

**INF. 3**

16 November 2018

(English only)

**RID:** 16<sup>th</sup> Session of the RID Committee of Experts' working group on tank and vehicle technology  
(Krakow, 19 and 20 November 2018)

**Subject:** Stresses caused by railway operations – RID 6.8.2.1.2

#### Information from the International Union of Private Wagons (UIP)

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1. In preparation for the working group on tank and vehicle technology a national discussion under participation of BMVI, BAM, EBA, NoBos, Manufacturer and VPI was held in Bonn on 16 November 2018.
2. As a result of this meeting three important items were identified:
  - Under consideration of historical proceeding regarding wagon and tank approval the decision of the 2<sup>nd</sup> session of the RID Committee of Experts' standing working group (Copenhagen, 18 to 22 November 2013) with respect to informal document INF.14 from Germany (see OTIF/RID/CE/ GTP/2013-A, paragraph 74) was not sufficiently discussed by experts; also the consequences were not considered.
  - According to the survey of UIP, this described assessment criteria for the calculation of tanks during the approval process was never implemented in the sector and therefore paragraph 74 of the report OTIF/RID/CE/ GTP/2013-A must be withdrawn.
  - The text of footnote 1 in 6.8.2.1.2 which was inserted in RID 2015 on the basis of the decision in 2013 (compliance with RID and TSI) need not be changed. However, it is necessary to define the responsibilities for the NoBo's according to TSI in the RID approval process (e.g. TE 22, TE 25, requirements for inner coated tanks, ...).
3. Germany intends to establish a national working group on this topic and is going to prepare a concrete proposal for implementation in RID 2021.