



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

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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 13th session of the RID Committee of Experts'
standing working group
(Geneva/hybrid, 15 to 18 November 2021)**

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ITEM 1: Approval of the agenda

Document: [RID-21008-CE-GTP13](#) (Secretariat)

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

1. The provisional agenda set out in calling notice RID-21008-CE-GTP13 dated 14 September 2021 was adopted, together with informal document INF.15, 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 13th session of the standing working group (see also Annex II):

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

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

The European Union (European Commission) and the European Union Agency for Railways (ERA) were also represented. The Organization for the Cooperation of Railways (OSJD) also took part.

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 Deputy Chair until further notice.

ITEM 3: Harmonisation with the 22nd edition of the UN Recommendations on the Transport of Dangerous Goods

Consolidated texts adopted by the Joint Meeting in 2020 and 2021 and by the RID Committee of Experts' standing working group in November 2020

Documents: [OTIF/RID/CE/GTP/2021/1](#) (Secretariat)

[OTIF/RID/CE/GTP/2021/5](#) (Secretariat)

[OTIF/RID/CE/GTP/2021/6](#) (Secretariat)

4. The standing working group adopted document 2021/5 prepared by the Secretariat, with the texts adopted by the Joint Meeting in 2020 and 2021 and by the standing working group in November 2020, with some amendments (see Annex I). This document already contained the amendments adopted by the 109th session of WP.15 that have repercussions for RID (see document 2021/1). When looking at this document, the amendments made by the 110th session of WP.15 to the joint texts of RID and ADR (see document 2021/6) were also examined and adopted (see Annex I).

5. The representative of the Netherlands explained that the Netherlands already applied a national system for the accreditation of inspection bodies based on the requirements of standard EN ISO 17020, with very good results. He was not prepared to support the adoption of the new provisions of 1.8.6 requiring accreditation of inspection bodies, as he was concerned that these new provisions may have unintended legal consequences in relation to inspection bodies already accredited under the national system. However, in view of the general support in favour of amending 1.8.6, he explained that he was reluctant to request a vote. He emphasised that the adoption of these new rules was the result of a decision by the Joint Meeting and that the Netherlands would comply with this decision.
6. The representative of Germany reminded the meeting that a decision on this issue had only been taken at the informal working group on the certification and inspection of tanks after the views of all the RID Contracting States had been sought. In order to enable mutual recognition, the majority of the states represented in the informal working group had been of the opinion that uniform accreditation of the inspection bodies on the basis of standard EN ISO/IEC 17020:2012 (except for 8.1.3) was also necessary for this.
7. With regard to the Note concerning 6.8.1.5.5 adopted in square brackets at the 12th session of the standing working group, the standing working group was of the view that the market surveillance referred to in the first sub-paragraph of the Note did not fall within the regulatory scope of RID and therefore had to be deleted. The rest of the text of the Note was already reproduced in the footnote to 6.8.1.5.5.
8. With regard to paragraphs 18 to 20 of document 2021/6, the representative of the United Kingdom reiterated that the Joint Meeting would have to deal with an amendment to the provisions on security in Chapter 1.10, with the aim of eliminating discrepancies with the provisions of 1.1.3.6.
9. 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.

Addition of a reference to MEMUs in the model for report on occurrences during the carriage of dangerous goods

Document: [OTIF/RID/CE/GTP/2021/2](#) (Secretariat)

10. Due to the fact that the model of the report on occurrences during the carriage of dangerous goods in accordance with 1.8.5.4 is identical in RID and ADR, the standing working group adopted WP.15's decision to include MEMUs under the type of means of containment (see Annex I).

Fitting safety valves on tanks for flammable liquefied gases

Document: [OTIF/RID/CE/GTP/2021/4](#) (Secretariat)

11. In its proposal, the Secretariat proposed that the technical requirements applicable to tank-vehicles and tank-containers from 2023 should also be applied to the safety valves fitted to tank-wagons on a voluntary basis.
12. It was pointed out that in Europe, gases are mainly carried in hermetically sealed tanks. The representative of the United Kingdom explained that in his country, tank-wagons with safety valves were also used.

13. The standing working group adopted the Secretariat's proposal. As tank-wagons with safety valves that might not meet the new requirements of 6.8.3.2.9 are used, at least in the United Kingdom, it was decided to include a transitional measure in 1.6.3 based on the new transitional measure of 1.6.4.60 (see Annex I). **The standing working group also agreed that the marking decided in principle at the last Joint Meeting for tank-vehicles in ADR and for tank-containers should also be required for tank-wagons. The text of this marking provision will be discussed at the next Joint Meeting on the basis of a proposal from Liquid Gas Europe (see paragraph 15 of report [ECE/TRANS/WP.15/AC.1/162](#)).**
14. The representative of the Netherlands was of the view that regardless of this decision, there should be a discussion on whether safety valves in rail transport in fact created a higher risk. The representative of UIP confirmed that the high accelerations that occur during shunting operations can cause safety valves to be triggered inadvertently. Escaping flammable gas could be ignited by flying sparks from the catenary.

Transitional measure in connection with 6.8.2.4.6

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

15. The representative of UIP recalled the decision to include in RID the provisions for the mutual recognition of inspection bodies drafted by the informal working group on the certification and inspection of tanks (see paragraphs 5 and 6). As the transitional measure adopted in 1.6.3.54 allows a transitional period of ten years for the accreditation of inspection bodies under the provisions of 1.8.6, he was of the view that this transitional period should also be allowed for the accreditation of experts by the competent authority in accordance with 6.8.2.4.6.
16. The standing working group adopted the transitional measure proposed in the informal document, with some editorial changes. At the same time, it adapted the transitional measure in 1.6.3.54 (see Annex I).

ITEM 4: Interpretation of RID

List of interpretations of RID and register of decisions

Informal document: [INF.2](#) (Netherlands)

17. The representative of the Netherlands suggested a discussion on the question of whether a list of interpretations that do not lead to amendments to RID should also be published on OTIF's website, in line with the interpretations of ADR published on the UNECE website. It should also be discussed whether a systematic record of the background to amendments to RID and the related discussions would be considered useful.
18. The Secretariat recalled informal document [INF.7](#) from the 10th session of the standing working group, in which paragraphs 67 and 68 set out the procedure adopted by WP.15 for publishing questions of interpretation. The Secretariat was open to the idea of publishing questions of interpretation of RID on OTIF's website.
19. The representative of France highlighted Switzerland's document [ECE/TRANS/WP.15/AC.1/2021/34](#), which explained the Joint Meeting's decisions on the certification and inspection of tanks and which could be seen as a good example of the presentation of background information and discussions.
20. As a possible first approach, the representative of Austria proposed that an edition of RID be published on OTIF's website showing the date of entry into force of the individual amendments to RID. This would make it easier to find background documents. **At the same time, in view of the example mentioned, he warned against issuing legal texts that could only be understood**

with the help of background documents, or the consequences of which could only be understood with such documents. When collecting interpretations, it was also important not to limit oneself to RID and ADR specifics, as was currently done on the ECE homepage.

21. In view of the fact that most questions of interpretation concerned both RID and ADR, the standing working group asked the representative of the Netherlands also to initiate a discussion on organising the related work at Joint Meeting level.

ITEM 5: Proposals to amend RID

A. Pending issues

Alignment between ADR and RID of the requirements concerning the information displayed

Document: [OTIF/RID/CE/GTP/2021/3](#) (UIP)

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

22. In his document 2021/3, the representative of UIP referred to the discussion on folding panels at the 12th session of the standing working group. These folding panels show the name of the gas being carried and the load limits, taking into account the maximum permissible filling mass (see report [OTIF/RID/CE/GTP/2020-A](#), paragraphs 21 to 25).
23. The standing working group adopted UIP's proposal to delete 4.3.3.3.2, which will be deleted from the 2023 edition of ADR, from RID as well (see Annex I). The standing working group was of the view that the information on the last gas filled could also be obtained from the transport document and the orange-coloured **plate** marking and was also available to the infrastructure manager (see 1.4.3.6 (b) in conjunction with 1.4.2.2.5). The standing working group also adopted the consequential amendments proposed in informal document INF.3 in 4.3.3.4.1 (a) and 6.8.3.5.7 (see Annex I).

B. New proposals

Proposals to adapt Chapter 6.8 to take account of extra-large tank-containers

Informal document: [INF.11](#) (UIP and Cefic)

Definition of extra-large tank-containers

24. **The standing working group agreed with the principle of including a definition of extra-large tank-containers, which would provide for a capacity of more than 40,000 litres, in order to distinguish them from ISO tank-containers.** This limit had already been proposed by the International Tank Container Organisation (ITCO) in informal document [INF.45](#) from the Joint Meeting in September 2020. There was no support for the proposal to call these tank-containers "(liquid) bulk tank-containers" in English and to use the abbreviation "BTC" for them. This abbreviation used by a single chemical company should not appear in the regulations. **It was agreed to refer to these tank-containers in the respective languages as "extra-large tank-containers" and "très grands conteneurs-citernes".**
25. **On the basis of these decisions, the standing working group asked the representatives of UIP and Cefic to submit a proposal to the Joint Meeting in March 2022 (deadline: 17 December 2021) so that this definition could be included in the 2023 editions of RID and ADR.** Like the definition of large container that appears under the definition of container in 1.2.1, this new definition could be inserted under the definition of tank-container. The proposal by UIP and Cefic should also include a transitional measure.

26. The representative of UIC confirmed that this new definition had no impact on the UIC documentation, even though this documentation was based on a limit of 36,000 kg.

6.8.2.2.4

27. On the basis of the decision to include a definition of extra-large tank-containers and to set the limit at 40,000 litres, the standing working group adapted the amendment instruction for 6.8.2.2.4 contained in square brackets in document 2021/5. It also decided to use the term "substances in the liquid state" to align with 4.3.2.2.4 (see Annex I). **The Secretariat was requested to submit these decisions of the standing working group to the Joint Meeting in March 2022. Pending confirmation by the Joint Meeting, the amendment to 6.8.2.2.4 would remain in square brackets.**

Minimum wall thickness

28. In informal document INF.11, Cefic and UIP proposed a minimum wall thickness of 4.5 mm for extra-large tank-containers, irrespective of the material used. According to the representative of Cefic, a minimum wall thickness of 3 mm had previously been used for extra-large tank-containers, as for ISO tank-containers, which had been increased to 3.4 mm in order to allow for corrosion.
29. The representative of Belgium explained that discussions in the working group on tank and vehicle technology had led to the manufacturer Van Hool increasing the wall thickness to 4.13 mm for the extra-large tank-containers it built.
30. **The standing working group agreed with the principle of setting the minimum wall thickness at 4.5 mm in the 2023 edition of RID. The representatives of UIP and Cefic were requested to submit a proposal, including a corresponding transitional measure, to the Joint Meeting in March 2022 (deadline: 17 December 2021), justifying any necessary consequential amendments, particularly with regard to the non-applicability of the third-root formula.**

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

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

31. The representative of UIP introduced his discussion document proposing a new regulation of the requirements for protecting the tank against damage caused by impacts or the overriding of buffers. He explained that UIP was planning a workshop early in 2022 to which UIC, wagon manufacturers and keepers would be invited.
32. Several representatives pointed out that in level 1 of the approach, the requirement in 6.8.3.1.6 should also be included, according to which gas tank-wagons must be fitted with buffers with a higher energy absorption capacity.
33. The representative of UIC explained that in the past, collision tests had been carried out with wagons equipped with devices to protect against the overriding of buffers. The conclusions resulting from these tests should be taken into account in the work of the workshop organised by UIP. He also hoped that operational issues would also be addressed at this workshop.
34. With regard to the protection of tank-containers, reference was made to the provisions of 4.3.2.3.2 and 6.8.2.1.20, which could be extended. In this context, it was pointed out that the footnote to 4.3.2.3.2 currently **focuses mainly on** protective **measures** that are relevant to road traffic.

35. With regard to digital automatic coupling, it was noted that for reasons of cost, devices to protect the tank against the overriding of buffers should already be provided in the automatic coupling devices. In this context, it was pointed out that coupling devices with intercepting devices had been made mandatory in North America after some catastrophic accidents.
36. It was agreed that the representative of UIP would contact the OTIF Secretariat after the workshop to arrange a meeting of the working group on tank and vehicle technology, if necessary.

Proposal to amend RID 4.3.2.2.4 for the carriage of tank-containers by rail

Informal documents: [INF.12](#) (Cefic)
[INF.14](#) (Germany)

37. The aim of Cefic's proposal in informal document INF.12 was to do away with the provision in 4.3.2.2.4, which prescribes a minimum degree of filling of 80% or a maximum degree of filling of 20% of the capacity for partially filled tank-containers carried exclusively by rail. This change was justified by the fact that it would take account of requests from customers. It might also boost rail transport. As part of the risk analysis for extra-large tank containers, tests had been carried out with different degrees of filling and different densities, which had not resulted in any dangerous situations for tank-wagons, ISO tank-containers and extra-large tank containers.
38. In informal document INF.14, Germany was of the view that the statements from the risk analysis were not sufficient to abolish this provision for rail transport. The representative of Germany explained that the German Centre for Rail Traffic Research at the Federal Office for Railways (DZSF) was applying for research work on the effects of surge movements in rail transport. This work should also include tank-wagons and ISO tank-containers.
39. The standing working group welcomed this additional research work. As the provision in 4.3.2.2.4 did not apply to tank-wagons and as tests had already been carried out for this purpose in the 1960s, tank-wagons should only be used for comparison purposes. Delegations were requested to inform the representative of Germany which investigations should be carried out as part of this research.

Safety obligations of participants

Informal documents: [INF.1](#) (Belgium)
[INF.8](#) (ERA)
[INF.13](#) (Secretariat)

40. Following the discussion at the 4th session of the Joint Coordinating Group of Experts (JCGE) on the basis of an ERA document (see informal document INF.13, paragraphs 29 to 36), the representative of Belgium proposed in informal document INF.1 to replace the term "tank-wagon operator" in RID with the term "tank-wagon keeper".
41. In his informal document INF.8, the representative of ERA was of the view that Belgium's proposal only took into account the case where the railway undertaking was not also the wagon keeper. The keeper's obligations would instead have to be assigned to the railway undertaking, which, in the event that it used the services of a keeper, would have to determine by means of contractual provisions with the keeper which obligations the latter would have to fulfil. He explained that under the Railway Safety Directive, only the railway undertaking is certified and before the safety certificate is issued, the railway undertaking's safety management system is checked. He explained that ERA could not accept the participants' obligations being allocated differently in RID and in the Railway Safety Directive. In any case, the railway undertaking had to ensure that the other parties involved met their obligations correctly.

42. The delegations that spoke did not see any contradictions between the two areas of law in question and did not support informal document INF.8. Each area of law could establish its own definitions and obligations. Compared to contractual agreements between railway undertakings and keepers, RID also offered the advantage that it was public law that had to be complied with, irrespective of contracts. They were critical of including the railway undertaking as a new participant, as it was already defined as the carrier. In addition, the obligations of RID would be assigned to a specific role of a participant, but not to a specific undertaking. However, these delegations could support informal document INF.1, even though they did not see the need for an amendment.
43. The OTIF Secretariat reminded the meeting of the background to Chapter 1.4, which had been developed jointly for all land transport modes. It pointed out that although 1.4.1.3 allowed obligations to be assigned differently from RID/ADR/ADN, this possibility had not been used in the twenty years since Chapter 1.4 had come into being. In view of the geographical scope of RID, the Secretariat proposed not to change the general structure of Chapter 1.4 and only to mention the different allocation of obligations according to the Railway Safety Directive in a footnote, if necessary.
44. The representative of UIP pointed out that in many cases there was no direct contract between the railway undertaking and the operator/keeper of a tank-wagon. Instead, a multilateral contract between various wagon keepers and railway undertakings, the General Contract of Use for Wagons (GCU), was used.
45. The representative of UIC reminded the meeting that Chapter 1.4 had been drafted before the implementation of the legal provisions resulting from the European railway reform. Amendments had subsequently been made in order to take partial account of this legislation (in particular, inclusion of a definition of "entity in charge of maintenance" and the obligations assigned to this entity in accordance with dangerous goods law). He emphasised that ADR did not deal with questions of general road safety law either.
46. The representative of the European Commission pointed out that for amendments to RID, a decision of the European Council was required for the Member States of the European Union, in which the *acquis* of the European Union (EU *acquis*) had to be observed. He acknowledged that the wider geographical scope of RID had to be taken into account. As there was no support for ERA's proposal, he proposed not to make any amendments at the moment and to come back to the matter at a later stage if necessary, possibly in an informal working group first.

ITEM 6: Harmonisation of RID and SMGS Annex 2

Inclusion of Chapter 6.20 of SMGS Annex 2 in RID

Informal document: [INF.9](#) (OSJD Committee)

47. On the basis of the presentation contained in informal document INF.9, the representative of the OSJD Committee proposed to discuss the inclusion in RID of Chapter 6.20 of SMGS Annex 2, which contains provisions for the construction, equipment, type approval, inspection and tests, and marking of tank-wagons whose shells are made of metallic materials and which are intended for operation on 1520 mm gauge railway lines. She explained that after the entry into force of Chapter 6.20 on 1 July 2022, Chapter 6.8 of SMGS Annex 2 would only contain provisions for 1435 mm gauge tank-wagons and would be fully harmonised with Chapter 6.8 of RID. She clarified that the entire SMGS Annex 2, including Chapter 6.20, contained references to Russian standards in a non-legally binding annex.
48. The representative of Latvia supported OSJD's proposal and explained that Chapter 6.20 of SMGS Annex 2 was based on provisions that had already proved themselves in practice. He explained that Directive 2008/68/EC contained a transitional measure for wagons built before 1 July 2005. Tank-wagons built for the EU market after this date would comply with the safety

requirements of RID and the TSI Wagon, which provides an exception for 1520 mm gauge wagons and refers to national legislation.

49. The standing working group was open to the OSJD proposal. The inclusion of provisions for 1520 mm gauge tank-wagons in RID would be of particular benefit to those RID Contracting States that are also SMGS Contracting States and which transport tank-wagons of both gauges under two different legal regimes. It was agreed to carry out a detailed examination of Chapter 6.20 within the framework of the working group on tank and vehicle technology. For this purpose, OSJD would provide an English version showing where there are differences compared with Chapter 6.8 of RID.
50. The legal services of the OTIF Secretariat and the European Commission were asked to check whether there would be any legal problems in connection with adopting OSJD provisions which not all RID Contracting States had been involved in developing.

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

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

51. The standing working group noted the information contained in informal document INF.5 submitted by ERA.
52. In response to a question from the representatives of UIC and the United Kingdom, it was confirmed that prescribing the derailment protection function, the derailment detection function and the derailment detection and tripping function in the 2022 revision of the TSI was not limited to dangerous goods wagons and had no effect on the voluntary fitting of detection devices to dangerous goods wagons in accordance with the Note to 7.1.1. However, if a dangerous goods wagon were equipped with a detection device, it must comply with the requirements of the TSI. It was not considered necessary to amend the Note to 7.1.1 at this stage. This question could be returned to once the TSI was published.
53. With regard to adapting the application guide to the TSI Wagon, which now also referred to RID 6.8.2.1.2, the Chair suggested that a reference to this application guide on OTIF's website should be considered.
54. In reply to a question from the representative of UIC, the representative of ERA emphasised that the accidents notified to ERA were related to the Railway Safety Directive, whose reporting criteria differed from those in 1.8.5.

Comments from the Belgian National Safety Authority on understanding the ERA guidelines for applications for safety certificates in relation to dangerous goods

Informal documents: [INF.7](#) (ERA)
[INF.13](#) (Secretariat)

55. The standing working group noted ERA's informal document INF.7, which addressed an issue raised by Belgium in informal document [INF.5](#) for the 4th session of the Joint Coordination Group of Experts (JCGE) (see also informal document INF.13, paragraphs 61 to 63).

ITEM 8: Any other business

Presentation by the German Centre for Rail Traffic Research at the Federal Office for Railways (DZSF) at the 12th session of the RID Committee of Experts' standing working group

Informal documents: [INF.10](#) (Cefic)
[INF.14](#) (Germany)

56. At the last session of the RID Committee of Experts' standing working group, DZSF had presented the results of a comprehensive review of the risk assessment of extra-large tank-containers submitted by BASF (see informal document [INF.14](#) and report [OTIF/RID/CE/GTP/2020-A](#), paragraphs 55 to 58).
57. In informal document INF.10, the representative of **Cefic** commented on various review findings identified by DZSF. Informal document INF.14 in turn commented on the remarks by the representative of **Cefic**.
58. The representative of **Cefic** and the representative of Germany proposed to discuss these comments in a meeting with the participation of the Technical University of Berlin, which had carried out the risk assessment on behalf of BASF, and DZSF. Those delegations that had any further comments on informal documents INF.10 and INF.14 were invited to forward them to the representative of Germany.
59. The representative of UIP pointed out that a provision would still have to be included in 6.8.2.1.2 for extra-large tank-containers. In the tests carried out by BASF, accelerations of up to 3 g had been measured on hump shunts with retarders.

Closure of the session

60. In response to a question from the representative of the European Commission, the Secretariat explained that it would submit a consolidated version of the texts intended for entry into force on 1 January 2023 by mid-April 2022. As usual, this document would also contain the final decisions of the RID/ADR/ADN Joint Meeting (Berne, 14 to 18 March 2022), which would still have to be checked by the standing working group in May 2022 before the RID Committee of Experts gave its final approval to all the amendments. The Secretariat would try to finalise the report of this meeting before the meeting of the EU Group of Experts on the Transport of Dangerous Goods on 17 December 2021. This report would contain an annex with the texts adopted at this meeting. In addition, decisions of principle for which specific texts are still being prepared would be highlighted in bold in the report.

Thanks

61. The Chair thanked the Secretariat for the good preparation of the meeting, which had been complicated by the late submission of many documents. She thanked the interpreters for their important contribution to the successful running of the meeting. Lastly, she thanked the plenary for its active participation.
62. The deputy Chair thanked the Chair for her excellent conduct of the meeting, despite the difficult surrounding circumstances. He pointed out that the late submission of documents meant that little progress could be made in discussions at the meeting, **which was also disadvantageous to the authors of proposals themselves.**

Next session

63. The 14th session of the RID Committee of Experts' standing working group will be held on 23 and 24 May 2022. Following this, the 56th session of the RID Committee of Experts will be held on 25 May 2022. The deadline for the submission of documents to both meetings is **8 April 2022.**

Texts adopted by the 13th session of the RID Committee of Experts' standing working group

A. Document OTIF/RID/CE/GTP/2021/5 adopted with the following amendments:

Chapter 1.1

1.1.4.7 In the Note, replace "5.4.1.1.23" by:

"5.4.1.1.24".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 1.2

1.2.1 In the amendment to the definition of "**Over-moulded cylinder**", replace "coated welded steel cylinder" by

"coated welded steel inner cylinder".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Modify the amendment to the definition for "**Pressure receptacle**" to read as follows:

"In the definition for "**Pressure receptacle**", after "means", add:

"a transportable receptacle intended for holding substances under pressure including its closure(s) and other service equipment and is".

Delete the amendments to the following definitions:

- "Compressed Natural Gas",
- "Criticality safety index",
- "Entity in charge of maintenance",
- "Liquefied Natural Gas",
- "Liquefied Petroleum Gas",
- "Multiple-element gas container",
- "Net explosive mass",
- "Self-accelerating decomposition temperature",
- "Self-accelerating polymerization temperature",
- "Transport index".

[Reference document: OTIF/RID/CE/GTP/2021/6]

1.2.3 Amend the definition for "**CGA**" to read:

"**CGA**" means the Compressed Gas Association, 8484 Westpark Drive, Suite 220, McLean, Virginia 22102, United States of America, www.cganet.com."

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 1.6

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

1.6.3.54 At the beginning, delete:

"and mutual recognition".

[Reference document: informal document INF.4, as amended]

1.6.4.55 Modify the amendment to read as follows:

"1.6.4.55 After "6.9.6.1", insert a reference to a new footnote which reads as follows:

"* RID edition in force from 1 January 2021 until 31 December 2022."

Chapter 1.8

1.8.7.1.2 At the beginning of paragraph (a), replace "Type" by:

"The type".

1.8.7.5.3 At the end, insert a reference to a footnote which reads as follows:

"* In such a case the competent authority shall 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 vehicles 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 shall 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."

1.8.7.8.1 In paragraph (c), replace "transported" by:

"carried".

1.8.7.8.2 In paragraph (c), replace "transported" by:

"carried".

Chapter 3.2

3.2.1 Modify the amendment to the explanatory note for column (12) to read as follows:

"3.2.1 In the explanatory note for column (12), amend the last sub-paragraph before the Note to read as follows:

"For vacuum-operated waste tanks, see 4.5.1 and Chapter 6.10."

Chapter 4.3

4.3.3.3.2 Modify the amendment to read as follows:

"4.3.3.3.2 Amend to read as follows:

"4.3.3.3.2 (Deleted)"."

[Reference document: OTIF/RID/CE/GTP/2021/3]

Chapter 4.4

Modify the amendment to read as follows:

"Chapter 4.4 Amend to read as follows:

"Chapter 4.4 (Deleted)"."

Chapter 5.4

5.4.1.1 Modify the amendment as follows:

- Replace "5.4.1.1.22" by:

"5.4.1.1.23".

[Reference document: OTIF/RID/CE/GTP/2021/6]

- Replace "5.4.1.1.23" by:

"5.4.1.1.24".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 6.2

6.2.2.1.6 Modify the amendment in the third indent to read as follows:

- Replace the third "pressure receptacle" by:

"cylinder".

6.2.2.12 In the table and in the table note, replace the asterisk by an "a".

6.2.4.1 In the amendments to the table, under "**for design and construction of pressure receptacles and pressure receptacle shells**", delete the square brackets.

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 6.7

Modify the amendment to Note 1 after the chapter heading to read as follows:

"In Note 1 (current Note), delete "for fibre-reinforced plastics tank-containers, see Chapter 6.9;"."

Chapter 6.8

Modify the amendment to Note 1 after the chapter heading to read as follows:

"In Note 1 (current Note), replace "for fibre-reinforced plastics tank-containers, see Chapter 6.9;" by:

"for portable tanks with shells made of fibre-reinforced plastics (FRP) materials, see Chapter 6.9;".

6.8.2.2.1 Delete the square brackets.

6.8.2.2.4 Modify the amendment to read as follows:

"6.8.2.2.4 [The amendment to the left-hand column in the French version does not apply to the English text.]

After the first sentence in the right-hand column, insert:

["These openings for [extra-large tank-containers] intended for the carriage of substances in the liquid state which are not divided by partitions or surge plates into sections of not more than 7 500 litres capacity shall be provided with closures designed for a test pressure of at least 0.4 MPa (4 bar). Hinged dome covers for these tank-containers with a test pressure of more than 0.6 MPa (6 bar) shall not be permitted."]

[Reference document: informal document INF.11]

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

6.8.3.2.9 Modify the amendment to read as follows:

"6.8.3.2.9 Amend to read as follows:

"6.8.3.2.9 Tanks intended for the carriage of compressed or liquefied or dissolved gases may be fitted with spring-loaded safety valves.

Tanks intended for the carriage of flammable liquefied gases shall be fitted with safety valves. Tanks intended for the carriage of compressed gases, non-flammable liquefied gases or dissolved gases may be fitted with spring-loaded safety valves.

Safety valves, where fitted, shall meet the requirements of 6.8.3.2.9.1 to 6.8.3.2.9.5.

6.8.3.2.9.1 Safety valves shall be capable of opening automatically under a pressure between 0.9 and 1.0 times the test pressure of the tank to which they are fitted. They shall be of such a type as to resist dynamic stresses, including liquid surge. The use of dead weight or counterweight valves is prohibited. The required capacity of the safety valves shall be calculated in accordance with the formula contained in 6.7.3.8.1 and the safety valve shall conform at least to the requirements of 6.7.3.9.

NOTE For the application of this paragraph, the value "120 % of the MAWP" given in 6.7.3.8.1 shall be replaced by 0.9 times the test pressure of the tank.

Safety valves shall be designed to prevent or be protected from the entry of water or other foreign matter which may impair their correct functioning. Any protection shall not impair their performance.

6.8.3.2.9.2 If tanks required to be hermetically closed are equipped with safety valves, these shall be preceded by a bursting disc and the following conditions shall be met:

- (a) The minimum burst pressure at 20 °C, tolerances included, shall be greater than or equal to 1.0 times the test pressure;
- (b) The maximum burst pressure at 20 °C, tolerances included, shall be equal to 1.1 times the test pressure; and
- (c) The bursting disc shall not reduce the required discharge capacity or correct operation of the safety valve.

A pressure gauge or another suitable indicator shall be provided in the space between the bursting disc and the safety valve, to enable detection of any rupture, perforation or leakage of the disc.

6.8.3.2.9.3 Safety valves shall be directly connected to the shell or directly connected to the outlet of the bursting disc.

6.8.3.2.9.4 Each safety valve inlet shall be situated on top of the shell in a position as near to the transverse centre of the shell as reasonably practicable. All safety valve inlets shall, under maximum filling conditions, be situated in the vapour space of the shell and the devices shall be so arranged as to ensure that the escaping vapour is discharged unrestrictedly. For flammable liquefied gases, the escaping vapour shall be directed away from the shell in such a manner that it cannot impinge upon the shell. Protective devices which deflect the flow of vapour are permissible provided the required safety valve capacity is not reduced.

6.8.3.2.9.5 Arrangements shall be made to protect the safety valves from damage caused by the tank overturning or striking overhead obstacles. Where possible, safety valves shall not project outside of the profile of the shell."

[Reference document: OTIF/RID/CE/GTP/2021/4]

Chapter 6.9

6.9.1.4 In the last sentence, replace "transport" by:

"carriage".

[Reference document: OTIF/RID/CE/GTP/2021/6]

6.9.2.1 In the definition for "Glass transition temperature", replace "(T_g)" by:

"(T_g)".

[Reference document: OTIF/RID/CE/GTP/2021/6]

6.9.2.7.1.2 In paragraph (h), replace "T_g" by:

"T_g" (twice).

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 6.10

Modify the amendment to Note 1 after the chapter heading to read as follows:

"In Note 1 under the title, replace "for fibre-reinforced plastics tank-containers, see Chapter 6.9" by:

"for portable tanks with shells made of fibre-reinforced plastics (FRP) materials, see Chapter 6.9".

7.2.4 Before the text of the new special provision "W 15", insert the following text:

"Add a new special provision **W 15** to read as follows:".

7.3.1.13 In paragraph (a), replace "vehicle" by:

"wagon".

B. Additional amendments

Chapter 1.1

1.1.4.5.2 In footnote 2, replace "www.otif.org" by:

"http://otif.org/en/?page_id=176".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 1.4

1.4.3.3 In the Note, replace "www.otif.org" by:

"http://otif.org/en/?page_id=1103".

[Reference document: OTIF/RID/CE/GTP/2021/6]

1.4.3.7.1 In the Note, replace "www.otif.org" by:

"http://otif.org/en/?page_id=1103".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 1.5

1.5.1.1 In footnote 14, replace "www.otif.org" by:

"http://otif.org/en/?page_id=176".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 1.6

1.6.1.1 Replace "30 June 2021" by

"30 June 2023".

Replace "31 December 2020" by:

"31 December 2022".

In footnote 15, replace "1 January 2019" by:

"1 January 2021".

[Reference document: OTIF/RID/CE/GTP/2021/6]

1.6.3 Insert the following new transitional provisions:

"1.6.3.57 Tank-wagons constructed before 1 January 2024 in accordance with the requirements in force up to 31 December 2022 but which do not, however, conform to the requirements applicable as from 1 January 2023 regarding the fitting of safety valves in accordance with 6.8.3.2.9, may still be used.

[Reference document: OTIF/RID/CE/GTP/2021/4, as amended]

1.6.3.58 Procedures used by the competent authority for the approval of experts, the performance of inspections concerning tank-wagons and the mutual recognition of such inspections in accordance with the requirements of 6.8.2.4.6 in force up to 31 December 2022, but which do not, however, conform to the requirements applicable as from 1 January 2023, may continue to be used until 31 December 2032.

NOTE: During this period the Secretariat of OTIF shall continue to publish a list of **recognised experts for performing tests and inspections on the tanks of tank-wagons** in accordance with the requirements of 6.8.2.4.6 applicable up to 31 December 2022 separate to the list in accordance with 1.8.6.2.4 applicable as from 1 January 2023."

[Reference document: informal document INF.4, as amended]

Chapter 1.8

1.8.5.4 In the third page of the "Model for report on occurrences during the carriage of dangerous goods", in the cell for note (3), add a new entry at the end to read

"17 MEMU".

[Reference document: OTIF/RID/CE/GTP/2021/2]

Chapter 1.9

1.9.3 In footnote 20, replace "www.otif.org" by:

"http://otif.org/en/?page_id=1103".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 2.2

2.2.7.2.3.4.2 In the penultimate sentence, replace "2.2.7.2.3.1.4" by:

"2.2.7.2.3.4.3".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 3.2

3.2.1 In the description for Column (10), insert the following new third sub-paragraph:

"For portable tanks with shells made of fibre-reinforced plastics (FRP) materials, see Chapter 6.9."

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 4.2

In Note 1 after the chapter heading, delete:

"for fibre-reinforced plastics tank-containers, see Chapter 4.4;".

Chapter 4.3

In the Note after the chapter heading, delete:

"for fibre-reinforced plastics tank-containers, see Chapter 4.4;".

4.3.3.4.1 In paragraph a), in the second sub-paragraph, replace "that the correct folding panels are visible" by:

"that if folding panels are used, the correct panels are visible".

[Reference document: informal document INF.3, **as amended**]

Chapter 4.5

In the Note after the chapter heading, delete:

"; for fibre reinforced plastics tank-containers, see Chapter 4.4".

Chapter 5.4

5.4.1.1.12 Replace "1 JANUARY 2021" by:

"1 JANUARY 2023".

[Reference document: OTIF/RID/CE/GTP/2021/6]

5.4.1.1 Insert the following new **5.4.1.1.22**:

"5.4.1.1.22 (Reserved)".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 6.2

6.2.4.1 Amend the text before the table to read as follows:

"Design, construction and initial inspection and test

Since 1 January 2009 the use of the referenced standards has been mandatory. Exceptions are dealt with in 6.2.5.

Type approval certificates shall be issued in accordance with 1.8.7. For the issue of a type approval certificate, one standard applicable according to the indication in column (4) shall be chosen from the table below. If more than one standard may be applied, only one of them shall be chosen.

Column (3) shows the paragraphs of Chapter 6.2 to which the standard conforms.

Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.2.2; if no date is shown the type approval remains valid until it expires.

Standards shall be applied in accordance with 1.1.5. They shall be applied in full, unless otherwise specified in the table below.

The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the table below."

[Reference document: OTIF/RID/CE/GTP/2021/6]

In Column (3) of the table, amend the column heading to read as follows:

"Requirements the standard complies with".

[Reference document: OTIF/RID/CE/GTP/2021/6]

6.2.4.2 Replace the fourth sub-paragraph beginning with "If more than one standard is ..." by:

"Standards shall be applied in full, unless otherwise specified in the table below. If more than one standard is referenced for the application of the same requirements, only one of them shall be applied."

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 6.5

6.5.5.1.6 In paragraph (a), at the end, add:

"C = capacity in litres;"

Chapter 6.8

6.8.2.6.1 Amend the text before the table to read as follows:

"Design and construction

Since 1 January 2009 the use of the referenced standards has been mandatory. Exceptions are dealt with in 6.8.2.7 and 6.8.3.7.

Type approval certificates shall be issued in accordance with 1.8.7 and 6.8.2.3. For the issue of a type approval certificate, one standard applicable according to the indication in column (4) shall be chosen from the table below. If more than one standard may be applied, only one of them shall be chosen.

Column (3) shows the paragraphs of Chapter 6.8 to which the standard conforms.

Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.2.2; if no date is shown the type approval remains valid until it expires.

Standards shall be applied in accordance with 1.1.5. They shall be applied in full, unless otherwise specified in the table below.

The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the table below."

[Reference document: OTIF/RID/CE/GTP/2021/6]

In Column (3) of the table, amend the column heading to read as follows:

"Requirements the standard complies with".

[Reference document: OTIF/RID/CE/GTP/2021/6]

[In the table, under "**For design and construction of tanks**", for standard EN 13094:2015, in the Note in the second column, replace "www.otif.org" by:

"(http://otif.org/en/?page_id=1103)".

[Reference document: OTIF/RID/CE/GTP/2021/6]

6.8.2.6.2 Amend the text before the table to read as follows:

"Inspection and test

The use of a referenced standard is mandatory.

One standard applicable according to the indication in column (4) shall be chosen from the table below for the inspection and test of tanks.

Column (3) shows the paragraphs of Chapter 6.8 to which the standard conforms.

The standards shall be applied in accordance with 1.1.5.

The scope of application of each standard is defined in the scope clause of the standard unless otherwise indicated in the table below."

[Reference document: OTIF/RID/CE/GTP/2021/6]

Amend the table as follows:

- Amend the heading of column (3) to read as follows:

"Requirements the standard complies with".

[Reference document: OTIF/RID/CE/GTP/2021/6]

- Delete the row for standard "EN 12972:2007".

[Reference document: informal document INF.9 of the 110th session of WP.15]

- In the row for standard "EN 12972:2018", in column (4), replace "Mandatorily from 1 July 2021" by:

"Until further notice".

[Reference document: informal document INF.9 of the 110th session of WP.15]

6.8.3.5.7

In the left-hand column, replace "in the case of multi-purpose tanks, the name in full of the particular gas being carried shall be stated together with the load limit on the same moveable panel. The folding panels shall be designed and be capable of being secured so that" by:

"in the case of multi-purpose tanks and if folding panels are used, the name in full of the particular gas being carried shall be stated together with the load limit on the same folding panel. If such panels are used they shall be designed and be capable of being secured so that".

[Reference document: informal document INF.3, as amended]

6.8.3.6

Amend the text following the Note to read as follows:

"Since 1 January 2009 the use of the referenced standards has been mandatory. Exceptions are dealt with in 6.8.3.7.

Type approval certificates shall be issued in accordance with 1.8.7 and 6.8.2.3. For the issue of a type approval certificate, one standard applicable according to the indication in column (4) shall be chosen from the table below. If more than one standard may be applied, only one of them shall be chosen.

Column (3) shows the paragraphs of Chapter 6.8 to which the standard conforms.

Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.2.2; if no date is shown the type approval remains valid until it expires.

Standards shall be applied in accordance with 1.1.5. They shall be applied in full, unless otherwise specified in the table below.

The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the Table below."

In Column (3) of the table, amend the column heading to read as follows:

"Requirements the standard complies with".

[Reference document: OTIF/RID/CE/GTP/2021/6]

Chapter 7.4

7.4 In the second sentence, delete:

", 4.4".

Liste des participants
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List of participants

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