

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL**

**OTIF/RID/CE/2012-A**

**20 June 2012**

Original: German

**TO THE GOVERNMENTS OF THE MEMBER STATES OF OTIF**

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**Final report of the 51<sup>st</sup> session of the RID Committee of Experts  
(Berne, 30 and 31 May 2012)**

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Document OTIF/RID/CE/2012-A/Add.1

**ITEM 1: APPROVAL OF THE AGENDA**

*Document:* A 81-03/502.2012 (Secretariat)

*Informal document:* INF.1 (Secretariat)

1. The provisional agenda contained in the letter of invitation A 81-03/502.2012 dated 29 March 2012 with the list of documents published by the secretariat in informal document INF.1 was adopted after informal documents INF.17 and 18 were included under agenda items 7 and 3 respectively, and informal document INF.6 under agenda item 3 was deleted.

**ITEM 2: PRESENCE AND QUORUM**

2. The secretariat noted that of 44 voting Member States, 18 States were present at the time of the opening of the session and the quorum in accordance with Article 20 § 1 of the Rules of Procedure ( $\frac{1}{3}$  of the Member States) was therefore reached.
3. The representative of the European Union repeated the declaration he had made at the 50<sup>th</sup> session of the RID Committee of Experts that he was representing 22 EU Member States. The secretariat again pointed out that regional organisations according to Article 38 § 2 of COTIF could only exercise the rights enjoyed by its members by virtue of the Convention. COTIF only made provision for the right to vote in the case of physical presence or if the right to vote is transferred to another Member State.

**ITEM 3: APPROVAL OF THE AMENDMENTS ADOPTED BY THE RID/ADR/ADN JOINT MEETING (BERNE, 19 - 23 MARCH 2012) FOR A DATE OF ENTRY INTO FORCE OF 1 JANUARY 2013**

*Documents:* [OTIF/RID/NOT/2013] (Secretariat)  
OTIF/RID/CE/2012/9 (Secretariat)

4. The RID Committee of Experts approved all the amendments contained in document OTIF/RID/CE/2012/9 adopted by the Joint Meeting (Berne, 19 - 23 March 2012) for a date of entry into force of 1 January 2013, with the exception of the reference to standard EN ISO 7866:2011 in 6.2.4.1, which, according to the representative of CEN, would not be published in time. The RID Committee of Experts therefore decided to delete **the amendment concerning the reference to this standard and** all the **remaining** square brackets in the draft notification texts [OTIF/RID/NOT/2013] (see Annex I).

**Amendments adopted by the 92<sup>nd</sup> session of WP.15 (Geneva, 8 - 10 May 2012)**

*Informal documents:* INF.4 (CEN)  
INF.5 (Switzerland)  
INF.7 (Romania)  
INF.8 (Secretariat)  
INF.9 (Ireland)  
INF.13 (Secretariat)

5. The RID Committee of Experts also approved all the amendments contained in informal document INF.13 adopted by the 92<sup>nd</sup> session of WP.15 (Geneva, 8 - 10 May 2012) which have repercussions for RID. Informal documents INF.4, INF.5, INF.7, INF.8 and INF.9, which, among others, were the basis for these amendments, were thus adopted (see Annex I).

6. With regard to the amendment to special packing provision PP 90 proposed in informal document INF.13, the representative of the Netherlands expressed his regret that this proposal had not been submitted to the UN Sub-Committee of Experts first. Romania was asked subsequently to submit this proposed amendment to the UN Sub-Committee of Experts as well.

#### **NHM Codes**

7. The discussion at the 50<sup>th</sup> session of the RID Committee of Experts on whether to show the NHM codes in Table B of Chapter 3.2 was recalled (see OTIF/RID/CE/2011-A, paragraphs 11 and 12). The representative of UIC assured the meeting that he would provide the NHM codes for the new substances to be included in Table B by the end of June 2012 at the latest.

#### **Transitional provision in 1.6.3.41**

*Document:* OTIF/RID/CE/2012/6 (UIP)

8. The representative of UIP withdrew his document OTIF/RID/CE/2012/6.

#### **Inclusion of a definition of "ECE Regulation"**

*Informal document:* INF.12 (Secretariat)

9. The meeting adopted the secretariat's proposal to include a definition of "ECE Regulation" in 1.2.1 in connection with the introduction of special provision 660 for the carriage of fuel gas containment systems fitted in motor vehicles (see Annex I).

#### **Detection of derailments**

*Document:* OTIF/RID/CE/GT/2012-A, paragraphs 5 to 18

*Informal documents:* INF.15 (Secretariat)  
INF.17 paragraphs 3 to 19 (ERA)  
INF.18 (European Union)

10. In its informal document INF.15, the secretariat recalled the discussion at the 47<sup>th</sup> session of the RID Committee of Experts (Sofia, 16 to 20 November 2009) on the introduction of provisions for derailment detectors, and the provisions contained in square brackets in report OTIF/RID/CE/2009-A, which it was planned would enter into force on 1 January 2013.
11. The chairman of the working group on tank and vehicle technology referred to the discussions on the detection of derailments reflected in the report of the 13<sup>th</sup> session of the working group (OTIF/RID/CE/GT/2012-A, paragraphs 5 to 18) and emphasised that in an indicative vote, four Member States had supported the decision endorsed by the 47<sup>th</sup> session of the RID Committee of Experts to introduce derailment detectors. Two Member States had preferred implementation on a voluntary basis, and two other Member States had abstained.
12. The representative of the European Commission explained that the result of coordination among the EU Member States had been that at present, the European Union did not support the mandatory introduction of derailment detectors, but the use of derailment detectors on a voluntary basis should be made possible.
13. The chairman added that further investigations were to be carried out, particularly on using telematics applications to help detect derailments, so the European Union's decision should not be considered as final.

14. The representative of Switzerland reminded the meeting that in recent years, his country had played a major role in the discussions on the detection of derailments. A negative decision by the European Union, which had only been submitted in **the form of an informal document** at the beginning of the RID Committee of Experts' session, was unacceptable, and would call into question Switzerland's future participation in the work of the RID Committee of Experts. In order that this work, which had lasted ten years, could at least be brought to a conclusion in a clear manner, he requested a nominal vote in accordance with Article 21 § 2 of the Rules of Procedure, so that each Member State would assume its responsibilities.
15. The chairman pointed out that this vote would not make matters any clearer, as the voting rights of the EU Member States would be exercised by the representative of the European Union. He proposed that implementation of the decision of the 47<sup>th</sup> session of the RID Committee of Experts be deferred another two years, and until then, to prescribe the voluntary use of derailment detectors in RID.
16. The RID Committee of Experts again endorsed the aim of including provisions in RID concerning the detection of derailments, but agreed to defer implementation of the provisions by another two years (see Annex I) and assumed that this time would be used for further investigations. It also decided to include a note dealing with the voluntary use of derailment detectors.
17. There was a lengthy discussion on where this new note should appear. As this note was to apply to all wagons used for the carriage of dangerous goods, not just to tank-wagons, Chapters 4.3 and 6.8, which only apply to tank-wagons, were not suitable. It was finally decided to put the note at the end of 7.1.1 (see Annex I).

#### ITEM 4: OTHER PROPOSALS

##### Placarding of wagons

*Document:* OTIF/RID/CE/2011/10 (Sweden)

*Informal document:* INF.11 from the 50<sup>th</sup> session of the RID Committee of Experts (Switzerland)

18. Both these documents had already been discussed at the 50<sup>th</sup> session of the RID Committee of Experts, but at the request of the European Union, further work on them had been deferred to this session (see OTIF/RID/CE/2011-A, paragraphs 39 to 43).
19. The arguments already raised at the last session of the RID Committee of Experts were repeated. It was agreed that in 5.3.1.7.4, the possibility of reducing the dimensions of the placards should either be linked to the surface area available on the wagons, or should be completely deleted.
20. Another coordination meeting between the EU Member States also failed to achieve a result, so Sweden was asked to submit a revised document to the next session of the RID Committee of Experts' standing working group (see paragraphs 46 to 48) with more arguments, taking into account the comments made by delegations and possibly a transitional provision.

### **Placarding of wagons carrying packages only, in accordance with 5.3.1.5**

*Document:* OTIF/RID/CE/2012/1 (Switzerland)

*Informal document:* INF.11 (UIC)

21. The representative of Switzerland withdrew his document, which he had prepared at the request of the last session of the RID Committee of Experts (see OTIF/RID/CE/2011-A, paragraphs 36 to 38).

### **Update to UIC Leaflet 201 "Carriage of dangerous goods – Emergency planning guidance for rail marshalling yards"**

*Document:* OTIF/RID/CE/2012/3 (UIC)

*Informal documents:* INF.2 (UIC)

22. In his document OTIF/RID/CE/2012/3 and in informal document INF.2, the representative of UIC presented a draft revised version of UIC leaflet 201 "Carriage of dangerous goods – Emergency planning guidance for rail marshalling yards". This had become necessary as European railway legislation had undergone a fundamental change since the 2003 edition. On the basis of recommendations made by the representative of ERA, he had made further additions in **informal** document INF.2, so the Seveso Directive was **now** only referred to in **Appendix A to the UIC leaflet as a reminder of** the historical background.
23. **In reply to a question on this issue**, the representative of France explained that the definition of "carriage" and the provisions of 1.4.2.3.1 ruled out the misuse of means of transport for storage. He confirmed that **if it was necessary to clarify this point, this would have to be done within the European Union, particularly** the borderline between the two Directives (Seveso Directive and Dangerous Goods Framework Directive), **for example** with regard to how quantities of goods were included in the calculations of thresholds, which might lead to the distortion of competition between the transport modes.
24. The chairman emphasised that at national level, the various States had implemented the Seveso Directive very differently and that the problems surrounding delimitation in the transport sector would have to be discussed at EU level.
25. The RID Committee of Experts noted the draft revised version of the UIC leaflet and adopted the amendment to the reference in the footnote to Chapter 1.11 (see Annex I).

### **Amendment of point 5 of UIC leaflet 471-3 "Inspections to be carried out in the carriage of dangerous goods"**

*Document:* OTIF/RID/CE/2012/4 (UIC)

26. The RID Committee of Experts noted the amendment of point 5 in UIC leaflet 471-3 and adopted the reference to the version of this leaflet applicable from 1 January 2013 in the footnote to 1.4.2.2.1 (see Annex I).

### **RID provisions on piggyback transport**

*Document:* OTIF/RID/CE/2012/5 (Germany)

27. In an informal document at the last session of the RID Committee of Experts, Germany had already raised the problem of the national piggyback transport of dangerous goods in trains also carrying passengers (see OTIF/RID/CE/2011-A, paragraphs 55 to 57).

28. In the discussion on the official proposal OTIF/RID/CE/2012/5 which had now been submitted, the following particular points were mentioned:
- RID made a distinction between piggyback transport, which it accepted as carriage in a freight train, even if carriage is accompanied (see definition in 1.2.1), and passengers taking dangerous goods with them on passenger trains within the meaning of CIV Article 12. According to RID Article 5 (2) and section 1.1.2, only the latter is subject to the restrictive rules of Chapter 7.7. Consequently, any other international carriage of dangerous goods was not allowed in passenger trains, with the exception of carriage as *colis express* in accordance with Chapter 7.6.
  - Opinions were divided as to the need for a rule in RID. Some delegates considered the rule in Article 1 § 4 of Directive 2008/68/EC on the inland transport of dangerous goods (Dangerous Goods Framework Directive) to be sufficient; this Article allows special rules for the domestic transport of dangerous goods in passenger trains in the EU Member States, provided the European Commission is informed of them. Other delegates were of the view that RID should contain a rule concerning international carriage, and for this, the agreement of all the countries involved would be needed in addition to the agreement of the competent authority of the country in which the transport operation started.
  - The agreement of the competent authority stipulated in the proposal only related to dangerous goods law. The conditions applicable to carriage in mixed trains, which could ensue from general rail safety legislation, were not affected.
  - As Chapter 7.7 had originally been developed as an aid to passengers, it would be better to include the new aspect of piggyback transport in mixed trains in a new section to Chapter 7.7, where it should be specified that it was accompanied piggyback transport that was at issue.
  - In the heading and introductory sentence of Chapter 7.7, either the qualifier in brackets "car on train" should be deleted or the words "piggyback transport in mixed trains" should be added.
  - However, a rule for piggyback transport in Chapter 7.7 ran the risk of leading people to conclude that competent authority agreement was also necessary for other accompanied piggyback transport.
29. The chairman concluded that on the basis of the current version of RID and in view of Article 1 § 4 of the Dangerous Goods Framework Directive, it was not possible to make an indisputable statement on the permissibility or prohibition of piggyback transport in passenger trains, so further work on this question was necessary, at least for cross-border transport. If such transport were to be performed at national level, additional national rules for this could be established on the basis of Article 1 § 4 of the Dangerous Goods Framework Directive and would have to be notified to the European Commission.
30. On the basis of the discussion so far, the representative of Germany was asked to submit a revised document to the next session of the RID Committee of Experts' standing working group (see paragraphs 46 to 48).

### **Operator/keeper**

*Document:* OTIF/RID/CE/2012/7 (Belgium)

31. Based on the discussion on Entities in Charge of Maintenance (ECM) at the last session, the representative of Belgium had prepared a document looking at the question of the different terms of operator and keeper.

32. The RID Committee of Experts adopted alternative 2 set out in the document, according to which the definition of "operator of a tank-container, portable tank or tank-wagon" would remain unchanged, but a footnote would refer to its equivalence to the term "keeper" used in Appendix G to COTIF and in various European Directives (see Annex I).
33. With regard to the more far-reaching question of whether the term would also have to be extended to cover the operator of a battery-wagon/battery-vehicle or MEGC, the representative of Belgium was asked to submit an appropriate document to the Joint Meeting.

#### **Entity in Charge of Maintenance (ECM)**

*Document:* OTIF/RID/CE/2012/8 (Belgium)

34. It was decided that this document would be deferred to the next session of the RID Committee of Experts' standing working group (see paragraphs 46 to 48).

#### **ITEM 5: WORKING GROUP ON TANK AND VEHICLE TECHNOLOGY**

*Document:* OTIF/RID/CE/GT/2012-A (Secretariat)

35. Based on the report in document OTIF/RID/CE/GT/2012-A, the chairman of the working group on tank and vehicle technology gave an overview of the working group's work, a major part of which had been spent on the Viareggio accident report.

#### **ITEM 6: WORKING GROUP ON SAFETY OBLIGATIONS OF PARTICIPANTS**

*Informal documents:* INF.14 (Italy)  
INF.10 (CEFIC)  
INF.16 (UIC)

36. Based on the report reproduced in informal document INF.14, the representative of Italy presented the results of the working group on the safety obligations of participants, i.e. that a note would be included in the obligations for the filler and unloader, and the obligations for the carrier would specify that all wagons should be checked in place of representative checks.
37. The RID Committee of Experts adopted the slightly amended wording in informal document INF.10 of the note to be included in the obligations of the filler and unloader and the check-lists, which were also slightly amended and which will be published on the OTIF website (see Annex I).
38. In his informal document INF.16, the representative of UIC suggested that the question of amending the carrier's obligations be discussed again more extensively and that this issue should also be dealt with at the RID/ADR/ADN Joint Meeting.
39. The representative of France partly supported UIC's comments in informal document INF.16. In Sweden's document (OTIF/RID/CE/2011/1 – Representative checks in 1.4.2.2.1 of RID vs UIC Leaflet 471-3), which had served as the basis for this working group's discussions, the question raised had related to representative checks at the point of departure, which rail transport undertakings interpreted differently and which could lead to problems. The working group had tried to deal with this question, perhaps by deleting the words "by means of representative checks" in 1.4.2.2.1. But the working group's aim had not been to deal with the issue of carrying out representative checks during carriage, as at that time, no document had been submitted. It would therefore be appropriate to look into this issue on the basis of a proposal at a later date.



40. The majority of delegations were in favour of deleting "by means of representative checks" in the introductory sentence of 1.4.2.2.1. The broader proposals to require additional sample checks if there is a change of carrier and also to publish point 5 of UIC leaflet 471-3 on the OTIF website would be decided at a later date.

#### **ITEM 7: INFORMATION FROM THE EUROPEAN RAILWAY AGENCY (ERA)**

*Informal document:* INF.17 (ERA)

41. The RID Committee of Experts noted informal document INF.17 submitted by ERA.

#### **ITEM 8: ANY OTHER BUSINESS**

##### **Publication concerning the carriage of dangerous goods in passenger trains**

*Document:* OTIF/RID/CE/2012/2 (CIT)

42. The RID Committee of Experts took note of the fact that the conditions concerning the carriage of dangerous goods in hand luggage set out in CIT's General Conditions of Carriage for Rail Passengers would now only refer to Chapter 7.7 of RID now that RID had been made publicly accessible on the OTIF website since 1 January 2012.

##### **The Netherlands' basic railway network for the carriage of dangerous goods**

*Informal documents:* INF.3 (Netherlands)  
INF.19 (Netherlands)  
INF.20 (France)

43. With the help of the presentation in informal document INF.19, the representative of the Netherlands explained the new Dutch legislation for a basic railway network for the carriage of dangerous goods. The aim of the network was to ensure that industrial areas were accessible and that people living in the vicinity of railway infrastructure were safe. **She explained that unchanged policy would lead to unacceptable individual and societal risks on certain lines, taking into account the risk calculation models, market expectations for transport and building plans.**
44. The acceptable risk level was based on the quantities of dangerous goods forecast for 2020, although within the context of this risk level, a further increase in the quantities would be possible as the result of additional measures. Additional measures should preferably be taken by the infrastructure manager and the industry themselves, taking into account the international legislation. However, the ultimate measure was that the Minister for Infrastructure and the Environment could prescribe that certain routes be used.
45. Delegates asked a series of critical questions, particularly with regard to the assessment criteria for determining the risk level. It was considered necessary to improve the international data on accidents. The representative of France referred to a presentation in informal document INF.20.

##### **Changing the RID Committee of Experts' working methods**

46. As a result of the problems in the internal EU coordination of meetings of the RID Committee of Experts, the chairman proposed that the sessions planned for November 2012 and November 2013 be held in the form of working groups in the sense of Article 22 § 1 of the Rules of Procedure. The same language regime as that used in the RID Committee of Experts should be used for these working groups. Only the last session of the biennium in May 2014 should be held as a session of the RID Committee of Experts, at which all the deci-

sions prepared by the working group for entry into force on 1 January 2015 should be adopted.

47. The RID Committee of Experts unanimously welcomed and adopted this proposal from the chairman, which also corresponded to the procedures used in other international organisations that develop dangerous goods requirements. This approach would make it possible to have open discussions in the working group, which would not be finally binding on the European Union, but would lead to a text for the 2015 amendments to RID supported by the majority.
48. At the suggestion of the secretariat, it was agreed that the success of this new working method would be assessed at the end of the biennium. In addition, owing to the short period of time between the session of the RID Committee of Experts and the notification of the amendments in May/June 2014, it would not be possible to deal with any more new documents in addition to the amendments arising from the final decisions at the Joint Meeting and WP.15.

#### **Retirement of Mr François Le Fort (Switzerland)**

49. The chairman thanked Mr François Le Fort (Switzerland) for his many years of active participation in the work of the RID Committee of Experts. He highlighted that the mandatory introduction of derailment detectors had been one of his main objectives, which it had at least been possible to enshrine in RID on a voluntary basis. On behalf of the RID Committee of Experts, the chairman wished Mr Le Fort a long, healthy and happy retirement.

#### **Thanks**

50. On behalf of all the delegations, the deputy chair thanked the chairman for conducting the discussions and said she hoped that despite all the obstacles there were at the moment, he would continue to assume this role.

#### **Next session**

51. As explained in more detail in paragraphs 46 to 48, the next session of the RID Committee of Experts would be held in May 2014. At the invitation of Latvia, the meeting of the RID Committee of Experts' newly created standing working group would be held in Riga from 12 to 15 November 2012. Part of that meeting would be held jointly with the experts on Annex 2 to SMGS in order to deal with the question of the harmonisation of RID and SMGS Annex 2.

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**Texts adopted by the 51<sup>st</sup> session of the RID Committee of Experts****A. Document [OTIF/RID/NOT/2013] adopted with the following amendments**

Delete all the square brackets printed in bold text.

**Part 1****Chapter 1.4**

- 1.4.3.3 (f)** Delete the reference to footnote \* and the text of footnote \* and add the following Note at the end:

**"NOTE:** The filler shall establish procedures to check the correct functioning of the closures of the tank of a tank-wagon and to ensure the leaktightness of the closing devices before and after filling. Guidelines in the form of checklists for tank-wagons for liquids, issued by the European Chemical Industry Council (CEFIC), are available on the OTIF website (www.otif.org)."

[Reference document: INF.14 as amended by INF.10]

- 1.4.3.7.1** Amend the amendment to read as follows:

- "1.4.3.7.1** At the end of paragraph (d) (ii), add the following Note:

**"NOTE:** The unloader shall establish procedures to check the correct functioning of the closures of the tank of a tank-wagon and to ensure the leaktightness of the closing devices before and after unloading. Guidelines in the form of checklists for tank-wagons for liquids, issued by the European Chemical Industry Council (CEFIC), are available on the OTIF website (www.otif.org)."

[Reference document: INF.14 as amended by INF.10]

**Chapter 1.6**

- 1.6.1.27** Replace "special provision 363" with:

"paragraph (a) of special provision 363".

[Reference documents: INF.5 + INF.13]

**Chapter 1.10**

- 1.10.4** Amend the amendments to read as follows:

- "1.10.4** Amend to read as follows:

- "1.10.4** The provisions of 1.10.1, 1.10.2 and 1.10.3 do not apply when the quantities carried in packages in a wagon or large container do not exceed those referred to in 1.1.3.6.3, except for UN numbers 0029, 0030, 0059, 0065, 0073, 0104, 0237, 0255, 0267, 0288, 0289, 0290, 0360, 0361, 0364, 0365, 0366, 0439, 0440, 0441, 0455,

0456 and 0500 and except for UN numbers 2910 and 2911 if the activity level exceeds the  $A_2$  value. In addition, the provisions of 1.10.1, 1.10.2 and 1.10.3 do not apply when the quantities carried in tanks or in bulk in a wagon or container do not exceed those referred to in 1.1.3.6.3. In addition the provisions of this Chapter do not apply to the carriage of UN No. 2912 RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I) and UN No. 2913 RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I)."

[Reference documents: INF.9 + INF.13]

## **Part 3**

### **Chapter 3.3**

**SP 363** In sub-paragraph (c), replace "loaded in an orientation" with:  
"orientated".

[Reference document: INF.13]

**SP 661** Replace "according to RID and ADR" with:  
"according to RID or ADR".

[Reference document: INF.13]

## **Part 4**

### **Chapter 4.1**

#### **4.1.4.1**

**P 003** In special provision PP 90, after "of the position", insert:  
"or the orientation".

[Reference documents: INF.7 + INF.13]

[The second amendment in the French version does not apply to the English text.]

## **Part 6**

### **Chapter 6.2**

**6.2.4.1** Delete the seventeenth amendment to the section "for design and construction" of the Table (insertion of standard "EN ISO 7866:2011").

[Reference document: INF.13]

**6.2.4.2** Delete the deleted text concerning the introduction of standard "EN 15888:2011".

### **Chapter 6.8**

**6.8.2.3.1** Before "carry out a separate type approval" replace "may" with:  
"shall at the request of the applicant".

[Reference document: INF.13]

## **B. New amendments to enter into force on 1 January 2013**

### **Chapter 1.2**

**1.2.1** In the definition of "***Operator of a tank-container, portable tank or tank-wagon***", before "means", insert a reference to footnote 4. Footnote 4 reads as follows:

"<sup>4</sup> In the case of a tank-wagon the term "operator" is equivalent to the term "keeper" as defined in Article 2, n) of Appendix G to COTIF (ATMF) and in Article 3s of the Rail Safety Directive (Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings, and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification) and in Article 2s of Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community."

[Reference document: OTIF/RID/CE/2012/7]

Insert the following new definition:

"***ECE Regulation***" means a regulation annexed to the Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles equipment and parts which can be fitted and or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions (1958 Agreement, as amended);".

[Reference document: INF.12]

### **Chapter 1.4**

**1.4.2.2.1** In the introductory sentence, delete:

", by means of representative checks".

[Reference document: INF.14]

In footnote 10 (current footnote 9), replace "2011" with:

"2013".

[Reference document: OTIF/RID/CE/2012/4]

**1.4.3.3** At the end of paragraph (a), add the following Note:

**"NOTE:** The filler shall establish procedures to check the correct functioning of the closures of the tank of a tank-wagon and to ensure the leaktightness of the closing devices before and after filling. Guidelines in the form of checklists for tank-wagons for liquids, issued by the European Chemical Industry Council (CEFIC), are available on the OTIF website ([www.otif.org](http://www.otif.org))."

[Reference document: INF.14 as amended by INF.10]

**1.4.3.7.1** At the end of paragraph (b), add the following Note:

**"NOTE:** The unloader shall establish procedures to check the correct functioning of the closures of the tank of a tank-wagon and to ensure the leaktightness of the closing devices before and after unloading. Guidelines in the form of checklists for tank-wagons for liquids, issued by the European Chemical Industry Council (CEFIC), are available on the OTIF website (www.otif.org)."

[Reference document: INF.14 as amended by INF.10]

**Chapter 1.11**

Amend footnote 20 (current footnote 19) to read as follows:

"<sup>20</sup> Edition of 1 July 2012".

[Reference documents: OTIF/RID/CE/2012/3 + INF.2]

**Part 4**

**Chapter 4.1**

**4.1.4.3**

**LP 02** Add the following special packing provision L 3:

**"L 3 NOTE:** For UN Nos. 2208 and 3486, carriage by sea in large packagings is prohibited."

[Reference documents: INF.8 + INF.13]

**Part 7**

**Chapter 7.1**

**7.1.1** At the end, insert the following Note:

**"NOTE:** 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."

[Reference document: INF.18 as amended]

**C. Amendments to enter into force on 1 January 2015**

Add the following new transitional measure:

**["1.6.3.x**

Tank-wagons and battery-wagons

- for gases of Class 2 with classification codes containing the letter(s) F, T, TF, TC, TO, TFC or TOC, and
- for substances of classes 3 to 8 carried in the liquid state and to which tank code L10BH, L10CH, L10DH, L15CH, L15DH or L21DH is assigned in column (12) of Table A of Chapter 3.2,

constructed before 1 January 2015 which do not, however, conform to the requirements of 6.8.4 (b) concerning special provision TE xx applicable from 1 January 2015 may continue to be used."]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09 + INF.15 RID CE 05/12]

**[Chapter 3.2****Table A**

In **column (13)**, insert "TE xx" in the following cases:

- for tanks for gases of Class 2 with classification codes containing the letter(s) F, T, TF, TC, TO, TFC or TOC, and
- for tanks for substances of classes 3 to 8 with tank code L10BH, L10CH, L10DH, L15CH, L15DH or L21DH.]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09 + INF.15 RID CE 05/12]

**[6.8.4 (b)**

Insert the following new special provision TE xx in 6.8.4 (b) (left-hand column only):

**"TE xx** Tank-wagons for substances carried in the liquid state and gases, and battery-wagons shall be equipped with a detection device that provides an immediate and clear signal to the [locomotive driver] that a derailment has occurred.

This device shall meet the requirements of the relevant technical specifications for interoperability (TSI) and OTIF's uniform technical prescriptions (UTP) (wagons, operation, tunnel safety)."]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09 + INF.15 RID CE 05/12]