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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 16th session of the RID Committee of Experts'
standing working group
(London, 20 to 23 November 2023)**

Table of contents

	Para- graphs	Page
ITEM 1: Approval of the agenda	1	3
ITEM 2: Presence	2 - 4	3
ITEM 3: Harmonisation with the 23 rd edition of the UN Recommendations on the Transport of Dangerous Goods	5 - 24	3
ITEM 4: Interpretation of RID	25	6
ITEM 5: Proposals to amend RID	26 - 41	6
A. Pending issues	26	6
B. New proposals	27 - 41	6
ITEM 6: Recommendations of the Joint Coordinating Group of Experts	42 - 45	8
ITEM 7: Harmonisation of RID and SMGS Annex 2	46	8
ITEM 8: Information from the European Union Agency for Railways (ERA)	47	9
ITEM 9: Any other business	48 - 61	9
Annex I: Texts adopted by the 16 th session of the RID Committee of Experts' standing working group to enter into force on 1 January 2025		
Annex II: Texts adopted by the 16 th session of the RID Committee of Experts' standing working group to enter into force on 1 January 2027		
Annex III: Interpretation by the 16 th session of the RID Committee of Experts' standing working group, to be published on OTIF's website		
Annex IV: List of participants		

ITEM 1: Approval of the agenda

Document: [RID-23009-CE-GTP16](#) (Secretariat)

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

1. The provisional agenda contained in invitation letter RID-23009-CE-GTP16 of 18 September 2023 and the list of documents contained in informal document INF.1 were adopted.

ITEM 2: Presence

2. The following RID Contracting States took part in the work of the 16th session of the standing working group (see also Annex IV):

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

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

The following non-governmental international organisations were represented: the European Chemical Industry Council (Cefic), the European Federation of Waste Management and Environmental Services (FEAD), the International Union of Railways (UIC), the International Union of Wagon Keepers (UIP) and the International Union of Combined Road-Rail Transport Companies (UIRR).

3. At the 6th session of the standing working group, 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.

Welcome

4. The meeting opened with a video message from the United Kingdom's Minister of State for railways, Mr Huw Merriman.

ITEM 3: Harmonisation with the 23rd edition of the UN Recommendations on the Transport of Dangerous Goods

Consolidated texts adopted by the RID/ADR/ADN Joint Meeting in 2022 and 2023 and by the RID Committee of Experts' standing working group in November 2022

Document: [OTIF/RID/CE/GTP/2023/10](#) (Secretariat)

5. As a first step, the meeting adopted document 2023/10 prepared by the Secretariat with the texts adopted by the Joint Meeting in 2022 and 2023 and by the standing working group in November 2022. A few errors were corrected when examining the document (see Annex I).

113th and 114th sessions of WP.15 (Geneva, 15 to 17 May 2023 and 6 to 10 November 2023)

Documents: [OTIF/RID/CE/GTP/2023/2](#) (Secretariat)
[OTIF/RID/CE/GTP/2023/11](#) (Secretariat)

6. The standing working group noted documents 2023/2 and 2023/11 submitted by the Secretariat, which reproduced the most important discussions at the last two sessions of WP.15 that might also be of interest to the standing working group.

7. The standing working group carried over into RID the decisions of WP.15 set out in Annex I to document 2023/11 (see Annex I). The decisions contained in Annex I to document 2023/2 had already been taken into account in document 2023/10, although the deletion of the square brackets in the amendment to 5.4.0.1 was superseded by a decision of the Joint Meeting in September 2023.
8. With regard to WP.15's decision on the submission of informal documents, the Secretariat asked whether similar provisions should be included in the Rules of Procedure of the RID Committee of Experts. This could also be an opportunity to adapt some other outdated provisions in the Rules of Procedure (e.g. sending documents by post).
9. The standing working group requested the Secretariat to submit preliminary draft updated rules of procedure to the next session of the standing working group. With regard to adapting the rules for the submission of informal documents, the Chair thought that in view of the small number of meetings of the standing working group, the greatest possible flexibility should be maintained.

Inclusion of provisions for the carriage of molten aluminium of UN number 3257

Documents: [OTIF/RID/CE/GTP/2023/5](#) (Germany/Secretariat)
 [OTIF/RID/CE/GTP/2023/11](#) (Secretariat)

10. Document 2023/5 prepared by Germany and the Secretariat proposed that the provisions for the carriage of molten aluminium drafted by an informal working group of the Joint Meeting should also be adopted for RID. The intention was to replace different national conditions with uniform international minimum requirements.
11. The representative of Switzerland pointed out that the provision contained in paragraph 7 (b) of ADR special provision AP 11, according to which the vats on the vehicles must be arranged in such a way that the openings for emptying are facing or are against the direction of travel, should also be adopted in RID.
12. Various representatives pointed out that molten aluminium is not carried by rail in their countries.
13. The standing working group adopted document 2023/5 with some amendments (see Annex I). For RID, the provision in paragraph 7 (b) of ADR special provision AP 11 was moved to the end of paragraph 6, because it is more of an operational provision. The corrections adopted by the 114th session of WP.15 for the English version (see document 2023/11) were amended at the suggestion of the representative of the United Kingdom. The Secretariat was requested to inform the UNECE Secretariat of this amendment.
14. Owing to the solidification of the molten aluminium if the intended duration of transport is exceeded, the representative of France was of the view that a provision should be **included to** stipulate that before transport begins, the consignor and consignee should conclude agreements on the duration of transport. However, as the cooling of the molten aluminium was not a safety-relevant problem, the representative of Austria was of the view that a corresponding agreement was a matter for the participants concerned and did not need to be regulated in RID/ADR. Those delegations that nevertheless considered such an agreement to be useful were invited to submit a proposal to the Joint Meeting.

Identification in the transport document of the wagon and, where appropriate, of the large container, tank-container or portable tank

Document: [OTIF/RID/CE/GTP/2023/8](#) (Belgium)

Informal document: [INF.10](#) (Belgium)

15. In document 2023/8, Belgium proposed to carry over the amendment to 5.4.0.2 adopted by the Joint Meeting into RID 5.4.0.1, with a few adaptations, as it must also be possible to identify the wagon, large container, tank-container or portable tank on the basis of the transport document in paper form.
16. In the discussion, it was mentioned that the text as a whole should be simplified and that road vehicles should also be referred to in the list of means of transport.
17. As the proposed addition to 5.4.0.1 corresponded to current practice in rail transport, the standing working group adopted the wording revised by the representative of Belgium in informal document INF.10 (see Annex I).

Clarification of the role of the consignor in the consignment of empty, uncleaned tank-wagons for the carriage of refrigerated liquefied gases

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

18. In informal document INF.3, the representative of UIC recalled a decision of the Joint Meeting to include an additional paragraph (h) in 4.3.3.6, according to which, in the case of empty, uncleaned tanks for the carriage of refrigerated liquefied gases, the pressure must be reduced to such an extent that the pressure relief devices do not activate during carriage. He asked the standing working group to re-examine whether it is the consignor's responsibility to carry out this sufficient depressurisation.
19. The Chair of the Joint Meeting's working group on tanks recalled that the working group on tanks had confirmed that the consignor is responsible for the depressurisation. However, opinions had been divided as to whether this needed to be reflected in the regulations. In contrast to the UIC's original proposal to refer to the consignor in the introductory sentence of 4.3.3.6, he suggested that this addition should only be made in paragraph (h) or, if necessary, before paragraphs (e) to (h), which refer to the carriage of refrigerated liquefied gases.
20. The standing working group supported UIC's proposal to assign the obligation to reduce the pressure sufficiently to the consignor. However, opinions were divided as to whether this clarification should be included in Chapter 1.4 or Chapter 4.3.
21. The representative of UIC was requested to submit a corresponding proposal with several options to the next Joint Meeting.
22. The representative of France pointed out that the checklists published on OTIF's website for filling or emptying gas tank-wagons had not previously contained any information on the holding time. He suggested that the checklists should be adapted accordingly.

Updating the NHM codes in Table B of Chapter 3.2

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

23. Informal document INF.6 contained the NHM codes for the new entries to be included in Table B according to document 2023/10. It also contained corrections to NHM codes for existing entries in Table B.

24. In view of the fact that the NHM codes contained in Table B are merely an aid for rail transport undertakings and are not legally binding, the standing working group adopted the proposed additions and corrections (see Annex I).

ITEM 4: Interpretation of RID

Placarding of swap bodies

Document: [OTIF/RID/CE/GTP/2023/1](#) (Secretariat)

25. The standing working group adopted with some corrections the interpretation prepared by the Secretariat in document 2023/1, according to which the provisions for affixing placards also apply to swap bodies (see Annex III). The standing working group asked the Secretariat to publish this interpretation on OTIF's website under Reference texts > RID 2023 > List of RID interpretations.

ITEM 5: Proposals to amend RID

A. Pending issues

26. No documents were submitted for this agenda item.

B. New proposals

Amendment of the reference to UIC Leaflet 472 in 1.4.2.2.7 (obligation of the carrier to inform the driver of the position of dangerous goods in the train)

Document: [OTIF/RID/CE/GTP/2023/3](#) (UIC)

27. The representative of UIC introduced his proposal contained in document 2023/3 to replace the reference to UIC leaflet 472 in 1.4.2.2.7 with a reference to International Railway Solution IRS 40472, which was published in September 2022. He emphasised that, compared to UIC leaflet 472, the wagon list now only required the hazard identification number.
28. In response to a question from the representative of Luxembourg, the representative of UIC confirmed that this IRS would only be published in English, in line with current UIC practice.
29. The standing working group adopted this amendment to the reference (see Annex I). As IRS 40472 is only one way of complying with the obligations in 1.4.2.2.7, the standing working group did not think the fact that this document is only available in English would be a problem. The representative of UIC was nevertheless requested to ask the railway undertakings whether they would be prepared to make their various language versions of this document available.

Chapter 1.11 – Amendment of the reference to IRS 20201

Document: [OTIF/RID/CE/GTP/2023/7](#) (UIC)

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

30. The standing working group also agreed to update the reference to International Railway Solution IRS 20201 in Chapter 1.11, which will apply from 1 June 2024 (see Annex I).
31. The Secretariat suggested revising the glossary and list of abbreviations, which contain some information that is no longer correct.

Reference to IRS 20221 instead of UIC leaflet 221 in RID 3.2.2

Document: [OTIF/RID/CE/GTP/2023/9](#) (UIC)

32. The standing working group noted that UIC leaflet 221, which contains the NHM codes according to the Harmonized Goods List, had also been transferred to an International Railway Solution (IRS 20201), which has been in force since August 2023. The standing working group approved the amendment to the reference in 3.2.2 (see Annex I).

Publication of the 3rd edition of IRS 50592

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

33. The standing working group noted informal document INF.4, which contained information on amendments to the future 3rd edition of IRS 50592 (Intermodal Loading Units (other than semi-trailers) for vertical transshipment and suitable for carriage on wagons – Minimum requirements).
34. The standing working group adopted the updated references in RID/ADR 6.11.4.1 and RID/ADR 7.1.3 in square brackets for the time being. These square brackets may be deleted following the decision of the Joint Meeting in March 2024 (see Annex I).

Amendment of the provisions for shunting marks in 5.3.4.1

Document: [OTIF/RID/CE/GTP/2023/4](#) (UIC)

35. In his document 2023/4, the representative of UIC proposed to dispense with the clarification in 5.3.4.1 that shunting marks used instead of shunting labels must be indelible. When introducing the document, at the suggestion of the Secretariat, he proposed as an alternative that 5.3.4.1 be left unchanged and that in 5.3.4.2, a sufficiently contrasting background be permitted in addition to a white background.
36. The standing working group agreed that in the case of permanent shunting marks in accordance with 5.3.4.1, the requirement that these must be indelible should be retained. It also agreed that, as for the elevated temperature transport mark in accordance with 5.3.3, a white or sufficiently contrasting background should not be required. It therefore decided to adapt the description of the shunting label conforming to Model 13 in 5.3.4.2 to the description of the shunting label in accordance with Model 15 and to delete the specification “on white background” (see Annex I).

Verification of the orange band on tank-wagons

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

37. Informal document INF.8 drew attention to a problem identified at the last meeting of the Administrative Cooperation Group (ADCO) on Directive 2010/35/EC (TPED Directive). The question of who is responsible for verifying the orange band had been raised.
38. Firstly, it was noted that 6.8.4 (e) contains provisions for both permanent and non-permanent markings. According to 4.3.4.2.3, the orange band in accordance with TM 6 must only be covered when gas tank-wagons are used for the carriage of liquids of other classes. It was generally assumed that the orange band must be verified for the first time as part of the tank-wagon approval. With regard to the shade of the colour (chromaticity), 5.3.5 refers to the Note to 5.3.2.2.1. It was also noted that responsibility for correct marking is shared between several participants: the consignor in accordance with 1.4.2.1.1 (c), the carrier in accordance with 1.4.2.2.1 (f), the filler in accordance with 1.4.3.3 (h), the tank-wagon operator in accordance with 1.4.3.5 (a) and the inspection body as part of the entry into service verification, periodic

inspection, intermediate inspection and **exceptional** inspection in accordance with 1.8.7.5 and 1.8.7.6.

39. The representative of UIP was of the view that the tank-wagon operator and the inspection body have a duty to ensure that the orange band is in a proper condition. He did not consider it practicable to check whether the orange colour is sufficiently intense before each filling.
40. The majority of delegates were of the view that this is a permanent marking that should be checked as part of the intermediate and periodic inspections. The standing working group did not therefore endorse ADCO's **position** that conformity with special provision TM 6 does not have to be checked by the notified bodies as part of the initial, periodic, extraordinary and intermediate inspections. In addition, the standing working group did not support the comment in the ADCO **position** that the application of the provisions of Part 5 is the responsibility of the owner/operator of the tank-wagon. As explained above, various participants are responsible for compliance with the provisions of Part 5.
41. The meeting rejected a proposal put forward by the representative of UIP during the discussion, and supported by the representative of Luxembourg, to dispense with the orange band, as on tank-vehicles and tank-containers. This would require a properly justified official proposal that addresses the safety implications in detail.

ITEM 6: Recommendations of the Joint Coordinating Group of Experts

Document: [OTIF/RID/CE/GTP/2023/6](#) (Secretariat)

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

42. Document 2023/6, supplemented by informal document INF.5, set out recommendations from the Joint Coordinating Group of Experts to transfer the technical requirements applicable to wagons for the carriage of dangerous goods, which are currently only contained in RID, to the Uniform Rules concerning the Validation of Technical Standards and the Adoption of Uniform Technical Prescriptions (UTP) for Railway Material intended to be used in International Traffic (APTU – Appendix F to COTIF) or the Technical Specifications for Interoperability (TSI) of the rail system in the European Union, and to retain only protective aims in RID.
43. The standing working group noted that it is imperative that the new provisions of RID and the amended UTP and TSI enter into force at the same time and that, according to feedback received to date from other committees, it is likely that they will enter into force on 1 January 2027.
44. The standing working group supported the Secretariat's suggestion to assign special provisions WE 4 and WE 5, which provide for the voluntary fitting of wagons with systems to prevent derailments or to limit the consequences of derailments and which were derived from the previous Note to 7.1.1, to all entries in Table A. It adopted the amendments contained in document 2023/6, as amended by informal document INF.5, together with the Secretariat's suggestion. These texts were placed in square brackets and will be submitted to the standing working group again after the other committees have taken their decisions, so that any amendments can be taken into account.
45. On behalf of the standing working group, the Chair thanked the representative of ERA for organising the workshops that had led to this result.

ITEM 7: Harmonisation of RID and SMGS Annex 2

46. No documents were submitted for this agenda item.

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

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

47. The standing working group noted the information contained in informal document INF.9 submitted by ERA.

ITEM 9: Any other business

Status of the research project of the German Centre for Rail Traffic Research: Simulation-based investigation of the surge behaviour in tanks

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

48. On the basis of informal document INF.7, the representative of Germany informed the standing working group of the current status of the research project awarded by the German Centre for Rail Traffic Research at the Federal Office for Railways (DZSF) on the effects of surge movements in rail transport. This research project should be completed by 31 July 2025.
49. The standing working group thanked the representative of Germany for this interim information and for carrying out the research project.

OTIF's long-term strategy

50. The standing working group was informed that work was currently underway on a long-term strategy for OTIF, which would be submitted to OTIF's 16th General Assembly (Berne, 24-26 September 2024) for approval. Prior to this, the long-term strategy had to be submitted to the OTIF committees so that they could give their approval. As the long-term strategy would not be available until after this session of the standing working group, it was agreed to submit it to the RID Committee of Experts for a vote by written procedure in accordance with Article 21 § 3 of the Rules of Procedure.

RID Handbook

51. The Gulf Cooperation Council (GCC), whose Member States are interested in acceding to COTIF, had asked the OTIF Secretariat to prepare a handbook for the application of COTIF and its appendices. The Secretariat had decided to prepare separate handbooks for contract law, the technical appendices and RID. A draft of the latter had been finalised and would be submitted to the next meeting of the standing working group for approval.

National translations of RID

52. The Secretariat reminded the RID Contracting States to send the Secretariat a link to their national translation of RID so that it could be published on OTIF's website (see paragraph 12 of report OTIF/RID/CE/GTP/2022-B). So far, links to the Dutch, Norwegian and Swedish translations were on the website (see https://otif.org/en/?page_id=1105).

Tribute to Mr Alfons Hoffmann and Mr Henk Langenberg

53. The standing working group was informed that Mr Alfons Hoffmann (Germany) would retire in April 2024. It thanked him for his many years of support for the former Chair of the standing working group and RID Committee of Experts and for organising numerous working group meetings in Germany.
54. The standing working group was also informed that Mr Henk Langenberg (Netherlands) would be retiring at the end of December. It thanked him for his cordiality and humour.

55. The standing working group wished both delegates a long, healthy and happy retirement.

Thanks

56. The Chair thanked the delegation of the United Kingdom for their hospitality and excellent organisation of the meeting. She thanked the Secretariat for the good preparation and the interpreters for their important contribution to the successful running of the meeting. Lastly, she thanked the delegations for their active participation in the discussions.
57. The Vice-Chair thanked the Chair for her efficient chairing of the meeting and emphasised that she had not forgotten how to chair a meeting with only in-person participation.

Next session

59. The 17th session of the RID Committee of Experts' standing working group will be held on 22 and 23 May 2024. The 58th session of the RID Committee of Experts will take place on the afternoon of 23 May 2024 after the session of the standing working group. The deadline for the submission of documents to both meetings is **9 April 2024**.
60. The Secretariat will submit a revised version of all amendments that will enter into force on 1 January 2025 to the 17th session of the standing working group, taking into account the final decisions of the Joint Meeting (Berne, 25-28 March 2024).
61. The Secretariat also reminded delegates that after publication of the notification texts for RID, it would also provide an unofficial English-language synopsis of the amendments to RID and ADR on request, in order to make it easier for the Member States to translate the texts.

Texts adopted by the 16th session of the RID Committee of Experts' standing working group to enter into force on 1 January 2025

Chapter 1.1

1.1.4.4.5 Before the last sub-paragraph, insert the following sub-paragraph:

"The road vehicle and the dangerous goods carried on it shall be identified in the transport document (see 5.4.0.1)."

[Reference document: OTIF/RID/CE/GTP/2023/8, as amended by informal document INF.10]

Chapter 1.4

1.4.2.2.7 Amend the second sub-paragraph to read:

"The requirements of this paragraph are considered to have been complied with if appendices A, B and C of IRS 40472 ("Braking sheet, consist list for locomotive drivers and requirements for the exchange of data necessary to the operation of freight rail services")¹⁸ are applied.

¹⁸ Version of the IRS (International Railway Solution) applicable as from September 2022."

[Reference document: OTIF/RID/CE/GTP/2023/3]

Chapter 1.6

1.6.1 Add the following transitional measure:

"1.6.1.54 Vats for the carriage of molten aluminium of UN No. 3257 which have been constructed and approved before 1 July 2025 in accordance with the provisions of national law but which do not, however, conform to the construction and approval requirements of AP 11 in 7.3.3.2.7 applicable as from 1 January 2025 may continue to be used with the approval of the competent authorities in the countries of use."

[Reference document: OTIF/RID/CE/GTP/2023/5]

Chapter 1.11

In footnote 31, amend "1 January 2019" to read:

"1 June 2024".

[Reference document: OTIF/RID/CE/GTP/2023/7]

Chapter 3.2**Table A** Amend the following:

UN number	Column	Amendment
3257	(17)	Add: "AP11".

[Reference document: OTIF/RID/CE/GTP/2023/5]

- 3.2.2** In the third sub-paragraph, replace "(UIC leaflet 221¹)" by:
"(IRS (International Railway Solution) 2022¹ published by UIC)".
The text of footnote 1 remains unchanged.

[Reference document: OTIF/RID/CE/GTP/2023/9]

Chapter 5.3

- 5.3.4.2** In the description under shunting label conforming to Model 13, delete:
"on white background".

[Reference document: OTIF/RID/CE/GTP/2023/4, as amended]

Chapter 5.4

- 5.4.0.1** Add the following sub-paragraphs:

"The information prescribed in this Chapter related to the dangerous goods carried shall be available during carriage in such a way that the goods per wagon and the wagon can be identified in the documentation.

Furthermore, where dangerous goods are carried in large containers, tank-containers, portable tanks or road vehicles, these shall also be identified in the transport document and the information related to the goods shall be provided per large container, tank-container, portable tank or road vehicle, as appropriate."

[Reference document: OTIF/RID/CE/GTP/2023/8, as amended by informal document INF.10]

Chapter 6.11

- [6.11.4.1** Amend footnote 3 to read:

"³ Third edition of IRS (International Railway Solution) applicable as from 1 December 2023."]

[Reference document: informal document INF.4]

Chapter 7.1

[7.1.3 Amend footnote 2 to read:

"² Third edition of IRS (International Railway Solution) applicable as from 1 December 2023."]

[Reference document: informal document INF.4]

Chapter 7.3

7.3.3.2.7 Add the following new alphanumerical code AP 11:

"AP 11 In accordance with VC 3 in 7.3.3.1, for the purpose of carriage in bulk of molten aluminium, "standards specified by the competent authority of the country of origin" means that the following requirements shall be met.

1. General requirements

1.1 *Vat* means a containment intended for the carriage of molten aluminium of UN No. 3257, including its shell, refractory lining and service and structural equipment.

1.2 Vats shall be insulated so as not to exceed a surface temperature of 130 °C during carriage and shall be so positioned that the means of containment cannot be touched by other persons under normal conditions of carriage. The surface temperature shall in no case have a detrimental effect on the functioning of the wagon.

1.3 The vats shall be secured on the wagon in accordance with the load securing principles of 7.5.7.1.

1.4 Vats need not be affixed with placards and markings in accordance with chapter 5.3 if these placards and markings have been affixed to the wagon.

2. Fire and explosion protection

The risk of fire by the thermal influence of the molten aluminium on the vat, the wagon or load securing aids, and the risk of explosion resulting from escaping vapours or chemical reaction of gases that have evolved, shall be prevented (e.g. by using inert gases).

3. Construction of vats

Vats shall be made of steel. Vats shall be designed and manufactured for a test pressure of 4 bar in accordance with EN 13445-3:2014. In the course of construction, the manufacturer shall specify the weld seams that are subject to the highest stresses. The hydrostatic pressure and surge effect of the molten aluminium shall be taken into account when deciding the dimensions of the vats and their attachment to the wagon. The forces in 6.8.2.1.2 shall be taken into account.

The vat closures shall be designed in accordance with EN 13445-3:2014 and shall remain leakproof if a vat with contents (lateral position and top of the vat) overturns.

The filling and discharge openings shall be protected by the construction of the vat, e.g. by collars, deflectors, cages or equivalent constructions.

The protective device on the top of the vat shall be designed so as to withstand, without permanent deformation, a static load, applied vertically on the filling cover, equal to twice the maximum permissible mass of the vat (2g).

The refractory lining shall be suitable to withstand the contents and it shall be suitable as insulation material.

The refractory lining shall be so designed that its leakproofness remains intact, whatever the deformation liable to occur in normal conditions of carriage (see 6.8.2.1.2).

The inspection body performing inspections in accordance with 6.8.2.4.1 or 6.8.2.4.4, shall verify and confirm the ability of the manufacturer or the maintenance or repair shop to perform welding operations and the operation of a weld quality assurance system. Welding work on the sheet metal jacket, in particular on load-bearing parts, may only be carried out by approved welding companies.

Seals on vat covers and closures shall be selected and applied so that they prevent molten aluminium from flowing out if a full vat overturns.

4. Inspection and tests of vats

The inspections and tests described in 4.1 to 4.5 shall be carried out by an inspection body approved by the competent authority. The inspections and tests shall be carried out in accordance with the applicable requirements of EN 12972:2018. Test reports on the results of the tests performed shall be issued.

4.1 Type examination of vats

The construction design and workmanship shall be tested as part of a type examination procedure to ensure that the vats comply with the construction requirements of EN 13445-3:2014. The weld seams subject to the highest stresses shall be identified in the type examination report.

4.2 Initial inspection

Vats shall be tested and inspected before they are placed in service.

The test shall at least include:

- (a) A check to ensure that the vat is in line with the type examination documents,
- (b) A check of conformity to the type,
- (c) An examination of the external condition,
- (d) A hydraulic pressure test at a test pressure of 4 bar; at this stage, the vats shall not have a refractory lining,
- (e) An examination of the internal condition (visual inspection of the internal metal surface of the vat before the refractory lining is fitted and visual inspection of the refractory lining),

- (f) A check of satisfactory operation of the equipment.

The hydraulic pressure test can also be carried out with an alternative seal.

4.3 Intermediate inspection

Vats shall undergo an intermediate inspection no later than six years after the initial inspection and each periodic inspection.

The intermediate inspection shall at least include:

- (a) An examination of the documents,
- (b) An examination of the external condition, including the integrity of the flange and cover connections,
- (c) Measurement of the wall thickness to check the required minimum wall thickness,
- (d) Non-destructive testing of weld seams that are subject to the highest stresses by magnetic particle testing, penetration testing, ultrasonic testing or radiographic testing,
- (e) An examination of the internal condition (visual inspection of the refractory lining) by an expert under the responsibility of the operator,
- (f) A check of satisfactory operation of the equipment.

These intermediate inspections may be performed within three months before the specified date, without any influence on the time frame of other inspections according to 4.3 and 4.4.

4.4 Periodic inspection

Each time the refractory lining is renewed, or no later than twelve years after the initial or most recent periodic inspection, a periodic inspection shall be carried out.

The periodic inspection shall at least include:

- (a) An examination of the documents,
- (b) An examination of the external condition, including the integrity of the flange and cover connections,
- (c) An examination of the internal condition (visual inspection of the internal metal surface of the vat before the refractory lining is fitted and visual inspection of the refractory lining),
- (d) Non-destructive testing of all weld seams that are subject to the highest stresses shall be carried out by magnetic particle testing, penetration testing, ultrasonic testing or radiographic testing,
- (e) Measurement of the wall thickness to check the required minimum wall thickness,

- (f) Hydraulic pressure test at a test pressure of 4 bar, at this stage, the vats shall not have a refractory lining,
- (g) A check of satisfactory operation of the equipment.

The hydraulic pressure test can also be carried out with an alternative seal.

4.5 Exceptional inspection of vats

When the safety of the vat or of its equipment may have been impaired as a result of repairs, alterations or accident, an exceptional inspection shall be carried out on the parts affected by the repairs or alterations. If the exceptional inspection fulfilling the requirements of 4.4 has been performed, then the exceptional inspection may be considered to be a periodic inspection. If an exceptional inspection fulfilling the requirements of 4.3 has been performed, then the exceptional inspection may be considered to be an intermediate inspection. The inspection body shall decide the detailed scope of the exceptional inspection, taking into account EN 12972:2018, Table A1.

5. Marking of vats

Vats shall be marked with a plate by analogy with 6.8.2.5.1, except the approval number and external design pressure. For the tests and inspections in accordance with 4.2 and 4.4, the marking shall be followed by "P". For the tests and inspections in accordance with 4.3, the marking shall be followed by "L".

6. Requirements for operation

The owner or the operator shall keep a copy of the type examination report, the results of the initial tests and inspections and all subsequent tests and inspections in the vat file.

Every renewal and repair of the refractory lining shall be recorded by the operator or manufacturer.

Seals shall be checked with each filling and renewed if necessary.

Vats shall be positioned on the wagons in such a way that the discharge openings face or are opposite to the direction of travel.

[Reference document: OTIF/RID/CE/GTP/2023/5, as amended]

Document OTIF/RID/CE/GTP/2023/10 adopted with the following amendments

Part I

Chapter 1.8

1.8.3.11 In the amendments to paragraph (b), insert the following first indent:

"– In the second indent, delete:

"and tank-containers"."

[Reference documents: OTIF/RID/CE/GTP/2023/11 and informal document INF.19 of the 114th session of WP.15]

Chapter 3.2

Table A In the table of amendments, for UN number 3482, in the first column, delete:

"(all entries)".

Table B In the first table of amendments, insert the following amendments in alphabetical order:

"

Name and description	UN No.	Amendment
BATTERY POWERED VEHICLE	3171	In column "NHM Code", replace "+++++" by: "870+++".
BATTERY POWERED EQUIPMENT	3171	In column "NHM Code", replace "+++++" by: "850+++".
ISOBUTANE	1969	In column "NHM Code", after "271113", insert: "290110".
LITHIUM ION BATTERIES CONTAINED IN EQUIPMENT (including lithium ion polymer batteries)	3481	In column "NHM Code", replace "847+++" by: "8507++".
LITHIUM ION BATTERIES (including lithium ion polymer batteries)	3480	In column "NHM Code", replace "850780" by: "850760".
LITHIUM ION BATTERIES PACKED WITH EQUIPMENT (including lithium ion polymer batteries)	3481	In column "NHM Code", replace "847+++" by: "8507++".
VEHICLE, FLAMMABLE GAS POWERED	3166	In column "NHM Code", replace "8407++" by: "870+++".
VEHICLE, FLAMMABLE LIQUID POWERED	3166	In column "NHM Code", replace "8407++" by: "870+++".
VEHICLE, FUEL CELL, FLAMMABLE GAS POWERED	3166	In column "NHM Code", replace "8407++" by: "870+++".
VEHICLE, FUEL CELL, FLAMMABLE LIQUID POWERED	3166	In column "NHM Code", replace "8407++" by: "870+++".

"

[Reference document: informal document INF.6]

Amend the second table of amendments to read:

"

Name and description	UN No.	Note	NHM Code
Batteries, sodium nickel chloride: see	3292		8506++
DISILANE	3553		290110
FIRE SUPPRESSANT DISPERSING DEVICES	0514		842410
FIRE SUPPRESSANT DISPERSING DEVICES	3559		842410
GALLIUM CONTAINED IN MANUFACTURED ARTICLES	3554		811292

SODIUM ION BATTERIES CONTAINED IN EQUIPMENT, with organic electrolyte	3552		8506++
SODIUM ION BATTERIES PACKED WITH EQUIPMENT, with organic electrolyte	3552		8506++
SODIUM ION BATTERIES with organic electrolyte	3551		8506++
TETRAMETHYLAMMONIUM HYDROXIDE SOLUTION with not less than 25% tetramethylammonium hydroxide	3560		292390
TRIFLUOROMETHYLTETRAZOLE-SODIUM SALT IN ACETONE, with not less than 68% acetone, by mass	3555		2921++
VEHICLE, LITHIUM ION BATTERY POWERED	3556		870+++
VEHICLE, LITHIUM METAL BATTERY POWERED	3557		870+++
VEHICLE, SODIUM ION BATTERY POWERED	3558		870+++

"
[Reference document: informal document INF.6]

Chapter 3.3

SP 388 [The amendment in the French version does not apply to the English text.]

SP 650 [The amendment in the French version does not apply to the English text.]

Chapter 4.1

4.1.4.1

P 303 [The amendment in the French version does not apply to the English text.]

Chapter 5.4

5.4.0.2 Delete the amendment.

[Reference document: OTIF/RID/CE/GTP/2023/8]

Part II

Chapter 4.1

4.1.1.5 Delete the square brackets at the beginning and at the end of the amendment.

4.1.1.5.3 In paragraph (b), replace "[xxxx]" by:

"4.1.1.5, 4.1.1.5.1, 4.1.1.5.2, 4.1.1.21, 4.1.3.1 to 4.1.3.5, 4.1.3.7, 4.1.4, 6.1.5.2.1, 6.5.6.1.2 and 6.6.5.2.1".

[Reference documents: OTIF/RID/CE/GTP/2023/11 and informal document INF.14 of the 114th session of WP.15]

Chapter 5.4

5.4.1.1.3 Delete the square brackets.

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

5.4.1.1.4 In the first sub-paragraph, amend the following:

- After "When special provision 678", insert:
"of Chapter 3.3".
- Replace "the transport document shall be marked "CARRIAGE UNDER SPECIAL PROVISION 678"." by:
"the following statement shall be included in the transport document:
"CARRIAGE UNDER SPECIAL PROVISION 678"."

In the second paragraph, replace "sub-paragraphs (b) (i), (ii), (iii), (iv) and (v) of special provision 678" by:

"special provision 678 (b) of Chapter 3.3".

[Reference document: OTIF/RID/CE/GTP/2023/11]

Chapter 7.3

7.3.3.2.7

AP 12 At all instances, replace "[loading compartment]" by:

"load compartment".

In the second sub-paragraph, for "[compartment]", delete the square brackets.

In the fifth sub-paragraph, replace "skip" by:

"load compartment".

In the sub-paragraph after paragraph (b), delete the square brackets.

[Reference documents: OTIF/RID/CE/GTP/2023/11 and informal document INF.7 of the 114th session of WP.15]

In the penultimate sub-paragraph, in the last sentence, replace "tons" by:

"tonnes".

Chapter 7.5

7.5.11

CW 38 In the first sub-paragraph, amend the following:

- In first sentence, replace "[skips]" by:
"load compartments".
- In the second sentence, replace "[Skips]" by:
"They".

In the second sub-paragraph, amend the following:

- In the first sentence, replace "the [skips]" by:
"the load compartments".
- In the second sentence, replace "the [skip]" by:
"the load compartment".

In the third sub-paragraph, amend the following:

- In the first sentence, replace "from one [skip] to another" by:
"from one load compartment to another".
- In the second sentence, replace "into the same [skip]" by:
"into the same load compartment".

In the fifth sub-paragraph, amend the following:

- Replace "in removable [skips]" by:
"in removable load compartments".
- Replace "the [skip] on the ground" by:
"the latter placed on the ground".

In the sixth sub-paragraph, in the first sentence, replace "the [skip]" by:
"the load compartment".

[Reference documents: OTIF/RID/CE/GTP/2023/11 and informal document INF.7 of the 114th session of WP.15]

Part III

Chapter 6.8

6.8.2.6.1 For standard "EN 14025:2023", delete the square brackets.

[Reference document: OTIF/RID/CE/GTP/2023/11]

The other amendments in part III remain in square brackets until the next session of the standing working group.

Texts adopted by the 16th session of the RID Committee of Experts' standing working group to enter into force on 1 January 2027

[Chapter 1.2

1.2.1 Insert the following new definition:

"Assessing entity" means the body in accordance with the Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF – Appendix G to COTIF) responsible for carrying out UTP conformity assessment.*

* For the purpose of assessing conformity with the Technical Specifications for Interoperability according to European Union law, assessing entity means the conformity assessment body in accordance with Article 2 (42) of Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union that is responsible for carrying out TSI conformity assessment."

1.2.3 Insert the following new abbreviation:

"UTP WAG" means the Uniform Technical Prescription applicable to the subsystem Rolling Stock – Freight Wagon in accordance with the Uniform Rules concerning the Validation of Technical Standards and the Adoption of Uniform Technical Prescriptions applicable to Railway Material intended to be used in International Traffic (APTU – Appendix F to COTIF).*

* For the purpose of the authorisation of wagons according to European Union law, the term "UTP WAG" means the Technical Specification for Interoperability relating to the subsystem "rolling stock – freight wagons" (TSI WAG) of the rail system in the European Union."

Chapter 1.6

1.6.3.27 In paragraph (a), after the two indents, amend the sentence part to read:

"constructed before 1 January 2005, the devices defined in special provision TE 22 of 6.8.4 (b) in force from 1 January 2005 to 31 December [2026] and in special provision for wagon equipment WE 2 of 7.1.2.2 in force from 1 January [2027] need to be capable of absorbing at least 500 kJ of energy at each end of the wagon."

In paragraph (b), amend the following:

– After the two indents, amend the sentence part to read:

"constructed before 1 January 2007 and which do not conform to the applicable requirements of special provision TE 22 of 6.8.4 (b) in force from 1 January 2007 to 31 December [2026] and in special provision for wagon equipment WE 2 of 7.1.2.2 in force from 1 January [2027], may still be used."

- Amend the second sub-paragraph to read as follows (new text in bold and underlined):

"Tank-wagons and battery-wagons for the carriage of these gases and substances, which are fitted with automatic couplers and were constructed before 1 July 2015, and which do not conform to the applicable requirements of special provision TE 22 of 6.8.4 (b) in force from 1 January 2015 to 31 December [2026] and of special provision for wagon equipment WE 2 of 7.1.2.2 in force from 1 January [2027], may still be used."

- At the end, add the following sub-paragraph:

"Tank-wagons fitted with energy absorption conforming to special provision TE 22 of 6.8.4 (b) and to special provision for wagon equipment WE 2 of 7.1.2.2 and which are marked with "TE 22" in accordance with 6.8.2.5.2 do not need to display the mark "WE 2" as required in 7.1.2.3, until the next intermediate or periodic inspection after 31 December [2026]."

1.6.3.32 After the two indents, amend the sentence part to read:

"constructed before 1 January 2007 and which do not conform to the applicable requirements of special provision TE 25 of 6.8.4 (b) in force from 1 January 2007 to 31 December [2026] and in special provision for wagon equipment WE 3 of 7.1.2.2 in force from 1 January [2027] may still be used."

In the fourth sub-paragraph, after "shall however", insert:

"meet the requirements of special provision for wagon equipment WE 3 of 7.1.2.2 in force from 1 January [2027] or".

At the end, add the following sub-paragraph:

"Tank-wagons conforming to special provisions TE 25 (a), TE 25 (d) or TE 25 (e) of 6.8.4 (b) in force from 1 January 2005 to 31 December [2026] and to special provision for wagon equipment WE 3 of 7.1.2.2 in force from 1 January [2027] and which are marked with "TE 25" in accordance with 6.8.2.5.2, do not need to display the "WE 3" marking as required in 7.1.2.3 until the next intermediate or periodic inspection after 31 December [2026]."

1.6.3.33 After "the buffers", insert:

"in force until 31 December [2026] and the requirements of special provision for wagon equipment WE 1 of 7.1.2.2 in force from 1 January [2027]".

1.6.3.36 Amend "the requirements of 6.8.2.1.29 applicable as from 1 January 2011" to read:

"the requirements of 6.8.2.1.29 concerning the minimum distance between the head-stock plane and the most protruding point at the shell extremity applicable from 1 January 2011 to 31 December [2026] and the requirements of 7.1.2.1.4 in force from 1 January [2027]".

Chapter 3.2

3.2.1 In the explanatory notes for column (13), in the first paragraph after the title, replace "that have additionally to be met" with:

"that shall additionally be met".

After the explanatory notes for column (13), insert the following text:

"Column (14) "Wagon equipment"

Contains the alphanumeric codes starting with the letters "WE" of the special provisions for wagon equipment which shall be met in accordance with 7.1.2.2."

Table A In column (13), delete "TE22".

Between columns (13) and (15), insert a new column "(14)" with the following column headings:

"Wagon equipment
4.3.2,
7.1.2.2
(14)".

In the new column (14), assign "WE1" to all gases.

In the new column (14), assign "WE2" to all substances to which "TE22" is currently assigned in column (13).

In the new column (14), assign "WE3" to all substances to which "TE25" is currently assigned in column (13).

In the new column (14), assign "WE4 WE5" to all substances.

Chapter 4.3

4.3.2.1.1 Insert the following new **4.3.2.1.1.1** and **4.3.2.1.1.2**:

"4.3.2.1.1.1	Wagons may be subject to additional special provisions for wagon equipment aimed at ensuring the necessary level of protection of the substance carried as well as the interoperability of the wagon in use.	(Reserved)
4.3.2.1.1.2	The required wagon equipment is given in code form in Column (14) of Table A in Chapter 3.2. The applicable special provisions of each wagon equipment code (WE) are defined in 7.1.2.2.	(Reserved)
<p>NOTE: Wagons equipped with additional wagon equipment conforming to a WE code in accordance with 7.1.2.2, but which is not required in Column (14) of Table A in Chapter 3.2, may also be used."</p>		

4.3.5

TU 38 In the left-hand column, in the first sub-paragraphs after the title, replace "When energy absorption elements have undergone plastic deformation in accordance with 6.8.4, special provision TE 22," by:

"When energy absorption elements (special provision for wagon equipment WE 2 in accordance with 7.1.2.2) have undergone plastic deformation,".

In the left-hand column, amend the second sub-paragraphs after the title to read:

"If the loaded tank-wagon or loaded battery-wagon is capable of absorbing the shocks of an impact that might occur in normal conditions of rail transport, e.g. after the energy absorption equipment fitted has been replaced with equipment of lower energy absorption or after the damaged energy absorption equipment has been temporarily blocked off, the tank-wagon or battery wagon may, after undergoing an inspection, be moved for the purpose of emptying and finally to a repair workshop."

Chapter 6.8

6.8.1.1 Amend the first indent to read:

"– to the tanks of tank-wagons, demountable tanks and elements of battery-wagons (left hand column);".

6.8.1.2 In the left-hand column, replace "tank-wagons, demountable tanks and battery-wagons" by:

"the tanks of tank-wagons, demountable tanks and elements of battery-wagons".

6.8.1.4 Replace "concerning use" by:

"concerning the use".

Add the following sentence:

"For the provisions concerning the wagons, see 4.3.2.1.1.1, 4.3.2.1.1.2 and Chapter 7.1."

6.8.2.1.2 Amend the text in the left-hand column to read:

"Tank-wagons shall be capable of absorbing under the maximum permissible load the forces defined in 7.1.2.1.1."

6.8.2.1.13 In the left-hand column, add the following sentence at the end:

"In addition, the applicable provisions of 7.1.2.1.1 shall be met."

6.8.2.1.29 Amend the text in the left-hand column to read:

"The provisions of 7.1.2.1.4 and the construction requirements of UTP WAG, Appendix I, section D shall apply."

6.8.2.5.2 In the left-hand column, in the seventh indent, amend the following:

- After "TE", insert:
 "(except TE 25)".
- At the end, delete:
 "and".

In the left-hand column, after the seventh indent, insert the following new indents:

- the alphanumeric code TE 25 if the tank-wagon conforms to special provision TE 25 (b) or TE 25 (c) of 6.8.4 (b);
- the alphanumeric codes of all wagon equipment WE with which the tank-wagon is equipped (see 7.1.2.3); and".

6.8.3.1.5 Amend the first sentence to read:

<p>"Elements and their fastenings of battery wagons shall be capable of absorbing under the maximum permissible load the forces defined in 7.1.2.1.1.</p>	<p>and the frame of MEGCs shall be capable of absorbing under the maximum permissible load the forces defined in 6.8.2.1.2."</p>
---	--

6.8.3.1.6 Amend the text in the left-hand column to read:

"(Deleted)

NOTE: Former provision of 6.8.3.1.6 is superseded by special provision for wagon equipment WE 1 of 7.1.2.2."

6.8.4 (b)

TE 22

Amend the text in the left-hand column to read:

"(Deleted)

NOTE: Former special provision TE 22 is superseded by special provision for wagon equipment WE 2 of 7.1.2.2."

TE 25

In the left-hand column, amend the following:

- Amend the first sub-paragraph and paragraph a) to read:

"In order to reduce the extent of damage to the tank in the event of an impact affecting the tank-wagon or if the tank-wagon is involved in a collision, one of the following measures shall be taken to protect the tank of the tank-wagon:

(a) (Deleted)

NOTE: Former special provision TE 25 (a) is superseded by special provision for wagon equipment WE 3 of 7.1.2.2."

- Delete the subheading "Measures to limit damage when buffers override".

- In paragraph (b), amend the following:
 - Amend the title "Increasing the wall thickness of the tank ends or using other materials with a greater energy ab-sorption capacity" to read:
"Increasing the resistance of the tank ends".
 - Amend the first sub-paragraph to read:
"The wall thickness of the tank ends shall be increased or other materials with a greater energy absorption capacity shall be used."
- In paragraph (c), amend the heading to read:
"Protecting the tank ends by a sandwich cover".
- Amend paragraph (d) to read:
"(d) (Deleted)

NOTE: Former special provision TE 25 (d) is superseded by special provision for wagon equipment WE 3 of 7.1.2.2."
- Amend paragraph (e) to read:
"(e) (Deleted)

NOTE: Former special provision TE 25 (e) is superseded by special provision for wagon equipment WE 3 of 7.1.2.2."
- Amend the last sub-paragraph after paragraph (e) to read:

"NOTE: If the wagon is protected with equipment preventing or limiting the effects of overriding which conforms to special provision for wagon equipment WE 3 of 7.1.2.2, then the application of special provisions TE 25 (b) and TE 25 (c) is not mandatory."

Chapter 7.1

7.1.1 Insert the following new second sub-paragraph:

"Wagons shall be built taking into account the high-level safety objectives for the protection of the substance carried set out in 7.1.2."

In the third sub-paragraph (current second sub-paragraph), before "(16)", insert:

"(14)".

Delete the Note.

7.1.2 Amend to read:

7.1.2 High-level safety objectives

Wagons shall fulfil the high-level safety objectives and the associated applicable requirements of this section.

The requirements below are met if the assessing entity in charge of verifying compliance with UTP WAG has successfully evaluated compliance with the applicable version of the UTP, and has confirmed this compliance with the required certificates.

7.1.2.1 Construction requirements for wagons

7.1.2.1.1 Tank-wagons and battery-wagons shall withstand the normal operational stresses encountered in rail transport.

These wagons shall be constructed taking into account the maximum stresses which occur during normal carriage by rail, under the maximum permissible load, so as to ensure the structural integrity of the fastenings between the tank-wagon and the tank, or between the battery-wagon and the elements mounted or fixed on it.

This provision is met if UTP WAG Appendix I, section A is complied with.

7.1.2.1.2 (Reserved)

7.1.2.1.3 Wagons shall be compatible with the characteristics of the areas in which they are intended to be operated in order to prevent risks related to the substances carried (for example, in the case of operation within explosive atmospheres).

This provision is met if UTP WAG, Appendix I, section C is complied with.

7.1.2.1.4 Tank-wagons shall be built and equipped in such a way that the impact of collisions that produce stresses exceeding those that occur during normal operating conditions is limited.

This provision is met if UTP WAG, Appendix I, section D is complied with.

7.1.2.1.5 Tank-wagons for the carriage of specific dangerous goods shall be equipped with devices preventing or limiting the effects of overriding.

This provision is met if special provision TE 25 (b) or TE 25 (c) of 6.8.4 (b) or UTP WAG, Appendix I, section E, or a combination of them, is/are complied with.

7.1.2.1.6 Wagons may be equipped with optional devices

a) limiting the consequences of a derailment;

NOTE: If applied, such a system shall conform to the requirements of UTP WAG, Appendix I, section F.1

b) preventing the occurrence of a derailment;

NOTE: If applied, such a system shall conform to the requirements of UTP WAG, Appendix I, section F.2

7.1.2.2 Special provisions for wagon equipment

Wagons equipped with wagon equipment conforming to a WE code shall comply with the specification of this equipment as defined in UTP WAG.

NOTE: Wagons equipped with additional wagon equipment conforming to a WE code in accordance with 7.1.2.2, but which are not required in Column (14) of Table A in Chapter 3.2, may also be used.

When an alphanumeric code beginning with the letters “WE” is shown in column (14) of Table A of Chapter 3.2, the following special provisions apply:

WE 1 The tank-wagon or battery-wagon shall be equipped with (an) energy absorption element(s) which conform/s to the requirements of UTP WAG, Appendix I, section D.1.

This provision does not apply to wagons fitted with energy absorption elements in accordance with WE 2.

WE 2 The tank-wagon or battery-wagon shall be equipped with (an) energy absorption element(s) which conform/s to the requirements of UTP WAG, Appendix I, section D.2.

WE 3 The tank-wagon shall be equipped with a system

- preventing it from overriding onto other wagons, which conforms to the requirements of UTP WAG, Appendix I, section E.1; or
- limiting the impact of another wagon overriding it. This system shall conform to the requirements of UTP WAG, Appendix I, section E.2.

If the tank of the tank-wagon is protected by a measure according to special provision TE 25 (b) or TE 25 (c) of 6.8.4 (b) or by both measures, the application of special provision WE 3 is not mandatory.

WE 4 The wagon may be equipped with a system limiting the consequences of its derailment, when it occurs. If used, this system shall conform to the requirements of UTP WAG, Appendix I, section F.1.

WE 5 The wagon may be equipped with a system preventing its derailment. If used, this system shall conform to the requirements of UTP WAG, Appendix I, section F.2.

7.1.2.3 Wagon marking

When a wagon complies with special provision WE 1, WE 2, WE 3, WE 4 or WE 5, the corresponding alphanumeric codes shall be marked on both sides of the wagon.

NOTE: For tank-wagons, see also 6.8.2.5.2.”]

**Interpretation by the 16th session of the RID Committee of Experts' standing working group,
to be published on OTIF's website**

“5.3.1.2

Interpretation: 5.3.1.2 also applies to the affixing of placards to swap bodies.

Justification: Among other things, 5.3.1.2 governs the affixing of placards to large containers.

According to the definitions in 1.2.1

- a large container is a container which does not meet the definition of a small container,
- a small container is a container which has an internal volume of not more than 3 m³ and
- a swap body is also a container, but it does have certain particular construction characteristics specific to land transport.

Consequently, as swap bodies are considered not only as containers, but as large containers because they have an internal volume of more than 3 m³, they are subject to the provisions of 5.3.1.2.”

[Reference document: OTIF/RID/CE/GTP/2023/1, as amended]

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