



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

**INF. 4**

31/08/2021

Original: English

**Joint Coordinating Group of Experts**

(Video conference, 7 and 8 September 2021)

**Agenda item 3: Review of and report on the list of priority items agreed at the previous meeting**

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

**ITEM 1: 6.8.2.1.1**

**Transmitted by Belgium**

## INTRODUCTION

1. During the 11<sup>th</sup> session of the RID Committee of Experts' standing working group, the representative of ERA entered a general reservation against the amendment to footnote 1 to 6.8.2.1.2 based on informal documents [INF.10](#) (Germany) and [INF.12](#) (Germany/UIP) about the stress resistance of tank-wagons. Nevertheless, ERA proposed, during the Joint Coordinating Group of Experts in September 2020, to introduce a part of this proposal in the Application Guide of the TSI WAG (see [INF.4](#)).
2. We reproduce here the extract of the report of the 12th session of the RID Committee of Experts' standing working group:

*69. With regard to the "Application guide for the TSI Wagon (application of RID 6.8.2.1.2)", Germany questioned whether taking this out of RID and making it into a voluntarily applicable guide was sufficient.*

*70. The representative of ERA explained that including this in a guide should only be considered as an interim solution, as the TSI Wagon could only be amended as part of a formal change request during the revision.*

*71. The Chair said that following the discussion at the JCGE (video-conference, 8 and 9 September 2020), Belgium had sent ERA the following proposed addition to 4.2.2.2 in the Annex to the TSI Wagon (shown in bold text):*

*"The structure of a unit body, any equipment attachments and lifting and jacking points shall be designed such that no cracks, no significant permanent deformation or ruptures occur under the load cases defined in Chapter 5 of EN 12663-2:2010. (...)*

***Any other stresses in addition to the cases described in Chapter 5 of EN 12663-2:2010 on the structure of a unit body, any equipment attachments and lifting and jacking points shall be taken into account."***

*The representative of ERA indicated that the Belgian proposal had to be made via the due formal process using "Clear Request". The Chair indicated that the sentence reproduced in informal document [INF.6](#) to be introduced into the guide should then be understood as an explanation of the "additional stresses" to be taken into account for tank-wagons.*

## INFORMATION

3. We would like to inform the JCGE that Belgium introduced this proposal via the change request TSI\_C00000391 which was discussed in the TSI main working party on 9 March 2021.

No decision was taken because a revision of the EN12663 to cover the case of the tank-wagon could be considered as a better solution.

## QUESTIONS

4. Belgium would be pleased to receive an answer at the following questions :
  - Is the amendment of the point 2.3.4 of the application Guide of the TSI WAG as proposed in INF.4 still envisaged?
  - has the process of revision of the EN 12663 already began and is the case of tankwagon taken into account ?