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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 12th session of the RID Committee of Experts'
standing working group
(Video-conference, 24 to 26 November 2020)**

Report

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ITEM 1: Approval of the agenda

Document: [RID-20018-CE-GTP12](#) (Secretariat)

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

1. The provisional agenda set out in calling notice RID-20018-CE-GTP12 dated 11 September 2020 was adopted, together with informal document INF.1, which listed the documents available for each agenda item.

ITEM 2: Presence

2. The following RID Contracting States took part in the work of the 12th session of the standing working group (see also Annex II):

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

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

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

The following non-governmental international organisations were represented: the European Chemical Industry Council (CEFIC), 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, Ms Caroline Bailleux (Belgium) was elected as Chair until further notice. At the 10th session, Mr Othmar Krammer (Austria) was elected as the Deputy Chair until further notice.

ITEM 3: Interpretation of RID

Request for clarification on tank approval and putting tanks into service after construction/maintenance

Document: [OTIF/RID/CE/GTP/2020/2/Rev.1](#) (UIP)

4. In its document 2020/2/Rev.1, UIP raised the question of whether the initial inspection certificate of the tank must absolutely be available for the approval of the tank-wagon or whether the information on the tank plate and an appropriate photographic likeness are sufficient. In UIP's experience, tank initial inspection certificates were sometimes available only weeks after the tank-wagon had been inspected, which led to costly delays in releasing tank-wagons for operation.
5. While two states supported the approach proposed by UIP, because it reflected current practice, the representative of the European Commission pointed out that under the 4th Railway Package, ERA was responsible for wagon approvals. Approval could only be granted once all the necessary **official** documents were available. This was absolutely necessary, as otherwise, this relaxation for tanks would also have to be allowed for all other freight wagon components.
6. The Chair proposed that the solution to the problem should be sought in a dialogue with the inspection bodies. In order to enhance their competitiveness, the inspection bodies should, among other things, improve their performance.

7. The representative of UIP accordingly withdrew his document.

ITEM 4: Proposals to amend RID

A. Pending issues

Entry into service verification of tank-wagons

Documents: [OTIF/RID/CE/GTP/2020/4](#) (Secretariat)
 [OTIF/RID/CE/GTP/2020/8](#) (Belgium)
 [OTIF/RID/CE/GTP/2020/9](#) (UIP)

Informal documents: [INF.5](#) (ERA)
 [INF.10](#) (Secretariat)

8. In its document 2020/4, the Secretariat summarised the discussions so far concerning the introduction of entry into service verifications of tank-wagons proposed by the RID/ADR/ADN Joint Meeting's informal working group on the **inspection** and certification of tanks. Clarification for the rail sector in the Member States of the European Union should be included, without doing away completely with the possibility of entry into service verifications of tank-wagons because of different regulations in RID Contracting States that are not members of the European Union.
9. In its document 2020/8, Belgium was of the view that, if one is requested, the entry into service verification could be performed when the vehicle is registered.
10. In its document 2020/9, UIP proposed an amendment to the Note to 6.8.1.5.5 proposed by the informal working group on the **inspection** and certification of tanks. It should be made clear in this Note that at least for tank-wagons approved by ERA, no further inspections are required.
11. In its informal document INF.5, ERA proposed to include a footnote to 1.8.7.5.3 referring to the responsibilities within the European Union in the event **that such a new** entry into service verification **were not** passed.
12. The standing working group was of the view that the text proposal developed by the RID/ADR/ADN Joint Meeting's working group on tanks in September 2020 for the first sentence in the left-hand column of RID 6.8.1.5.5 (see document 2020/4), which was reproduced in Belgium's document 2020/8, was suitable to allay the standing working group's present concerns. For the standing working group, it was essential to emphasise the irregular and very occasional nature of this inspection in order to avoid conflicts with European railway legislation. It did not matter whether this clarification was provided in the actual text of the paragraph or in the form of a Note to this paragraph. The representative of ERA proposed that the term "exceptionally" be used instead of "occasionally".
13. The standing working group adopted ERA's proposed footnote to 1.8.7.5.3 in square brackets (see Annex I).
14. In its informal document INF.10, the Secretariat formulated an additional text to take account of those RID Contracting States that are also ATMF Contracting States, but which are not EU Member States. This text was also adopted in square brackets as a second paragraph in the footnote to 1.8.7.5.3 proposed by ERA (see Annex I).

15. With regard to UIP's proposal to amend the Note to 6.8.1.5.5, opinions were divided. Germany noted that "market surveillance" was understood as ensuring conformity throughout the entire lifetime of the tank, which was not currently regulated in RID. For this reason, this term should be dispensed with. Other delegations were of the view that this amended Note was not necessary or should be shortened. The standing working group decided to adopt UIP's proposal in square brackets for the time being.
16. The standing working group agreed that as a result of the texts provisionally adopted in square brackets, **an optional** entry into service verification proposed by the informal working group on the **inspection** and certification of tanks was no longer in conflict with the European railway legislation. The Secretariat was asked to transmit the results of this discussion to the Chairman of the informal working group on the **inspection** and certification of tanks.

B. New proposals

Fixing of welded elements

Documents: [OTIF/RID/CE/GTP/2020/1](#) (Secretariat)
 [OTIF/RID/CE/GTP/2020/5](#) (UIP)
 [OTIF/RID/CE/GTP/2020/16](#) (Belgium)

17. In its document 2020/1, the Secretariat asked for a reply to the question of whether the various language versions of 6.8.2.2.1 should be aligned or whether it is sufficient to formulate the protective aim, as was decided for tank-containers and tank-vehicles. The various language versions were compared in Belgium's document 2020/16.
18. In its document 2020/5, UIP proposed to align the left-hand column of 6.8.2.2.1 with the text adopted for tank-containers and tank-vehicles. The representative of UIP explained that standard EN 14025 was currently being revised and that the question of the fixing of welded elements was to be taken into account in the new version of the standard, which it was planned to publish in 2023.
19. In the first place, the standing working group decided also to include the text adopted for tank-containers and tank-vehicles ("Welded elements shall be attached to the shell in such a way that tearing of the shell is prevented.") in the left-hand column of 6.8.2.2.1 for tank-wagons. This sentence was supplemented by the introductory sentence in square brackets "This can be achieved, for example, through the following measures:", followed by the three existing indents (see Annex I).
20. Once the measures described in RID 6.8.2.2.1 were reflected in the new version of standard EN 14025, the entry in RID could be deleted.

Indication on the tank of the gas actually loaded

Documents: [OTIF/RID/CE/GTP/2020/3](#) (Secretariat)
 [OTIF/RID/CE/GTP/2020/6](#) (Belgium)
 [OTIF/RID/CE/GTP/2020/10](#) (UIP)

21. In its document 2020/3, the Secretariat reproduced a discussion that took place at the RID/ADR/ADN Joint Meeting in September 2020 on RID 4.3.3.3.2, in which it was decided for tank-vehicles, battery-vehicles, MEGCs and tank-containers to delete the requirement that only the information on the gas loaded or just discharged may appear and that all the information concerning other gases must be covered up.
22. In its document 2020/6, Belgium proposed to maintain the folding panels currently used for tank-wagons and battery-wagons, which display the name of the gas loaded and the load limits in light of the maximum permissible load mass.

23. In document 2020/10, UIP proposed in contrast to delete 4.3.3.3.2 for tank-wagons as well. The representative of UIP was of the view that all the information relevant to tank-wagons could simply be displayed for several gases in one or more load limit panels or also on adhesive **sheets**.
24. The representatives of Germany and Italy supported Belgium's proposal to maintain the folding panels, although Germany was of the view that 4.3.3.3.2 should refer to both 6.8.3.5.7 and 6.8.3.5.6.
25. The representative of UIP was asked to submit a new document to the next session of the standing working group. The document should also answer the question of whether it was really necessary to change the existing system.

Use of dry break couplings

Document: [OTIF/RID/CE/GTP/2020/12](#) (Netherlands, UIP)

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

26. In their document 2020/12, the Netherlands and UIP again took up a discussion on dry break couplings that had taken place at the RID/ADR/ADN Joint Meeting in September 2013, but which had not resulted in **any proposal to improve the current wording**. The Netherlands and UIP proposed to **add a footnote to the text at the end of the seventh paragraph of RID 6.8.2.2.2 to confirm that for** break couplings, **an** open/closed indicator is not necessary.
27. In informal document INF.9, UIC supported the proposal in principle, but proposed to dispense with the reference to "similar systems" and the second sentence ("If not connected with a female part, these couplings are closed."), because in RID, the "female part" is not specified in more detail.
28. The standing working group asked the Netherlands and UIP to submit a revised document to the RID/ADR/ADN Joint Meeting, taking into account the amendment proposed in informal document INF.9 and the comments made by various delegations.

Temperature control for polymerizing substances

Document: [OTIF/RID/CE/GTP/2020/14](#) (Germany)

Informal documents: [INF.8](#) (United Kingdom)
[INF.11](#) (United Kingdom)

29. In its document 2020/14, Germany proposed to close a gap in the regulations for polymerizing substances that require temperature control and that are hence not permitted for carriage by rail, and to include criteria for the requirement for temperature control.
30. The United Kingdom supported this supplement in principle, but in informal document INF.8, proposed to include these criteria for polymerizing substances of classes 2, 3, 6.1 and 8 in the classification provisions for these classes.
31. The standing working group adopted option 1 in document 2020/14 without the second indent, and the proposal for polymerizing substances of classes 2, 3, 6.1 and 8 in informal document INF.8 (see Annex I).
32. In informal document INF.11 issued during the meeting, the United Kingdom proposed a consequential amendment to 1.1.4.4.1, which applies to piggyback transport.

33. As special provision 386 is only assigned to those substances which are known to have polymerizing properties, and as the criteria applicable to polymerizing substances might also concern substances to which special provision 386 is not currently assigned, the standing working group decided to dispense with a list of the UN numbers. It decided to include the second indent set out in document 2020/14 under option 1 in 1.1.4.4.1 as an additional indent (see Annex I).

108th session of WP.15 (Geneva, 10 - 13 November 2020)

Document: [OTIF/RID/CE/GTP/2020/15](#) (Secretariat)

34. The standing working group noted document 2020/15 submitted by the Secretariat, which reproduced the most important discussions at the last session of WP.15 that might also be of interest to the standing working group.
35. The standing working group also adopted for RID the clarification for the transitional measure in 1.6.4.55 adopted by WP.15 (see paragraph 21bis of document 2020/15) and the amendments to 1.1.3.6.3 and Table A of Chapter 3.2 listed in Annex I to document 2020/15 (see Annex I).
36. With regard to paragraphs 59 to 61 of document 2020/15, the representative of Spain explained that since then, she had sent the ADR Contracting Parties a draft multilateral special agreement, according to which, for radioactive material with low specific activity LSA-III, the immersion test according to 2.2.7.2.3.1.4 can be dispensed with. As this material is not carried by rail in Spain and Spain could not therefore initiate a multilateral special agreement for RID, she asked interested RID Contracting States to get in touch with her.

Draft corrigendum to the notified texts in OTIF/RID/NOT/2021 dated 1 July 2020

Document: [OTIF/RID/CE/GTP/2020/7](#) (Secretariat)

37. Document 2020/7 from the Secretariat contained a list of corrections of errors in the notification texts OTIF/RID/NOT/2021 that had been noticed when finalising the 2021 edition of RID.
38. The standing working group instructed the Secretariat to publish this corrigendum on OTIF's website. For the French version, the corrigendum included an additional amendment to 5.2.1.1.

Publication of the 2021 edition of IRS 40471-3

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

39. The standing working group noted informal document INF.3 from UIC, which provided information on the anticipated publication in January 2021 of the 2021 edition of IRS 40471-3 referred to in 1.4.2.2.1 of RID 2021. In this regard, UIC confirmed that the content of point 5 (Checks to be carried out for consignments of dangerous goods) had not been changed.

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

Document: [OTIF/RID/CE/GTT/2020-A](#) (Secretariat)

40. The Chairman of the working group on tank and vehicle technology introduced the report of the latest session of this working group set out in document OTIF/RID/CE/GTT/2020-A.
41. The representative of CEFIC explained that in the report of the 18th session of the working group on tank and vehicle technology, there were several references to "CEFIC" or "representative of CEFIC", which refer mainly to the representatives of BASF who were present at that meeting. In fact, the information and opinions at that meeting **were** provided on behalf of

BASF **only** and did not **express CEFIC's position or information**. (CEFIC needed more time to come to an agreed common view.) The comments made at previous meetings with regard to extra-large tank-containers and innovative container carrying wagons did not yet reflect a commonly shared, final view among CEFIC's membership. However, CEFIC wished to reaffirm its willingness to participate in any discussions relating to extra-large tank-containers with the authorities and other stakeholders in order to achieve a satisfactory solution on the safety and operational aspects.

Need for a definition of extra-large tank-containers

42. With reference to paragraphs 8 to 11 of the report, the standing working group confirmed that the question of a special definition of extra-large tank-containers should also be discussed at the RID/ADR/ADN Joint Meeting. The Secretariat was asked to send the Joint Meeting the questions set out in paragraph 11 of the report.

Reducing the shell wall thickness

43. With regard to the question of the shell wall thickness (see paragraphs 12 to 19 of the report), the standing working group agreed that this needed to be dealt with further, as the investigation by the German Centre for Rail Traffic Research (DZSF) had also shown that in the risk assessment carried out by BASF, it was possible that not all the relevant accident scenarios had been considered, e.g. the tank-container falling off, derailment and collision with a stationary obstacle (see paragraph 56, seventh indent of this report). With regard to the wall thickness, the RID/ADR/ADN Joint Meeting also had to be involved.

Energy absorption elements and protection against overriding and minimum distance between the headstock plane and the tank end

44. On the basis of document 2020/11 submitted by UIP, the standing working group had a separate discussion on the problem described in paragraphs 20 to 24 of the report (see paragraphs 59 to 63 of this report).

Fixing of welded elements

45. The issue of the fixing of welded elements was considered as closed (see paragraphs 17 to 20 of this report).

Pressure resistance of closures on the shell

Informal document: [INF.12](#) (Chair)

46. On the question of the pressure resistance of closures on the shell (see report OTIF/RID/CE/GTT/2020-A, paragraphs 25 to 30), the standing working group agreed that another proposal should be submitted to the RID/ADR/ADN Joint Meeting, which should take account of the compromise found by the working group on tank and vehicle technology, whereby the requirement for 4 bar manhole covers on tank-containers fitted with surge plates could be dispensed with. The proposal should maintain the threshold of 40,000 litres proposed by the tank-container industry.
47. The standing working group adopted informal document INF.12 submitted by the Chair, which took up the text from informal document INF.4 of the 18th session of the working group on tank and vehicle technology, as an addition in line with 4.2.1.9.6 and 4.3.2.2.4 with regard to the maximum permissible capacity of the compartments separated by dividing walls or surge plates (7,500 litres) had been adopted. As it was not known whether other extra-large tank-containers in addition to the tank-containers operated by BASF are in operation, a transitional measure should be provided.

48. The standing working group agreed to maintain the square brackets around “substances in the liquid state” and “liquids” for the time being, because 4.3.2.2.4 also allows exceptions for viscous or molten substances.

Surge movements

49. The representative of CEFIC explained that the prospective proposal (see paragraphs 31 to 36 of the report) had not yet been coordinated within the Association and could therefore only be submitted at a later date.

Marking of carrying wagons fitted with reinforced spigots

50. With regard to paragraphs 37 and 38 of the report, the discussion on informal documents INF.4 and INF.7 (see paragraphs 53 and 54 of this report) was referred to.

Load cases for carrying wagons

51. The standing working group confirmed that the question of operating carrying wagons with extra-large tank-containers in hump shunting (see paragraphs 39 and 40 of the report) was the responsibility of operators and did not need to be considered further (however, see also the comment by DZSF in the penultimate indent of paragraph 56 of this report).

Strength of extra-large tank-containers

52. With regard to paragraphs 43 to 47 of the report of the working group on tank and vehicle technology, it was agreed that the acceleration values set out in 6.8.2.1.2 and 6.7.2.2.12 were not sufficient for extra-large tank-containers. The representatives of Germany and UIP said that they were prepared to submit a corresponding proposal to the next RID/ADR/ADN Joint Meeting.

Progress report on the work on a new marking for carrying wagons fitted with reinforced spigots

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

53. In informal document INF.4, UIC submitted the progress report on a new marking for carrying wagons fitted with reinforced spigots, which the working group on tank and vehicle technology had requested. It had come to the conclusion that no amendments to IRS 50592 and IRS 50571-4 were necessary.

The UIC reference documents on heavy duty intermodal loading units (ILUs) and wagons

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

54. The standing working group noted informal document INF.7 from UIC, which set out the International Railway Solutions applicable to the carriage of intermodal loading units.

Opinion of the German Centre for Rail Traffic Research (DZSF) on the risk assessment of the extra-large tank-containers of BASF

55. The representative of Germany explained that her country had carried out a comprehensive review of BASF’s risk assessment of extra-large tank-containers. The investigation had been based on the documentation from the risk assessment carried out on behalf of BASF (informal document [INF.4](#) from the 17th session of the working group on tank and vehicle technology and supporting report on the risk assessment prepared by the Technical University of Berlin, which was only available to representatives of the authorities).

56. Representatives of DZSF gave a presentation on their findings from the review of the risk assessment. DZSF had reached the following conclusions:
- The risk assessment is, in principle, sound with regard to technical changes, but contains some ambiguities and methodological gaps.
 - Analyses of error propagations and statistical uncertainties would be desirable.
 - In the investigation of driving stability taking into account surge movements, the simplified test procedure according to standard EN 14363 was applied. According to the standard, this simplified procedure was only applicable to vehicles with conventional technology and only up to a static wheelset contact force of 200 kN, whereas the wheelset contact force at a maximum permissible mass of 90 tonnes and assuming an equal wheelset load distribution was 220.725 kN.
 - More finely graduated variations of the filling level and material properties (viscosity, density) in the multibody simulation models of various configurations of carrying wagons, conventional tank-containers, extra-large tank-containers and tank-wagons could provide a clear indication of whether operation at any filling level is possible.
 - In the risk analysis, no container lift occurs, with the limit of a permissible vertical movement being set at the height of the spigot. It was questionable whether a free flight movement of the container approximately 10 cm above the carrying wagon could be considered permissible, because in this case, no further lateral forces could be absorbed and additional accelerations would result in the inevitable loss of the tank-container.
 - The design of the FE model was not comprehensible with regard to model depth and safety validation.
 - The choice and limit values of the collision velocities were unclear. In addition, only two accident scenarios had been considered (side impact with a stationary wagon, collision between a moving wagon and a stationary wagon with subsequent overriding of buffers). It was questionable whether this would cover all the relevant accident scenarios, e.g. the tank-container falling off, derailment and collision with a stationary obstacle.
 - The scope of the long-term tests was in part very limited. During 2 of 18 runs, i.e. 11% of runs, excessive forces had been detected. It was assumed that these were the result of shunting impacts. BASF proposed to reduce the hazard by regularly checking the loaded innovative container carrying wagons after every hump run, although it remained unclear how these deformations could be detected and what the detection probability of these deformations is.
 - It was questionable whether the statements from the BASF risk analysis are sufficient to substantiate amendments to the regulations with regard to filling levels and surge movements to an adequate degree.
57. In reply to a question from the representative of the United Kingdom as to whether signs of fatigue could appear on extra-large tank-containers **or their carrying wagons** over time, a representative of DZSF explained that no long term wear testing had been carried out as part of the risk assessment. However, in the risk assessment it had been ascertained that under certain operating conditions, damage occurred on the carrying wagon's solebars. In addition, it was not yet possible to reply to the question of whether the intermediate inspection to be carried out every two and a half years to check for signs of fatigue would be sufficient.

58. In reply to the question from several delegations as to whether the DZSF presentation could be made available, the representative of Germany explained that the presentation contained extracts from BASF's non-public study and it could only be made available with the agreement of BASF and only with the same restrictions as the original study. The Secretariat was asked to submit such a request to BASF via CEFIC.

Revision of the requirements concerning protection of the tank against the overriding of buffers (TE 22/TE 25)

Document: [OTIF/RID/CE/GTP/2020/11](#) (UIP)

59. Based on its document 2020/11, UIP wished to initiate a discussion on revising special provisions TE 22 and TE 25, which apply to tank-wagons, as well as the requirement in 6.8.2.1.29, so that, among other things, these requirements can also be applied to the carriage of tank-containers with dangerous goods.
60. The representative of UIP pointed out in particular that for digital automatic couplings, which were supposed to strengthen rail freight traffic, the energy absorption of 800 kJ required in special provision TE 22 could not be achieved. This requirement could not be implemented for container carrying wagons either, because of their construction. He also pointed out that so far, the provisions referred to were only in RID, and not in the TSI/UTP.
61. He proposed a step by step approach to be applied, depending on the hazard level of the dangerous goods carried.
- Level 1: Insofar as the provision of 6.8.2.1.29 (minimum distance of 300 mm between the headstock plane and the most protruding point at the shell extremity) was still considered necessary, it should apply to all dangerous goods.
- Level 2: Measures that are suitable to reduce the risk of buffers overriding (e.g. crash buffers or devices to protect against the overriding of buffers). These measures apply to those substances to which special provision TE 22 is currently assigned.
- Level 3: Measures that are suitable to reduce the damage caused by the overriding of buffers (e.g. protective shield, strengthened tank ends or sandwich cover). These measures apply to all substances to which special provision TE 25 is currently assigned.
62. In this step by step approach, it would be conceivable that level 3 measures would make the precautions of levels 2 and 1 unnecessary or that if level 2 measures were used, the precautions of level 1 would be dispensed with. The current level of safety should in no case be reduced.
63. The standing working group supported the UIP document in principle. The protective aims that can be included in RID instead of specific provisions should first be formulated more precisely. The specific technical provisions should then be laid down in the TSI (ERA) and/or in standards (CEN). The representative of UIP offered to make his document more specific, together with freight wagon manufacturers, and to submit a revised document to the next session of the working group on tank and vehicle technology. The JCGE would be informed of this course of action.

Next meeting of the working group on tank and vehicle technology

64. At present, the standing working group was not in a position to specify a date for the next session of the working group on tank and vehicle technology. It would first have to wait for questions to be answered by the RID/ADR/ADN Joint Meeting (see paragraphs 42, 46 to 48 and 52) and the further development of UIP's document on the revision of requirements to protect the tank against damage caused by the overriding of buffers (see paragraphs 59 to 63 of this report). If necessary, the next session of the standing working group could be preceded by a session of the working group on tank and vehicle technology.

ITEM 6: Harmonisation of RID and SMGS Annex 2Additional elements for determining the nominal shell thickness of tank-wagons

Document: [OTIF/RID/CE/GTP/2020/13](#) (Russia)

65. In its document 2020/13, Russia described 6.8.2.1.21 of SMGS Annex 2, which requires certain additional elements to be taken into account when calculating the **nominal** wall thickness. Russia proposed that such provisions should also be included in RID.
66. The standing working group welcomed Russia's proposal in principle. The following points were mentioned in the discussion:
- 4.3.2.3.1 already contains a provision for a protective aim, which had not so far caused any problems in terms of calculating the minimum wall thickness.
 - The second sub-paragraph of 6.8.2.1.9 already covers the requirement in the third indent of the proposed 6.8.2.1.21.
 - The other provisions proposed should instead be included in the standards for the construction and testing of tanks (e.g. EN 14025). Germany **and UIP** offered to introduce these provisions into the work currently underway on the revision of standard EN 14025.
67. As the proposed amendment was also relevant to ADR, the standing working group encouraged the representative of Russia to submit his proposal to the RID/ADR/ADN Joint Meeting, taking into account the comments made.

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

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

68. The standing working group noted the information contained in informal document INF.6 submitted by ERA. **In particular, it was noted that RID experts would be invited to comment on the CSM ASLP formal consultation, which would start on 17 December 2020.**
69. With regard to the "Application guide for the TSI Wagon (application of RID 6.8.2.1.2)", Germany questioned whether taking this out of RID and making it into a voluntarily applicable guide was sufficient.
70. The representative of ERA explained that including this in a guide should only be considered as an interim solution, as the TSI Wagon could only be amended as part of a **formal change request during the revision.**
71. The Chair said that following the discussion at the JCGE (video-conference, 8 and 9 September 2020), Belgium had sent ERA the following proposed addition to 4.2.2.2 in the Annex to the TSI Wagon (shown in bold text):

“The structure of a unit body, any equipment attachments and lifting and jacking points shall be designed such that no cracks, no significant permanent deformation or ruptures occur under the load cases defined in Chapter 5 of EN 12663-2:2010. (...)”

Any other stresses in addition to the cases described in Chapter 5 of EN 12663-2:2010 on the structure of a unit body, any equipment attachments and lifting and jacking points shall be taken into account.”

The representative of ERA indicated that the Belgian proposal had to be made via the due formal process using “Clear Request”. The Chair indicated that the sentence reproduced in informal document INF.6 to be introduced into the guide should then be understood as an explanation of the “additional stresses” to be taken into account for tank-wagons.

72. The representative of UIP was of the view that the text of the guide should also mention the requirements of special provisions TE 22 and TE 25 under RID 6.8.4 (b).
73. The Chair concluded that the provisions of the guide and the additional points mentioned by the representative of UIP should be carried over into standard EN 12663-2:2010.

ITEM 8: Any other business

Monitoring and assessment of OTIF’s legal instruments

Informal document: [INF.2](#) (Secretariat)
[INF.13](#) (Secretariat)

74. The standing working group noted informal document INF.2, which was introduced by the head of the OTIF Secretariat’s Legal Department using the presentation in informal document INF.13.
75. Those delegations that had any comments on informal document INF.2 were asked to send them to the Secretariat, so that, if need be, they could be taken into account in the final draft decision on the monitoring and assessment of legal instruments.

In memory of Mr Klaas R. Tiemersma

76. The standing working group noted with great sadness that Mr Klaas R. Tiemersma (Netherlands) had passed away on 20 August 2020. For more than twenty years, Mr Tiemersma had played an active role at meetings of the RID Committee of Experts and its standing working group as a member of the Dutch delegation. The Chair offered the Dutch delegation the standing working group’s sincere condolences and asked that they be passed on to Mr Tiemersma’s family.

Thanks

77. The Chair thanked the Secretariat for providing the platform, which had made it possible to hold the meeting, despite the pandemic. She thanked the interpreters for their important contribution to the successful running of the meeting. Lastly, she thanked the plenary for its active participation.
78. The deputy Chair thanked the Chair for her excellent conduct of the meeting, despite the difficult surrounding circumstances.

Next session

79. The 13th session of the RID Committee of Experts’ standing working group will be held from 22 to 26 November 2021. The deadline for the submission of documents is **8 October 2021**.

Texts adopted by the 12th session of the RID Committee of Experts' standing working group
Adopted texts

Chapter 1.1

1.1.3.6.3 In the table, in the entry for transport category 2, in column (2), after the row for "Class 6.1", insert the following new row:

"Class 6.2: UN 3291"

[Reference document: OTIF/RID/CE/GTP/2020/1]

1.1.4.4.1 After the third indent, insert the following indent.

"– polymerizing substances of classes 1 to 8 in packagings or IBCs with an SAPT $\leq 50^{\circ}\text{C}$ and polymerizing substances in tanks with an SAPT $\leq 45^{\circ}\text{C}$, therefore requiring temperature control."

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

Chapter 1.6

1.6.4.55 (as amended by ECE/TRANS/WP.15/AC.1/158) Replace "6.8.3.4.6" by:

"6.8.3.4.6 b)".

[Reference document: OTIF/RID/CE/GTP/2020/15]

Chapter 1.8

[1.8.7.5.3 (as amended by document ECE/TRANS/WP.15/AC.1/2020/20 and informal document INF.6/Rev.1 of the RID/ADR/ADN Joint Meeting in September 2020). At the end, insert a reference to a footnote which reads as follows:

"* In such a case the competent authority should [also] inform the national safety authority (NSA) of the RID Contracting State concerned, which is also a Member State of the European Union, with the aim of evaluating the follow-up actions to be applied by the NSA in accordance with Article 26 of Directive (EU) 2016/797 on the "non-compliance of vehicle or vehicle types with essential requirements" and Article 7(4) of Implementing Regulation (EU) 2018/545 on the "sharing of information related to technical and operational matters relevant for the issuing of a vehicle type authorisation and/or vehicle authorisation for placing on the market".

In RID Contracting States which are also ATMF Contracting States but not Member States of the European Union, the competent authority should [also] inform the competent authority in the meaning of Article 5 of the ATMF Uniform Rules, with the aim of evaluating the need for follow-up actions, in particular in accordance with Article 10a of the ATMF Uniform Rules concerning the non-compliance of vehicle or vehicle types and, where relevant, in accordance with Article 8a of the APTU Uniform Rules if deficiencies in the UTP are expected."

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

Chapter 2.2

2.2.2.2.1

At the end, add the following new sentence:

"If temperature control is required to prevent polymerization of a substance (i.e. for a substance in a packaging or IBC with an SAPT of 50 °C or less, or in a tank with an SAPT of 45 °C or less) the substance shall not be accepted for carriage."

[Reference document: informal document INF.8]

2.2.3.2.2

At the end, add the following new sentence:

"If temperature control is required to prevent polymerization of a substance (i.e. for a substance in a packaging or IBC with an SAPT of 50 °C or less, or in a tank with an SAPT of 45 °C or less) the substance shall not be accepted for carriage."

[Reference document: informal document INF.8]

2.2.41.2.3

Amend the last indent to read:

"— polymerizing substances in packagings or IBCs with an SAPT ≤ 50 °C and polymerizing substances in tanks with an SAPT ≤ 45 °C, therefore requiring temperature control:

UN 3533 POLYMERIZING SUBSTANCE, SOLID, TEMPERATURE CONTROLLED, N.O.S.

UN 3534 POLYMERIZING SUBSTANCE, LIQUID, TEMPERATURE CONTROLLED, N.O.S."

[Reference document: OTIF/RID/CE/GTP/2020/14, option 1 as amended]

2.2.61.2.1

At the end, add the following new sentence:

"If temperature control is required to prevent polymerization of a substance (i.e. for a substance in a packaging or IBC with an SAPT of 50 °C or less, or in a tank with an SAPT of 45 °C or less) the substance shall not be accepted for carriage."

[Reference document: informal document INF.8]

2.2.8.2.1

At the end, add the following new sentence:

"If temperature control is required to prevent polymerization of a substance (i.e. for a substance in a packaging or IBC with an SAPT of 50 °C or less, or in a tank with an SAPT of 45 °C or less) the substance shall not be accepted for carriage."

[Reference document: informal document INF.8]

Chapter 3.2

Table A (as amended by ECE/TRANS/WP.15/AC.1/158). Remove the square brackets in the amendment to UN 3509.

Chapter 3.3

SP 386 At the end of the first sentence, delete:

"(see 2.2.41.2.3)".

[Reference document: informal document INF.8]

Chapter 6.8

[6.8.1.5.5] (as amended by document ECE/TRANS/WP.15/AC.1/2020/20 and informal document INF.6/Rev.1 of the RID/ADR/ADN Joint Meeting in September 2020). For RID, amend the Note to read:

"NOTE: As an instrument of market surveillance in the sense of 1.8.1.1, the authority of the country of registration may request this inspection/verification if there are doubts about conformity.

For those tank-wagons that have received a vehicle authorisation from the European Union Agency for Railways (ERA) in accordance with Article 21 of Directive (EU) 2016/797 and Commission Implementing Regulation (EU) 2018/545, this authorisation shall be sufficient and no further inspection shall be required to confirm the conformity of the tank for the purpose of registering it in the National Vehicle Register (NVR)."

[Reference document: OTIF/RID/CE/GTP/2020/9]

6.8.2.2.1 Amend the text before the three indents in the left-hand column to read:

"Welded elements shall be attached to the shell in such a way that tearing of the shell is prevented. [This can be achieved, for example, through the following measures:]".

For the time being, the three indents in the left-hand column are placed between square brackets.

[Reference document: OTIF/RID/CE/GTP/2020/5, as amended]

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