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

**Final report of the 11th session of the RID Committee of Experts' standing working
group**

(Vienna, 25 to 28 November 2019)

Table of contents

	Para- graphs	Page
ITEM 1: Approval of the agenda	1	3
ITEM 2: Presence	2 – 3	3
ITEM 3: Harmonisation with the 21 st edition of the UN Recommendations on the Transport of Dangerous Goods	4 – 14	3
ITEM 4: Interpretation of RID	15	5
ITEM 5: Proposals to amend RID	16 – 26	5
A. Pending issues	16	5
B. New proposals	17 – 26	5
ITEM 6: Report of the working group on tank and vehicle technology	27 – 55	7
ITEM 7: Harmonisation of RID and SMGS Annex 2	56 – 76	11
ITEM 8: Information from the European Union Agency for Railways (ERA)	77 – 78	13
ITEM 9: Any other business	79 – 91	13
Annex I: Texts adopted by the 11 th session of the RID Committee of Experts' standing working group		
Annex II: List of participants		

ITEM 1: Approval of the agenda

Document: [RID-19013-CE-GTP11](#) (Secretariat)

Informal document: [INF.1](#) (Secretariat)

1. The provisional agenda contained in calling notice RID-19013-CE-GTP11 dated 24 September 2019 was adopted. In the list of documents contained in informal document INF.1, INF.11 from ERA was added under agenda item 8.

ITEM 2: Presence

2. The following RID Contracting States took part in the work of the 11th session of the standing working group (see also Annex II):

Austria, Belgium, Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Slovakia, 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 of Railways (OSJD) were also represented.

The following non-governmental international organisations were represented: the European Chemical Industry Council (CEFIC), the Council on Safe Transportation of Hazardous Articles (COSTHA), 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, Mrs Caroline Bailleux (Belgium) was elected chair until further notice. At the 10th session, Mr Othmar Krammer (Austria) was elected deputy chair until further notice.

ITEM 3: Harmonisation with the 21st edition of the UN Recommendations on the Transport of Dangerous Goods

Consolidated texts adopted by the Joint Meeting in 2018 and 2019 and by the RID Committee of Experts' standing working group in November 2018

Document: [OTIF/RID/CE/GTP/2019/6](#) (Secretariat)

4. As a first step, the meeting adopted document 2019/6 prepared by the Secretariat with the texts adopted by the Joint Meeting in 2018 and 2019 and by the standing working group in November 2018. A few errors were corrected when examining the document (see Annex I).
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 and to check whether any of the NHM codes for other entries need to be amended.
- 5a. The representative of Russia noted that in the current text of RID and the 2021 amendments, different formats were used for the presentation of alphanumeric codes. In Table A, all the alphanumeric codes are shown without blank spaces, whereas in the texts of the provisions in Parts 1 to 7, they are shown with blank spaces. In his view, this would make it considerably more difficult to apply RID and to use IT systems. The representative of Austria pointed out that in the UN Recommendations, alphanumeric codes were also shown without blank spaces outside the list of dangerous goods.

Definition of operator of a tank-wagon

Document: [OTIF/RID/CE/GTP/2019/2](#) (Belgium)

6. The standing working group adopted the amendment proposed by Belgium to footnote 6 concerning the definition of operator of a tank-wagon in order to update the references to the directives (see Annex I). However, the meeting decided not to align the definition of operator of a tank-wagon with the new definition of operator of a tank-container or portable tank, as this did not improve the text.

Updating transitional provisions

Document: [OTIF/RID/CE/GTP/2019/8](#) (Secretariat)

7. The standing working group adopted the proposals in document 2019/8 to amend the transitional provisions, together with an additional amendment to 1.6.1.47 (see Annex I).
8. The representative of the United Kingdom pointed out that at the next RID/ADR/ADN Joint Meeting, the transitional provisions in 1.6.3.16 and 1.6.4.18 would still have to be amended (see report [ECE/TRANS/WP.15/AC.1/156/Add.1](#), paragraphs 28 to 30).

107th Session of WP.15 (Geneva, 11 to 15 November 2019)

Document: [OTIF/RID/CE/GTP/2019/10](#) (Secretariat)

9. The standing working group carried over into RID the decisions of WP.15 set out in Annex I to Document 2019/10 (see Annex I).
10. An exception to this was the amendment concerning footnote 5 to 6.8.2.1.18, as the standing working group established that this footnote appears in the right-hand column (tank-containers) of RID, but not in the right-hand column of ADR. In order to adapt the provisions of RID that apply to tank-containers to those of ADR, footnote 5 and the reference to this footnote in 6.8.2.1.18 and 6.8.2.1.19 were deleted (see Annex I).

Tanks of RID/ADR Chapter 6.8 with expired inspection dates

Informal document: [INF.9](#) (Switzerland)

11. In informal document INF.9, the representative of Switzerland suggested discussing the question of whether a similarly worded provision to that of the new 6.7.2.19.6.2, 6.7.3.15.6.2 and 6.7.4.14.6.2 of RID/ADR 2021 should be included in RID/ADR Chapter 6.8 so as to remove any doubt in terms of what to do when the three-month period after the date specified for the intermediate inspection of tank-wagons has expired.
12. The representatives of Belgium and UIP said that there was no doubt in this respect. If the three-month period was exceeded, the intermediate inspection still had to be carried out; a periodic inspection as in the case of portable tanks was not necessary. However, for subsequent inspections, the date originally specified was decisive.
13. The representative of Austria also confirmed this interpretation and pointed out that 4.3.2.4.4 also permitted the carriage of uncleaned, empty tanks after the period for the inspection had expired, for the purpose of undergoing the inspection.

Draft list of corrections 2 to the 2019 edition of RID

Document: [OTIF/RID/CE/GTP/2019/7](#) (Secretariat)

14. The standing working group noted and approved the draft list of corrections 2 to the 2019 edition of RID as set out in document 2019/7. It confirmed that these were corrections and not amendments. It mandated the Secretariat to publish this list of corrections, bearing in mind a further correction to UN number 3363 in the French version (see Annex I).

ITEM 4: Interpretation of RID

15. As there was no document, there was no discussion on this agenda item.

ITEM 5: Proposals to amend RID**A. Pending issues**

16. As there was no document, there was no discussion on this agenda item.

B. New proposalsNew texts of Chapter 6.8, 1.8.6 and 1.8.7 for RID 2021

Document: [OTIF/RID/CE/GTP/2019/3](#) (Belgium)

Informal documents: [INF.7](#) (UIP)
[INF.11](#), paragraph 3 (ERA)

17. In document 2019/3, the representative of Belgium pointed out that the Joint Meeting's informal working group on the testing and certification of tanks was developing proposals for amendments to RID/ADR Chapter 6.8, 1.8.6 and 1.8.7. In her view, the texts proposed so far did not contain any amendments that concerned the approval/registration process for tank-wagons, so there was no need for specific amendments to RID. If the Joint Meeting in March 2020 adopted these texts, the RID Committee of Experts could also adopt them without any problem at its meeting in May 2020.
18. In informal document INF.7, the representative of UIP recalled that the mutual recognition of inspections had already been introduced into RID ten years ago so as to avoid the tank-wagon's having to return to the country in which it was approved for its inspection. The texts proposed so far would reflect the text in RID, so that either an inspection body in the country of registration or an inspection body in the country of the inspection could be chosen. However, he pointed out that it should be made clearer that approvals from the country of manufacture must always be recognised. Consequently, the newly introduced "entry into service verification" should be dispensed with when registering in another country or else the exceptional cases in which these are necessary should at least be made clear.
19. In informal document INF.11, the representative of ERA pointed out that in the context of the vehicle approval, an administrative check of the tank's design type approval certificate and the initial inspection certificate was carried out, without rechecking the technical content of the certification. He explained that the applicant decided which area the vehicle was to be used in and that this could cover the entire European Union or just parts of it. The **keeper** decided which country to register the vehicle in, but it had to be within the area in which the vehicle was to be used. **The representative of ERA also confirmed that the registration of a vehicle is an independent step and comes after the authorisation of the vehicle.**

20. The representative of ERA was of the view that the entry into service verification could not call the approval procedure into question. Consequently, in the entry into service verification, it could only be established whether the vehicle submitted actually corresponded to the vehicle for which the approval had been issued.
21. The representatives of ERA and UIP were therefore against including the proposed 1.8.7.5 in RID or wished at least to limit the scope of the entry into service verification.
22. The representative of the European Commission pointed out that the Commission took care to ensure that there were no contradictions with the *acquis communautaire*, particularly with the TPED. He reminded the meeting that the Commission was preparing a decision of the Council of the European Union on the 2021 amendments to RID and that only minor decisions of the RID/ADR/ADN Joint Meeting in March 2020 or of the standing working group in May 2020 could be included subsequently. He had the impression that the results of the informal working group on the testing and certification of tanks were not yet ready to adopt. As the proposed amendments were not minor either, their entry into force in 2023 should be envisaged.
23. The Chair pointed out that the next meeting of the informal working group on the testing and certification of tanks would be held from 11 to 13 December 2019 and asked those delegations that so wished to send the chairman of the informal working group¹ their comments and proposals on the draft amendments as soon as possible.

Correction of the term "fine grain steel": proposal to transfer the term "fine grain steel" to 1.2.1; proposal to use the term "fine grain steel" in the English version

Document: [OTIF/RID/CE/GTP/2019/4](#) (Russia)

24. In document 2019/4, the representative of Russia proposed that the definition of fine grain steel in 6.7.2.1 should be made clearer with reference to standard ISO 643:2012 and should be transferred to 1.2.1, as it was valid for Chapter 6.8 as well as Chapter 6.7. He also pointed out the inverse proportionality between the ferritic grain size and the grain number and proposed that the term "grain number" be used in the definition of fine grain steel. Russia also drew attention to the fact that in the English version of RID, slightly different spellings of the term were used.
25. The standing working group confirmed that in the definition of fine grain steel in 6.7.2.1, it would be better to refer to an ISO standard than to an ASTM and EN standard. It also noted that a corresponding definition was also necessary in 6.7.3.1 and 6.7.4.1, so transferring it to 1.2.1 could also be considered. Several delegations were in favour of using the term "grain number" in the definition.
26. The representative of Russia was asked to submit a proposal to the UN Sub-Committee of Experts taking into account the comments that had been made.

¹ Mr Steve Gillingham, steve.gillingham@dft.gov.uk

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

Document: [OTIF/RID/CE/GTT/2019-A](#) (Secretariat)

Stress resistance of tank-wagons in accordance with RID 6.8.2.1.2

Informal documents: [INF.4](#) (UIP)
[INF.10](#) (Germany)
[INF.12](#) (Germany/UIP)

27. The Chairman of the working group on tank and vehicle technology, Mr Rainer Kogelheide, introduced paragraphs 34 to 41 of report OTIF/RID/CE/GTT/2019-A, in which clarification of footnote 1 to 6.8.2.1.2 is discussed.
28. In informal document INF.4, the representative of UIP proposed amendments to the text proposed in Annex I to report OTIF/RID/CE/GTT/2019-A, which were partly contradicted by the representative of Germany in informal document INF.10.
29. The representative of ERA entered a general reservation against an amendment to footnote 1 to 6.8.2.1.2. The notified bodies would only have to check conformity with the Technical Specifications for Interoperability and the Interoperability Directive. The scope of the checks could not be extended by means of an amendment in RID.
30. The Chair responded that the notified bodies already have to check conformity with RID. The Chairman of the working group on tank and vehicle technology added that the proposed text was only intended to clarify the tasks the notified bodies already have.
31. In Informal document INF.12, the representatives of Germany and UIP submitted a revised text proposal which was adopted with a few amendments (see Annex I). Owing to ERA's reservation, the text was placed in square brackets.
32. The representatives of Germany and UIP would use this text as the basis for a proposal to amend or supplement standards EN 12663-2:2010 and EN 14025.
33. The Secretariat would inform the RID/ADR/ADN Joint Meeting of the proposed amendment to standard EN 14025. It would also submit an extract of this report to the Joint Coordinating Group of Experts (JCGE).

Extra-large tank-containers

34. The chairman of the working group on tank and vehicle technology presented paragraphs 4a to 33 of report OTIF/RID/CE/GTT/2019-A, which dealt with the extra-large tank-containers used by BASF.

Informal document: [INF.13](#) (Technical University of Berlin)

35. In his presentation in informal document INF.13, Mr Goekhan Katmer (Technical University of Berlin) explained the risk assessment carried out on behalf of BASF, in which extra-large tank-containers loaded onto innovative container carrying wagons were compared with 20' tank-containers loaded onto conventional container carrying wagons and tank-wagons. In particular, he presented the conclusions set out in paragraph 6 of report OTIF/RID/CE/GTT/2019-A.

Access to documents

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

36. The representative of CEFIC introduced informal document INF.3, which explained how representatives of the authorities could obtain the following documents: the presentation given by Professor M. Hecht (Technical University of Berlin) at the 17th session of the working group on tank and vehicle technology, informal document INF.4 from the 17th session of the working group on tank and vehicle technology and the technical report by the Technical University of Berlin. This manner of publication had been chosen because all three documents contained confidential information.
37. Several state representatives regretted this restricted access to the documents. In order that they could meet their obligations in terms of ensuring the safe transport of dangerous goods and review the conclusions, unrestricted access without the intermediary of a private undertaking would have to be possible.
38. The representative of the European Commission pointed out that Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 ensured that the public had access to documents of the European Parliament, the Council and the Commission. He recommended that the representative of CEFIC should make the really confidential parts of the documents illegible and then make them publicly accessible.
39. The representative of CEFIC explained that for calculation purposes, the report by the Technical University of Berlin contained very detailed data on the construction of extra-large tank-containers and innovative carrying wagons and these data would have to be protected. He said he would be prepared to extract those parts of **the report** by the Technical University of Berlin that provided information on how the scientific investigation had been carried out, **but which did not provide any information on how the design of the patent protected extra-large tank-containers could be copied**, and **that he would** release this extract for publication on OTIF's website, together with informal document INF.4 from the 17th session of the working group on tank and vehicle technology and the presentation.
- 39a. The standing working group agreed with this procedure. However, the complete technical report should also be available to representatives of the authorities to enable a comprehensive review.

General discussion

40. Several delegations judged the transport system described to be positive, because it helped strengthen rail transport. However, it was regrettable that the standing working group had only been informed after approval had been given, and not proactively.
41. The representative of UIP pointed out that the extra-large tank-containers and innovative carrying wagons and the operational conditions under which they were currently running had been taken as a basis for the risk assessment. In particular, only humps with automatic retarders had been travelled over and the extra-large tank-containers had only been loaded at certain transshipment terminals whose staff had been trained accordingly so that extra-large tank-containers were only loaded onto suitable carrying wagons. It was therefore necessary to adapt the provisions to avoid the system's being used in operating environments for which the safety of the system had not been checked.
42. With regard to paragraph 13 of report OTIF/RID/CE/GTT/2019-A, the representative of ERA made clear that he had not requested an investigation in accordance with the Common Safety Method on Risk Evaluation and Assessment (CSM). The obligation to carry out such an investigation stemmed from the CSM itself. He emphasised that it was not ERA's **role** to verify the **assessment body's** checks.

43. He explained that in the approval of innovative solutions, **users have to be informed of the system parameters and conditions and limits for use via the vehicle's technical file**. It was the rail transport undertaking's **responsibility** to check that the vehicle was compatible with the routes the vehicle was to be operated on.
44. The representative of CEFIC explained that the tank-containers and carrying wagons had been built in accordance with the applicable regulations, which was why **the CSM assessment that had been carried out had come to the conclusion that there was no significant change within the meaning of the Common Safety Method on risk evaluation and assessment (CSM)**. For this reason, **the risk assessment had been carried out in a voluntarily very comprehensive form**.

Multimodal use

45. In reply to the question as to whether it had been planned to use the extra-large tank-containers multimodally, the representative of CEFIC **said that this was the case. These were tank-containers that were optimised for rail transport, but which had been approved for use in road and inland waterway transport, and some already in maritime transport as well. At the BASF site, they were already carried intermodally before and after carriage by rail on automated guided vehicles. For these automated guided vehicles, approval for their use on selected public roads around intermodal terminals was currently being examined with the ministries and authorities responsible for approval in Germany. As the automated guided vehicles only travel at 25 km/h, travelling by road over distances of more than 30 km was not economically viable. It was also the intention that for distances of more than 30 km, the railways should be used, as rail transport was to be strengthened by this system. Uncleaned, empty extra-large tank-containers were already carried without restriction on conventional road vehicles on public roads. This was the case for carriage for the purpose of cleaning or to workshops, for example. It was only possible to carry extra-large tank-containers weighing 75 tonnes on conventional road vehicles as an exception and with special approval from the competent authorities. BASF had not applied for any such special approvals. It was planned to use extra-large tank-containers in maritime transport (e.g. for carriage to the United States of America and China), but this had not yet been done, as terminal infrastructure (cranes) would be needed for this, and it would take several years to build such infrastructure.**
46. The representative of UIC asked whether these new tank-containers would have to be taken into account in IRS 50591 ("Roller units for horizontal transshipment – Technical conditions governing their use in international traffic") and IRS 50592 ("Intermodal Transport Units (other than semi-trailers) for vertical transshipment and suitable for carriage on wagons – Minimum requirements"), which are referenced in RID/ADR. Together with CEFIC, UIC would respond to this question by the next session of the working group on tank and vehicle technology. This point was included on the agenda of the working group on tank and vehicle technology.
47. The representative of Germany was of the view that if these extra-large tank-containers were used in multimodal transport, a definition should be discussed by the RID/ADR/ADN Joint Meeting's working group on tanks. This definition should distinguish between the different types of tank-containers.

Questions relating to safety

Informal document: [INF.8](#) (Germany)

48. The representative of Germany presented the preliminary assessment regarding the individual questions of the risk assessment, which were set out in informal document INF.8. From the statement that the extra-large tank-containers and innovative carrying wagons met the current requirements, it could not be concluded that the provisions would not have to be adapted.

Without wishing to question the conclusions, they would still have to be examined with a view to developing the provisions.

49. Several delegations supported the call to adapt the provisions. When building the innovative carrying wagons, stricter requirements had been taken into account, such as reinforced spigots and long stroke buffers, which would have to be reflected in the provisions in order to ensure that extra-large tank-containers were only loaded onto carrying wagons with these particular safety features.
- 49a. The representative of CEFIC saw no need to amend the provisions for tank-containers, as tank-containers, including the extra-large tank-containers, had proven to be safe in the tests and simulations that had been carried out. The existing provisions would also cover the extra-large tank-containers very well. For the carrying wagons however, some modifications were necessary with regard to marking the spigots, so that all participants in the transport operation could select carrying wagons that were suitable for carrying the containers. From the safety point of view though, the carrying wagons were in principle suitable, which the tests and simulations carried out had confirmed. In this case, the two external solebars would in particular be an advantage in terms of safety, compared with a tank-wagon, which, in the simulated side impact, was the only one of the tanks tested that had failed. In the case of the tank-wagon used, this had been ascribed to the lack of external solebars.
50. The representative of Germany reminded the meeting that at the 15th session of the working group on tank and vehicle technology, the representative of van Hool had been asked to submit approval documentation with regard to the wall thickness calculation and the materials used (see report [OTIF/RID/CE/GTT/2018-A](#), paragraph 18). The standing working group again asked that these documents be made available to all state representatives.
51. The chairman of the working group on tank and vehicle technology recalled that at a previous meeting of the working group, it had already been established that surge movements in rail transport were not problematic. If the extra-large tank-containers were to be used in multimodal transport, the recommendation in the conclusions of the Technical University of Berlin to delete the degree of filling provisions in RID 4.3.2.2.4 for all tank-containers would have to be submitted to the RID/ADR/ADN Joint Meeting.
52. The chairman of the working group on tank and vehicle technology pointed out that standard EN 12663 made provision for load cases F1 and F2. F1 applied to wagons which could be used in free circulation, including in hump shunting, and which would have to be designed for acceleration values of 5 g. F2 applied to wagons which are not allowed to be hump shunted and for which a design with an acceleration value of 2 g was sufficient. The extra-large tank-containers on innovative carrying wagons were designed for 3 g and could be moved over humps with retarders. It would therefore have to be clarified whether an intermediate class between F1 and F2 should be provided for this.

Concluded subjects

53. The subjects of the “fixing of welded elements” and the “pressure resistance of closures on the shell” (see report OTIF/RID/CE/GTT/2019-A, paragraphs 23 to 26 and informal document INF.8, paragraphs 20 and 21) were considered to be concluded. The Secretariat was asked to submit a corresponding proposal to the Joint Meeting to adapt the provisions applicable to tank-containers.

Next session of the working group on tank and vehicle technology

54. The Secretariat would consult the chairman of the working group on tank and vehicle technology to fix the date of the next session.
55. Delegations were asked to submit documents to be dealt with at this next session.

ITEM 7: Harmonisation of RID and SMGS Annex 2Key differences between RID and GOST requirements for the manufacture, equipment, design and testing of tank-wagons

Document: [OTIF/RID/CE/GTP/2019/5/Rev.1](#) (Russia)

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

[INF.6](#) (Russia)

56. Using his two presentations, the representative of Russia informed the standing working group of the progress of work on the new Chapter 6.20 of SMGS Annex 2 (Construction and testing provisions for 1520 mm gauge tank-wagons) and the questions this work had raised in terms of the construction and testing provisions for standard gauge tank-wagons.
57. The representative of Russia informed the standing working group of a difference in the GOST requirements concerning non-destructive testing of welds. The representative of Russia explained that the differences were the result of a different approach in the relevant GOST requirements, where the type of weld and welding method played a more important role than the extent of the non-destructive testing.
58. The standing working group did not think it was in a position to assess the safety impact of this differing requirement and asked the representative of Russia to consider the possibility of submitting the question of the equivalence of the relevant requirements to the RID/ADR/ADN Joint Meeting's working group on tanks.
59. With regard to the conditions for filling tank-wagons with goods of Class 2, the representative of Russia explained that as an alternative, 1520 mm gauge tank-wagons could also be filled according to the level (max. 83% to 85%), in addition to the degree of filling (maximum permissible mass of filling per litre of capacity). Using special devices, the current filling level of the tank is identified and once it reaches 83% to 85%, filling is stopped by means of an angled shut-off valve. However, using this method, the temperature of the goods being filled in each case may not exceed a certain value.
60. The representative of UIP explained that this method of filling was not actually used for standard gauge tank-wagons, but it did not pose a safety risk. A tank-wagon could be filled using a sounding pipe or control valve as an alternative to the existing filling method.
61. The representative of Russia informed the standing working group of the intention to extend the deadline for the periodic inspection for tank-wagons for the carriage of liquefied gases from 8 to 10 years.
62. The standing working group did not see any safety-related problems if this period were to be extended. The representative of UIP was of the view that owing to the low corrosiveness of liquefied gases, it might also make sense to extend the deadline for the periodic test in RID as well. However, a period of 10 years for the periodic inspection in connection with intermediate inspections, which take place every four years, seemed to be a disadvantage in terms of operations, because the tank would again have to be inspected two years after the most recent intermediate inspection.
63. With regard to assessing the impact strength of the shell materials and the weld beads of tank-wagons, the standing working group noted that the requirements proposed for 1520 mm tank-wagons were more stringent than the requirements of RID 6.8.5.
64. The standing working group noted the differences in the provisions concerning the electrical conductivity of all parts of the tank-wagon.

65. At its last session (Krakow, 21 to 23 November 2018), the standing working group had already been informed that the nominal energy absorption of the energy absorption elements at each end of the wagon on tank-wagons with an automatic coupling device was 140 kJ in special provision TE 22 of SMGS Annex 2 (see also report [OTIF/RID/CE/GTP/2018-B](#), paragraphs 41 and 42). This value corresponded to the requirements of GOST standard 32913-2014 for energy absorption elements of class T3, which were prescribed for tank-wagons for the carriage of high consequence dangerous goods.
66. The representative of UIP pointed out that special provision TE 22 was one of the RID provisions that fell under the competence of the Joint Coordinating Group of Experts (JCGE). The subject of the minimum energy absorption of the energy absorption elements for tank-wagons with an automatic coupling device had also been discussed at the last session of the JCGE (Berne, 9 and 10 September 2019), where concern had repeatedly been expressed as to whether the value of 140 kJ for tank-wagons with an automatic coupling device was appropriate in view of the considerably higher value of 800 kJ for conventional tank-wagons. In addition, the representative of UIP pointed out that in the case of special provisions TE 22 and TE 25, it had been agreed that in future, only the protective aims for the tank would be laid down in RID and the technical details would be transferred to a TSI/UTP. UIP had been mandated to prepare a corresponding proposal for the next meeting of the JCGE (Berne, 8 and 9 September 2020).
67. The representative of Russia introduced his proposal in paragraph 22 of informal document INF.5 to amend special provision TE 14. The amendment would mean that TE 14 would also take account of tank-wagons equipped with thermal insulation and a heating system, which are used, for example, for the carriage of sulphur, molten (UN 2448) or liquid pitch (UN 2810). On these tank-wagons, the thermal insulation does not enter into direct contact with the shell, but with the heating system.
68. The standing working group welcomed this proposal from Russia. As special provision TE 14 is contained in both RID and ADR, the group asked the representative of Russia to submit a corresponding proposal to the RID/ADR/ADN Joint Meeting's working group on tanks.
69. In order to obtain a response to the question from the representative of Russia as to why water-quenched steel was not allowed for the manufacture of welded shells in RID and which methods for the manufacture of rolled steel for welded shells were allowed, the standing working group asked the representative of Russia to prepare a corresponding document for the materials experts of the RID/ADR/ADN Joint Meeting's working group on tanks.
70. The representative of Russia pointed out that the provisions of RID for calculating the minimum wall thickness of the shell were not clear and could be interpreted in different ways. In particular, he drew attention to the fact that for all metals and alloys, 6.8.2.1.16 specified the permissible stress values σ at the test pressure only, but not at the calculation and test pressure and that the requirements of 6.8.2.1.13 contradict the requirements of 6.8.2.4.1. The representative of UIP confirmed that the provision in 6.8.2.1.16 should be checked. The standing working group therefore asked the representative of Russia to submit a corresponding proposal to the RID/ADR/ADN Joint Meeting's working group on tanks.
71. With regard to the carriage of highly concentrated nitric acid (UN 2031) with more than 70% acid content, the representative of Russia pointed out that RID specified different materials requirements for packagings, portable tanks and shells of tank-wagons for the carriage of this substance. The body and heads of drums or jerricans had to be made of aluminium with a purity of at least 99% or of an aluminium alloy, whereas no requirements concerning the materials were specified for portable tanks in this case. For the shells of tank-wagons, special provision TC 6 specified that only aluminium not less than 99.5% pure could be used. As shells made of aluminium with this degree of purity required a greater wall thickness, this created an economic disadvantage for tank-wagon manufacturers.

72. The representative of Russia informed the standing working group that in his country, research and laboratory tests had been carried out which, for aluminium alloys in highly concentrated nitric acid, confirmed a corrosion rate comparable to aluminium at least 99.5% pure. For this reason, he proposed that the carriage of highly concentrated nitric acid be permitted in tank-wagons with shells made of aluminium alloys.
73. The representatives of UIP and the United Kingdom agreed with Russia's comments and said they would welcome further examination of this issue by the RID/ADR/ADN Joint Meeting's working group on tanks. The representative of Russia was asked to prepare an appropriate document.
74. With regard to the requirement in 6.8.3.2.4, the representative of Russia pointed out that the angled shut-off valves used when filling 1520 mm gauge tank-wagons (see also paragraph 59) had a nominal diameter of 6 mm and did not have any internal shut-off device. For this reason, it was necessary to amend the provision in 6.8.3.2.4 for Chapter 6.20, which allows the internal shut-off device to be dispensed with for discharge/filling control devices, provided the tank-wagon is equipped with a device to protect the fittings.
75. The standing working group noted the planned amendment to the provision in 6.8.3.2.4 for Chapter 6.20 of SMGS Annex 2.
76. The standing working group recommended that the representative of Russia should transmit the question of the definition of "external stresses" in connection with the design or protection of the internal stop valve and its seating, as prescribed in 6.8.2.2.2, together with the associated proposal to amend this paragraph, to the RID/ADR/ADN Joint Meeting's working group on tanks. The representative of Russia said he would consider the possibility of preparing a corresponding document.

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

Informal document: [INF.11](#) (ERA)

77. The standing working group noted the information contained in informal document INF.11 submitted by ERA.
78. Various delegations supported ERA's proposal to include a reference in the footnote to RID/ADR/ADN 1.9.3 to the guides to facilitate the use of the harmonised technical framework for the Transport of Dangerous Goods for inland transport developed by ERA and the European Commission. The representative of ERA would submit a corresponding proposal to the RID/ADR/ADN Joint Meeting, which would contain the options of including these guides either as a replacement for the guideline currently referred to or as a supplement to it.

ITEM 9: Any other business

Equivalence of the USA's construction and testing provisions for tank-wagons

Documents: [OTIF/RID/CE/GTP/2019/1](#) (Secretariat)
[OTIF/RID/CE/GTT/2019-A](#), paragraphs 46 to 52 (Secretariat)

79. In document OTIF/RID/CE/GTP/2019/1, the Secretariat informed the standing working group that the Member States of the Cooperation Council for the Arab States of the Gulf (GCC) intended to accede to the Convention concerning International Carriage by Rail (COTIF) and hence to RID. The document also informed delegates that Saudi Arabian Railways (SAR) had already concluded contracts for the delivery of 1500 tank-wagons built in accordance with the North American provisions. The document had already been submitted as informal document INF.2 to the 17th session of the working group on tank and vehicle technology (Ludwigshafen,

14 and 15 October 2019) for a preliminary discussion (see report OTIF/RID/CE/GTT/2019-A, paragraphs 46 to 52).

80. The representative of UIP explained that because of fundamental differences, such as the length and weight of the trains or central buffer coupling, and also because of differences in the dangerous goods regulations, such as the absence of three closure devices in series, the North American system could not be compared with the European system. If North American tank-wagons were only used in a closed national system, this was not a problem. It would not be possible to use such tank-wagons in international transport with other RID Contracting States because they would not be in conformity with RID.
81. The representative of Austria noted that at regional level, transport between the Arab States of the Gulf could be performed on the basis of the derogations set out in 1.5.1. As a result, Saudi Arabian Railways should first consider where these tank-wagons are to be used.
82. With regard to a possible study, the representative of UIC pointed out that the study should also be extended to cover operational aspects (e.g. loading gauge, train weight, train length).
83. The representative of ERA drew attention to the fact that the TSIs had been developed on the basis of the existing European railway system. If new types of vehicles were to be approved, it would have to be ensured that all aspects of the TSI/UTP were taken into account.
84. Some delegations questioned the use of a possible study. The representative of the Netherlands emphasised that in principle, a study demonstrating the equivalence of the provisions should be carried out by the candidates for accession.
85. The standing working group confirmed the conclusion of the working group on tank and vehicle technology that regionally applicable CEN standards should not in future be replaced by globally applicable ISO standards.

Guidelines for the use of RID/ADR/ADN 5.4.0.2

Document: [OTIF/RID/CE/GTP/2019/9](#) (Secretariat)

86. Document 2019/9 contained the Guidelines for the use of RID/ADR/ADN 5.4.0.2 adopted by the RID/ADR/ADN Joint Meeting.
87. The standing working group adopted the Guidelines and asked the Secretariat to make them available on OTIF's website.

Thanks

88. The Chair and the Secretariat thanked the Austrian delegation for the excellent organisation of the meeting and the pleasant evening the group had spent together.
89. 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.
90. On behalf of the working group, the deputy chair thanked the chair for conducting the discussions so efficiently.

Next session

91. The 12th session of the RID Committee of Experts' standing working group will be held in Berne on 25 and 26 May 2020. Following that, the 56th session of the RID Committee of Experts will be held on 27 May 2020, at which all the amendments for the 2021 edition of RID will be approved. The deadline for the submission of documents to both meetings is **10 April 2020**.
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Texts adopted by the 11th session of the RID Committee of Experts' standing working group

A. Document OTIF/RID/CE/GTP/2019/6 amendments to be made

Table of contents

TABLE OF CONTENTS

PART 6 The amendment reads as follows:

"**PART 6** At the end, replace "**and tanks**" by:
"**, tanks and bulk containers**".

Chapter 1.2

1.2.1 In the definition of "**Operator of a tank-wagon**", amend footnote 5 to read as follows:

⁵ The term "operator" is equivalent to the term "keeper" as defined in Article 2, n) of Appendix G to COTIF (ATMF) and in Article 3.19 of Directive 2016/798/EU on railway safety and Article 2.21 of Directive 2016/797/EU on the interoperability of the rail system within the European Union."

[Reference document: OTIF/RID/CE/GTP/2019/2, as amended]

Chapter 1.6

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

Chapter 2.2

2.2.1.1.7.2 Delete the first amendment.

Chapter 3.2

Table A

UN 2037 In the amendment for column (9a), replace "LP2" by:
"L2".

Chapter 4.1

4.1.4.1

P 003 In the amendment concerning special packing provision **PP 16**, replace "P 801 (2)" by:

"P 801".

[Reference document: OTIF/RID/CE/GTP/2019/10]

In the amendment concerning special packing provision **PP 32**, replace "packing instruction" by:

"special packing provision".

P 410 Replace "transported" by:

"carried".

P 501 Delete the amendment.

P 502 Delete the amendment.

P 504 Delete the amendment.

P 801 In paragraph (1) (a), replace "Batteries stacks" by:

"Battery stacks".

4.1.8.6 Delete the amendment.

[Reference document: OTIF/RID/CE/GTP/2019/10]

Chapter 5.1

5.1.5.1.2 The first amendment reads as follows:

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

"and".

PART 6 The amendment reads as follows:

"PART 6 In the heading, at the end, replace "and tanks" by:

", tanks and bulk containers".

Chapter 5.4

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

Chapter 6.1

6.1.3.1 The second amendment applies to paragraph (e) instead of (d).

Chapter 6.2

6.2.3.5.1 For standard "EN ISO 18119:2018", delete the square brackets.

[Reference document: OTIF/RID/CE/GTP/2019/10]

6.2.4.1 For standard "EN 12807:2019", delete the square brackets.

[Reference document: OTIF/RID/CE/GTP/2019/10]

6.2.4.2 For standard "EN ISO 18119:2018", delete the square brackets.

[Reference document: OTIF/RID/CE/GTP/2019/10]

Chapter 6.7

6.7.2.19.6 Replace "Inspection and filling of portable tanks" by:

"Inspection and test of portable tanks and filling".

[Reference document: OTIF/RID/CE/GTP/2019/10]

6.7.3.15.6 Replace "Inspection and filling of portable tanks" by:

"Inspection and test of portable tanks and filling".

[Reference document: OTIF/RID/CE/GTP/2019/10]

6.7.4.14.6 Replace "Inspection and filling of portable tanks" by:

"Inspection and test of portable tanks and filling".

[Reference document: OTIF/RID/CE/GTP/2019/10]

Chapter 6.8

6.8.2.1.18 Delete the amendment.

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

Additional amendments

Chapter 1.6

1.6.1.1 Replace "30 June 2019" by:

"30 June 2021".

Replace "31 December 2018" by:

"31 December 2020".

In footnote 15, replace "1 January 2017" by:

"1 January 2019".

[Reference documents: OTIF/RID/CE/GTP/2019/8 and OTIF/RID/CE/GTP/2019/10]

1.6.1.30 Amend to read as follows:

"1.6.1.30 (Deleted)".

[Reference documents: OTIF/RID/CE/GTP/2019/8 and OTIF/RID/CE/GTP/2019/10]

1.6.1.47 Amend to read as follows:

"1.6.1.47 (Deleted)".

[Reference document: OTIF/RID/CE/GTP/2019/10]

1.6.3.3.2 Amend to read as follows:

"1.6.3.3.2 (Deleted)".

[Reference document: OTIF/RID/CE/GTP/2019/8]

1.6.3.27 In paragraph (a), delete the last sub-paragraph.

[Reference document: OTIF/RID/CE/GTP/2019/8]

Chapter 1.10

1.10.4 Replace "and 0500" by:

", 0500, 0512 and 0513".

[Reference document: OTIF/RID/CE/GTP/2019/10]

Chapter 4.1

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

Chapter 5.4

5.4.1.1.12 Replace "1 JANUARY 2019" by:

"1 JANUARY 2021".

[Reference document: OTIF/RID/CE/GTP/2019/8]

[6.8.2.1.2 Amend footnote 1 to read as follows:

¹ This requirement is deemed to be met if

(a)

- the notified body in charge of verifying compliance with the technical specification for interoperability (TSI) relating to the subsystem "rolling stock – freight wagons" of the rail system in the European Union (Commission Regulation (EU) No 321/2013 of 13 March 2013) or
- the assessing entity in charge of verifying compliance with the uniform technical prescriptions (UTP) applicable to the Rolling Stock subsystem: FREIGHT WAGONS – (Ref. A 94-02/2.2012 of 1 January 2014)

has successfully evaluated the requirements listed below, in addition to the requirements of the TSI or UTP mentioned above, and has confirmed this compliance by a relevant certificate:

- (1) That the maximum working pressure of the tank has been superimposed on the load cases applicable to the assessment of the ability to withstand stresses,

- (2) That the operating temperature range of the **tank** has been taken into account in the load cases applicable to the assessment of the ability to withstand stresses,
- (3) That the minimum wall thickness of the shell in accordance with RID 6.8.2.1 and 6.8.2.6 has been taken into account in the load cases applicable to the assessment of the ability to withstand stresses,
- (4) Special provisions TE 22 and TE 25 in accordance with RID 6.8.4 (b).

To evaluate points (1) to (3), the procedures and maximum allowable stresses according to the TSI or UTP and its referenced standards shall be applied;

and

(b)

for tanks with a protective lining, that the competent authority for the design type test in accordance with RID 6.8.2.3.1 or a body designated by that authority has assessed and certified the ability of the protective lining, particularly those with weaker elastic properties than the **shell, e.g.** hard rubber or enamel, to withstand the stresses in the load cases. The necessary data resulting from the load cases shall be exchanged between the bodies involved."]

[Reference document: informal document INF.12, as amended]

6.8.2.1.18 Delete footnote 5 and the reference to footnote 5.

6.8.2.1.19 Delete the reference to footnote 5 (twice).

Renumber footnotes 6 to 23 as footnotes 5 to 22.

B. Placing the Guidelines for the use of RID/ADR/ADN 5.4.0.2 on OTIF's website

Guidelines in accordance with document OTIF/RID/CE/GTP/2019/9 adopted.

C. List of corrections 2 to the 2019 edition of RID in document OTIF/RID/CE/GTP/2019/7 adopted with the following additions:

Chapter 3.2

Table A

UN 3363 [The correction in the French text does not apply to the English text].

**Liste des participants
Teilnehmerliste
List of participants**

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Mr Frank **Jochems**

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

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Danemark/Dänemark/Denmark

Ms Bolette **Daugaard**

Espagne/Espanien/Spain

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Finlande/Finnland/Finland

Mr Jouni **Karhunen**

France/Frankreich/France

Mr Michel **Korhel**

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Mr Salvatore **Ullo**
Mr Mauro **Pastorino**
Mr Rocco **Cammarata**
Mr Andrea Giuseppe **Ercole**

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