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

Invitation to the 3rd meeting of the Joint Coordinating Group of Experts
Remote meeting, 8 and 9 September 2020
The Secretary General of OTIF is convening the 3rd meeting of the RID-ATMF Joint Coordinating Group of Experts (JCGE) on improving the consistency between legislation relating to the transport of dangerous goods by rail and legislation relating to the safety and interoperability of railways on

**8 and 9 September 2020**

8.9.2020 14:00 – 17:30  
9.9.2020 09:00 – 13:00

The meeting will be held remotely via videoconference

The JCGE was set up following the conclusions of the RID-ATMF Working Group meeting on 13 April 2017 and the creation of this group was endorsed by OTIF’s RID Committee of Experts and Committee of Technical Experts, and by the EU’s Committee on the Transport of Dangerous Goods and Railway Interoperability and Safety Committee. This type of coordination was anticipated under Articles 11 and 12 of the Administrative Arrangements Agreement between OTIF, the Directorate-General for Mobility and Transport of the European Commission (DGMOVE) and the European Union Agency for Railways (ERA).

This meeting of JCGE will be held under the conditions of the Rules of Procedure adopted at its second meeting (see also document OTIF/JCGE/2019-B-Annex II).

The meeting languages will be English, German and French. There will be simultaneous interpretation into English only.

The provisional agenda and the list of invited international organisations and associations can be found in the enclosed annexes.

In order to receive an invitation with instructions to connect to the remote meeting, please register as soon as possible and by 5 September 2020 at the latest.

The registration form for the meeting can be found on the OTIF website under Events > Registration Form.

Yours faithfully,

(Wolfgang Küpper)  
Secretary General

Annexes:

1. Provisional agenda  
2. List of invited international organisation and associations
Annex 1: Provisional Agenda

1. Approval of the agenda

2. Appointment of chair or co-chairs

3. Review and report on the list of priority items agreed at the previous meeting (see also document [OTIF/RID/CE/JCGE 2019-B/Add.1](#))

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

**ITEM 1: 6.8.2.1.2**

**Rapporteurs:** DE, ERA

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.

Documents with specific proposals were submitted to the working group on tank and vehicle technology and to the standing working group. The Secretariat of OTIF will submit extracts of the reports to JCGE.

At a video conference which was organised by the Secretariat of OTIF to discuss the draft RID 2021 amendments, the European Commission proposed to keep the text of footnote 1 to 6.8.2.1.2 as in RID 2019.

Clarification of the ERA objection to the introduction of an amended footnote 1 to section 6.8.2.1.2 (see also Reference document – [OTIF/RID/CE/2020/1](#))

Further discussions should be held in the JCGE and in the RID/ADR/ADN Joint Meeting with the aim of rapidly defining a text which could be inserted into the relevant TSI Guides and OTIF Guidelines, to the benefit of the interested stakeholders.

**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.

These provisions assume that vehicles are fitted with conventional buffers and draw gear. The question is which requirements should apply to wagons with different configurations, such as central coupling.

UIP to prepare presentation/analyses with an overview of the measures and accident scenarios.

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

**Rapporteur:** CEFIC

Presentation by CEFIC on the results of a risk assessment on extra-large tank-containers carried out by the Technical University of Berlin.
2a - Vehicle authorisation process: responsibilities for conformity assessment (Notified Body for vehicles)

ITEM 4: 7.1.1. (NOTE)
Rapporteurs: ERA/DGMOVE

Wagons are allowed to be equipped with detection devices which indicate or react to the occurrence of a derailment, provided that the requirements for the authorisation for placing into service of such wagons are met. The requirements for placing into service of wagons cannot prohibit or impose the use of such detection devices. The circulation of wagons shall not be restricted on the grounds of the presence or lack of such devices. The functional and technical specifications related to derailment detection devices and their use should be developed by ERA.

ERA and DGMOVE to report on the progress made.

2b - Vehicle authorisation process and actors involved (competent authority)

ITEM 5: Conclusions of the Joint Meeting informal working group on inspection and certification of tanks
Rapporteurs: Chair, OTIF Secretariat

Chair and OTIF Secretariat to report on the Joint Meeting informal working group, progress made and available conclusions.

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

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

There are parallel activities within DGMOVE (eFTI Regulation), ERA and the Joint Meeting informal working group on telematics. Coordination and an overview of the various activities and timelines will be necessary. Guidelines for the use of RID/ADR/ADN 5.4.0.2 have already been adopted by the Joint Meeting in September 2019 and by the standing working group in November 2019.

Presentation on the guidelines (DE) and report on progress at DTLF (FR).

4d - Operation and maintenance process and rules

ITEM 7: Introduction of the concept of the entity in charge of maintenance (ECM) in RID 2017
Rapporteur: ERA, OTIF Secretariat

With the introduction of the concept of the entity in charge of maintenance (ECM) in RID 2017, this topic is an example of good coordination between both legal areas. This subject may require coordination in the future.

Presentation on the updates in RID 2021.
4 e - Operation and maintenance safety responsibilities

Rapporteur: UIP

UIP to report on the outcome of the Joint Network Secretariat (JNS).

5 b - Coordination processes between RID and general railway legislation for reporting of accidents/incidents and statistics

ITEM 9: New working group created by UNECE identifying interfaces with ERA tasks
Rapporteur: ERA, FR

Items to be discussed under a new Joint Meeting informal working group on the improvement of accident reporting. Report on the outcome of the ERA workshops (incl. CSM ASLP).

5 c - Coordination processes between RID and general railway legislation. For national rules and their legal justification (RID/Railway Safety Directive) and possibilities of either harmonising or removing them.
Rapporteur: to be confirmed

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 in harmonising 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.

4. Update of priority items

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

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 legislative texts on EU general railway law might create misunderstandings, due to the allocation of responsibilities that recent European legislation assigns to the various actors involved in rail transport. It would therefore be appropriate to analyse this item further in order to avoid the risk of introducing new provisions into RID which could be contradictory to the railway legislation in force.

Clarification of ERA’s objection concerning the conflicts between the definition “Operator of a tank-container, portable tank or tank-wagon” and the proposed footnote 5 in section 1.2.1 on one
hand, and the term “keeper” as defined in Art. 3.19 of Directive 2016/798/EU and Art. 2.21 of Directive 2016/797/EU on the other. (see also reference document – OTIF/RID/CE/2020/1)

5. Any other business

6. Next meeting
Annex 2: List of invited international organisations and associations

- European Chemical Industry Council (CEFIC)
- Community of European Railway and Infrastructure Companies (CER)
- International Union of Railways (UIC)
- International Union of Wagon Keepers (UIP)
- International Union of Combined Road-Rail Transport Companies (UIRR)
- Association of the European Rail Industry (UNIFE)