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

Invitation to the 5th meeting of the Joint Coordinating Group of Experts
Bern/hybrid, 6 September 2022
The Secretary General of OTIF is convening the 5th meeting of the 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

6 September 2022

10:00 – 17:30 (CEST)

Participants will have the option of being physically present or may participate remotely. For those who wish to attend in person, the session will take place at the

Universal Postal Union
Weltpoststrasse 4
3015 Berne, Switzerland

Details on remote connection will be provided in due course.

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 point 7 of the Annex of the Administrative Arrangements between the OTIF Secretariat, the Directorate-General for Mobility and Transport of the European Commission (DGMOVE) and the European Union Agency for Railways (ERA) (Administrative Arrangements/OTIF/DGMOVE/ERA).

This meeting of JCGE will be held under the conditions of the Rules of Procedure adopted at its second meeting held in Bern on 9 and 10 September 2019.

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 31 August 2022 at the latest.

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

Yours faithfully,

(Wolfgang Küpper)
Secretary General

Annexes:

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

1. Approval of the agenda

2. Appointment of chair or co-chairs

3. Review of the list of priority items (OTIF/RID/CE/JCGE/2021-A/Add.1)

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.

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 Experts.

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).
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).

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.

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*

UIS 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.
5 c - 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.

Review of any other items

4. Any other business

5. Next meeting
Annex 2: List of invited international associations

- European Chemical Industry Council (Cefic)
- Community of European Railway and Infrastructure Companies (CER)
- Association of the Notified Bodies (NB-Rail)
- 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)