



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

OTIF/JCGE/2022-A

12 January 2023

(English only)

**TO THE MEMBER STATES AND ASSOCIATE MEMBERS OF OTIF, REGIONAL
ORGANISATIONS WHICH HAVE ACCEDED TO COTIF, AND TO INVITED
INTERNATIONAL ASSOCIATIONS**

**Final Report of the 5th meeting of the Joint Coordinating Group of Experts
(Hybrid meeting, Bern and ZOOM, 6 September 2022)**

Agenda item 1: Approval of the agenda

Document: TECH-22028-JCGE (Secretariat)

1. The provisional agenda contained in the invitation TECH-22028-JCGE of 1 July 2022 was adopted. Welcome and advice on how to proceed with virtual meeting were given by the Secretariat. ERA proposed to add 4 information documents related to agenda topics; the documents will also be distributed by email after this meeting. Agenda was approved.
2. The following Member States participated in the work of the Joint Coordinating Group of Experts (see also Annex I):

Albania, Austria, Azarbeijan, Belgium, Finland, Georgia, Germany, Hungary, Italy, Jordan, Latvia, Netherlands, North Macedonia, Norways, Poland, Romania, Spain, Switzerland, Türkiye and the United Kingdom.

The European Commission and the European Union Agency for Railway were represented.

The following non-governmental international associations were represented: Community of European Railway and Infrastructure Companies (CER), European Chemical Industry Council (CEFIC), NBRail, International Union of Railways (UIC), the European Rail Industry Association (UNIFE) and International Union of Wagon Keepers (UIP).

Agenda item 2: Appointment of chair or co-chairs

3. In accordance with Article 4 § 1 of the Rules of Procedure as adopted in the preparatory meeting of the JCGE on 7 February 2019, DG MOVE proposed Mr. Rainer Kogelheide from UIP as a chair and nobody from railways background was available. Mr Rainer Kogelheide accepted the role as sole chair.

Agenda Item 3 - Review of the list of priority items

1 b - Design and construction of vehicles: specification method; functional/technical solutions

ITEM 1: 6.8.2.1.2

Rapporteurs: OTIF Secretariat, UIP

“Tank-wagons shall be constructed so as to be capable of withstanding, under the maximum permissible load, the stresses which occur during carriage by rail. As regards these stresses, reference should be made to the tests prescribed by the competent authority.” Point 2.3.4 of the Application Guide had been amended to reflect Version 3.0 of TSI WAG. The Guide can be found on ERA’s website: > ERA Activities > Technical Specifications for Interoperability > Wagon TSI > Related Guidance The Application Guide for UTP WAG is currently being revised. An update on progress regarding the revision of EN 12663 is still pending. UIP to report on status of EN 12663.

Document: INF 3 (UIP)

4. UIP presented INF 3 and briefed the group about the status of EN 12663. ERA is still evaluating the related TSI. INF 4 is also relevant here. CER informed that the modification of the WAGON TSI application guide is still ongoing.

5. Conclusion/Chair: The Chair indicated that the Guide issued by the Agency should be sufficient for the moment and that an update may be needed after 2022 TSI Wagon adoption and further report in progress of revision of EN 12663 -2 regarding this issue.

ITEM 2: 6.8.3.1.6

Rapporteur: UIP

“Tank-wagons and battery-wagons shall be fitted with buffers with a minimum energy absorption capacity of 70 kJ. This provision does not apply to tank-wagons and battery-wagons fitted with energy absorption elements in accordance with the definition in 6.8.4, special provision TE 22.” The 3rd and 4th sessions of the JCGE concluded that the RID Committee of Experts’ standing working group should first discuss the target, then the JCGE should agree a text proposal for specific wording in the TSI/UTP. It was proposed that digital coupling should also be dealt with here as well. Status update and, if available, a proposal by the RID Committee of Expert

Document: INF 4 (UIP), INF 6 (ERA)

6. A solution in RID for crash buffer is needed and safety targets of tank provisions TE 22 and TE25 to be agreed. ERA proposed to discuss it together with DAC in the workshop of 12 October.
7. ERA proposed to apply the harmonised approach to Reference Risk Control Measures (RCM) that will be established by the future CSM ALSP. RID should describe the safety objectives, then the RCM in CSM ALSP and the RCM functions in TSIs will lay down the technical requirements. The proposed template is the way to describe the risk control measures in accordance with the CSM ASLP, and it contains information to be collected in a harmonised legal template. The descriptions will not replace the risk analysis.

(This was not from ERA speech) A participant indicated that a procedure for update of the description of a RCM in case of accident or omission will have also to be defined, including who is liable for the content.

ERA indicated that the CSM ASLP establish a legal requirements for its own amendment, including the list of Reference Risk Control Measures, as is for the adoption of the CSM ASLP initial legal act.

8. In accordance with the 2017 conclusions of the RID/ATMF Working Group, the RID requirements will be reworded from technical requirements to safety objectives. This shall not affect the safety performance of vehicles complying with RID. Before modifying the RID texts, the relevant technical requirements need to be included in TSIs and to be checked for consistency with the RID safety objectives by the RID Committee of Experts’ standing working group. The current RID requirements are not yet reviewed for their consistency with DAC, as this can only be done once the DAC specifications are defined in the TSI; where necessary, the modification of RID requirements for the purpose of DAC will be done with assistance of DAC experts.

The principle approach to use Reference RCMs was welcomed by Belgium and was not opposed by the other participants.

9. Conclusions/Chair: Item shall be kept at the agenda and developments (closely followed and discussed at ERA workshop and RID Committee of Experts’ working group on tank and vehicle technology at OTIF).

ITEM 3: Other input since 2017: BASF study on extra-large tank-containers

Rapporteur: UIP

Update: two open points with regard to the strength of extra-large tank-containers and measures to reduce the extent of damage in the event of an impact or overriding of buffers should be discussed (see report of the RID Committee of Experts' standing working group OTIF/RID/CE/GTP/2022-A, paragraphs 30-35).

Document: INF 5 (UIP)

10. UIP: Definition and technical requirements for the walls and for manlids are defined. The definition of load assumptions and shunting risks is still pending.
11. RID TE 22 and TE 25 are to be revised to include tank-containers with more than 40 k litres. As the extra-large tank-containers planned to be shunted in single wagon transport, such loads and risks should be considered as well. A value of 3g or 4g is under evaluation for appropriateness for inclusion in RID. TE 22 and TE 25 to be discussed further.
12. CEFIC confirmed that 3g would be feasible also for the extra-large tank-containers. BASF and CEFIC may come with the proposal to take 3g for free shunting.
13. ERA: TE 22 and TE 25 do not refer explicitly to shunting. The method proposed by ERA to describe the measures allow to make explicit such scope of application, RCM template to be used by RID experts; the objective of the method is just to make a clear RID and TSIs, and not to provide for extra-large tank containers.
14. BE: hump-shunting should be discussed outside RID, under the relevant EN Standard.
15. UIC: goods sensitive to shunting were prohibited, independently of the equipment of the wagon.
16. Conclusions/CHAIR: CEFIC will put forward a paper on their experience, that would enable the further discussions in the RID Committee of Experts' working group on tank and vehicle technology. With regard to TE 22 and TE 25, if and how to be amended is still to be considered.

4 b - Operation and maintenance: actors and terminology: e.g. carrier vs RU, tank-wagon operator vs keeper

Definition of tank-wagon operator

Rapporteur: ERA/OTIF Secretariat

For the 2021 amendments to RID, the OTIF Secretariat proposed to adapt the reference to the EU legislation in footnote 5 to the definition of "tank-wagon operator" in RID 1.2.1. This proposal has not been adopted, as ERA signalled that a reference to the latest texts on EU general railway law might create misunderstandings, due to the responsibilities that recent European legislation assigns to the various actors involved in rail transport. ERA submitted a proposal for the definition of tank-wagon operator. The JCGE members submitted feedback on the proposal in writing for further discussion at the RID Committee of Experts' standing working group in November 2021. Update: at the RID Committee of Experts' standing working group in November 2021, there was no support for ERA's proposal. The representative of the European Commission proposed to come back to the matter at a later stage if necessary (see OTIF/RID/CE/GTP/2021-A, paragraphs 40-46).

ERA indicated that it did not consider modification of its initial proposal as it reflects the applicable railway legislation. ERA indicated that it welcomes a new discussion of this remaining issue.

17. Definition of tank-wagon operator - in the absence of a published document, the issue was not discussed.

4 c - Operation and maintenance: telematics and the TAF TSI

ITEM 6: Possible interaction between TAF TSI and RID 1.4.2.2.5, 1.4.3.6 (b) and 5.4.0 to be analysed

Rapporteurs: DE, FR

There are parallel activities within DG MOVE (eFTI Regulation), ERA and the Joint Meeting's informal working group on telematics. Coordination and an overview of the various activities and timelines will be necessary. DG-MOVE to report on progress at DTLF and on the discussions with the group of dangerous goods experts in the framework of the European Commission Expert Group.

18. DG MOVE presented the latest developments on digitalisation of documents (eFTI) – see dedicated presentation
19. ERA: TAF TSI already contains the data message model on consignment and dangerous goods information. It shall be avoided to have data sets that are not consistent.
20. Conclusion: Chair concluded that the topic will be kept on the agendas of the future meetings, since there is a clear link between eFTI, TAF TSI and RID.

4 e - Operation and maintenance safety responsibilities

ITEM 8: Safety responsibilities of the actors as defined in Directive 2008/68/EC and Chapter 1.4 of RID, in relation to new Safety Directive (EU) 2016/798.

Rapporteur: UIP

UIP to provide information (if available) on the outcome of the Joint Network Secretariat (JNS), which is expected to have a report on how it sees the different roles of the different actors in terms of loading, particularly in combined transport, along the supply chain, and in terms of safety responsibilities.

Documents: INF 2 (UIC), INF 8 (ERA)

21. UIC: Issues with safety responsibilities for the actors of RID 1.4 and Directive 2016/798. The control is done in different way in different countries, due to the specific allocation of task at national level.
22. ERA: indicated that UIC view was the same as ERA. ERA presented the applicable texts and interfaces to be considered between Railway and TDG legislation which in principle answer the questions raised by UIC.;
23. Conclusions: The JNS procedure referred to was closed in April 2022.

5c - Coordination processes between RID and general railway legislation. National rules and their legal justification (RID/Railway Safety Directive) and the possibility of either harmonising or removing them.

Rapporteur: DG MOVE/ERA

ITEM 10: *National provisions appear in different forms and are sometimes not very transparent. Besides national provisions, there may be arrangements at national level in the form of private agreements. In general, national requirements are not helpful for international harmonisation and the aim should therefore be to harmonise them or to remove them. The JCGE could help harmonise national rules which have their origin in the two legal areas (e.g. RID and the Safety Directive/national safety rules) or could give advice on removing them on the basis of one of these legal areas. DGMOVE to report on the results of its work on removing national rules.*

Document: INF 1 (UIC)

24. UIC presented the results of its survey on national provision applicable to TDG, as well as the possible way forward, where the data will be collected in a more structured way and in different languages.
25. DG MOVE reminded that all national rules applicable to the authorisation of wagons are to be found in the database called RDD ([Home Page \(europa.eu\)](http://europa.eu)) and in SRD ([SRD - Single Rules Database \(europa.eu\)](http://europa.eu)) for operation and safety. In future, RDD will be merged with SRD. Rules not notified and processed by ERA and the European Commission are not applicable legally. DG MOVE informed as well about the possibility to adopt national rules according with articles 5 and 6 of Directive 2008/68.
26. UIC: RU experience is that there are many changes of RUs for a train, from the beginning of the journey till its end, as well as many checks done by different entities based on different criteria. The exercise of UIC was to identify all these rules in order to simplify them. Most of them are from the EU MSs, but not only (e.g. the Western Balkans).
27. DG MOVE: In terms of rail safety legislation, the exercise of identifying the national rules should be finished by the end of the year. The UIC questionnaire should be suspended until the exercise is finished.
28. ERA: If there are rules applicable to TDG, they are to be listed; otherwise, they cannot be maintained.
29. Conclusions/CHAIR: The item will remain on the agenda of the future meetings.

Review of any other items

30. Chair and secretariat proposed to update the list of priority items and update the table after the session. The updated version will be made available through email to the experts for their review. (See also OTIF/RID/CE/JCGE/2022-/Add.1)

Agenda Item 4: Any other business

Document: INF 7 (ERA)

31. DAC presentation from ERA: ERA will hold an online workshop on DAC on 12 October 2022. CER and NB Rail asked to be included in the group working at the workshop. A draft agenda is under preparation, the invitations will be sent in the coming days.
32. RID should contain high level objectives on DAC used on dangerous goods wagons, while TSIs should contain the interoperability requirements. Both RID and TSIs may refer to Reference Risk Control Measures, when needed.
33. 2022 revision package does not include DAC specifications, as not yet mature; it will be included in WAG TSI as soon as available (not latest than 2025). The Agency's report on DAC is available on ERA's website. It refers to universal application (TDG included). The RID objectives for DAC will be clearer after the workshop; RID experts are expected to express their needs.
34. BE: Specifications should also cover the compliance of DAC and DAC wagons with existing RID provisions; there may be problems with tank wagons coming from RU, where the thresholds are different.
35. Chair: experts should also see what should be changed in RID, not only what to be added.

Agenda item 5: next meeting dates for 2020

36. The group agreed to hold the next JCGE meeting in Bern or hybrid on 6 September 2023.

Annex I

Joint Coordinating Group of Experts (JCGE)

6.09.2022

**Liste provisoire des participants
Vorläufige Teilnehmerliste
Provisional list of participants**

Dernière mise à jour :
Letzte Aktualisierung: 31.08.2022
Last update:

I. Gouvernements / Regierungen / Governments

Albanie/Albanien/Albania

M^{me}./Fr./Ms **Ornela Farruku**
remote

Specialist Sector of Development Policies and
Strategies of Railway Transport
Ministry of Infrastructure and Energy

M./Hr./Mr. **Eneida Elezi**
remote

Foreign Affairs responsible officer
Albanian Railways - Ministry of Infrastructure
and Energy

Allemagne/Deutschland/Germany

M^{me}./Fr./Ms **Valerie Voht**
remote

Referent für präventive Fahrzeugüberwachung
Eisenbahn Bundesamt

M^{me}./Fr./Ms Linda **Rathje-Unger**
remote

SachbearbeiterIn
Bundesministerium für Digitales und Verkehr

M./Hr./Mr. Luciano **Inama**
remote

Berater bzw. Referent Baumusterzulassung -
Marktüberwachung
EisenbahnBundesamt

Autriche/Österreich/Austria

M./Hr./Mr. Thomas **Helnwein**
remote

Dipl.-Ing., Amtssachverständiger
Bundesministerium für Klimaschutz, Umwelt,
Energie, Mobilität, Innovation und Technologie

M./Hr./Mr. Othmar **Krammer**
remote

Head of DG, Department,
Amtssachverständiger
Bundesministerium für Klimaschutz, Umwelt,
Energie, Mobilität, Innovation und Technologie

Azerbaïdjan/Aserbaidhschan/Azerbaijan

M./Hr./Mr. Shavig **Hasanov**
remote

Leading Adviser of the transport Regulation
Department
Ministry of Digital Development and Transport

M./Hr./Mr. Eldaniz **Valiyev**
remote

Chief Adviser of the Transport Regulation
Department
Ministry of Digital Development and Transport

Belgique/Belgien/Belgium

M^{me}./Fr./Ms Caroline **Bailleux**
remote

Ing. Expert RID/matériel roulant
Service public fédéral Mobilité et Transports
Service de Sécurité et Interopérabilité des
chemins de fer

M./Hr./Mr. Luc **Opsomer**

Ing. Expert matériel roulant ferroviaire

remote

Service de Sécurité et d'Interopérabilité des
Chemins de Fer

Espagne/Spain/Spain

M^{me}./Fr./Ms **Monica Perez**
remote

Expert
SG Calidad y Seguridad Industrial
Ministerio de Industria, Comercio y Turismo

M./Hr./Mr. **Ignacio Álvarez**
remote

Subdirección Calidad y Seguridad Industrial
Ministerio de Industria, Comercio y Turismo

M./Hr./Mr. **Luis del Prado Arévalo**
remote

Head of Sector of transport of dangerous goods by
rail
Agencia Estatal de Seguridad Ferroviaria

Finlande/Finnland/Finland

M./Hr./Mr. **Jouni Karhunen**
remote

Special Adviser
Finnish Transport and Communications Agency
Traficom

Géorgie/Georgien/Georgia

M./Hr./Mr. **Giorgi Katsitadze**
remote

Deputy Head of Freight Department
JSC Georgian Railway

Hongrie/Ungarn/Hungary

M./Hr./Mr. **Gyorgy Lengyel**
remote

Expert
Technológiai és Ipari Minisztérium

M./Hr./Mr **Zsolt Hegedús**
remote

Head of Department of Railway Authority
Technológiai és Ipari Minisztérium

Italie/Italien/Italy

M./Hr./Mr. Rocco **Cammarata**
remote

Head of Technical Standards of Vehicles Office
Agenzia Nazionale per la Sicurezza delle Ferrovie
e delle Infrastrutture Stradali e Autostradali
(ANSFISA)

Jordanie/Jordanien/Jordan

M./Hr./Mr. Mohammad **Qabbaah**
remote

Maintenance Engineer
Aqaba Railway Company

M./Hr./Mr. Qasim **Salah**
remote

Communication Enginner
Aqaba Railway Company

Lettonie/Lettland/Latvia

M./Hr./Mr. Dainis **Lacis**
remote

Senior Expert
State Railway Technical Inspectorate

**Macédoine du Nord/
Nordmazedonien/
North Macadonia**

M^{me}./Fr./Ms Svetlanka **Popovska**
remote

Assistant Head of the Railway Department
Ministry of Transport and Communications
Railway Department

Norvège/Norwegen/Norway

M^{me}./Fr./Ms Nora **Balteskard**
remote

Adviser
Ministry of Transport and Communications
Department of Planning and Rail Transport

Pays-Bas/Niederlande/Netherlands

M./Hr./Mr. Soedesh **Mahesh**
remote

Policy advisor transport of dangerous goods
National Institute for Public Health and the
Environment (RIVM) - Centre for Safety of
Substances and Products (VSP) - Department of
Nanotechnology, Occupational Health and
Transport Safety

Pologne/Polen/Poland

M./Hr./Mr. Krzysztof **Irmiński**
remote

Senior Administrator Railway Department –
DGSA
Ministry of Infrastructure, Railway Department

Roumanie/Rumänien/Romania

M./Hr./Mr. Bogdan **Petru**
in person

Director
Romanian Railway Safety Authority

M./Hr./Mr. Dan **Bărbuț**
in person

Chef de Departement
Romanian Railway Authority - AFER

M./Hr./Mr. Viorel **Lucaci**
in person

Chef de Service
Romanian Railway Authority - AFER

M./Hr./Mr. Dragoș **Floroiu**
in person

Scientific Secretary
Romanian Railway Authority - AFER

**Royaume-Uni/
Vereinigtes Königreich/
United Kingdom**

M./Hr./Mr. Peter **Coverdale**
in person

Rail Technical Standards Legislation Manager
Department for Transport

M^{me}./Fr./Ms Valérie **Blanchard**
remote

Head Development of dangerous goods regulations
Federal Office of Transport of Switzerland -
FOT
Environment Section

Suisse/Schweiz/Switzerland

M^{me}./Fr./Ms Linda **Ay**
in person

Project Manager Safety and Interoperability
Federal Office of Transport of Switzerland -
FOT

Türkiye

M./ r./Mr. Serdar **Akil**
remote

Transportation and Communication Assistant
Expert
Ministry of Transport and Infrastructure

**II. Organisation régionale d'intégration économique
Regionale Organisation für wirtschaftliche Integration
Regional economic integration organisation**

Union européenne/Europäische Union/ European Union

**Commission européenne
Europäische Kommission
European Commission**

M^{me}/Fr./Ms. **Alice Polo**
remote

Policy Officer
European Commission - Directorate General for
Mobility and Transport
Unit C4 – Rail Safety and Interoperability

ERA

M./Hr./Mr. **Emmanuel Ruffin**
remote

Project Officer, Safety Unit. TDG Coordinator
European Union Agency for Railways

III. Organisations et associations internationales non-gouvernementales
Nichtstaatliche internationale Organisationen und Verbände
International non-governmental Organisations or Associations

CEFIC

M./Hr./Mr. Jörg **Roth**
remote

Seniorreferent
 Verband der chemischen Industrie e.V.
 Bereich Umweltschutz, Anlagensicherheit,
 Verkehr

M./Hr./Mr. Marc **Schröder**
remote

Experte Rail- and Tank Technology
 BASF SE

CER

M./Hr./Mr. Gilles **Quesnel**
in person

Interoperability, standardisation and Research
 Europe

NB Rail

M./Hr./Mr. Francis **Parmentier**
remote

General Manager
 NB Rail Association

UIC

M./Hr./Mr. Jean-Georges **Heintz**
remote

Expert

UIP

M./Hr./Mr. Rainer **Kogelheide**
in person

Selbständiger Berater des Verbandes
 UIP

UNIFE

M./Hr./Mr. David **Kupfer**
remote

Technical Affairs Manager

M./Hr./Mr. Tomasz **Szmidt**
remote

Chief Designer
Wagony Swidnica / Greenbrier Europe

**IV. Secrétariat
Sekretariat
Secretariat**

M./Hr./Mr. Bas **Leermakers** Head of Section

M^{me}./Fr./Ms Maria **Price** First Officer

M./Hr./Mr. Jochen **Conrad** Head of section

M^{me}./Fr./Ms Katarina **Burkhard** First Officer

**V. Interprètes
 Dolmetscher
 Interpreters**

M^{me}./Fr./Ms Sarah **de Senarclens**

M^{me}./Fr./Ms Rhona **Amos**