report in accordance with 1.8.5.
22. The majority of delegations agreed that only the participant during whose period of activity the accident or incident occurred was required to make a report. If the competent authority required more information, it could still approach the other participants in the transport operation.
23. With regard to the usage of the term “if the case may be”, Spain was of the view that the railway infrastructure manager always had to submit a report if an accident or incident occurred during carriage on the network it manages. For this reason, Spain proposed to delete the term “if the case may be” from 1.8.5.1. The **representative** of Belgium explained that in **her country**, the railway infrastructure manager was also required to submit a report on every accident or incident that occurred on its network.
24. The representative of UIC was of the view that the railway infrastructure manager was only involved in cases where the accident or incident was caused by a component of the railway infrastructure. As the rail transport undertaking was responsible for carriage from the time of taking over the dangerous goods until they were handed over, it was mostly this undertaking that submitted the report according to 1.8.5.
25. Owing to the varying situations in the RID Contracting States and based on what the representative of UIC had said, the standing working group thought it was necessary to keep the term “if the case may be” and rejected Spain’s proposal.
26. The standing working group did not consider it necessary at present to extend the list of participants in 1.8.5.1 who are required to provide an accident report in the event of an accident or incident. However, it was agreed to await the findings of the RID/ADR/ADN Joint Meeting’s informal working group on the improvement of accident reporting (see also paragraph 54 and Annex IV of report OTIF/RID/RC/2018-B – ECE/TRANS/WP.15/AC.1/152) and if necessary, again to discuss the issue at a future session of the standing working group.

ITEM 5: Report of the working group on tank and vehicle technology

Informal documents: [INF.2](#) (UIP)
[INF.8](#) (UIP)
[INF.11](#) (Chairman of the working group on tank and vehicle technology)

27. The chairman of the working group on tank and vehicle technology, Mr Rainer Kogelheide, presented to the standing working group the results of the 16th session of the working group on tank and vehicle technology (Krakow, 19 and 20 November 2018), which had dealt mainly with the extra-large tank-containers used by BASF.
28. He informed the meeting of the presentation given by the representative of CEFIC on the ongoing risk assessment and the various work packages that would be dealt with in the framework of this risk assessment (see also report OTIF/RID/CE/GTT/2018-B, paragraphs 5 to 29). The working group on tank and vehicle technology had agreed to CEFIC’s approach in the risk assessment on condition that the trials met the requirements of the Common Safety Method on Risk Evaluation and Assessment (CSM). The final report should be available by the end of July 2019.
29. The standing working group decided to await the results of the final risk assessment report and to hold further discussions following the next session of the working group on tank and vehicle technology, which was planned for autumn 2019.

30. The Secretariat added that the newly founded Joint Coordinating Group of Experts (JCGE), which would be holding its preparatory meeting in February 2019, would also be dealing with the subject of extra-large tank-containers.
31. The Chairman of the working group on tank and vehicle technology also explained the problems surrounding the stresses in railway operations in accordance with RID 6.8.2.1.2, which had also been dealt with in the working group and which had been submitted to the standing working group in informal documents INF.2 and INF.8 (see also report OTIF/RID/CE/GTT/2018-B, paragraphs 30 to 36).
32. On behalf of the working group on tank and vehicle technology, the Chairman proposed that paragraph 74 of the report of the 2nd session of the RID Committee of Expert's standing working group (OTIF/RID/CE/GTT/2013-A) be withdrawn. This paragraph provides an explanation of footnote 1 to 6.8.2.1.2 and specifies "that with regard to assessing the strength of the tank-wagon, it must be ensured that the permissible stresses for the tank must be those according to RID (standard EN 14025) and not those according to standard EN 12663 referred to in the TSI".
33. In order to maintain the integrity of its reports, the standing working group decided not to follow the proposal from the working group on tank and vehicle technology. Instead, it would now be stated that, in contrast to what is said in paragraph 74 of the report of the 2nd session of the standing working group, when calculating the tank-wagon in accordance with standard EN standard 12663, for the stresses on the tank too, the strength values according to EN standard 12663 and not according to the standard for calculating the tank (EN 14025) must be taken into account. It was emphasised that this corresponded to the usual practice of tank-wagon manufacturers. It was also stressed that the explanation given in paragraph 74 of the report of the 2nd session of the standing working group would not have led to any unsafe situations, because if that explanation had been taken into account, the result would have been greater wall thickness.
34. The Chairman of the working group on tank and vehicle technology also pointed out that the obligations of the notified bodies according to TSI/UTP in the RID approval procedure had to be clearly defined. It was agreed that in the framework of the national working group referred to in informal document INF.8, Germany would draft proposals for the future form of the approval procedure and submit them to the next session of the working group on tank and vehicle technology.
35. As this problem concerns the interface between the tank and the vehicle, the Chair asked the Secretariat to inform the new Joint Coordinating Group of Experts (JCGE) of the ongoing work.

ITEM 6: Report of the informal working group on checklists

Document: [OTIF/RID/CE/GTP/2018/14](#) (Netherlands)

36. The representative of the Netherlands informed the standing working group of the results of the second session of the informal working group on checklists for the filling and emptying of tank-wagons for liquids (The Hague, 11 and 12 September 2018). He had submitted to the standing working group for adoption the amendments to 1.4.3.3 and 1.4.3.7 proposed in Annex 2 to his document and the revised checklists for liquids and gases set out in Annexes 3 and 4.
37. The standing working group adopted the amendments to 1.4.3.3 and 1.4.3.7 and the checklists for liquids and gases, with the following modifications (see also Annexes I, II and III):
 - in English, the term "securing devices" was replaced by the term "safety devices", in French, the term "*pièces de fixation*" was replaced by the term "*dispositifs de sécurité*" and in German, the term "*Sicherungseinrichtungen*" was replaced by the term "*Sicherheitseinrichtungen*" throughout the text;

- in the introduction to the checklists for liquids, a new third indent was added to the first paragraph setting out, in parallel to the unloader's obligations, the obligation for the filler to ensure that no dangerous residue of the filling substance adheres to the outside of the tanks filled by him (see also 1.4.3.3 (g));
- in the new Notes proposed for 1.4.3.3 and 1.4.3.7.2, a new first sentence was added to create a link between the checklists and the obligations of the filler and unloader according to Chapter 1.4.

38. The Chair and the representative of Germany thanked the representatives of the Netherlands for the excellent organisation and conduct of both meetings of the informal working group.

ITEM 7: Harmonisation of RID and SMGS Annex 2

Document: [OTIF/RID/CE/GTP/2018/15](#) (Secretariat)

Informal document: [INF.5](#) (Russia)

39. The standing working group welcomed the information from the Secretariat on the latest positive developments concerning the harmonisation of RID and SMGS Annex 2. It was anticipated that the 2019 edition of SMGS Annex 2 harmonised with RID would enter into force on 1 July 2019.
40. In a presentation, the representative of Russia informed the standing working group of differences between the provisions of RID and the GOST standards for the design, construction, equipment and testing of tank-wagons. He also presented the amendments that had already been adopted for SMGS Annex 2 in relation to 1520 mm gauge tank-wagons and the amendments that would be dealt with in the next biennium.
41. The standing working group noted that in special provision TE 22 of SMGS Annex 2, the value for the minimum energy absorption of the energy absorption elements at each end of the wagon for tank-wagons with an automatic coupling device had been increased from 130 kJ to 140 kJ, and asked the Secretariat to prepare an equivalent amendment to special provision TE 22 in RID, together with a suitable transitional provision, for the next session of the standing working group.
42. In this context, the representative of UIP drew attention to the fact that in Germany and Switzerland, innovative wagons fitted with automatic coupling devices were being tested. In view of the fact that special provision TE 22 prescribed an energy absorption of 800 kJ for each end of conventional tank-wagons, it would have to be checked in future whether the considerably lower value of 140 kJ with automatic coupling devices was suitable. The representative of ERA proposed to deal with this issue in the new Joint Coordinating Group of Experts (JCGE) as well, because the RID/ATMF working group had adopted the principle that in future, only the protective aim would be laid down in RID.
43. The representative of Russia also presented to the standing working group the possibility in SMGS Annex 2 of transferring all the provisions for 1520 mm gauge tank-wagons to a new Chapter 6.X and of aligning both columns (for tank-wagons and tank-containers) of Chapter 6.8 of SMGS Annex 2 with Chapter 6.8 of RID. The representatives of Russia and Latvia were of the view that including a new Chapter 6.X with provisions for 1520 mm gauge tank-wagons might also be justified for RID, because in some RID Contracting States, tank-wagons of both gauges were in use. The Chair explained that this topic would have to be examined in depth and that at present, the standing working group was not in a position to give an opinion on it.

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

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

44. The standing working group noted the information contained in informal document INF.6 submitted by ERA.
45. The Chair regretted that ERA did not currently have the necessary financial resources to develop the risk management platform mentioned in paragraphs 12 to 14 of informal document INF.6. In this context, the representative of ERA **explained that if the Member States wished to give greater priority to setting up such a platform in the context of ERA's budget plan, they should make this clear** in the decision-making bodies. **UIC was of the view that such a platform was necessary in order to promote harmonised risk assessment in Europe from both a multi-modal and intermodal perspective. Just making guidelines available was not sufficient in itself to ensure that the project was efficient and that justice was done to the challenges expressed in connection with the RID/ADR/ADN Joint Meeting's original decision on carrying out this project.**
46. Against the background of two incidents involving fixed LL brakes (composite brake blocks) that had occurred in recent months in his country, the representative of Germany confirmed that this was an issue at present and welcomed the work referred to in paragraphs 16 to 19 of informal document INF.6. He pointed out that in one incident, there had been a fire in the brakes, followed by subsequent deformation of the wheels.

ITEM 9: Any other business

Decisions of the 105th session of WP.15 (Geneva, 6 - 9 November 2018)

Informal document: [INF.7](#) (Secretariat)

47. The standing working group noted informal document INF.7 setting out the most important results of the last session of WP.15.

Information on the next meeting of the Joint Coordinating Group of Experts

48. The Secretariat informed the standing working group that the preparatory meeting of the Joint Coordinating Group of Experts (JCGE), which the 55th session of the RID Committee of Experts had endorsed setting up (see OTIF/RID/CE/2018-A, paragraph 10), would be held from 6 to 8 February 2019 in Berne. The preparatory meeting should primarily discuss the working method of the coordinating group and the list of subjects.
49. The Chair asked the Secretariat to inform the coordinating group of the subjects dealt with in paragraphs 27 to 35, 41 and 42 of this report.

Departure of Mr Colin Bonnet and election of the new deputy chair

50. The Chair informed the standing working group that the deputy chair, Mr Colin Bonnet (Switzerland) had decided to change his career path. As a result, he would no longer be taking part in meetings of the RID Committee of Experts and its standing working group and would no longer be available to act as deputy chair.
51. On behalf of the standing working group, the Chair thanked Mr Bonnet for his pleasant and efficient cooperation and wished him every success in his future career.
52. On a proposal from Germany, Mr Othmar Krammer (Austria) was elected as the deputy chair until further notice.

Thanks

53. The Chair and the Secretariat thanked the Polish delegation for the excellent organisation of the meeting, the pleasant evening the group had spent together and the interesting guided tour of the city.
54. 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

55. The 11th session of the RID Committee of Experts' standing working group will provisionally be held in the week from 25 to 29 November 2019.
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Texts adopted by the 10th session of the RID Committee of Experts' standing working group

A. Draft amendments to RID for entry into force on 1 January 2021

PART 1

Chapter 1.1

1.1.4.4.3 Amend to read as follows:

"1.1.4.4.3 Carriage of trailers carrying packages

If a trailer becomes separated from its tractor unit, the orange-coloured plate in accordance with 5.3.2 of ADR and the mark in accordance with Chapter 3.4 of ADR affixed at the rear of the trailer shall also be affixed to its front. However, the orange-coloured plate need not be affixed to the front of the trailer if the corresponding placards are affixed to both sides."

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

Chapter 1.4

1.4.3.3 Delete the Notes in paragraphs (a) and (f).

At the end, amend the Note to read as follows:

"NOTE: The filler shall establish procedures to ensure that he fulfils all his obligations. Guidelines in the form of checklists for tank-wagons for liquids and gases are available on the OTIF website (www.otif.org) to help the filler of tank-wagons for liquids and gases fulfil his safety obligations, particularly with respect to the leaktightness of tank-wagons."

[Reference document: OTIF/RID/CE/GTP/2018/14, as amended]

1.4.3.7.1 Delete the Notes in paragraphs (b) and (d).

At the end, amend the Note to read as follows:

"NOTE: The unloader shall establish procedures to ensure that he fulfils all his obligations. Guidelines in the form of checklists for tank-wagons for liquids and gases are available on the OTIF website (www.otif.org) to help the unloader of tank-wagons for liquids and gases fulfil his safety obligations, particularly with respect to the leaktightness of tank-wagons."

[Reference document: OTIF/RID/CE/GTP/2018/14, as amended]

B. Introduction of the following guideline on OTIF's website

Guideline for the application of EN 12972 (Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks) for compliance with RID

In order to comply with the requirements of RID, EN 12972:2007 referenced in 6.8.2.6.2 of RID needs to be applied together with the requirements of RID 1.1.5.

EN 12972:2018 has been published and it has been decided that this standard will be referenced in the 2021 edition of RID.

To aid compliance with and consistent application of the 2019 edition of RID, competent authorities are encouraged to approve the use of EN 12972:2018 for testing and inspection of tanks according to RID 6.8.2.7 paragraph 3 as soon as possible, but by no later than 1 January 2020.

[Reference document: informal document INF.3]

Checklists for the filling and emptying of tank-wagons for liquids

(see OTIF/RID/CE/GTP/2018-B/Add.1)

Checklists for the filling and emptying of gas tank-wagons

(see OTIF/RID/CE/GTP/2018-B/Add.2)

Annex IV

**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**

Belgique/Belgien/Belgium

Ms Caroline **Bailleux**

Bosnie-Herzégovine/Bosnien-Herzegowina/Bosnia-Herzegovina

Mr Nermin **Cabric**

Croatie/Kroatien/Croatia

Mr Branko **Mikulić**

Danemark/Dänemark/Denmark

Ms Bolette **Daugaard**

Espagne/Espanien/Spain

Mr Luis **del Prado Arévalo**

Finlande/Finnland/Finland

Mr Jouni **Karhunen**

France/Frankreich/France

Mr Michel **Korhel**

Italie/Italien/Italy

Mr Benedetto **Legittimo**

Mr Andrea Giuseppe **Ercole**

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 Arjan **Walsweer**

Mr Henk **Langenberg**

Pologne/Polen/Poland

Mr Henryk **Ognik**

Mr Tomasz **Wilk**

Ms Joanna **Dolińska**

Mr Łukasz **Balcerak**

Mr Tomasz **Buczyński**

Mr Tomasz **Rurka**

Mr Jakub **Kapturzak**

Mr Maciej **Sofiński**

Ms Beata **Ślepowrońska**

Ms Anna **Górka**

République tchèque/Tschechische Republik/Czech Republic

Mr Luboš **Knížek**

Ms Alena **Zátopková**

Royaume-Uni/Vereinigtes Königreich/United Kingdom

Ms Wonett **Hall**
Ms Lauren **Woolvett**
Mr Arne **Bale**

Suède/Schweden/Sweden

Mr Henric **Strömberg**
Ms Ewa **Nordling**

Suisse/Schweiz/Switzerland

Mr Colin **Bonnet**

Turquie/Türkei/Turkey

Mr Mehmet Bülent **Özçelik**
Mr Öncü **Alper**
Mr Mustafa **Uz**
Mr Ahmet **Karakaş**

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

Russia/Russie/Russland

Mr Ivan **Khilov**

**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**

**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 Jörg **Roth**
Mr Erwin **Sigrist**

FuelsEurope

Mr Andreas **Witoszynskyj**

UIC

Mr Jean-Georges **Heintz**

UIP

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

UIRR

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

UNIFE

Mr Tomasz **Szmidt**

V. Secrétariat/Sekretariat/Secretariat

Mr Jochen **Conrad**
Ms Katarina **Burkhard**

VI. Interprètes/Dolmetscher/Interpreters

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