



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
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OTIF/RID/CE/GTP/2015-A

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

**Final report of the 5th session of the RID Committee of Experts'
standing working group**

(Zagreb, 23 - 27 November 2015)

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ITEM 1: Approval of the agenda

Document: A 81-03/503.2015 (Secretariat)

Informal document: INF.1 (Secretariat)

1. The meeting adopted the provisional agenda set out in the invitation letter A 81-03/503.2015 dated 11 September 2015, 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 5th session of the working group (see also Annex II):

Austria, Belgium, Bosnia-Herzegovina, Croatia, Czech Republic, Denmark, Finland, France, Germany, Hungary, Latvia, Lithuania, Luxembourg, Netherlands, Poland, Romania, Serbia, Spain, Sweden, Switzerland, Turkey, Ukraine and the United Kingdom.

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

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

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

3. At the 1st 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.

ITEM 3: Harmonisation with the 19th edition of the UN Recommendations on the Transport of Dangerous Goods

Consolidated texts adopted by the Joint Meeting in 2014 and 2015 and by the RID Committee of Experts' standing working group in November 2014

Document: OTIF/RID/CE/GTP/2015/12 (Secretariat)

4. As a first step, document 2015/12 prepared by the Secretariat was adopted, which contained the texts adopted by the Joint Meeting in 2014 and 2015 and by the standing working group in November 2014.
5. At the Secretariat's suggestion, the wording of 1.4.2.2.1 (f) was aligned with the text adopted for ADR (see Annex I). In 2.2.9.1.14, the new line before the Note was amended by adding the term "vehicles" (see Annex I). As the latter amendment might also concern ADR, the Secretariat was asked to inform the Joint Meeting of this amendment.

Amendments adopted by the 99th session of WP.15 (Geneva, 9 - 13 November 2015)

Informal documents: INF.3 (Secretariat)
INF.12 (Spain/United Kingdom)

6. As a second step, the Secretariat's informal document INF.3 containing texts adopted by the 99th session of WP.15 (Geneva, 9 – 13 November 2015) was examined and adopted with the following comments.
7. The square brackets in the new definitions of compressed natural gas (CNG) and liquefied natural gas (LNG) were deleted, as these definitions were also considered useful for RID.
8. Some delegates thought **the text of 5.4.2** was illogical, because on the one hand it talks about “container or vehicle packing certificate”, and on the other it only sets out requirements for containers.
9. The representative of the United Kingdom reminded the meeting that when provisions concerning the packing certificate were taken over in RID/ADR, it had specifically been decided not to adopt any further-reaching requirements for wagons and vehicles. The reasons for this were that as a rule, RID/ADR did not set out the provisions of another mode and that in the case of wagons and vehicles, they might still be loaded on the way to a port, so only the last loader would be in a position to issue a packing certificate.
10. The working group adopted informal document INF.12 prepared by Spain and the United Kingdom in principle, but the amended texts, except the Note, which only concerns RID, were placed in square brackets for the time being until the Joint Meeting endorsed them (see Annex I).

Other comments

Informal document: INF.2 (United Kingdom)

11. With the exception of the proposals in paragraphs 2 and 6, the amendments requested by the representative of the United Kingdom in informal document INF.2 were adopted (see Annex I).
12. With regard to the proposal in paragraph 2, it was noted that in principle, the carriage on railway vehicles of vehicles containing elevated temperature substances for the purpose of road marking could not be ruled out, and that the allocation of special provision 668 to UN number 3257 should also be maintained for RID.
13. The representative of the United Kingdom was asked to submit his proposal in paragraph 6 to the Joint Meeting, as it also concerned ADR.
14. With regard to the proposal in paragraph 4 to replace “vehicle” by the term “road vehicle” in the definition of “cargo transport unit”, as “road vehicle” is now defined in RID, it was mentioned that this amendment would entail various consequential amendments in RID, although in some places, it might be necessary to maintain the current term. The Secretariat was asked to submit a corresponding proposal for amendments to the next session of the standing working group.
15. A proposal made in the room to refer to “railway vehicle” in addition to “wagon” in the definition of “cargo transport unit” in order to cover special designs of railway vehicles used both for traction and the carriage of goods (e.g. CargoSprinter) was not followed up for the time being. UIC was asked to submit an appropriate proposal if it considered it necessary.

Height/width ratio of flexible bulk containers

Document: OTIF/RID/CE/GTP/2015/6 (UIC)

16. The working group confirmed the height/width ratio for flexible bulk containers provisionally adopted in document OTIF/RID/CE/GTP/2015/12 for paragraph 7.3.2.10.4, as no objections to it had been raised in UIC's document 2015/6.

Protective distance

Informal document: INF.4 (United Kingdom)

17. The working group adopted the first alternative in informal document INF.4, in which the United Kingdom proposed to amend the text of 7.5.3 adopted at the last session of the standing working group in order also to cover road vehicles containing packages and which need not bear placards according to the provisions of ADR (see Annex I).

ITEM 4: Interpretation of RID

Document: OTIF/RID/CE/GTP/2015/11 (Belgium)

Informal documents: INF.11 (Netherlands)
INF.16 (UIC)

18. In connection with national provisions that apply in the Netherlands in addition to RID, the representative of Belgium raised the question in document 2015/11 of whether, on the basis of RID 1.9.5, measures relating to the composition of trains that also apply to international trains could be taken at national level.
19. The chairman pointed out that according to Chapter 1.9, States may apply additional provisions, in so far as RID does not cover the area concerned and the provisions have no repercussions for other States.
20. In Belgium's view, the composition of trains came under the scope of RID, because 7.5.3 contained requirements for the protective distance. Rules on the composition of trains could affect other States and could even entail a prohibition on carriage if two States issued conflicting rules.
21. In informal document INF.11, the representative of the Netherlands expressed the view that according to 1.1.2.1 (b), the composition of trains did not come under the scope of RID and that the provision concerning the protective distance in 7.5.3 did not constitute evidence that RID contained provisions on the composition of trains. He emphasised that in accordance with the regulations, the European Commission and the Secretariat of OTIF had been informed of the national measures, **which the representative of ERA confirmed.**
22. He added that the provisions in the Netherlands only concerned the carriage of chlorine and not the carriage of other dangerous goods. They had been introduced on the basis of a risk analysis, and the methodology of this risk analysis was also used in other States. He noted that RID was silent on how differing interpretations of the law could be dealt with.
23. The Chairman recalled that the question of extending the barrier wagon rule had already been discussed and rejected by the working group on tank and vehicle technology (see report OTIF/RID/CE/GT/2007-A, paragraphs 20 to 27) and the RID Committee of Experts (see report OTIF/RID/CE/2007-A, paragraphs 80 to 83).

24. Using the presentation in informal document INF.16, the representative of UIC presented his current work on different national regulations on the transport of dangerous goods which have to be applied in addition to the RID provisions. These national regulations could be national laws, provisions of the national safety authority, requirements of the infrastructure manager, bilateral or multilateral agreements.
25. The representative of ERA explained that as far as possible, national rules should be superseded by harmonised procedures. He pointed out that for the EU Member States, the interoperability and railway safety directives had to be taken into account as well as the provisions of RID. According to the Safety Directive, the rail transport undertaking was responsible for the composition of trains.
26. The representative of Switzerland was of the view that additional national measures were allowed, but that they should not put other States at a disadvantage and should not displace or even increase the risk.
27. Several delegations thought Chapter 1.9 should be revised, firstly to remove any contradictions between 1.9.1 and 1.9.5 and secondly to take account of the European railway legislation.
28. In reply to the chairman's question as to whether the RID Contracting States were of the view that according to Chapter 1.9, a State may also require that trains arriving from another country must have a specific composition, two States said yes (Netherlands, Switzerland) and ten States said no (Belgium, Denmark, Finland, France, Germany, Latvia, Lithuania, Luxembourg, Romania and the United Kingdom). Seven States abstained (Croatia, Hungary, Poland, Serbia, Spain, Turkey and Ukraine).
- 28a. Commenting on its vote, Poland explained that as it understood the RID regulations, States could not introduce regulations on the composition of trains at national level if they affect international transport. However, in Poland's view, this was not clearly apparent from the reading of 1.9.5 alone.
- 28b. Commenting on the vote, the Netherlands drew attention to the (exclusive) competence of the EU regarding the interpretation of 1.9.5 by the EU Member States.
29. The chairman urged the States to submit proposals to resolve this problem.

ITEM 5: Proposals to amend RID

A. Pending issues

Entity in Charge of Maintenance (ECM)

Document: OTIF/RID/CE/GTP/2015/2 (UIP)

Informal documents: INF.14 (ERA)
INF.15 (UIP)

30. Based on the discussion at the last session of the working group (see report OTIF/RID/CE/GTP/2014-B, paragraphs 9 to 11), the representative of UIP submitted document 2015/2, in which he proposed to divide obligations between the tank-wagon operator and the entity in charge of maintenance (ECM).
31. The representative of ERA explained that the version of UIP's proposal submitted could not be adopted in this biennium, as it contradicted the ECM Regulation.

32. Those national representatives who expressed a view on this issue supported the division of obligations proposed by ERA in informal document INF.14. Informal document INF.14 was therefore adopted with a few editorial amendments (see Annex I). In addition, UIP's proposals on the definition of ECM in 1.2.1, the inclusion of a new 1.4.2.2.7 under the carrier's obligations and to amend 4.3.2.1.7, were adopted (see Annex I).
33. In the second sub-paragraph of 4.3.2.1.7, the Joint Meeting is also recommended to insert "without delay" for tank-vehicles and tank-containers as well ("Should a change of owner or operator occur during the life of the tank the tank record shall be transferred without delay to the new owner or operator"), in order to make clear that the tank record cannot just be transferred as and when.
34. The working group adopted the footnote to 1.4.3.5 proposed by the representative of UIP in informal document INF.15, which allows a tank-wagon operator to transfer the organisation of tests and inspections in accordance with Chapter 6.8 to an ECM (see Annex I).

Carrier's obligation to inform the driver of the position of dangerous goods in the train

Document: OTIF/RID/CE/GTP/2015/5 (UIC)

35. UIC's document 2015/5 contained a proposal on how RID could also take account of the information for the locomotive driver concerning the presence and position of dangerous goods in the train required by **Regulation (EU) 2015/995 of the Commission** concerning the technical specification for interoperability relating to the "operation and traffic management" subsystem of **the rail system in the European Union**.
36. UIC's proposal was adopted with a few editorial corrections to the English version (see Annex I), and the representative of UIC was asked to provide the date of entry into force of UIC leaflet 472 by the time of the next session.

Definitions of "full load" and "wagon load"

Document: OTIF/RID/CE/GTP/2015/7 (UIC)

37. UIC's proposal in document 2015/7 to align RID with ADR and in future to use the term "full load" both for large containers and for wagons was adopted without amendment (see Annex I).

Instructions in writing

Document: OTIF/RID/CE/GTP/2015/8 (Romania)

Informal document: INF.10 (UIC)

38. In document 2015/8, Romania proposed various amendments to the instructions in writing in 5.4.3.4 in order to harmonise with ADR. In informal document INF.10, UIC recalled the discussions at the RID Committee of Experts that had led to the differences in RID.
39. With reference to the discussions at the 46th session of the RID Committee of Experts (Hamburg, 21 to 23 October 2008) (see report OTIF/RID/CE/2008-B, paragraphs 13 to 41), the working group did not support Romania's proposal.

Loading tank-containers onto carrying wagons for the carriage of semi-trailers

Document: OTIF/RID/CE/GTP/2015/14 (Germany)

40. As a result of an incident that occurred in Hamburg-Billwerder when a tank-container was being transhipped onto a carrying wagon, Germany's document proposed amendments to 7.5.7.4 and 1.3.2.2.
41. While the proposal to amend 7.5.7.4 was adopted (see Annex I), the representative of Germany withdrew his proposal to amend 1.3.2.2, as some delegations argued that crane drivers at transshipment stations are not necessarily employees of the carrier or infrastructure manager and do not therefore come under the scope of 1.3.2.2.

Checklists for the filling and emptying of liquefied gas tank-wagons

Informal document: INF.8 (Italy)

42. The working group took note of Italy's informal document INF.8 requesting the representatives of the Member States to provide the representative of Italy with data by 10 December 2015 on defects or infringements of the regulations when filling and emptying gas tank-wagons.

B. New proposals

New requirements for tank-wagons for the carriage of flammable liquids in the USA and Canada

Document: OTIF/RID/CE/GTP/2015/4 (Germany)

Informal document: INF.13 (UIC)

43. In document 2015/4, the representative of Germany referred to new provisions in Canada and the United States resulting from the accident in Lac-Mégantic (Canada) applicable to the construction and retrofitting of tank-wagons for the carriage of flammable liquids. Among other things, the new requirements provided for a greater wall thickness, head shields over the entire tank ends, thermal protection and new requirements for the top valves (protective collar) and devices to protect against the unintended opening of bottom valves.
44. In informal document INF.13, the representative of UIC described the design of the tank-wagons involved in the accident in Lac-Mégantic. The main difference compared with the tank-wagons used in continental Europe was the self-supporting construction of the tanks, which meant that the tank has to absorb considerably higher forces.
45. **The representative of Belgium reminded the meeting that the prohibition on tank-wagons with self-supporting tanks had already been dealt with in the past.** While the representative of the United Kingdom pointed out that tank-wagons with self-supporting tanks had been used in his country for 40 years with an excellent safety record, the **representative of the Netherlands said he would check whether he** would again address the question of excluding self-supporting tanks in a document.
46. The representative of UIP reminded the meeting that **one important issue related to** the accident in Lac-Mégantic had been the incorrect classification of crude oil with a high proportion of gas obtained from fracking. However, this issue was already being dealt with by the UN Sub-Committee of Experts.

47. The working group agreed that the entire package of measures applicable to North American tank-wagons should be examined by the working group on tank and vehicle technology. The working group, **which would provisionally meet on 12 and 13 April 2016**, should first check whether any other working groups are already working in this area (e.g. the Joint Meeting's BLEVE working group) and whether any measures included multimodal aspects (e.g. shock-resistant tank design). For the latter, the working group on tank and vehicle technology could prepare a document for the Joint Meeting's working group on tanks. In the event of alternative measures for improving safety, in principle a multimodal variation should be given preference in order not to put the rail mode at a disadvantage.

Carrier's checks of the marking of dangerous goods packed in limited quantities in accordance with Chapter 3.4

Document: OTIF/RID/CE/GTP/2015/9 (UIC)

Informal document: INF.5 (Sweden)

48. In document 2015/9, the representative of UIC pointed out that based on the transport document, the carrier checks that the prescribed placards and marks have been affixed to wagons and containers. Such checks were not possible for limited quantity consignments in accordance with Chapter 3.4, as RID did not contain any documentation requirements for this type of transport. Therefore, as in the case of exempted quantities, he proposed that as a minimum, the transport document should contain information on the presence of dangerous goods in limited quantities and the total gross mass.
49. In informal document INF.5, the representative of Sweden illustrated how wagons carrying dangerous goods in limited quantities might be marked, depending on the total gross mass and on whether the wagon contains other dangerous goods not being carried in limited quantities.
50. Several delegations requested that UIC's proposal be dealt with in the Joint Meeting. However, some delegations did not think there would be much success in dealing with this in the Joint Meeting, as the conditions for road transport were not comparable. Unlike RID, there was no obligation to provide the infrastructure manager with information and the consignment was accompanied by the vehicle driver, who had an overview of his load. They proposed that in this context, it would be more useful to harmonise the provisions of RID with those of the IMDG Code.
51. The chairman explained that one solution at Joint Meeting level could be to standardise the information already required for the carrier under 3.4.12 concerning the gross mass of dangerous goods in limited quantities, as in Chapter 3.5, in order to facilitate electronic procedures. However, as in 3.5.6, a transport document in accordance with Chapter 5.4 should not be made mandatory.
52. The representative of UIC said he would **obtain the railway undertakings' opinion on the further procedure and, if necessary**, prepare a new document for the Joint Meeting in March 2016, which would take account of the comments made by various delegations.

Carriage in piggyback transport of road vehicles with dangerous goods carried in a transport chain including maritime or air carriage

Document: OTIF/RID/CE/GTP/2015/10 (Austria)

53. In his document, the representative of Austria pointed out that road vehicles carrying dangerous goods loaded onto the railways prior to or following ferry transport and carried in piggyback transport are often only placarded and marked in accordance with Chapter 5.3 of the IMDG Code, and do not display orange-coloured plates. For piggyback transport prior to or

following carriage by sea, he proposed to dispense with the orange-coloured plates on road vehicles, because for the carriage of packages in road vehicles at least, the placards that were affixed would provide more information than the orange-coloured plates.

54. The representatives of the Netherlands and the United Kingdom were of the view that the problem should be resolved at Joint Meeting level, as the orange-coloured plates would have to be affixed subsequent to piggyback transport at the latest, so it was a road/rail interface problem.
55. The chairman did not think the problem raised by Austria should be resolved by amending RID, but by keeping the marks according to ADR on vehicles during carriage by sea as well. In this respect, an amendment to the IMDG Code could be proposed to IMO.
56. The representative of Austria withdrew his proposal and would return to this issue with a new document at a later stage.

ITEM 6: Harmonisation of RID and SMGS Annex 2

Amendment of special provision TU 16 in RID Chapter 4.3

Document: OTIF/RID/CE/GTP/2015/3 (Secretariat)

57. The Secretariat introduced the proposal to amend special provision TU 16, which the Joint Meeting's working group on tanks had transferred to the standing working group. The aim of this amendment was to prescribe an additional entry in the transport document showing the name and mass/pressure of the protective agent used when carrying empty, uncleaned tanks that have previously contained phosphorus.
58. In reply to a question from the representative of the United Kingdom as to why this additional entry in the transport document was necessary, the representative of Latvia replied that for 1520 mm gauge freight wagons, it was not possible to switch the brake position between "full" and "empty", and in particular the mass of the water was required in order to calculate the braking distance.
59. The working group adopted the Secretariat's proposal with minor amendments (see Annex I). In so doing, the possibility of using a combination of a layer of water and an additional blanket of nitrogen was taken into account.
60. The representative of the Russian Federation made an oral proposal to include the precise period 1 October to 31 March in the second indent of special provision TU 16, rather than "low temperatures to be expected". The Chairman replied that more open wording would be preferable, as it could not be ruled out that freezing temperatures might also occur before 1 October and after 31 March.

Ongoing discussions in the OSJD bodies

Informal document: INF.6 (Secretariat)

61. The working group noted the Secretariat's informal document INF.6, with the following comments.

Transitional provision 1.6.3.27

62. The Secretariat informed the working group that the current wording of the transitional provision in 1.6.3.27 did not take account of the value of 130 kJ specified in special provision TE 22 for the minimum energy absorption at each end of the wagon for tank-wagons with an automatic coupling device.
63. It was proposed to exclude tank-wagons with an automatic coupling device from the scope of paragraphs (a) and (b) of the transitional provision and to include a new paragraph (c) to make special provision TE 22 applicable only to tank-wagons with an automatic coupling device that were built after 1 January 2015.
64. The representative of Latvia explained that at one of their next meetings, the OSJD bodies would specify a final date as to when tank-wagons with an automatic coupling device would have to achieve an energy absorption capacity of 130 kJ.
65. The Secretariat was asked to work together with the Latvian delegation to prepare a text proposal for the next session of the working group to amend the transitional provision in 1.6.3.27 accordingly.
66. The representative of Poland mentioned the possibility of bridging the gap until a new transitional provision could enter into force in the 2017 edition of the regulations by concluding a **multilateral special agreement if RID Contracting States were involved or by applying the measures prescribed in SMGS Annex 2 if a non-RID State which is nevertheless a State party to SMGS were also involved.**

5.4.1.2.2 – Documentation – Additional provisions for Class 2

67. The Secretariat drew the working group's attention to a difference between the provisions of 5.4.1.2.2 in SMGS Annex 2 and RID. For the carriage of empty tank-wagons that have contained liquefied gases of certain classification codes, an additional provision in SMGS Annex 2 prescribes that the residual pressure in the tank after unloading has to be indicated in the transport document.
68. The representative of the Russian Federation explained that this additional information was required by the authorities in the SMGS Contracting States in order, among other things, to prevent internal negative pressure in the tank, which had already occurred several times in Siberia.
69. The Chairman reminded the meeting that in the past, incidents in which tanks had become deformed as a result of internal negative pressure had led to the inclusion of 4.3.3.3.4 and 6.8.2.1.7 in the regulations, which contained measures designed to prevent the formation of internal negative pressure.
70. The working group was of the view that this issue should be submitted to the RID/ADR/ADN Joint Meeting's working group on tanks for further investigation.

Editorial differences between SMGS Annex 2 and RID

71. The Secretariat informed the working group of its ongoing work on a Russian version of the 2015 edition of RID, which would provisionally be available from April 2016. The Secretariat also explained that RID was being translated into Russian on the basis of the Russian version of ADR, and hence the UN Model Regulations.
72. The working group welcomed the Secretariat's initiative.

73. The representative of the Russian Federation said he would prefer the Russian version of RID to be translated using SMGS Annex 2 as the basis, because unlike the UNECE texts, it used the correct language and terminology.
74. The Secretariat confirmed that the Russian texts would have to be improved in future. However, this would first have to be done in the UN Model Regulations and could only be done in the regulations of the individual modes in a second step.
75. The Chairman proposed to suggest to the UNECE Secretariat that the Russian texts of the UN Model Regulations and ADR should be compared with SMGS Annex 2 in order that these texts could be aligned.

Future work

76. The representative of Finland emphasised that those countries that were situated at the interface between the two sets of regulations, and hence her country, particularly welcomed the work on harmonising SMGS Annex 2 and RID, and asked the Secretariat to influence this development positively by taking part in the OSJD meetings. For its part, the Secretariat thanked the representatives of the SMGS Contracting States for their excellent cooperation.

Table of main differences between SMGS Annex 2 and RID

Informal document: INF.7 (Latvia)

77. On behalf of the working group, the Chairman thanked the delegation of Latvia for the synoptic table it had prepared and updated on the basis of the 2015 provisions. The table set out in English the main differences between SMGS Annex 2 and RID and would be used to underpin further work on harmonisation.

ITEM 7: Information from the European Railway Agency (ERA)

Informal document: INF.9 (ERA)

78. The working group noted informal document INF.9 introduced by the representative of ERA.
79. In reply to a question from the representative of the United Kingdom, the representative of ERA assured the meeting that the next information document from ERA would report on the number of entities in charge of maintenance (ECM) whose area of work includes the maintenance of tanks for dangerous goods.

ITEM 8: Any other business

Improving the consistency between technical vehicle provisions in RID and other vehicle provisions

Document: OTIF/RID/CE/GTP/2015/1 (Secretariat)

80. The Secretariat's document 2015/1 contained a proposal to set up a joint working group of the European Commission and the Secretariat of OTIF in order to improve consistency between the technical vehicle provisions of RID and other vehicle provisions. The main features of the proposal had already been introduced at the 4th session of the standing working group (Madrid, 17 – 20 November 2014) (see report OTIF/RID/CE/GTP/2014-B, paragraphs 64 to 71).

81. The Secretariat said that for the time being, four sessions of this working group were planned. The first session was scheduled for 3 and 4 February 2016. No objections were raised to the dangerous goods experts the Secretariat had proposed for this working group.
82. The Secretariat added that the invitation to the first meeting and the provisional mandate for this working group would be sent out shortly. The results of this working group would be submitted to the RID Committee of Experts and OTIF's Committee of Technical Experts.

Working group on the detection of derailments

Document: OTIF/RID/CE/GTP/2015/13 (Switzerland)

83. The working group noted Switzerland's document 2015/3 summarising the discussions so far in the working group on the detection of derailments.

ITEM 9: Election of chair and vice chair

84. The Secretariat informed the meeting that several discussions had taken place with candidates for the future chair, but it had not been possible to conclude these discussions as the candidates had to clarify matters internally with their administrations. The Secretariat asked the Chairman again to chair the 6th session of the RID Committee of Experts' standing working group (Berne, 23 and 24 May 2016) and to lead the biennium to a successful conclusion. The Chairman accepted this request and this agenda item was deferred to the next session.

Get well message for Mr Klaas Tiemersma

85. The working group passed on its best wishes to the Dutch delegation for the Netherlands' long-standing delegate, Mr Klaas Tiemersma. The working group sincerely hoped that he would soon be back to support the working group with his expertise and humour.

Thanks

86. The Chairman thanked the Croatian delegation for the excellent organisation of the meeting and the enjoyable evening the delegates had spent together.
87. The Chairman thanked the Secretariat for the good preparation of the documents, which had considerably simplified the chairmanship of this meeting. He thanked the interpreters for the usual good quality of the interpretation, which had considerably helped understanding of the debate. Lastly, he thanked the plenary for its active participation and the pleasant discussions of even the most difficult issues.
88. On behalf of all the delegations, the representatives of Luxembourg and Belgium thanked the Chairman for leading the discussions and for his willingness to bring the biennium to an end as Chairman.

Next session

89. The 6th session of the RID Committee of Experts' standing working group will be held in Berne on 23 and 24 May 2016. Following that, the 54th session of the RID Committee of Experts will be held on 25 May 2016, at which all the amendments for the 2017 edition of RID will be approved. The deadline for submitting documents for both meetings is **8 April 2016**.

Texts adopted by the 5th session of the RID Committee of Experts' standing working group

Amendments to be made in document OTIF/RID/CE/GTP/2015/12:

Chapter 1.1

1.1.3.3 In paragraph (c), delete footnote 1.

Chapter 1.2

1.2.1 In the definition of "**Cargo transport unit**", replace "*vehicle*" by:
 "*road vehicle*".

[Reference document: informal document CE/GTP/5/INF.2]

Chapter 1.4

1.4.2.2.1 Amend the amendment to paragraph (f) to read as follows:

"(f) ascertain that the placards, marks and orange-coloured plates prescribed for the wagons in Chapter 5.3 have been affixed;"

Chapter 2.2

2.2.41.2.3 Amend the second amendment to read as follows:

After the last indent, add:

"– Polymerizing substances requiring temperature control:

UN 3533 POLYMERIZING SUBSTANCE, SOLID, TEMPERATURE CONTROLLED, N.O.S.;
 UN 3534 POLYMERIZING SUBSTANCE, LIQUID, TEMPERATURE CONTROLLED, N.O.S."

[Reference document: informal document CE/GTP/5/INF.2]

2.2.9.1.14 Amend the first amendment to read as follows:

"In the list before the Note, after "Electric double layer capacitors (with an energy storage capacity greater than 0.3 Wh)" add a new line to read:

"Vehicles, engines and machinery, internal combustion."

Chapter 3.2

Table A Delete the amendment for UN 3258.

[Reference document: informal document WP.15/99/INF.20]

For the new UN Nos. 3531 and 3532, in column (13), delete the square brackets around "TE11".

[Reference document: informal document WP.15/99/INF.20]

Chapter 3.3

SP 666 In paragraphs (a) and (b), replace "fuel cocks" by:
"valves" (twice).

[Reference document: informal document WP.15/99/INF.17]

Chapter 4.1

4.1.1.19.1 Delete the square brackets.

4.1.4.1

P 200 In the first amendment, replace "Amend the Note to read as follows:" by:
"In paragraph (3) (d), amend the Note to read as follows:".

[Reference document: informal document CE/GTP/5/INF.2]

4.3.5

TU 16 At the end, add the following subparagraph:

"An additional entry shall be included in the transport document when uncleaned, empty tanks are handed over for carriage:

"Tank filled with _____ * in accordance with special provision TU 16."

* _____ Indicates the name(s) of the protective agent(s). Where the tank is filled with water, its mass shall be indicated in kg; in the case of nitrogen, its pressure shall be given in MPa or bar."

[Reference document: OTIF/RID/CE/GTP/2015/3 as amended]

Chapter 5.3

5.3.1.1.4 At the beginning, delete:
"dangerous goods of".

[Reference document: informal document WP.15/99/INF.20]

Chapter 5.4

5.4.1.2.3 Delete the amendment.

Chapter 6.2

6.2.4.1 Delete the square brackets throughout the subsection.

Chapter 6.8

6.8.2.6.1 In the entry for standard "EN 13094:2008 + AC:2008", in column (4), replace "1 January 2011" by:

"1 January 2010".

In the entry for standard "EN 13094:2014", in column (1), replace "2014" by:

"2015".

6.8.3.4.17 Replace "paragraph (a)" by:

"paragraph (e)".

[Reference document: informal document CE/GTP/5/INF.2]

Chapter 7.5

7.5.3 Amend the first subparagraph to read as follows:

"Every wagon, large container, portable tank or road vehicle containing substances or articles of Class 1 and bearing a placard conforming to models Nos. 1, 1.5 or 1.6, shall be separated on the same train from wagons, large containers, portable tanks, tank-containers, MEGCs or road vehicles bearing a placard conforming to models Nos. 2.1, 3, 4.1, 4.2, 4.3, 5.1 or 5.2 or road vehicles for which the transport document indicates that they are containing packages bearing a label conforming to models Nos. 2.1, 3, 4.1, 4.2, 4.3, 5.1 or 5.2 by a protective distance."

[Reference document: informal document CE/GTP/5/INF.4]

7.5.7.4 Amend to read as follows:

"7.5.7.4 The provisions of 7.5.7.1 also apply to the loading, stowage and removal of containers, tank-containers, portable tanks and MEGCs on to and from wagons."

[Reference document: OTIF/RID/CE/GTP/2015/14]

7.5.11 CW 36

After "IMDG Code", add a reference to a footnote which reads as follows:

"* Warning mark including the words "CAUTION – MAY CONTAIN FLAMMABLE VAPOUR" with lettering not less than 25 mm high, affixed at each access point in a location where it will be easily seen by persons prior to opening or entering the vehicle or container."

Additional amendments:

Chapter 1.1

1.1.4.2.1 In the first sentence, replace "a wagon load" by:

"a full load".

[Reference document: OTIF/RID/CE/GTP/2015/7]

In paragraph (c), in the first sentence, replace "a wagon load" by:

"a full load".

[Reference document: OTIF/RID/CE/GTP/2015/7]

Chapter 1.2

1.2.1 Amend the definition of "**full load**" as follows:

– Replace "of a *large container*" by:

"of a *wagon or large container*".

– The Note becomes Note 1.

– Add a new Note 2 to read as follows:

"2: This definition covers the term "wagon load" used in the other Appendices to COTIF and in other railway regulations."

[Reference document: OTIF/RID/CE/GTP/2015/7]

Delete the definition of "**wagon load**".

[Reference document: OTIF/RID/CE/GTP/2015/7]

Insert the following new definitions:

"**Compressed Natural Gas (CNG)**" means a compressed gas composed of natural gas with a high methane content assigned to UN No. 1971;"

[Reference document: ECE/TRANS/WP.15/2015/16]

"**Entity in charge of maintenance (ECM)**" means the entity in accordance with the Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF – Appendix G to COTIF) and certified in accordance with Annex A* thereto, that is in charge of the maintenance of a wagon;

* Appendix G is harmonised with the European legislation, particularly Directives 2004/49/EC (Articles 3 and 14 a) and 2008/57/EC (Articles 2 and 33) on the elements related to ECM. Annex A to ATMF is equivalent to Regulation (EU) 445/2011 and deals with the certification system of entities in charge of the maintenance of freight wagons."

[Reference document: OTIF/RID/CE/GTP/2015/2]

"**ECM**", see "Entity in charge of maintenance";"

[Reference document: OTIF/RID/CE/GTP/2015/2]

"**Liquefied Natural Gas (LNG)**" means a refrigerated liquefied gas composed of natural gas with a high methane content assigned to UN No. 1972;"

[Reference document: ECE/TRANS/WP.15/2015/16]

Chapter 1.4

1.4.2.2 Insert new 1.4.2.2.7 and 1.4.2.2.8 to read as follows:

"1.4.2.2.7 The carrier shall inform the driver of the dangerous goods on board and their position on the train before the train starts its journey.

The requirements of this paragraph are considered to have been complied with if appendices A and B of UIC Leaflet 472 ("Braking sheet and consist list for international freight trains")* are applied.

* Version of the UIC leaflet applicable as from XX.XX.XXXX.

[Reference document: OTIF/RID/CE/GTP/2015/5]

1.4.2.2.8 The carrier shall ensure that the information to be made available to the entity in charge of maintenance (ECM) as defined in Article 15a § 3 of ATMF – Appendix G to COTIF – and in Article 5 of Annex A to ATMF also covers the tank and its equipment."

[Reference document: OTIF/RID/CE/GTP/2015/2]

1.4.3.5 In the introductory sentence, before the colon, insert a reference to a footnote which reads as follows:

** The tank-wagon operator may transfer the organisation of inspections according to Chapter 6.8 to an entity in charge of maintenance (ECM)."

[Reference document: informal document CE/GTP/5/INF.15]

Delete paragraph (b).

Previous paragraph (c) becomes paragraph (b). At the end of new paragraph (b), replace "." by:

",".

Add the following paragraphs:

- "(c) ensure that the results of the activities as required in (a) and (b) are recorded in the tank record;
- (d) ensure that the entity in charge of maintenance (ECM) assigned to the tank-wagon holds a valid certificate covering tank-wagons for dangerous goods;
- (e) ensure that the information made available to the ECM as defined in Article 15a § 3 of ATMF – Appendix G to COTIF – and in Article 5 of Annex A to ATMF also covers the tank and its equipment."

[Reference document: OTIF/RID/CE/GTP/2015/2 as amended by informal document CE/GTP/5/INF.14]

1.4.3 Insert new 1.4.3.8 to read as follows:

"1.4.3.8 Entity in charge of maintenance (ECM)

In the context of 1.4.1, the entity in charge of maintenance (ECM) shall in particular ensure that:

- (a) the maintenance of tanks and their equipment is carried out in such a way as to ensure that, under normal operating conditions, the tank-wagon satisfies the requirements of RID;
- (b) the information as defined in Article 15a § 3 of ATMF – Appendix G to COTIF – and in Article 5 of Annex A to ATMF also covers the tank and its equipment;
- (c) the maintenance activities concerning the tank and its equipment are recorded in the maintenance file."

[Reference document: OTIF/RID/CE/GTP/2015/2 as amended by informal document CE/GTP/5/INF.14]

Chapter 1.8

1.8.3.11 In paragraph (b), in the fifth indent, delete:

"wagon load,".

[Reference document: OTIF/RID/CE/GTP/2015/7]

Chapter 3.2

3.2.1 In the explanatory note for column (5), in the first indent, replace "a wagon load" by:

"a full load".

[Reference document: OTIF/RID/CE/GTP/2015/7]

Table A For the second entry of UN No. 1202, in column (2), replace "EN 590:2009 + A1:2010" by:

"EN 590:2013 + AC:2014" (twice).

[Reference document: informal document WP.15/99/INF.12]

Chapter 3.3

SP 660 Amend footnote 6 (current footnote 5) to read as follows:

- ⁶ ECE Regulation No. 67 (Uniform provisions concerning the approval of:
- I. Approval of specific equipment of vehicles of category M and N using liquefied petroleum gases in their propulsion system;
 - II. Approval of vehicles of category M and N fitted with specific equipment for the use of liquefied petroleum gases in their propulsion system with regard to the installation of such equipment)."

Chapter 4.1

4.1.1.21.6 In the entries for "UN 1202 Diesel fuel" and "UN 1202 Heating oil, light", in column (2b) of the Table, replace "EN 590:2009 + A1:2010" by:

"EN 590:2013 + AC:2014".

[Reference document: informal document WP.15/99/INF.12]

4.1.4.1

P 002 In special packing provision **PP 7**, delete:

"as a wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

P 003 In special packing provision specific to RID and ADR **RR 6**, in the first sentence, delete:

"wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

P 207 In special packing provision specific to RID and ADR **RR 6**, in the first sentence, delete:

"wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

Chapter 4.3

4.3.2.1.7 Amend to read as follows:

"4.3.2.1.7 The tank record shall be retained by the owner or operator, who shall be able to provide this documentation at the request of the competent authority, and who shall ensure that it is available to the entity in charge of maintenance (ECM).

The tank record, including the relevant information concerning the activities of the ECM, shall be maintained throughout the life of the tank and retained for 15 months after the tank is taken out of service.

The tank record

Should a change of owner or operator occur during the life of the tank, the tank record shall be transferred without delay to the new owner or operator.

Copies of the tank record or all necessary documents shall be made available to the expert for tests, inspections and checks on tanks in accordance with 6.8.2.4.5 or 6.8.3.4.18, on the occasion of periodic inspections or exceptional checks."

[Reference document: OTIF/RID/CE/GTP/2015/2]

Chapter 5.2

5.2.1.5 In the second subparagraph, delete:

"wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

5.2.2.1.8 In the sentence after the heading, delete:

"wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

Chapter 5.3

5.3.2.1.1 In the last subparagraph, replace "wagon loads" by:

"full loads".

[Reference document: OTIF/RID/CE/GTP/2015/7]

Chapter 5.4

5.4.1.1 In paragraph (j), in the second sentence, replace "wagon loads" by:

"full loads".

[Reference document: OTIF/RID/CE/GTP/2015/7]

5.4.2 [Amend the title to read:

"Container/vehicle packing certificate".]

In the first paragraph, replace "large container" by:

"container".

[Reference document: document ECE/TRANS/WP.15/2015/11 as amended]

[In the first paragraph, add a second sentence to read:

"If the carriage of dangerous goods in a vehicle precedes a voyage by sea, a container/vehicle packing certificate conforming to section 5.4.2 of the IMDG Code¹¹ may be provided with the transport document¹²."

[Reference document: informal document CE/GTP/5/INF.12]]

[In the second sentence of the second paragraph, after "of the container", insert:

"or vehicle".

[Reference document: informal document CE/GTP/5/INF.12]]

The Note becomes Note 1.

Add a new Note 2 to read as follows:

"2: For the purposes of this section the term "vehicle" includes wagon."

[Reference document: informal document CE/GTP/5/INF.12]

5.4.3.3 Amend 5.4.3.3 as follows:

"**5.4.3.3** Before the start of his journey, the driver shall consult the instructions in writing for details on actions to be taken in the event of an accident or incident, taking into account the information on dangerous goods on board provided to him by the carrier."

[Reference document: OTIF/RID/CE/GTP/2015/5]

Chapter 7.3

7.3.3.2.4 In additional provision **AP 7**, delete:

"wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

7.3.3.2.5 In additional provision **AP 7**, delete:

"wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

7.3.3.2.6 In additional provision **AP 7**, delete:

"wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

Chapter 7.5

7.5.1.4 Delete:

"wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

7.5.11 In special provision **CW 4**, delete:

"or as a wagon load".

[Reference document: OTIF/RID/CE/GTP/2015/7]

In special provision **CW 16**, delete:

"as a wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

In special provision **CW 17**, delete:

"as a wagon load or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

In special provision **CW 31**, delete:

"as wagon loads or".

[Reference document: OTIF/RID/CE/GTP/2015/7]

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