



Bulletin

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Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

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EDITORIAL

Dear Readers,

First of all, I should like to thank you for your many constructive contributions to our survey on OTIF's Bulletin. In a later edition this year, we will be providing extensive information on the results and how they will be put into practice.

Events in connection with the European Year of Rail 2021 are proceeding apace. It makes us very optimistic that even at this time of crisis, policies to consider the railways as a cornerstone in achieving climate and sustainability goals are not being weakened.

OTIF also has a lot planned for the 2021 Year of Rail. In September, OTIF's 15th ordinary General Assembly will be held, where some important strategic, financial and personnel decisions will have to be taken so that OTIF can continue to make its important contribution to strengthening international rail transport in future.

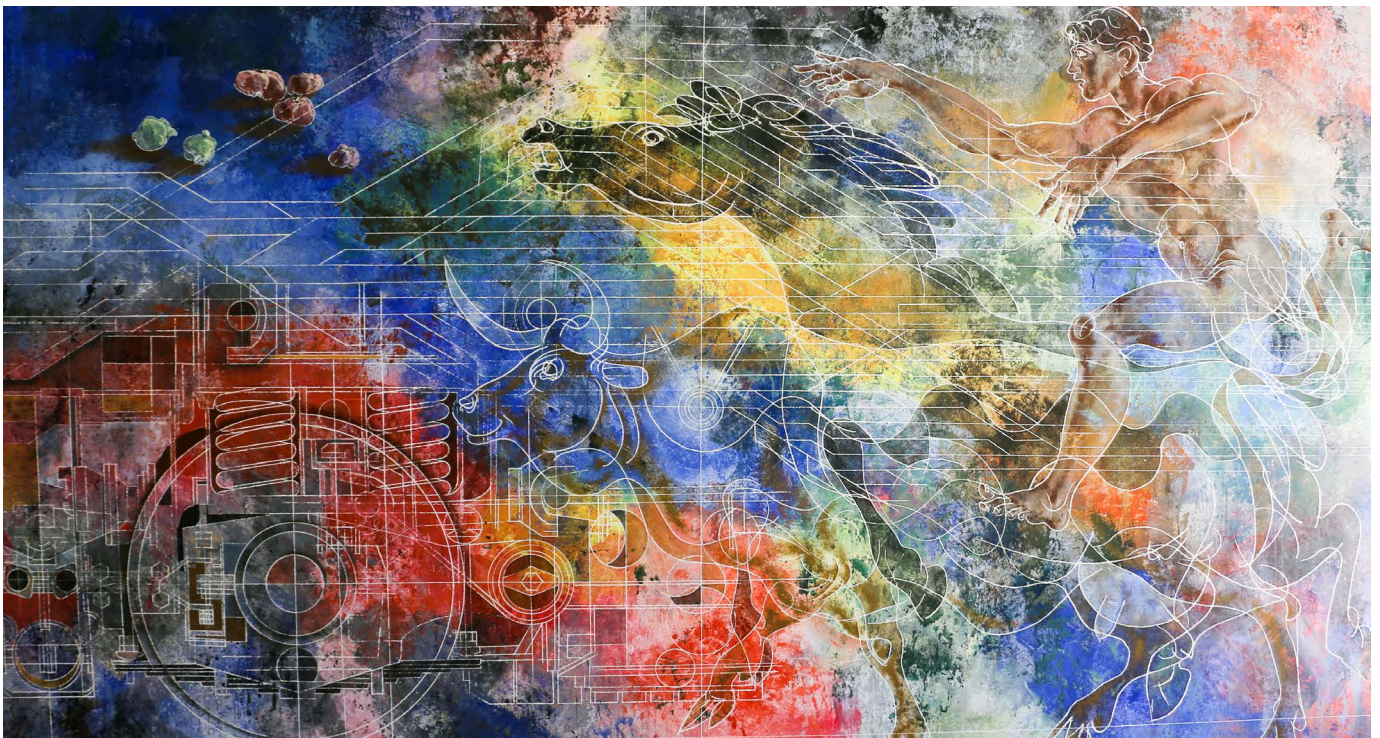
OTIF has also started planning the renovation of its headquarters in Berne. The building, which is situated in the embassy district of Kirchenfeld, has not undergone any renovation since it was first occupied in 1966. Fundamental refurbishment is therefore essential, although the particular character of the building, which is shaped by numerous works of art donated by the Member States, should not be lost.

We will also give you a progress report on the renovation work at a later stage.

I hope you enjoy reading this edition of the Bulletin.

Wolfgang Küpper

Secretary General



Hans Erni, mural, approximately 20m², 1965, entrance to the Secretariat

NEW PERMANENT REPRESENTATIVE OF SPAIN

On 20 September 2020, the Secretary General of the Intergovernmental Organisation for International Carriage by Rail (OTIF), Mr Wolfgang Küpper, received the nomination of His Excellency, Ambassador Victorio Redondo Baldrich, as the permanent representative of Spain to OTIF. The Ambassador of Spain in Berne gave the Secretary General his letter of nomination from the Spanish Ministry of Foreign Affairs.

His Excellency, Ambassador Victorio Redondo Baldrich, has a great deal of academic and professional experience. He has acted as Spain's permanent representative to the United Nations and other international organisations based in Geneva.

Mr Victorio Redondo Baldrich paid Mr Wolfgang Küpper a visit on 1 December 2020. During

this courtesy visit, the Secretary General of OTIF welcomed this nomination, which will enable continued cooperation between Spain, as a Member State, and OTIF. The presence of permanent representatives of Member States at the Organisation's location

enables the Member States and OTIF to speed up cooperation.

The Secretary General of OTIF renews to His Excellency, Ambassador Victorio Redondo Baldrich, the assurances of his highest consideration.



OTIF AND UIC, THE RIGHT TEMPO

In December 2017, OTIF and UIC signed a memorandum of understanding in order to consolidate the mutual advantages of their existing cooperation, initiate joint actions to support the promotion of rail transport and encourage synergies.

Since then, these two major actors in the rail sector have continued to maintain close contacts. It was agreed at that time that the multidisciplinary teams of UIC and OTIF would meet twice a year to exchange views, get information about each other's recent activities and plan joint actions. In 2020 therefore, OTIF's and UIC's teams met in May and December. These twice yearly meetings have become part of the two organisations' calendars. Known as "liaison meetings", they are very informative and deal with a wide range of subjects and matters of

joint interest to both UIC and OTIF.

Diversity and multidisciplinary are therefore at the forefront. The following took part in the meeting on 3 December 2020:

- On behalf of OTIF: the Secretary General, Mr Küpper, the heads of department, Ms Andriamahatahity (Administration and Finance), Mr Kuzmenko (Law) and Mr Leermakers (Technical Interoperability), and Ms Maria Price (Technical Interoperability expert), who is also in charge of organising the liaison meetings.
- On behalf of UIC: the Director

General, Mr Davenne, Activities Directors Ms S. Gehenot (Freight) and Mr C. Chavanel (Rail System), Support Activities Directors Ms Plaud-Lombard (Communications - Coordinator North American Region), Ms C. Lévy (Standardisation), Mr S. Fletcher (Coordinator European Region) and Mr V. Vu (Director of Institutional Relations - Coordinator Asian-Pacific Region).

The Secretary General of OTIF welcomes this productive cooperation and warmly thanks the Director General of UIC and all those who took part.



INTERNATIONAL TRANSPORT FORUM ANNUAL CONSULTATION

On 10 February 2021, the Secretary General of OTIF, Mr Küpper, took part in the annual consultation of international organisations organised by the International Transport Forum (ITF). This year, owing to the health situation, the consultation took place remotely, although this did not detract from the quality of the discussions on the future topics of the 2021 summit entitled “Transport

Innovation for Sustainable Development: Reshaping Mobility in the Wake of Covid-19”.

As a clean mode of transport with a high level of energy efficiency, rail transport is a key element of sustainable development. Rail transport is also a strong link in multimodal transport chains. As a result, of course, cooperating and discussing with the main

international organisations working in the field of transport is fundamental for OTIF, which assumes the role of an interface between different systems of railway, legal and technical regulations that are complementary and interconnected.

The Secretary General would like to thank the ITF team for the invitation and for organising the meeting.

RENOVATION ON THE HORIZON

OTIF’s headquarters and its Secretariat are located in Berne in the historic embassy district. The building that accommodates the Secretariat dates from the 1960s. It is now time to carry out some renovation and structural work, particularly work on insulating the building.

The renovation project has been approved by the Organisation’s Administrative Committee and has been started. The initial phases will look at what is required, provide a cost estimate and select an architectural plan.



OTIF’S 15th GENERAL ASSEMBLY: 28 AND 29 SEPTEMBER 2021

OTIF will hold its 15th General Assembly on 28 and 29 September 2021 in Berne, Switzerland. Unless the health situation does not permit, the General Assembly will be held in the physical presence of participants.

The General Assembly is made up

of all members of OTIF.

Upon invitation, States interested in acceding to COTIF and international organisations and associations linked to the rail sector may also attend the Assembly as observers.

The General Assembly is OTIF’s

supreme decision-making body (Article 14, COTIF 1999).

At its 15th session, it will elect the Secretary General, designate the members of the Administrative Committee, approve the strategic plan and set the Organisation’s maximum amount of expenditure.

AMENDMENTS TO COTIF: UPDATE ON APPROVALS

At its 12th session (Berne, 29 and 30 September 2015), the General Assembly adopted modifications to the base Convention and to Appendices D (CUV), F (APTU) and G (ATMF).

Three years later, at its 13th session (Berne, 25 and 26 September 2018), the General Assembly also adopted modifications to the base Convention and Appendices E (CUI) and G (ATMF). It was also decided to create a new Appendix H (EST).

The related depositary notifications were published on OTIF's website:

- 12th session: http://otif.org/en/?page_id=1104
- 13th session: http://otif.org/en/?page_id=1061

In accordance with Article 34 § 2 of COTIF, amendments to the Convention enter into force twelve months after they have been approved by two thirds of the Member States in accordance with their national law, i.e. at present once 32 Member States have approved them.

In accordance with Article 34 § 3 of COTIF, amendments to the Appendices enter into force twelve months after their approval by half of the Member States which have not made a declaration of non-application of the Appendix concerned pursuant to Article 42 § 1, first sentence.

With regard to the amendments to Appendices D (CUV), F (APTU) and G (ATMF), 22 Member States need to approve them and 21 Member States need to approve the amendments to Appendix E (CUI).

With regard to the amendments adopted by the 12th General Assembly, the depositary (Secretary General) has so far received instruments of approval from 16 states.

Instruments deposited on 28 February 2020:

MEMBER STATE	INSTRUMENT	DATE
SWITZERLAND	Approval	21 October 2016
SWEDEN	Approval	13 March 2017
FINLAND	Acceptance	10 April 2017
NETHERLANDS	Acceptance	1 May 2017
HUNGARY	Ratification	1 June 2017
SPAIN	Acceptance	23 August 2017
GERMANY	Approval	12 October 2017
ESTONIA	Acceptance	15 January 2018
BELGIUM	Approval	19 January 2018
SLOVAKIA	Approval	30 April 2018
NORTH MACEDONIA	Approval	1 May 2018
FRANCE	Approval	31 July 2018
AUSTRIA	Acceptance	21 August 2019
LUXEMBOURG	Ratification	18 December 2019
TURKEY	Ratification	1 October 2020
ROMANIA	Acceptance	28 December 2020

With regard to the amendments adopted by the 13th General Assembly, the depositary (Secretary General) has so far received instruments of approval from 5 states.

Instruments deposited on 28 February 2020:

MEMBER STATE	INSTRUMENT	DATE
FINLAND	Acceptance	25 September 2019
SWITZERLAND	Approval	6 February 2020
GERMANY	Approval	6 May 2020
FRANCE	Approval	19 August 2020
HUNGARY	Ratification	3 July 2020

DEPOSITARY NOTIFICATIONS

Since 17 December 2020 ([Bulletin 4/2020](#))

NOT-21007	01.03.2021	Entry into force of the decisions taken by the Committee of Technical Experts using the written procedure
NOT-21004	27.01.2021	CIV list of maritime and inland waterways services - update - modification.
NOT-21002	22.01.2021	Romania's acceptance of the amendments to COTIF and Appendices D, F and G adopted by the 12 th General Assembly.

PARTICIPATION IN THE STEERING COMMITTEE FOR THE EUMedRail PROJECT

On 24 November 2020, Mr Wolfgang Küpper, the Secretary General of OTIF, and Ms Maria Price, an expert in the Technical Interoperability Department, played an active part in the Steering Committee for the EUMedRail project. The meeting was held remotely.

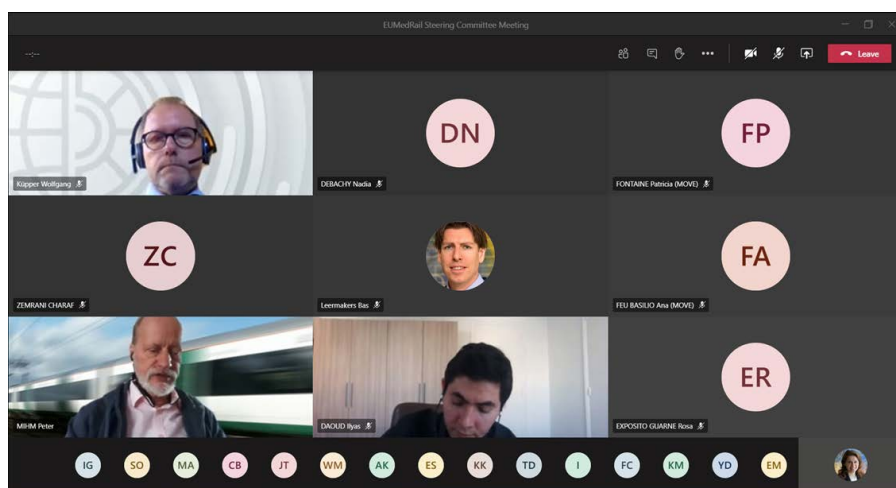
The meeting began with a welcome speech by the Executive Director of the European Union Agency for Railways (ERA), Dr Josef Doppelbauer. He underlined the importance of supporting railway safety and interoperability in the countries that are benefiting from the EUMedRail project. The rapporteur of the European Year of Rail to the European Parliament, Ms Anna Deparnay-Grunenberg, then commended the railways on their sustainability, innovation and safety. Increasing the number of passengers and amount of goods transported by rail is an important

element in terms of achieving climate neutrality.

Later on, the Secretary General emphasised the role of OTIF: a bridge between the EU Member States and non-EU Member States, particularly Mediterranean countries. OTIF and its Convention (COTIF) ensure consistency of the regulations among its

Member States, whether or not they are members of the EU, particularly with regard to technical interoperability.

The Secretary General would like to thank ERA for the invitation. For more information on OTIF's cooperation in the EU's EUMedRail project, see [Bulletin 3-2020, page 10](#).



ENTRY INTO FORCE ON 1 APRIL 2021 OF NEW COTIF PROVISIONS UNDER THE ATMF UR AND APTU UR

New COTIF provisions under the ATMF UR and APTU UR will enter into force on 1 April 2021

Five amended and revised provisions under ATMF and APTU will enter into force on 1 April 2021. They concern:

- Modification of the UTP concerning rolling stock noise (UTP Noise)
- Modification of the UTP concerning freight wagons (UTP WAG)
- Modification of the UTP concerning vehicle marking (UTP Marking)
- Full revision of the rules for certification and auditing of entities in charge of maintenance (ECM Regulation)
- Full revision of the specifications concerning vehicle registers.

The Committee of Technical Experts could not convene in June 2020 and take decisions as previously planned, due to the COVID-19 pandemic, travel restrictions and the fact that large groups were not able to meet. Instead, a vote was held using the written procedure. For more information on the vote carried out by OTIF's Technical Interoperability Department using the written procedure, please see http://otif.org/en/?page_id=158.

A depository notification NOT-20038 was issued on 9 October 2020 to confirm the adoption of all proposals on 30 September 2020. For more information, please see OTIF's notifications page

for the Technical Interoperability Department (http://otif.org/en/?page_id=637).

The following is a summary of what is new and what this means for Contracting States.

UTP Noise

The amendments to the UTP Noise provide states with the possibility of limiting the use of old wagons which are not compliant with modern pass-by noise requirements to defined railway lines where noise is an issue. The concept of "quieter routes" is proposed for designated lines where rail freight noise should be reduced, together with specific rules for the operation of wagons on these routes. In addition to the above, the modified UTP Noise includes provisions to be applied when existing rolling stock is subject to changes, such as upgrades or renewals, and modifications to ensure continued alignment with the European Union's TSI.

With the entry into force of this UTP Noise, Contracting States should provide information in advance on whether and where they have designated "quieter routes" in order to facilitate the composition of trains by the railway undertakings. Contracting States that do not notify "quieter routes" are presumed to continue to accept existing wagons which do not meet modern noise requirements.

UTP WAG

The UTP WAG has been revised

and updated several times since it was first adopted in 2012, with the purpose of keeping it aligned with legal developments and developments in the industry. The latest modifications include:

- New requirements concerning automatic variable gauge running gear
- Provisions concerning the handling and maintenance of safety critical components
- Reference to route compatibility checks in which railway undertakings check all relevant parameters of freight wagons to ensure their compatibility with the route on which they will be used
- Update of the procedure in relation to the competences of the Committee of Technical Experts and the Secretary General concerning the use of 'innovative solutions' in freight wagons
- New rules applicable when existing wagons or existing types of wagons are modified, including rules on whether or not the changes require a new admission to international traffic
- Update of references to standards and other legal texts, including new European Union legislation
- Deletion of Appendices whose substance has become available in a standard.

UTP Marking

The modifications to the UTP Marking are primarily editorial corrections and clarify the process of assigning a unique vehicle number (EVN). The modifications also include improvements to the requirements for the Vehicle Keeper Marking (VKM).

ECM Regulation

The new, fully revised rules mainly extend the scope of certification beyond its previous scope, which was limited to the certification of freight wagon ECMs. As a general rule, the ECMs of all types of vehicles should be certified, although some exceptions to this general rule are stipulated.

Specifications for Vehicle Registers

The revised specifications establish new harmonised provisions concerning data content, data formatting and access rights for vehicle registers. Data concerning vehicles in international traffic should be accessible to users such as railway undertakings and Competent Authorities.

Vehicle registers should enable users to:

- Check whether a vehicle is duly registered and the status of the registration
- Retrieve information on the admission to operations, including the authorising entity, the area of use, the conditions for use and other restrictions
- Retrieve the type of construction according to which the vehicle is built
- Identify the keeper, the owner and the entity in charge of maintenance.

The specifications have been drafted in light of European Union Commission Implementing Decision (EU) 2018/1614, establishing the European Vehicle Register (EVR). As a consequence, the EVR is deemed to comply with the specifications under COTIF.

The specifications also allow states to choose whether they establish their national vehicle register, use the EVR, or establish and share a joint register with one or more other states. Whatever the choice, all registers must satisfy the specified

common data format and access rights.

Each state has to ensure that its vehicle register functions in accordance with these specifications by no later than 16 June 2021. By this date, all vehicles in the scope of ATMF must be registered in the vehicle register, which must be accessible to users in accordance with the specifications.

The new specifications replace the OTIF NVR specifications as last amended on 30 November 2019; the former specifications will be repealed with effect from 16 June 2021.

Once they have entered into force, the revised UTPs and the new ECM Regulation can be found on OTIF's website under [Reference Texts > Technical Interoperability > Prescriptions and Other Rules](#)

Once they have entered into force, the new specifications for vehicle registers can be found on OTIF's website under: [Reference Texts > Technical Interoperability > Registers](#)

Technical Interoperability Department

13th SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS

As it could not meet in 2020, the Committee of Technical Experts (CTE) will hold its 13th session on 22 and 23 June 2021. The CTE is one of the organs of OTIF. It deals with subjects in the scope of the APTU UR (Appendix F to COTIF) and ATMF UR (Appendix G to COTIF), most notably the rules and procedures related to the admission of vehicles in international traffic.

The invitation letter and agenda for the meeting were sent to the members of the Committee and published on OTIF's website on 1 February 2021. [Link to the invitation letter: http://otif.org/en/?page_id=152](http://otif.org/en/?page_id=152). The meeting will be held as a remote or hybrid meeting, depending on the coronavirus situation. All the documents for the session under agenda item 6 will be published on OTIF's website on 1 March 2021 (this concerns proposals for legal provisions) and on 21 April 2021 for all other working documents. [Link to the working documents: Activities > Technical Interoperability > Committee of Technical Experts > Working Documents > 2021](#).

The CTE will deal with proposals to revise three existing UTPs and vote on the adoption of two new UTPs. Furthermore, the CTE will discuss a recommendation for the Revision Committee on modifying the ATMF Uniform Rules with regard to entities in charge of maintenance. In addition, the CTE will discuss monitoring and assessment of the implementation of the APTU and ATMF UR by Contracting States and how to proceed with vehicle registers. Finally, a proposal for the 2021/2022 work programme will be discussed.

A short introduction to some of the items the CTE 13 will be dealing with:

- The proposal for a decision to adopt a new UTP concerning train composition and route

compatibility checks (UTP TCRC). This new UTP would define the parameters of the vehicles and infrastructure to be checked by railway undertakings and the procedures to be applied to check these parameters. The proposed UTP TCRC covers two different subjects:

- o Train composition, which is the process in which, based on the technical file of each vehicle, the railway undertaking prepares the train for operation and ensures that all vehicles in the train and the train as a whole meet the essential requirements, and
- o Route compatibility checks, in which, based on route information provided by the infrastructure manager, the railway undertaking ascertains that the train is compatible with the route on which it intends to run the train.

The parameters in the proposed UTP TCRC are necessary for the harmonised implementation and correct application of the ATMF provisions, in particular Article 6 § 2 and Article 15a, which lay down responsibilities for railway undertakings when using vehicles in international traffic.

- The proposal for a decision to adopt a new UTP concerning infrastructure (UTP INF). The purpose of this new UTP would

be to promote compatibility between neighbouring lines and networks. The UTP INF would set out the railway infrastructure parameters that are relevant in terms of compatibility with vehicles and specific methods to check these parameters. Contracting States on whose territory a line is located would have to decide whether the UTP would be applicable to that line. Contracting States would be recommended to apply the UTP on all new lines which will be open for international traffic and on existing lines which are substantially used for international traffic, including when such lines are upgraded or renewed. Neighbouring Contracting States would be recommended to coordinate application of the UTP where relevant.

- The proposal for a decision to modify UTP WAG includes new rules applicable when existing units or existing unit types are modified, including rules on whether or not the changes require a new admission to international traffic.
- The proposal for a decision to modify UTP LOC&PAS includes provisions similar to the UTP WAG and, in addition, includes new elements brought about by the revision of the APTU UR which entered into force on 1 March 2019.
- The proposal for a decision to modify UTP PRM

includes clarification of the technical scope, editorial modifications and an update of the references to other legal documents.

The session will begin on **22 June 2021** and will finish on **23 June 2021**. The Committee session will be followed by the 43rd session of the standing working group Technology (WG TECH).

All OTIF Member States and regional organisations which have acceded to COTIF are invited as members of the Committee. Associate Members, international organisations and associations (CEN, CER, CIT, EIM, ERFA, ETF, GCC, IVA, NB-Rail Association, TCPS, UIC, UIP, UIRR, UITP, UNIFE and OSJD) are invited to attend the CTE meeting in an advisory capacity.

PROVISIONAL AGENDA

1. Approval of the agenda
2. Presence and quorum
3. Election of the Chair

4. **Proposal for decision to modify the Committee's Rules of Procedure**
5. **For information:**
 - a. General information from the OTIF Secretariat
 - b. Report from the Committee of Technical Experts' working group TECH
6. **Proposals for decisions with legal effect:**
 - a. Adoption of a new UTP concerning train composition and route compatibility checks
 - b. Adoption of a new UTP concerning infrastructure
 - c. Revision of the UTP LOC&PAS (locomotives and passenger rolling stock)
 - d. Revision of the UTP WAG (freight wagons)
 - e. Revision of the UTP PRM (accessibility for people with reduced mobility)
7. **Proposal for a recommendation for the Revision Committee**

- a. Modification of the ATMF Uniform Rules with regard to entities in charge of maintenance
8. **For discussion:**
 - a. Monitoring and assessment of the implementation of the APTU and ATMF UR by Contracting States
 - b. Vehicle registers
 - c. Work programme of the Committee
9. **Any other business**
10. **Next session**

Technical Interoperability Department

RID COMMITTEE OF EXPERTS' STANDING WORKING GROUP

12th Session: video-conference, 24 to 26 November 2020

The 12th session of the standing working group originally planned for May 2020, which had to be postponed because of the pandemic, was held from 24 to 26 November 2020 as a video-conference. 21 states, the European Commission, the European Union Agency for Railways (ERA) and 5 international associations were represented.

Entry into service verification of tanks

For the 2023 edition of RID/ADR, the RID/ADR/ADN Joint Meeting's informal working group on the testing and certification of tanks proposed an entry into service verification of tanks. This verification can be required by the competent authority of the country of first registration or, if the country of registration changes, by the competent authority of the new country of registration. As part of this entry into service verification, external inspections of the tank have to be carried out, as well as verification of conformity with the design type approval, verification of the validity of the approvals of the inspection bodies which performed the previous inspections and tests, and verification that the transitional measures of 1.6.3 or 1.6.4 have been fulfilled.

The standing working group had to deal with this issue in order to establish whether any clarification was necessary for the rail sector, taking into account the European Union's railway legislation.

For the time being, the standing

working group provisionally adopted a Note to the new 6.8.1.5.5. The Note says that the entry into service verification should be considered as an instrument of market surveillance if there are doubts about conformity. This Note also explains that for tank-wagons that have received a vehicle authorisation from the European Union Agency for Railways (ERA), no further inspection is required to confirm the conformity of the tank for the purpose of registering it in the National Vehicle Register.

The standing working group also provisionally adopted a footnote to the new 1.8.7.5.3 referring to the responsibilities within the European Union in the event of the entry into service verification not being passed. This footnote also contains rules for RID Contracting States that are also ATMF Contracting States, but not EU Member States.

There was agreement that as a result of the texts provisionally adopted in square brackets, the optional entry into service verification proposed by the informal working group on the testing and certification of tanks no longer led to conflicts with the European railway legislation.

Temperature control for polymerizing substances

For certain self-reactive substances, organic peroxides and polymerizing substances, the temperature must be monitored during transport in order to prevent these substances from reacting dangerously if the temperature is

exceeded. As this temperature control cannot be ensured in rail transport because it is unaccompanied, such substances are not accepted for carriage by rail in RID.

While the self-reactive substances and organic peroxides that are not accepted for carriage by rail are clearly defined, there are no criteria for the requirement for temperature control for polymerizing substances.

As the prohibition on carriage applies not just to UN numbers 3533 and 3534 (Polymerizing substance, solid/liquid, temperature controlled, n.o.s.), but also to all polymerizing substances under temperature control, i.e. also to temperature controlled substances that meet the criteria for polymerizing substances as well as the criteria for inclusion in classes 2, 3, 6.1 and 8, it was decided to include a text in the classification provisions of these classes indicating that substances with a self-accelerating polymerization temperature (SAPT) of not more than 50°C carried in packagings or IBCs or of not more than 45°C carried in tanks are not accepted for carriage by rail.

1.1.4.4, which governs carriage in piggyback transport and which, among other things, lists the substances accepted for carriage by road, but not by rail, was also supplemented.

Fixing of welded elements

At the last Joint Meeting, a provision for the fixing of welded elements was adopted for tank-vehicles and tank-containers, which states that such fixings must be made in such a way that the shell is prevented from being ruptured. In so doing, it was noted that the existing RID provision concerning welded elements for tank-wagons is worded too restrictively with regard to their possible design. The Joint Meeting chose a form of wording intended to express a protective aim for both tank-containers and tank-vehicles.

Firstly, the standing working group decided also to include the text adopted for tank-containers and tank-vehicles (“Welded elements shall be attached to the shell in such a way that tearing of the shell is prevented.”) in the left-hand column of 6.8.2.2.1 for tank-wagons. The non-exhaustive list of approved fixing measures will be deleted once these measures are described in the new version of standard EN 14025 (Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction).

Working group on tank and vehicle technology

The standing working group was informed about the work of the working group on tank and vehicle technology, which had held its most recent meeting on 6 and 7 October 2020. This meeting had dealt exclusively with the safety assessment of the risk analysis of extra-large tank-containers carried out by BASF.

Definition of extra-large tank-containers

The standing working group agreed that the question of the

need for a new definition of extra-large tank-containers should be discussed at the Joint Meeting’s working group on tanks, as these tank-containers are also to be carried by inland waterway and, to a limited extent, by road as well. This definition might be necessary so that extra-large tank-containers can be better taken into account in the provisions for construction, approval, use and loading.

In the process, the question should in particular be answered as to whether, on the basis of their intermodal approval, extra-large tank-containers are to be treated in the same way as conventional intermodal tank-containers or whether any additional provisions are necessary, bearing in mind the fact that the current provisions for tank-containers were developed on the basis of a tank-container with a maximum capacity of around 36,000 litres and extra-large tank-containers are more than twice as large as conventional tank-containers and are hence on a par with tank-wagons in terms of volume.

Minimum thickness of shells

The working group on tank and vehicle technology did not reach a clear result with regard to the minimum shell thickness of extra-large tank-containers. While some delegations were of the view that the same wall thicknesses are required for cargo transport units with the same capacity, other delegations argued that the tests and simulations carried out had clearly shown that because of their adapted construction, extra-large tank-containers achieved an equivalent or even better safety level compared with tank-wagons, even with a reduced wall thickness. It was also pointed out that the differences between the construction of tank-wagons and extra-large tank-containers led to completely different stresses in

operation and so for this reason, it was not meaningful to harmonise the construction requirements for tank-wagons and extra-large tank-containers.

The standing working group agreed that the question of the wall thickness needed to be dealt with further, as the investigation carried out by the German Centre for Rail Traffic Research (DZSF) had also shown that in the risk assessment carried out by BASF, it was possible that not all the relevant accident scenarios, e.g. the tank-container falling off, derailment and collision with a stationary obstacle, had been considered. With regard to the wall thickness, the RID/ADR/ADN Joint Meeting would also have to be involved.

Pressure resistance of closures on the shell

The last Joint Meeting had not been able to reach consensus on the question of whether the requirement for the pressure resistance of manhole closures for the internal inspection of tanks, which, for tank-wagons, must be designed for a test pressure of at least 4 bar, should also apply to tank-containers.

The requirement for 4 bar manhole covers had been introduced for tank-wagons in order to prevent spray escaping from the dome covers as a result of liquid surge. No similar tightness defects had so far been detected on conventional tank-containers, because of their shorter length and lower capacity.

The standing working group agreed to submit a new proposal to the Joint Meeting, in which this requirement would only be prescribed for tank-containers with a capacity of more than 40,000 litres. This requirement can be dispensed with if the tank-containers are divided into compartments of no more than 7,500 litres separated

by dividing walls or surge plates. As it is not known whether other extra-large tank-containers in addition to the tank-containers operated by BASF are in operation, the proposal to the Joint Meeting will also propose a transitional measure.

Surge movements

At the working group on tank and vehicle technology, CEFIC called for the provision in 4.3.2.2.4 to be dispensed with in rail transport. This provision stipulates a minimum degree of filling of 80% or a maximum degree of filling of 20% for tank-containers. In the risk assessment carried out by BASF, no critical surge movements had been detected in the S-curve tests either for tank-wagons, conventional tank-containers or extra-large tank-containers.

The working group was sceptical with regard to a possible official proposal from CEFIC, because if the provision were deleted from RID, it would have to be ensured that tank-containers that do not meet the provisions of 4.3.2.2.4 are not loaded onto a road vehicle. In addition, any such proposal would have to take account of portable tanks, which, in accordance with 4.2.1.9.6 (a), are also subject to similar provisions with regard to the minimum and maximum degree of filling. Doubt was also expressed as to whether the tests carried out with the degrees of filling chosen by CEFIC are sufficient to delete the provision in RID 4.3.2.2.4.

Load cases for carrying wagons

The European standards for railway vehicle strength requirements stipulate different load cases, depending on whether the vehicles are operated in free circulation, including hump shunting, or

whether operation of the vehicles in hump shunting is ruled out. In connection with extra-large tank-containers loaded onto innovative container carrying wagons, the question arose as to whether perhaps an additional load case should be provided for wagons approved for marshalling yards with automatic retarders.

The standing working group concluded that the issue of operating carrying wagons with extra-large tank-containers in hump shunting is the responsibility of operators and did not need to be considered further by the standing working group.

Strength of extra-large tank-containers

According to 6.8.2.1.2 and 6.7.2.2.12, tank-containers and portable tanks must be designed for acceleration values of 2g. These acceleration values are also prescribed by the International Convention for Safe Containers (CSC) and the International Union of Railways' (UIC) International Railway Solutions (IRS). The extra-large tank-containers are designed for acceleration values of 3g so that they can be moved over hump shunting facilities with automatic retarders.

The working group on tank and vehicle technology agreed that tank-containers designed for acceleration values of 3g would also have to be covered in the container provisions of the CSC and IRS and in chapters 6.7 and 6.8 of RID/ADR. It might also be necessary to give some thought to a separate marking for containers designed for 3g.

The standing working group asked the representatives of Germany and the International Union of Wagon Keepers (UIP) to submit a corresponding proposal to the RID/ADR/ADN Joint Meeting.

Opinion of the German Centre for Rail Traffic Research (DZSF) on the risk assessment of the extra-large tank-containers of BASF

The German Centre for Rail Traffic Research (DZSF), an independent, technical and scientific research institute domiciled at the Federal Office for Railways, carried out a comprehensive review of BASF's risk assessment of extra-large tank-containers.

In a presentation, DZSF pointed to a number of ambiguities and methodological gaps. The criticism was made that only two accident scenarios had been considered (side impact with a stationary wagon, collision between a moving wagon and a stationary wagon with subsequent overriding of buffers). It was questionable whether this could cover all the relevant accident scenarios, e.g. the tank-container falling off, derailment and collision with a stationary obstacle.

The scope of the long-term tests was also considered to be too narrow, particularly in view of the fact that excessive forces had been detected in two of the 18 runs.

Lastly, it was questioned whether the statements from the BASF risk analysis were sufficient to substantiate amendments to the regulations with regard to filling levels and surge movements to an adequate degree.

Revision of the requirements concerning protection of the tank against damage caused by the overriding of buffers

UIP submitted a document to initiate a discussion on revising special provisions TE 22 and TE 25, which apply to tank-wagons, as well as the requirement in

6.8.2.1.29, so that, among other things, these requirements can also be applied to the carriage of tank-containers with dangerous goods. For tank-wagons, special provision TE 22 requires the deployment of crash elements, which must have a minimum energy absorption capacity of 800 kJ. Special provision TE 25 contains measures to prevent the overriding of buffers or to limit the damage caused by the overriding of buffers and 6.8.2.1.29 deals with the minimum distance of 300 mm between the headstock plane and the most protruding point at the shell extremity.

It was pointed out in particular that for digital automatic couplings, which were supposed to strengthen rail freight traffic, the energy absorption of 800 kJ required in special provision TE 22 cannot be achieved. This requirement cannot be implemented for container carrying wagons either, because of their construction.

UIP's discussion document proposed a step by step approach to be applied depending on the hazard level of the dangerous goods carried.

Level 1:

Insofar as the provision of 6.8.2.1.29 is still considered necessary, it should apply to all dangerous goods.

Level 2:

Measures that are suitable to reduce the risk of buffers overriding (e.g. crash buffers or devices to protect against the overriding of buffers). These measures apply to those substances to which special provision TE 22 is currently assigned.

Level 3:

Measures that are suitable to reduce the damage caused by the overriding of buffers (e.g. protective shield, strengthened tank ends or sandwich cover). These measures apply to all substances to which special provision TE 25 is currently assigned.

In this step by step approach, it would be conceivable that level 3 measures would make the precautions of levels 2 and 1 unnecessary or that if level 2 measures were used, the precautions of level 1 would be dispensed with. However, the current level of safety must in no case be reduced.

The standing working group supported the UIP document in principle. The protective aims that can be included in RID instead of specific provisions should first be formulated more precisely. The specific technical provisions should then be laid down in the TSI (ERA) and/or in standards (CEN). The representative of UIP offered to make the protective aims more specific, together with freight wagon manufacturers, and to submit a revised document to the next session of the working group on tank and vehicle technology.

Next session

The 13th session of the RID Committee of Experts' standing working group will be held from 22 to 26 November 2021.

Jochen Conrad

CALENDAR OF OTIF'S MEETINGS IN 2021

DATE	EVENT	ORG	LOCATION
15 - 19 March	RID/ADR/ADN Joint Meeting		Berne - Switzerland (HYBRID MEETING)
13 April	Ad hoc Committee on Cooperation; 4 th session		Geneva - Switzerland (HYBRID MEETING)
13 - 15 April	Working Group of Legal Experts; 4 th session		Geneva - Switzerland (HYBRID MEETING)
May	Working Group on Tank and Vehicle Technology		(REMOTE MEETING)
19 - 20 May	134 th Session of the Administrative Committee		Berne - Switzerland (HYBRID OR REMOTE MEETING)
22 - 23 June	13 th session of the Committee of Technical Experts		Berne - Switzerland (HYBRID OR REMOTE MEETING)
23 - 24 June	Working Group WG TECH. 43 rd Session		Berne - Switzerland (HYBRID OR REMOTE MEETING)

EVENTS WITH OTIF PARTICIPATION IN 2021

DATE	EVENT	ORG	LOCATION
11 March	CUI Committee	CIT	Berne - Switzerland
11 March	Topical Working Group on Derailment Detection Devices (DDD)	ERA	(REMOTE MEETING)
25 March	CIM Committee	CIT	Berne - Switzerland
30 - 31 March	Working Party on the revision of the TAF TSI	ERA	(REMOTE MEETING)
8 April	9 th Session of the Preparatory Commission for the establishment of an International Registry under the Luxembourg Protocol	UNIDROIT	Berne - Switzerland (REMOTE MEETING)
8 April	Build Back Greener - the Role of the Luxembourg Rail Protocol in the Post-Covid Economy	Rail Working Group	(REMOTE MEETING)
20 April	Working Party on the revision of TSIs	ERA	(REMOTE MEETING)
21 - 23 April	Ad hoc Working Group on Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods	UNECE	Geneva - Switzerland

EVENTS WITH OTIF PARTICIPATION IN 2021

DATE	EVENT	ORG	LOCATION
3 - 7 May	Working Party on the Transport of Dangerous Goods, WP.15 (109 th session)	UNECE	Geneva - Switzerland
5 - 7 May	Group of Experts on the Permanent Identification of Railway Rolling Stock (SC.2/PIRRS) (3 rd session)	UNECE	Geneva - Switzerland
18 - 21 May	Working Group on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland
9 - 10 June	Railway Interoperability and Safety Committee (RISC)	European Commission	Brussels - Belgium
14 - 15 June	European Rail Safety Days	ERA	Porto - Portugal
23 - 24 June	CIM Working Group	CIT	Berne - Switzerland
28 June - 2 July	UN Sub-Committee of Experts on the Transport of Dangerous Goods (58 th session)	UNECE	Geneva - Switzerland
7 - 8 July	Expert and Legal group CIM/SMGS	CIT	Berne - Switzerland
24 - 27 August	Group of Experts on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland



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