



INF. 7

14 November 2019

(German and English only)

RID: 11th Session of the RID Committee of Experts' standing working group
(Vienna, 25 to 29 November 2019)

Subject: RID/ADR/ADN Joint Meeting informal working group on the testing and certification of tanks – comments on Belgium's document OTIF/RID/CE/GTP/2019/3.

Proposal from the International Union of Wagon Keepers (UIP)

1. UIP welcomes the United Kingdom's activities with regard to the work on the testing and certification of tanks. UIP has been actively involved in the working group.
2. However, with regard to implementing the proposals in RID, UIP would like to point out that the baseline conditions in this context differ greatly between ADR and RID.

In RID, procedures to support the international use of rail wagons were implemented in Chapter 6.8 more than 10 years ago. These procedures make it possible

- always to work with the inspection body in the country of inspection (principle of territoriality) or
 - always to work with the inspection body in the country of registration.
3. UIP has tried to have this system - which has since been positively tried and tested - taken into account in the proposals by the above-mentioned working group, even as a minimum framework. In addition, UIP repeatedly referred to the implementation of the 4th Railway Package, which assigns the approval of rail wagons operating internationally to the European Union Agency for Railways (ERA) under the working title of "One Stop Shop".

Initial and periodic inspections of tanks

4. The draft submitted to the Joint Meeting in September 2019 reflects the logic of the current RID, as described above. However, the Joint Meeting's working group on tanks was reminded that mutual recognition should be made more precise, and this has now led to another meeting of the working group. At the moment, UIP assumes that this system will not be called into question again as a result of the national interests of inspection bodies for road transport.

Approval of tanks

5. In addition, it should be made clearer that "approvals from the country of manufacture must always be recognised" and are not subject to any newly defined "entry into service verification" when being registered in another country.
 6. This would still not meet the principles and aims of the EU's 4th Railway Package though, and, in the form laid down, is a step back compared with current practice in most EU Member States, which is to recognise other states' RID approvals when rail wagons are registered. ERA has since confirmed that this is the procedure for the approval of wagons in accordance with the 4th Railway Package, i.e. all legally valid RID approvals are confirmed and recognised as equally valid. This was also what UIP was aiming at in various proposals, but which ultimately resulted in the setting up of the above-mentioned working group (in addition to other issues).
 7. However, the text currently being proposed does not achieve UIP's aim of being able to satisfy all registrations with a single tank approval, irrespective of where a competent authority issues this approval in accordance with the rules of RID. In addition, UIP does not consider the "One Stop Shop" aims of the EU's 4th Railway Package to have been achieved here, because there is no mandatory requirement to register wagons with an RID approval issued by another state and some states refer to national rules in this respect. However, as many states have already announced that they will not be changing their current procedures in this respect, the proposal that has now been submitted can also probably be considered as maintaining the status quo.
 8. UIP requests the standing working group to discuss whether and how the guaranteed mutual recognition of tank approvals for classes 3 to 9 can be achieved in the context of wagon registrations that are still to be issued nationally. This would ensure broad consistency of the procedures with the 4th Railway Package, as is now the successful case with tanks for the carriage of substances of Class 2 (TPED).
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