

**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/GTP/2013-A**

**16 January 2014**

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**TO THE GOVERNMENTS OF THE MEMBER STATES OF OTIF AND  
TO REGIONAL ORGANISATIONS WHICH HAVE ACCEDED TO COTIF**

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**Final report of the 2<sup>nd</sup> session of the RID Committee of Experts'  
standing working group**

**(Copenhagen, 18 – 22 November 2013)**

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**ITEM 1: APPROVAL OF THE AGENDA**

*Document:* A 81-03/503.2013 (Secretariat)

*Informal document:* INF.1 (Secretariat)

1. The meeting adopted the provisional agenda set out in the invitation letter A 81-03/503.2013 dated 16 September 2013, with the list of documents published by the secretariat in informal document INF.1.

**ITEM 2: PRESENCE**

2. The following RID Contracting States took part in the work of the 2<sup>nd</sup> session of the working group (see also Annex II):

Austria, Belgium, Croatia, Czech Republic, Denmark, Finland, France, Georgia, Germany, Hungary, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Poland, Slovakia, Spain, Sweden, Switzerland, Ukraine and the United Kingdom.

Russia took part as an OTIF Member State which does not apply RID.

The European Commission, the European Railway Agency (ERA) and the Organization for Cooperation of Railways (OSJD) were also represented.

The following non-governmental international organisations were represented: European Chemical Industry Council (CEFIC), International Rail Transport Committee (CIT), European Association for Coal and Lignite (EURACOAL), International Union of Railways (UIC), International Union of Wagon Keepers (UIP) and International Union of Combined Road-Rail Transport Companies (UIRR).

3. Even though no quorum is necessary for the meetings of the standing working group ( $\frac{1}{3}$  of 44 RID Contracting States entitled to vote), the secretariat was very pleased that 22 RID Contracting States had accepted the invitation to take part in the working group's activities. With a view to the RID Committee of Experts' subsequent approval of the working group's decisions, it was important to establish that a broad majority of the RID Contracting States supported the working group's decisions.
4. At the 1<sup>st</sup> session of the standing working group, Mr Helmut Rein (Germany) was elected chairman until further notice and Mrs Caroline Bailleux (Belgium) was elected deputy chairman. The chairman and deputy chairman agreed to alternate in chairing the meeting.

**ITEM 3: HARMONISATION WITH THE 18<sup>TH</sup> EDITION OF THE UN RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS AND APPROVAL OF THE AMENDMENTS ADOPTED BY THE RID/ADR/ADN JOINT MEETING IN 2012 AND 2013**

*Documents:* OTIF/RID/CE/GTP/2013/10 (Secretariat)  
OTIF/RID/CE/GTP/2013/17 (Secretariat)

*Informal documents:* INF.8 (UIC/CIT)  
INF.12 (Secretariat)  
INF.11/Rev.1 (Sweden)

5. The working group adopted document OTIF/RID/CE/GTP/2013/17 prepared by the secretariat, subject to the following amendments. The document contained the texts adopted by

the Joint Meeting in 2012 and 2013, the RID Committee of Experts in May 2012 and the RID Committee of Experts' standing working group in November 2012.

1.6.1.1, 1.6.1.16 and 1.6.1.19

6. The amendment to the general transitional provision in 1.6.1.1 and the deletion of the transitional provisions in 1.6.1.16 and 1.6.1.19 adopted by WP.15 was also adopted by the working group for RID (see Annex I).

1.6.3.1 to 1.6.3.3

7. The representative of the United Kingdom referred to paragraph 20 of the report of the 1<sup>st</sup> session of the standing working group (document OTIF/RID/CE/GTP/2012-A) and suggested awaiting the outcome of the discussions on the corresponding transitional provisions for tank-vehicles before finally adopting the amended transitional provisions for tank-wagons built before 1978.
8. The representative of Germany confirmed that he had sent the secretariat a proposal concerning tank-vehicles for the next session of the Joint Meeting's working group on tanks. He reminded the meeting that the aim of the amended transitional provisions was to exclude very old tanks from carrying dangerous goods in future. In so doing, both safety interests and the interests of operators had been taken into account. He pointed out that in road transport, there were completely different stresses and operating conditions, which led to completely different results, so they could have no repercussions in terms of the transitional provisions in RID.
9. As there was no proposal on the table indicating that there had been a mistake in reaching the decision, the working group decided to delete the square brackets around these transitional provisions.

Table B

10. The representative of UIC was asked to check the NHM codes included in Table B as a result of the amendments and to provide the secretariat with the missing NHM codes by the time of the next meeting in May 2014.

Special provision 662

11. The working group adopted the editorial amendment to new special provision 662 proposed by the representative of the United Kingdom (see Annex I). The working group noted multi-lateral special agreement RID 4/2013 proposed by Sweden, which was set out in document INF.11/Rev.1. The purpose of the agreement was to bring forward implementation of the provisions of special provision 662.

Hazard identification number 87

12. The working group adopted the new hazard identification number 87, which is assigned to UN number 3507 (Uranium hexafluoride radioactive material, excepted package less than 0.1 kg per package, non-fissile or fissile-excepted) (see Annex I).

Flexible bulk containers

13. The working group decided to place all the provisions concerning flexible bulk containers in square brackets (see Annex I) until IDGCA has furnished proof that flexible bulk containers are able to pass the tests prescribed in 6.11.5.3. To do this, IDGCA should submit the test report required under 6.11.5.4 to the next Joint Meeting.

14. The representative of UIC was of the view that it would be better to move the new definition of "flexible bulk container" and the existing definitions of "closed bulk container" and "sheeted bulk container" to 1.2.1, as they were used in more than one Chapter of RID (Chapter 6.11, 7.3 and 7.5). He would submit a proposal on this to the next Joint Meeting in March 2014.

#### 5.4.3.4

15. The working group supported the decision by WP.15 to delete the reference to standard EN 471 concerning warning clothing on the last page of the instructions in writing (see Annex I). It was pointed out that worker protection regulations for railway personnel already contained such requirements and were constantly updated, so there was no need for a reference.
16. The working group did not consider it necessary to include a transitional provision along the lines of 1.6.1.35 adopted by WP.15, as the model of the instructions in writing according to RID was only a recommendation (see first sentence of 5.4.3.4).

#### Titles of universal standards

17. The working group was of the view that to make the references more user-friendly, the titles should also be given in the case of universal standards. The secretariat was asked to inform the Joint Meeting of this decision.
18. The working group endorsed the other text amendments to document OTIF/RID/CE/GTP/2013/17 adopted by WP.15 shown in Annex I to informal document INF.12 (see Annex I).

#### Chapter 7.7

19. The working group thought the proposal submitted by the Secretariat in OTIF/RID/CE/GTP/2013/10 was incomplete. The aim of the proposal was to reflect the exemptions for the carriage of lamps of the new 1.1.3.10 in Chapter 7.7 on the carriage of hand luggage and registered luggage. The representative of Austria proposed that the whole of 1.1.3.10 should be reproduced in Chapter 7.7, so that the carriage of new lamps that might be on board vehicles belonging to undertakings carried on passenger trains would also be covered.
20. With regard to the oral proposal by the representative of Belgium just to include in Chapter 7.7 a reference to the exemptions in 1.1.3, the Secretariat pointed out that the RID Committee of Experts had wanted all the provisions applicable to passengers to be put together in one place in the regulations.
21. It was agreed that the Secretariat would convene a working group to separate the provisions that apply to the carriage of hand luggage and registered luggage on the one hand and commercial carriage in passenger trains (e.g. car on passenger train) on the other, and to examine more closely informal document INF.8 submitted by UIC and CIT. Austria, Belgium, Germany, Spain, CIT, ERA and UIC said they would be interested in taking part in this working group. The provisional date of the working group is Monday, 19 May 2014, before the 3<sup>rd</sup> session of the RID Committee of Experts' standing working group in Berne.
22. The representative of Russia said that in the heading of 1.1.3.10, "dangerous goods" should be amended to read "dangerous substances". This will be put before the Joint Meeting.

#### ITEM 4: INTERPRETATION OF RID

23. No documents were submitted to the working group under this agenda item.

#### ITEM 5: PROPOSALS FOR AMENDMENTS TO RID

##### A. Pending issues

##### Transitional provision in connection with affixing smaller placards

*Document:* OTIF/RID/CE/GTP/2013/1 (Secretariat)

24. At the 1<sup>st</sup> session of the standing working group (Riga, 12 – 15 November 2012), a transitional provision was adopted in connection with restricting the possibility of affixing smaller placards to wagons, particularly in order to make it possible to modify wagons fitted with mounting frames for placards (see report OTIF/RID/CE/GTP/2012-A, paragraphs 9 to 11).
25. A representative of the OTIF secretariat explained that the wording chosen could be interpreted to mean that in future, smaller placards could no longer be used at all.
26. In fact however, smaller placards may continue to be used in those cases where the surface area available on the wagon is not sufficient to affix normal sized placards.
27. The new wording of the transitional provision in 1.6.1.35 (new 1.6.1.37) proposed by the secretariat of OTIF in document 2013/1, which is intended to avoid misinterpretation, was adopted (see Annex I).

##### Carriage of express parcels

*Document:* OTIF/RID/CE/GTP/2013/4 (UIC)

28. At its first session (Riga, 12 – 15 November 2012), the working group asked UIC to check whether the carriage of dangerous goods as express parcels still took place in the area of the RID Contracting States. If this were not the case, column (19) of Table A and Chapter 7.6 of RID could be deleted (see report OTIF/RID/CE/GTP/2012-A, paragraph 60).
29. The representative of UIC informed the working group that UIC had carried out these checks and had established that such carriage still took place in a lot of RID Contracting States, particularly in inland transport.
30. In addition, UIC did not believe that the idea of deleting the CE provisions and to allow the limited and exempted quantities of Chapters 3.4 and 3.5 as express parcels was a suitable alternative, not least from the safety perspective. It was true that the quantity limits in the CE provisions were higher than those of Chapter 3.4 or 3.5, but for the carriage of express parcels, all the provisions of RID applied.
31. The working group followed UIC's recommendation and decided to maintain the provisions in column (19) of Table A and in Chapter 7.6.

##### Checking the date of the next test

*Document:* OTIF/RID/CE/GTP/2013/5 (Sweden)

32. The representative of Sweden informed the working group that the UN Sub-Committee of Experts had rejected its proposal to indicate the date of the next test on both sides (on the tank itself or on plates) of **portable tanks and UN MEGCs**.

33. In order to resolve the problem the carrier has in checking the deadline for the next test of tank-containers, portable tanks and MEGCs (see also report OTIF/RID/CE/GTP/2012-A, paragraphs 5 and 6), the representative of Sweden proposed in document 2013/5 also to include a cross-reference to 1.4.2.2.1 (d) in 1.4.2.2.2 concerning the **ability to rely on** information provided by other participants.
34. Some delegations thought it would be difficult to implement such a provision in practice, as it was not clear how the carrier was to obtain specific information on the date of the next test. Other delegations drew attention to the fact that the filler was already required to do this and that passing the information on could also be dealt with by means of contracts.
35. The representative of UIC suggested that the carrier's obligation for tank-containers, portable tanks and MEGCs specified in 1.4.2.2.1 (d) should be deleted completely.
36. After a lengthy discussion, the working group voted to adopt Sweden's proposal 13 to 1 (see Annex I).

#### Fitting RID tank-wagons with a screw brake operable from the wagon gangway

*Document:* OTIF/RID/CE/GTP/2013/8 (UIC)

37. In document 2013/8, the representative of UIC submitted a final report on the investigation into the question of whether, for the carriage of dangerous goods, certain tank-wagons still have to be equipped with a hand brake that can be operated from the gangway.
38. The study revealed that it was no longer necessary to equip RID tank-wagons with a hand brake that can be operated from the gangway, so it was not necessary to maintain the provisions of UIC leaflets 573 and 535-3. Most of the provisions of UIC leaflet 573 had been taken into account in standards EN 15877-1:2012, EN 12663-2:2010 and EN 1551:2009. The reference to the **leaflet** in 4.3.3.3.2 and 6.8.2.2.1 and in 6.8.4 could therefore be deleted and replaced by references to the above-mentioned standards, subject to a detailed examination.
39. The working group supported UIC's conclusions. In agreement with UIP. **The references to UIC leaflet 573 would be deleted on the basis of UIC's document OTIF/RID/CE/GTP/2013/12 (see paragraphs 40 to 42).**

#### Use of the term "restrictions on forwarding"

*Document:* OTIF/RID/CE/GTP/2013/11 (UIC)

40. The representative of UIC presented the results of the investigation into the question of whether the term "restrictions on forwarding" in the fifth indent of RID 1.8.3.11 (b) (as opposed to "restrictions on dispatch" in ADR) should be amended. The particular background to this investigation was that in contrast to this, 7.5.1.1 contains the wording "the requirements in force at the forwarding station" and the French version of RID 1.8.3.11 (b) uses the same term as in ADR ("restrictions d'expéditions") (see also report OTIF/RID/CE/2011-A, paragraph 34).
41. As this is the commonly used term in rail transport, which is also used in 1.4.2.1.1 (d) concerning the consignor's obligations, and which corresponds to the term "restrictions d'expéditions" used throughout the French version of RID, UIC believed that the term "Abfertigungsbeschränkung" must be kept in the German version of 1.8.3.11 (b). For the English version though, UIC suggested using the term "forwarding restrictions" in 1.8.3.11 (b) and 1.4.2.1.1 (d) instead of "restrictions on forwarding".

42. UIC was of the view that the terms used in 7.5.1.1 – "die für den Versandbahnhof geltenden Vorschriften", "the requirements in force at the forwarding station" and "les prescriptions en vigueur à la gare expéditrice" – should be kept.
43. The working group noted the results of this investigation and adopted the amendment to the English version of 1.8.3.11 (b) (see Annex I).

UIC leaflet 573

*Document:* OTIF/RID/CE/GTP/2013/12 (UIC)

44. At its first session in November 2012, the working group had asked the representatives of UIC and UIP to check whether it might not be better to deal with various elements of UIC leaflet 573 in RID, including by means of references to standards (see report OTIF/RID/CE/GTP/2012-A, paragraph 15).
45. The representative of UIC informed the working group of the results of these checks. The study revealed that most of the technical requirements of UIC leaflet 573 had been incorporated into EN standards, with the exception of the provisions in paragraph 2.1.10 of the leaflet concerning the fixing of elements of construction to tanks. This meant that the references to UIC leaflet 573 in RID could be replaced by references to EN standards, provided the requirements in paragraph 2.1.10 of the leaflet were included directly in RID, preferably in 6.8.2.2.1.
46. The working group adopted UIC's proposed amendments to 4.3.3.3.2, 6.8.2.2.1 and special provision TE 25 of 6.8.4 with minor editorial improvements (see Annex I).

Extending the requirement for crash buffers

*Documents:* OTIF/RID/CE/GTP/2013/13 (Netherlands)  
OTIF/RID/CE/GTP/2013/15 (Netherlands)

47. At the first session of the working group in November 2012, following the discussion on the railway accident at the marshalling yard in Kijfhoek, the representative of the Netherlands was asked to submit a proposal on the basis of the accident investigation to extend special provision TE 22 (fitting crash buffers) to cover less dangerous substances (see also report OTIF/RID/CE/GTP/2012-A, paragraphs 96 to 100).
48. The proposal from the Netherlands set out in document 2013/13 and supplemented by document 2013/15 had two aims: firstly, to retrofit tank-wagons and battery-wagons built before 1 January 2007 and intended for the carriage of the substances listed in 1.6.3.27 (b) with crash elements with a lower energy absorption (500 kJ instead of 800 kJ). Secondly, to extend special provision TE 22 to asphyxiant and oxidising gases of Class 2 and substances of classes 3 to 9 carried in the liquid state to which tank code LGAV, LGBV, LGBF, L1.5BN, L2.65CN, L4BN, L4BH, L4BV, L4DH, L4DN, L4DV or L10BN is assigned.
49. The representative of ERA pointed out that **the prevention of accidents has always been a key principle of railway safety which has proved to be effective. The proposal made by the Netherlands did not try to prevent accidents, although the causes of the accidents referred to in the proposal have been identified in investigation reports. These reports showed that the accidents could have been prevented.** In addition, what the Netherlands had said about the economic consequences of the proposed measure was insufficient, as it was not clear how many wagons were actually affected, **so it was not possible to know the overall cost of the proposed measure compared to the benefits. The representatives of the Czech Republic, Poland, Sweden and UIC supported ERA's view.**



50. The representative of CEFIC supported the use of crash buffers to improve safety in principle, and in so doing, pointed to the revised CEFIC document entitled "Guidance on the design, construction and testing of standard rail tank cars for the transport of chemicals in bulk", which recommended using crash-buffers for specific substances. However, other participants pointed out that the higher costs would be an additional burden on rail freight transport, which could have a negative effect on the competitiveness of rail transport as opposed to road transport.
51. The chairman reminded the meeting that various technical developments for the carriage of dangerous goods by road had been taken over into the general vehicle construction. In addition, safety in road transport was being improved as a result of continuous new developments, which would also lead to an increase in vehicle costs. Similar considerations should also be thought about for rail transport. The representative of UIP added that the increasing costs of wagon construction were not necessarily due to the fitting of safety equipment, but to other measures taken by the rail sector, such as noise reduction, for example.
52. The working group recommended that for the next session, the representative of the Netherlands should submit a cost/benefit analysis and should examine the accident statistics in more detail in order to highlight the positive effects of the measure.

#### Carriage of UN 1361 Carbon in bulk

*Informal document:* INF.4 (EURACOAL)

53. The aim of the proposal in informal document INF.4 submitted by the representative of EURACOAL was to include a new special provision in order broadly to exempt coal of UN number 1361, packing group III, carried in bulk, provided certain conditions are met. This should be done along the lines of ADN special provision 803 for carriage by inland waterways, taking into account the particular features of rail transport (see also report OTIF/RID/CE/GTP/2012-A, paragraphs 101 and 102).
54. It was explained that the alternative temperature measurements did not necessarily entail additional effort, as these already had to be carried out for reasons of quality assurance.
55. The representative of Spain questioned the maximum temperature of 60 °C of the load intended for carriage. In Spain, the vast majority of coal was delivered by sea. The temperatures of the coal being carried were sometimes measured at over 60 °C, although the length of the subsequent journey by road was considerably shorter. She therefore proposed not to refer to the maximum temperature at all, or else to increase it.
56. The general view was that paragraph (d) was not necessary for rail transport, as the rail transport undertakings' existing requirements concerning a fire on board a train were sufficient in this respect.
57. The working group agreed that it was necessary to include a rule to clarify the issue. However, it should be pragmatic and proportionate to the risk. The representative of EURACOAL was asked to revise the proposal for the next session of the working group in May 2014, bearing in mind the points raised by various participants. In addition, the revised proposal should first be sent to the representative of Germany, so that he could draft a new version of the related multilateral special agreement. Germany would then send this draft to all the Member States concerned for their comments.

**B. New proposals**Special provision TE 25

*Document:* OTIF/RID/CE/GTP/2013/2 (Secretariat)

58. In document 2013/2, the secretariat suggested that the decision already taken for the 2007 edition of RID to allocate special provision TE 25 to all substances to which tank code L15CH, L15DH or L21DH is assigned in column 12 of Table A of Chapter 3.2 should also cover toxic by inhalation substances, to which these tank codes have also applied since 2011.
59. The working group adopted the secretariat's proposal, including an addition to the transitional provision in 1.6.3.40, which exempts tank-wagons for toxic by inhalation substances built before 1 July 2011 from the application of special provision TE 25 until 31 December 2016 (see Annex I).

Special provisions for empty means of containment, uncleaned

*Document:* OTIF/RID/CE/GTP/2013/6 (Sweden)

60. In document 2013/6, the representative of Sweden highlighted a contradiction between 1.4.3.6 concerning the railway infrastructure managers' obligations and the special provision for empty means of containment, uncleaned, in 5.4.1.1.6.2.1. According to 1.4.3.6 (b), the railway infrastructure manager must ensure, among other things, that he has rapid and unrestricted access at any time during carriage to the UN numbers of the dangerous goods being carried in or on each wagon, unless they are dangerous goods packed in limited quantities in accordance with Chapter 3.4. In this case, it is only necessary to indicate that such goods are present. According to the special provision in 5.4.1.1.6.2.1, for empty packagings, uncleaned, with a capacity of not more than 1000 litres, the UN number need not be shown in the transport document. If the consignor applies 5.4.1.1.6.2.1, this means that the carrier is not able to provide the railway infrastructure manager with information on the UN number.
61. The aim of the first proposal in Sweden's document was also to prescribe information on the UN numbers in the case of empty packagings, uncleaned, with a capacity of not more than 1000 litres.
62. The second proposal from Sweden offered a solution similar to that already chosen for dangerous goods packed in limited quantities in accordance with Chapter 3.4, i.e. for the carriage of empty packagings, uncleaned, in accordance with 5.4.1.1.6.2.1, it is sufficient to indicate that such goods are present.
63. Most participants supported Sweden's second proposal. The representatives of the Netherlands, the European Commission and UIC thought a better solution would be to amend the second indent of 1.4.3.6 (b) to say that the railway infrastructure manager only had to have access to the UN number insofar as it has to be shown in the transport document.
64. For the next session of the working group, the representative of Sweden would prepare a new proposal in which only the second proposal would be pursued, bearing in mind the comments made by participants. He asked those Member States that were interested to send him any further comments by e-mail.

Status of the measures prescribed by the Italian authorities following the Viareggio accident

*Document:* OTIF/RID/CE/GTP/2013/7 (UIC)

*Informal document:* INF.10 (Italy)

65. In document 2013/7, the representative of UIC asked working group participants whether they had any information about the implementation status of the measures set out in the circular from the Italian Ministry of Infrastructure and Transport of 6 April 2010 (see also report OTIF/RID/CE/2010-B, paragraphs 5 to 11 and Annex III to this report). He drew attention to the fact that on the basis of the results of the working group on the "safety obligations of participants" (Rome, 12/13 April 2012), the 51<sup>st</sup> session of the RID Committee of Experts (Berne, 30/31 May 2012) had adopted the following amendments:
- a note to the obligations of the filler and unloader referring to the CEFIC checklists;
  - checks on all wagons instead of representative checks by the carrier when taking over a dangerous goods consignment at the place of departure.
- These amendments finally entered into force on 1 July 2013.
66. The representative of UIC explained that his association was of the view that the measures listed in Annex 1 of the Italian circular would have to be revoked following the entry into force of new provisions in RID.
67. The working group participants shared UIC's view. **The representative of Switzerland also referred to the problems in connection with Trenitalia's decision no longer to accept single wagons carrying dangerous goods, and asked the representative of Italy if any measures to resolve this were planned.**
68. The representative of Italy used informal document INF.10 to report on the statistical trends in terms of incidents in the carriage of dangerous goods in Italy from 2005 to 2012. Italy's view was that the drastic reduction in incidents in 2011 and 2012 was due largely to the introduction of the measures in the above-mentioned circular. On the other hand, Italy considered the provisions that had been newly included in RID 2013 on paragraphs 1.4.2.2.1, 1.4.3.7.1 and 1.4.3.3 to be appropriate in terms of tracing information in the transport process. He informed the working group that at the end of 2013, the Italian Ministry of Infrastructure and Transport would start an internal evaluation process to review by the middle of 2014 the circular of 6 April 2010 in light of the new provisions in RID 2013. Italy would inform the working group of the outcome of the review **and the ongoing discussion on the carriage of single wagons with dangerous goods.**
69. The representative of UIC pointed out that the statistics in informal document INF.10 had also been influenced by the cessation of single wagon traffic in Italy. He also suggested that proposals should be submitted to amend RID, rather than taking unilateral national measures.
70. As **she** had already done at the 49<sup>th</sup> session of the RID Committee of Experts (Luxembourg, 2 to 4 November 2010), the **representative of France** questioned whether the way in which the Italian measures had been implemented satisfied the provisions of RID Chapter 1.9, according to which the Member States were to be informed via the secretariat of OTIF. **The representative of Belgium even wondered whether the measures taken by Italy satisfied the criteria of Chapter 1.9 at all.**

71. The representative of ERA pointed out that **in the framework of Directive 98/34/EC, there was a case law that a non-notified rule was considered as not legally applicable. He also recalled that national rules concerning the EU railway system must be notified to the Commission in accordance with Directive 2004/49/EC.** Italy's measures had not yet been notified. **In the light of the case law referred to, it could be considered that non-notified rules might not be binding from a legal point of view.** For the avoidance of doubt, the representative of ERA invited Italy to the workshop on the notification of national safety requirements (6/7 March 2014).

Amendment of footnote 1 to 6.8.2.1.12 and footnote 6 to 6.8.2.1.29

*Document:* OTIF/RID/CE/GTP/2013/14 (ERA)

*Informal document:* INF.14 (Germany)

72. In his document, the representative of ERA proposed to amend two references in RID, as the TSI relating to the subsystem "rolling stock – freight wagons" had been amended and the new version had to be applied from 1 January 2014.
73. The amended footnote to 6.8.2.1.29, in which standard EN 15273-2:2009 was referenced in connection with the freight wagon gauge G1, was adopted without discussion (see Annex I).
74. With regard to the amendment to the footnote to 6.8.2.1.2, the working group was of the view that a reference to the new TSI was insufficient, as it no longer referred to RID. It had to be ensured that with regard to assessing the strength of the tank-wagon, the permissible stresses for the tank must be those according to RID (standard EN 14025) and not those according to standard EN 12663 referred to in the TSI.
75. The working group adopted an amended reference in the footnote to 6.8.2.1.2 which also covers OTIF's "Uniform Technical Prescriptions" and which was provisionally placed in square brackets until the next meeting (see Annex I).

RID provisions on piggyback transport in mixed trains (combined passenger and freight transport)

*Document:* OTIF/RID/CE/GTP/2013/16 (Germany)

76. The working group adopted the proposal from Germany to deal with the carriage of dangerous goods in piggyback transport in trains in which passengers are travelling by 13 votes to 0. The two indents were merged and Note 2 was made clearer (see Annex I).
77. The representative of the European Commission pointed out that Article 1 (4) c) of Directive 2008/68/EC on the inland transport of dangerous goods already said that the Member States could make their own provisions for the carriage of dangerous goods in passenger trains on their territory.
78. The chairman replied that RID was part of the Directive and Article 5 § 1 of Appendix C to COTIF only allowed the carriage of dangerous goods in freight trains, although paragraph b) contained an exemption which would have to be put in RID. The proposal from Germany was necessary to make it possible to carry dangerous goods in mixed trains (combined passenger and freight transport).

Use of electronic documents for the transport of dangerous goods

*Informal document:* INF.9 (CIT)

79. In conjunction with the planned revision of CIM, CIT suggested in informal document INF.9 that consideration should also be given in RID to giving electronic documents precedence in 5.4.0 and to including material provisions on electronic documents.
80. CIT's proposal was unanimously welcomed. It was recalled that the last Joint Meeting had taken a decision of principle concerning the system architecture for telematics applications in the carriage of dangerous goods (see report OTIF/RID/RC/2013-B – ECE/TRANS/WP.15/AC.1/132, paragraphs 99 to 103) and a link to other modes had to be ensured.
81. In reply to a question from the representative of the United Kingdom as to why the electronic consignment note had to be authenticated, whereas no signature had so far been required for the paper consignment note, the chairman explained that this was to create a link between the carriage itself and the electronic document, as the consignment would no longer be accompanied by a physical document.

**ITEM 6: HARMONISATION OF RID AND ANNEX 2 TO SMGS**

*Documents:* OTIF/RID/CE/GTP/2013/9 (OSJD)  
OTIF/RID/CE/GTP/2013/3 (Secretariat)  
OTIF/RID/CE/GTP/2013/18 (Secretariat)

82. The chairman expressed his appreciation for the work that had been carried out in the OSJD bodies in connection with the harmonisation of RID and SMGS Annex 2. He particularly highlighted the constructive atmosphere during the work and the willingness to harmonise the regulations as much as possible.

5.1.2.1 (a) and 5.2.1.5 – Language rules for the marking of overpacks and packages (OTIF/RID/CE/GTP/2013/18, paragraphs 14 and 15)

83. The secretariat reminded the meeting that the question of the language rules at the cross-over point from one legal regime to the other had already been discussed at the last session of the working group (see report OTIF/RID/CE/GTP/2012-A, paragraphs 42 to 44). The OSJD group of experts had now adopted a rule according to which, for transport from east to west, additional information was also permissible in German, English or French.
84. Together with the representative of Latvia, the secretariat was asked to draft a text that can be used for the language rules in both RID and SMGS Annex 2. The representative of Finland asked that this provision be worded in such a way that bilateral agreements allowing a different language regime would not be affected.

5.3.1.7.1 (d) (SMGS Annex 2 only) – Indication of the emergency card number on the placard (OTIF/RID/CE/GTP/2013/18, paragraph 17)

85. In reply to a question from the chairman, the representative of Latvia said that providing the alternative information concerning the emergency card number on the placard or on a separate white plate on tank-wagons was no problem for States that are Contracting States to both sets of regulations.

6.8.4 Special provision TE 22 – Energy absorption at each end of the wagon  
(OTIF/RID/CE/GTP/2013/18, paragraphs 34 and 35)

86. The representative of Latvia explained that at the OSJD meeting of experts, the representative of the Ukraine had produced evidence to show that the requirements set out in paragraph 34 of report OTIF/RID/CE/GTP/2013/18 for automatic coupling devices corresponded to the minimum threshold values contained in RID. In reply to a question from the representative of the United Kingdom, he confirmed that the expression "at full speed" could be deleted.
87. The working group decided to place the part of the sentence "equipped with energy absorption elements capable of absorbing at least 130 kJ at each end of the wagon" in square brackets for the time being (see Annex I) and to ask the representative of the Ukraine to submit to the next session the evidence for the equivalent value indicated.

6.8.4, special provision TE 25 – Devices to protect against the overriding of buffers  
(OTIF/RID/CE/GTP/2013/18, paragraph 36)

88. The working group agreed to include in special provision TE 25 the additional paragraph (e) from SMGS Annex 2, which lays down the requirements for protective shields for the ends of tank-wagons with automatic coupling devices, with some editorial amendments (see Annex I).

Chapter 6.8 – Requirements for the construction, equipment, type approval, inspections and tests, and marking of tank-containers, tank swap bodies and MEGC  
(OTIF/RID/CE/GTP/2013/18, paragraph 25)

89. The working group thanked the representative of Latvia for his initiative to submit a full proposal to OSJD's temporary working group of experts on SMGS Annex 2 to take over the provisions for tank-containers from the right-hand column of RID Chapter 6.8 into SMGS Annex 2 as far as possible.

Future work

90. The representative of Latvia pointed out that the next meeting of OSJD's temporary working group of experts on SMGS Annex 2 (Warsaw, 10 – 14 February 2014) would be focussing on the issue of tanks and that it would be good to have the expertise of the RID tank experts.
91. The chairman emphasised the importance of this harmonisation work, because in future, rail transport between the two legal regimes would be of great significance. He hoped the high level OSJD bodies, which would have to take a final decision on the 2015 amendments to SMGS Annex 2, would let themselves be guided by the constructive character of the cooperation there had been up to now.

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

*Informal document:* INF.13 (ERA)

92. The working group took note of informal document INF.13 submitted by ERA.
93. The administrative arrangements between OTIF, the European Commission's Directorate-General MOVE and ERA, which are referred to in paragraphs 3 to 5 of the document, can be consulted under  
[http://www.otif.org/fileadmin/user\\_upload/otif\\_verlinkte\\_files/08\\_Presse/Com\\_Presse/CP\\_2013/CP\\_OTIF\\_DGMOVE\\_ERA\\_EN.pdf](http://www.otif.org/fileadmin/user_upload/otif_verlinkte_files/08_Presse/Com_Presse/CP_2013/CP_OTIF_DGMOVE_ERA_EN.pdf).

94. The representative of UIC reminded the meeting that ERA wanted to submit a proposal to include obligations for the entity in charge of maintenance (ECM) (see report OTIF/RID/CE/GTP/2012-A, paragraphs 21 to 22). The representative of ERA explained that the requirements for ECMs had not yet been dealt with in full.
95. The representative of UIC said he was prepared to submit a proposal to the next meeting of the working group to resolve at least the most important problems for the 2015 edition of RID. In parallel, ERA and the secretariat of OTIF would resolve the incompatibilities in the Appendices to COTIF in connection with the point concerning "allocation of responsibilities to the railway stakeholders" in the administrative arrangements.

## ITEM 8: ANY OTHER BUSINESS

### Request for observer status

*Informal document:* INF.2 (EURACOAL)

96. The working group adopted the proposal from EURACOAL requesting observer status in the work of the RID Committee of Experts and its working group.

### Detection of derailments

*Informal documents:* INF.3 (Italy)  
INF.15 (Italy)

97. With the aid of his presentation in informal document INF.15, the representative of Italy explained how important it was to establish as quickly as possible that a derailment has occurred. If the train is braked immediately, the derailed wagon would not continue to travel as far and the wagon would be less likely to overturn, with a subsequent collision with fixed objects on the tracks.
98. Investigations based on 33 derailments in Italy had revealed that the average distance between a derailment and the stopping of the train without emergency braking was 3750 m.
99. He explained that based on analyses, it could be demonstrated that the consequences of the accident in Viareggio would have been much less severe if the wagon involved in the accident had been fitted with derailment detectors. If this had been the case, the wagon would not have overturned.
100. He therefore endorsed recommendation No. 10 made by the Italian accident investigation body in the final report of the railway accident in Viareggio on 29 June 2009, according to which all dangerous goods wagons should be fitted with derailment detectors. In so doing, older wagons should be given precedence (see also report of the working group on tank and vehicle technology OTIF/RID/CE/GT/2012-A, paragraphs 19 to 24). The provisions on the detection of derailments in square brackets in document OTIF/RID/CE/GTP/2013/17 should therefore be brought into force on 1 January 2015.
101. The representative of ERA said that Italy's presentation did not contain any new findings that had not already been taken into account in ERA's report on the short and medium term prevention and reduction of freight train derailments, which also took account, among other things, of the findings of the study carried out by Det Norske Veritas (DNV) and of the task force set up after the Viareggio accident to look at the maintenance of freight wagons (see informal document INF.5 of the 13<sup>th</sup> session of the RID Committee of Experts' working group on tank and vehicle technology (Rome, 11 and 12 April 2012) and report OTIF/RID/CE/GT/2012-A, paragraphs 5 to 18). As Italy had not submitted any new findings that had not al-

ready been taken into account in this study, ERA would not revise its recommendation to the European Commission.

102. The representative of ERA also said that a long term study on reducing derailments commissioned by the European Commission's Directorate-General for Research and Innovation had confirmed ERA's findings, **which are: derailment detection is not cost-effective at present and a lot of other measures which significantly reduce the risks in a cost-effective way are available on the market.**
103. The representative of the Netherlands pointed out that in railway accidents, there was constant reference to the consequences when dangerous goods were involved. There was an expectation that for the carriage of dangerous goods, further measures should be taken which should not be restricted to the tank.
104. The representative of ERA explained that **the conclusion reached by Italy concerning the possibility that the presence of derailment detection would have prevented the wagon overturning was highly questionable, as researchers in train dynamics modelling do not think that it is possible to model train dynamics with a sufficient level of accuracy to draw such conclusions. He also reminded the meeting that after the Viareggio accident, many new safety provisions had been developed at European level for the safety of the railway system (e.g. European Visual Inspection Catalogue (EVIC), European Wheelset Traceability (EWT), ECM regulation) and that these provisions had now been implemented. These measures reduce the risks of accidents in the transport of dangerous goods.**
105. The representative of UIC recalled that the job of the RID Committee of Experts was to give an opinion on all aspects of safety in the carriage of dangerous goods, even if certain decisions were taken at another level.
106. Now that the European Commission had declared that it would exercise the right to vote of all the European Union Member States on this issue, the chairman explained that a final decision on the provisions concerning derailment detection could only be taken at the 53<sup>rd</sup> session of the RID Committee of Experts in May 2014.
107. The representative of Italy was asked to submit more information to the next session of the working group on which object had penetrated the tank (see also report OTIF/RID/CE/GT/2012-A, paragraph 22).

Accident on 11 May 2012 in Godinne (Belgium)

*Informal document:* INF.5 (Belgium)

108. The representative of Belgium presented the report of an accident that had occurred on 11 May 2012 in Godinne, in which a freight train had collided with the back of another freight train because of a signalling problem. Among other things, a tank-wagon filled with non-dangerous goods had been perforated by the steel beams of the following wagon. After the accident in Godinne, the Belgian accident investigation body recommended that consideration be given to the risks inherent in the composition of trains. The representative of Belgium asked UIC in particular to send her its analysis of this issue.
109. The representative of ERA explained that according to the TSI Operation, train composition was the responsibility of the rail transport undertakings. General rules on train composition would therefore have to be discussed at ERA and European Commission level in order to amend the TSI Operation if necessary.



Accident on 4 May 2013 in Wetteren (Belgium)

*Informal document:* INF.7 (Belgium)

110. The representative of Belgium presented the report of an accident that had occurred on 4 May 2013 in Wetteren, in which a freight train had derailed, presumably because it was travelling too fast. Several tank-wagons filled with acrylonitrile, stabilized and butadiene, stabilized, had overturned and some of them had caught fire.
111. The representative of Belgium pointed out that in both accidents, the accident investigation body had come to the conclusion that ETCS (European Train Control System) would have prevented the accidents.
112. The representative of ERA explained that after the railway accident in Viareggio, it had also been decided to establish a EU cooperation process in order to allow a coordinated EU-wide response after relevant accidents. The draft procedure (Quick Response Procedure) was finalised in July 2013 with the cooperation of the sector and authorities and should enable coordinated EU action plans to be set up within two months, when necessary. The representative of Belgium warmly welcomed this new development.

Expert for performing tests and inspections on tanks of tank-wagons

*Informal document:* INF.6 (UIP)

113. In his informal document, the representative of UIP explained the different approval procedures for tanks for the carriage of gases of Class 2 and tanks for the carriage of substances of classes 3 to 9. The discussion on a similar UIP document (OTIF/RID/RC/2013/48) at the working group on tanks during the last Joint Meeting revealed that for road transport according to ADR, there was currently little interest in harmonising the approval procedures because of largely national structures.
114. He asked the working group for its views on the question of whether the working group would support efforts to promote harmonisation in this area now that the sub-frames of tank-wagons were already built in accordance with an internationally harmonised approach (TSI).
115. Those delegates who expressed an opinion said that they already applied the same procedures at national level for the approval of tank-wagons for the carriage of gases of Class 2 and tank-wagons for the carriage of substances of classes 3 to 9 and would therefore support harmonisation of the provisions.
116. The representative of the European Commission considered that first of all, it should be ensured that the technical requirements of RID and ADR for other substances are aligned with the provisions concerning gases before the possibility of amending the TPED Directive could be pursued.
117. The chairman said that at the next session of the working group, he would provide information on the discussion on this matter at the European Commission's Dangerous Goods Regulatory Committee (Brussels, 12 December 2013).

**Next session**

118. The 3<sup>rd</sup> session of the RID Committee of Experts' standing working group will be held in Berne on 20 and 21 **May** 2014. Following that, the 53<sup>rd</sup> session of the RID Committee of Experts will be held on 22 May 2014, at which all the amendments for the 2015 edition of RID will be approved. Documents for both meetings must be submitted **by 7 April 2014**, at the latest.

119. The 4<sup>th</sup> session of the RID Committee of Experts' standing working group will be held from 17 to 20 November 2014, at the provisional invitation of Spain. Slovakia and the Czech Republic said they would be willing to clarify whether they would be able to host the working group's sessions in November 2015 and November 2016.

**Texts adopted by the 2<sup>nd</sup> session of the RID Committee of Experts' standing working group**

Document OTIF/RID/CE/GTP/2013/17 adopted with the following amendments:

**Table of contents**

Replace the amendment to Chapter 6.4 to read as follows:

**"Chapter 6.4** Amend to read as follows:

**"Chapter 6.4 Requirements for the construction, testing and approval of packages for radioactive material and for the approval of such material".**"

**Chapter 1.1**

**1.1.3.3** Amend the first sentence to read:

"At the end of the first sentence add the following:".

**Chapter 1.2**

**1.2.1** Delete the amendment concerning the definition of "**Service equipment**".

In the definitions of "Neutron radiation detector" and "Radiation detection system", at the beginning, replace "is" by:

"means".

**Chapter 1.6**

**1.6.1.28** Amend "6.2.2.10" to read:

"6.2.2.11".

After "6.2.3.6.1", insert:

", 6.8.2.4.6".

**1.6.1.35** becomes **1.6.1.37** and reads as follows:

**"1.6.1.37** Placards of reduced dimensions which, before 1 January 2015, could be affixed to wagons in accordance with the provisions of 5.3.1.7.4 applicable up to 31 December 2014, but which do not meet the requirement for affixing placards of reduced dimensions in accordance with the provisions of 5.3.1.7.4 applicable from 1 January 2015, shall be replaced by no later than 1 January 2018."

[Reference document: OTIF/RID/CE/GTP/2013/1 as amended]

**1.6.1** Insert the following sub-section:

**"1.6.1.35** (Reserved)

**1.6.1.36** (Reserved)".

**1.6.3.1 –**

**1.6.3.3** Delete the square brackets.

## **Chapter 3.2**

### **Table A**

Place the amendment to assign code "BK3" to UN Nos. 1334, 1350, 1454, 1474, 1486, 1498, 1499, 1942, 2067, 2213, 3077, 3377 and 3378 packing group III in square brackets.

For UN No. 3507, delete the square brackets in column (20).

For UN No. 3509, amend column (2) to read as follows:

"PACKAGINGS, DISCARDED, EMPTY, UNCLEANED".

## **Chapter 3.3**

**SP 662** Amend to read as follows:

**"662** Cylinders not conforming to the provisions of Chapter 6.2 which are used exclusively on board a ship or aircraft, may be carried for the purpose of filling or inspection and subsequent return, provided the cylinders are designed and constructed in accordance with a standard recognized by the competent authority of the country of approval and all the other relevant requirements of RID are met including:

- (a) The cylinders shall be carried with valve protection in conformity with 4.1.6.8;
- (b) The cylinders shall be marked and labelled in conformity with 5.2.1 and 5.2.2;  
and
- (c) All the relevant filling requirements of packing instruction P 200 of 4.1.4.1 shall be complied with.

The transport document shall include the following statement:

"CARRIAGE IN ACCORDANCE WITH SPECIAL PROVISION 662".

## **Chapter 4.1**

### **4.1.4.1**

**P 200** In paragraph (13) 1.3, in the fourth indent, replace "EN ISO 7860" by:

"EN ISO 7866".

**P 501,  
P 502 and  
P 504**

Replace "wood" by:  
"wooden".

**P 802**

In paragraph (3). replace "wood box" by:  
"wooden box".

**P 901**

In the proposed new sentence, after "packagings shall meet", insert:  
"the".

**P 908**

In paragraph 1., before "cells and batteries", insert:  
"such".

**4.1.4.3**

**LP 904**

In the third paragraph replace "For batteries and equipment containing batteries: Large packagings" by:  
"For batteries and equipment containing batteries, large packagings made of:".

## **Chapter 4.2**

**4.2.5.3**

**TP 41**

Amend the beginning of the first sentence to read as follows:

"With the agreement of the competent authority, the 2.5 year internal examination may be waived or substituted by other test methods or inspection procedures, provided that ...".

## **Chapter 5.3**

**5.3.2.3.2**

Delete the square brackets.

## **Chapter 5.4**

**5.4.3.4**

Replace the amendment by:

"At the end of the last page of the "Instructions in writing according to RID", delete:  
"(e.g. as described in standard EN 471)"."

## **Chapter 5.5**

**5.5.3.3.3**

In the second sentence, before "International Carriage", insert:  
"Agreement on the".

## **Chapter 6.1**

**6.1.3.1 (a) (i)** Place the amendment in square brackets.

## Chapter 6.2

6.2.2.7.2 (a) and

6.2.2.9.2 (a) Place the amendments in square brackets.

## Chapter 6.3

6.3.4.2 (a) Place the amendment in square brackets.

## Chapter 6.4

The amendment to the title should read as follows:

"Amend the title to read:

**"Chapter 6.4 Requirements for the construction, testing and approval of packages for radioactive material and for the approval of such material".**"

## Chapter 6.5

6.5.2.1.1 (a) Place the amendment to the second sentence in square brackets.

## Chapter 6.6

6.6.3.1 (a) Place the amendment to the second sentence in square brackets.

## Chapter 6.7

6.7.2.20.1 (c) (i),

6.7.3.16.1 (c) (i),

6.7.4.15.1 (c) (i) and

6.7.5.13.1 (c) (i) Place the amendments in square brackets.

## Chapter 6.11

Place all the amendments regarding this Chapter in square brackets.

## Chapter 7.3

7.3.2.1 Place the second and third amendment in square brackets.

7.3.2.10 Place this new sub-section in square brackets.

## Chapter 7.5

7.5.7.6 Place all the amendments regarding this new sub-section in square brackets.

Other amendments:**Chapter 1.1****1.1.2.2** Delete:

"international".

Replace "of Chapter 7.6" by:

"of Chapters 7.6 and 7.8".

[Reference document: OTIF/RID/CE/GTP/2013/16]

**1.1.2.3** Delete:

"international".

[Reference document: OTIF/RID/CE/GTP/2013/16]

**Chapter 1.4****1.4.2.2.2** After "(b),", insert:

"(d),".

[Reference document: OTIF/RID/CE/GTP/2013/5]

**Chapter 1.6****1.6.1.1** Amend to read as follows:

**"1.6.1.1** Unless otherwise provided, the substances and articles of RID may be carried until 30 June 2015 in accordance with the requirements of RID<sup>12</sup> applicable up to 31 December 2014.

**NOTE:** For the information in the transport document, see 5.4.1.1.12.

<sup>12</sup> RID edition in force from 1 January 2013."

**1.6.1.16** Amend to read as follows:

**"1.6.1.16** (Deleted)".

**1.6.1.19** Amend to read as follows:

**"1.6.1.19** (Deleted)".

**1.6.3.40** Add the following sub-paragraph:

**"Additionally in** this case special provision TE 25 specified for these substances in column (13) of Table A of Chapter 3.2 applicable from 1 January 2015 need not be **applied.**"

[Reference document: OTIF/RID/CE/GTP/2013/2 as amended]

## Chapter 1.8

1.8.3.11 (b) Replace "restrictions on forwarding" by:

"forwarding restrictions".

[Reference document: OTIF/RID/CE/GTP/2013/11]

## Chapter 3.2

### Table A

For UN numbers 1092, 1238, 1239, 1244, 1251, 1580, 3381, 3383, 3385, 3387, 3389, 3488 and 3490, insert in column (13):

"TE 25".

[Reference document: OTIF/RID/CE/GTP/2013/2 as amended]

## Chapter 4.1

### 4.1.4.1

P 200 Amend the second sentence to read as follows:

"Cylinders, tubes, pressure drums and bundles of cylinders are authorised provided the special packing provisions of 4.1.6, the provisions listed below under (1) to (9) and, when referred to in the column "Special packing provisions" of Tables 1, 2 or 3, the relevant special packing provisions listed below under (10), are met."

## Chapter 4.3

4.3.3.3.2 Replace "(see UIC leaflet 573<sup>4</sup> (Technical conditions for the construction of tank wagons))" with:

"(see standard EN 15877-1:2012 Railway applications – Marking on railway vehicles. Part 1: Freight wagons)."

[Reference document: OTIF/RID/CE/GTP/2013/12]

## Chapter 5.4

5.4.2 In footnote 12 (former footnote 10), in paragraph .2 of 5.4.2.1 of the IMDG Code, replace "7.2.2.3" by:

"7.3.4.1".

## Chapter 6.8

[6.8.2.1.2 Amend footnote 1 to read as follows:

"<sup>1</sup> This requirement is deemed to be met if

- the notified body dedicated to the technical specification for interoperability relating to the subsystem "rolling stock – freight wagons" of the rail system in the European Union (Commission Regulation (EU) No 321/2013 of 13 March 2013) or



- the OTIF assessing entity dedicated to the uniform technical prescriptions applicable to the Rolling Stock subsystem: **FREIGHT WAGONS – (Ref. A 94-02/2.2012 of 1 January 2014)**

has successfully evaluated and confirmed the compliance under consideration of the RID provisions." ]

[Reference document: OTIF/RID/CE/GTP/2013/14 + INF.14 as amended]

**6.8.2.1.29** Amend footnote 6 to read as follows:

"<sup>6</sup> The G1 gauge is referenced in Annex A to standard EN 15273-2:2009 Railway applications – Gauges – Part 2: Rolling stock gauge."

[Reference document: OTIF/RID/CE/GTP/2013/14]

**6.8.2.2.1** Replace the text of the 2<sup>nd</sup> paragraph with:

"To prevent tearing of the shell due to accidental stresses, welded elements shall be fixed to the tank as follows:

- Underframe connection: securing by means of a pad ensuring distribution of dynamic loads;
- Supports for upper gangway, access ladder, drainage pipes, valve control mechanisms and other load transmission brackets: securing by means of weld-on reinforcement plate;
- Appropriate dimensioning or other protective measures (e.g. designated breaking point)."

[Reference document: OTIF/RID/CE/GTP/2013/12 as amended]

**6.8.4**

**TE 22** At the end of the special provision, add the following sub-paragraph:

"The requirements of this special provision are deemed to be met by tank-wagons with an automatic coupling device [equipped with energy absorption elements capable of absorbing at least 130 kJ at each end of the wagon]."

[Reference document: OTIF/RID/CE/GTP/2013/18 paragraph 34 as amended]

**TE 25** In the 9<sup>th</sup> indent of paragraph (a), replace "UIC leaflet 573<sup>21</sup> (**Technical conditions for the construction of tank-wagons**)" with:

"standards EN 12663-2:2010 Railway applications – Structural requirements of railway vehicle bodies – Part 2: Freight wagons and EN 15551:2011 Railway applications – Railway rolling stock – Buffers".

[Reference document: OTIF/RID/CE/GTP/2013/12]

Add a new paragraph (e) to read as follows:

"(e) Protective **shield** at each end of wagons fitted with automatic couplers

If a protective shield is used at each end of the wagon, the following requirements shall apply:

- the protective shield shall cover the tank end to a height of at least 1100 mm, measured from the top edge of the headstock, the couplers shall be fitted with anticreep devices to prevent unintentional uncoupling and the protective shield shall, over the entire height of the shield, be at least 1200 mm wide;
- the protective shield shall have a minimum wall thickness of 12 mm;
- the protective shield and its attachment points shall be such that the possibility of the tank ends being penetrated by the protective shield itself is minimized."

[Reference document: OTIF/RID/CE/GTP/2013/9 as amended]

## PART 7

Insert a new Chapter 7.8 to read as follows:

### **"Chapter 7.8 Piggyback transport in mixed trains (combined passenger and freight transport)**

The carriage of dangerous goods in piggyback transport in trains in which passengers are also travelling shall only be possible with the agreement of, and under the conditions specified by the competent authorities of all the countries involved in the transport operation. Jochen, ich denke Arne hat Recht.

**NOTE 1:** These provisions shall not affect restrictions arising from the carriers' conditions of carriage under private law.

**2:** For carriage in the context of the rolling road (accompanied or unaccompanied) (see definition of "piggyback transport" in 1.2.1), see 1.1.4.4."

[Reference document: OTIF/RID/CE/GTP/2013/16]

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**List of participants****I. Governments****Austria**

Mr O. **Krammer** (Min.)

Mr G. **Mayer** (RCA)

**Belgium**

Ms C. **Bailleux** (Min.)

**Croatia**

Mr B. **Mikulić** (Min.)

**Czech Republic**

Mr L. **Knížek** (Min.)

Mr V. **Kyncl** (Min.)

Mr S. **Hájek** (Bahnamt)

**Denmark**

Mr S.R. **Thomsen** (DTA)

Mr T. **Green** (DB Schenker)

**Finland**

Ms A. **Häkkinen** (Finnish Transport Safety Agency)

Mr R. **Lappalainen** (Finnish Transport Agency)

**France**

Ms G. **Pompidor** (Min.)

**Georgia**

Mr T. **Tvildiani**

Mr D. **Shvelidze**

## Germany

Mr H. **Rein** (Min.)  
Mr H. **Hoffmann** (Min.)  
Mr B. **Hilbert** (EBA)

## Hungary

Ms A. **Hudák** (MAV Cargo)

## Italy

Mr M. **Costa** (Min.)

## Latvia

Ms M. **Heislere** (Min.)  
Mr V. **Stuppe** (State Railway Administration)  
Mr D. **Lacis** (State Railway Technical Inspectorate)  
Ms G. **Priedniece** (State Railway Technical Inspectorate)  
Mr V. **Derevjanko** (LDZ Cargo)

## Lithuania

Ms L M. **Vanceviciene** (JSC)

## Luxembourg

Mr A. **Wustrau** (SNCA)

## Netherlands

Mr K. **Tiemersma** (Min.)

## Poland

Ms J. **Dolinska** (Min.)  
Mr H. **Ognik**

## Russia<sup>1</sup>

Mr A. **Volkov**  
Ms E. **Goryacheva**  
Mr A. **Khristolyubov**

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<sup>1</sup> Member State of OTIF which does not apply RID and hence according to Article 16 § 1 of COTIF is unable to vote.

## **Slovakia**

Mr M. **Sedlak** (Min.)

## **Spain**

Ms S. **Garcia Wolfrum**

## **Sweden**

Mr H. **Nordqvist** (Swedish Transport Agency)

Mr B. **Antonsson** (MSB)

Mr B. **Zetterström** (MSB)

## **Switzerland**

Mr C. **Bonnet** (Min.)

## **United Kingdom**

Ms H. **Gilson** (Min.)

Mr A. **Bale** (Scientifics)

## **Ukraine**

Ms L. **Trygub** (State Railway Administration)

Ms D. **Galushko** (State Railway Administration)

## **II. International governmental organisations**

### **European Union**

Mr T. **Aaltonen** (Com.)

### **ERA**

Mr E. **Ruffin**

Mr K. **Doulis**

Mr A. **Schirmer**

### **OSJD**

Mr E. **Arfa**

### **III. International non-governmental organisations**

#### **CEFIC**

Mr T. Klein

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