



OTIF

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FOR INTERNATIONAL CARRIAGE BY RAIL

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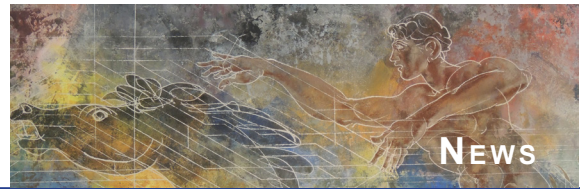
By **François Davenne**,
Secretary General of OTIF

OTIF creates law for contracts of carriage, as well as technical law. This component is too often forgotten, even though it is dynamic and constantly changing.

Engineers are perhaps more keen on making and developing, but they may feel less at ease when having to explain the challenges of their work.

This issue of the Bulletin, which deals with the exchange of data for freight and dangerous goods, gives them the floor.

François Davenne



**OTIF participation as an observer
in a meeting of the group of experts of OSJD's
“Transport Policy and Development Strategy” Commission
Tbilisi, 18-20 February 2014**

From 18 to 20 February 2014, OTIF's legal service was in Tbilisi (Georgia) to take part as an observer in a meeting of the group of experts of OSJD's "Transport Policy and Development Strategy" Commission organised by Georgian Railways.

The meeting dealt with the development and implementation of certain measures to improve the OSJD freight corridors.



With the participation of representatives of the Railways of Armenia, Azerbaijan, Bulgaria, Estonia, Georgia, Hungary, Kazakhstan, Lithuania, Moldova, Poland, Russia and Ukraine, OTIF was able to give a presentation on rail facilitation and the setting up of three OTIF corridors linked to the corridors of the European Union and OSJD.

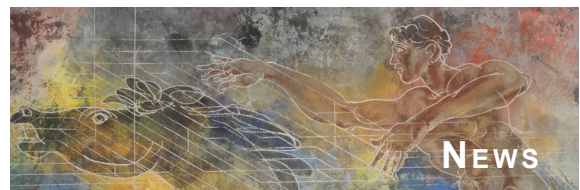
OTIF also announced that it would be convening a meeting of the Rail Facilitation Committee in the second half of 2014.

The meeting was particularly interesting for OTIF in view of the preparation of the Rail Facilitation Committee, as it provided the opportunity to see what other international organisations are doing in this area and to learn lessons that can be put into practice within our Committee.

OTIF noted that the OSJD corridors dealt with during the meeting (corridors 4, 6 and 11) operate satisfactorily and that the networks included in each corridor are trying to improve them by proposing action plans to this end and by making proposals aimed at extending the corridors already set up to new lines.

Carlos del Olmo





Joint OTIF/ERA Workshop Bonn, 6 February 2014

On 6 February 2014 the first joint workshop between ERA and OTIF was held to discuss the interchangeability of passenger carriages. This is an important element for the networks because it has an effect on the ability to exchange carriages to form international trains: for example, German carriages in a French night train.

Even though this type of composition has become less frequent with the emergence of motor train sets, the practice is still prevalent in international traffic, hence OTIF's interest in this issue.

There was a full discussion at the workshop, enabling all those present to become aware of this issue.

The difficulty is that the *Regolamento Internazionale delle Carozze* (RIC) does not constitute a technical regulation that can be used as such in a TSI. Work on developing additional technical specifications in the TSI may therefore be necessary to facilitate the interchangeability of passenger carriages. The group therefore agreed – and this is another first – that CER should be asked to identify clearly the need for technical specifications for the exchange of carriages. This resulted in a joint ERA/OTIF letter to CER on 24 February 2014.

In order to be authorised/granted admission to international traffic, a vehicle must meet the legal requirements that apply to it according to EU legislation or the ATMF Uniform Rules (i.e. TSI/UTP, notified national requirements, etc.). However, these legal requirements do not cover the technical details of the inter-vehicle interfaces. As a result, a passenger coach that meets all the legal requirements does not necessarily have the interfaces that make it suitable for exchange in international traffic. This means that for the exchange of passenger coaches in international traffic and in addition to the legal requirements, rail transport undertakings have to agree on technical interfaces (e.g. by means of the RIC agreement).

In accordance with the conclusions reached during the workshop, CER was invited to provide information regarding passenger coaches with respect to the subjects listed below:

1. Inventory of market requirements.
2. A list of all requirements (already existing or not) needed by the sector, specifying the assessment/application methods that exist or which need to be set up.
3. Need to develop standards, UIC leaflets, application guidelines, etc.
4. Analysis of the need for specific markings.

CER should complete its work in about June 2014. This proposal will be analysed jointly by the European Commission, OTIF and ERA, and the results of the analysis will be forwarded to CER and to OTIF's standing technical working group.

François Davenne

OTIF's attendance at the meetings of the Economic Cooperation Organization (ECO)

Tehran, 2 - 4 March 2014

OTIF visited Tehran to attend the meetings of the Economic Cooperation Organization (ECO) which took place on 2, 3 and 4 March 2014.

The main topic was the container trains operating in the ECO Member States, namely Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkey, Turkmenistan and Uzbekistan.

OTIF, represented by the head of the legal service, Mr del Olmo, participated in these meetings for the first time.

OTIF took part in the debates in several meetings and working groups, including the high-level working groups on ECO's container trains.

A problem came to light during one of the meetings regarding the use of CIM consignment notes by the railways of Pakistan. OTIF was asked to propose solutions. It was suggested that OTIF and CIT should organise a training seminar to explain better the use of the CIM consignment note.

The ECO meetings provided the opportunity to strengthen contacts with this organisation, which is of great importance for this region, and with the railways of Iran, Turkey and Pakistan.

In the context of OTIF-ECO relations, OTIF has been invited to participate in a seminar which will be held in September 2014 in Tehran with the participation of Iranian railways.

Carlos del Olmo





Withdrawal of the declarations in accordance with Article 42 § 1 of COTIF

Article 42 of COTIF prescribes that any Member States may, at any time, declare that it will not apply, in their entirety or in part, certain Appendices to the Convention.

In an instrument issued on 3 February 2014, France withdrew the declaration it made against the APTU Appendix with immediate effect. It also issued an instrument on 4 March 2014 withdrawing its declaration against the CUI Appendix, also with immediate effect. The declaration not to apply the ATMF Appendix should be withdrawn in the next few months.

So far, **17 Member States** of OTIF that are also members of the EU have withdrawn their declarations, i.e., Austria, Belgium, Bulgaria, Denmark, Estonia, Finland, Germany, Greece, Hungary, Latvia, Lithuania, Luxembourg, Netherlands, Poland, Portugal, Romania and Slovenia.

The reason for these withdrawals is the agreement concluded between the European Union and OTIF concerning the EU's accession on 23 June 2011 to the Convention concerning International Carriage by Rail of 9 May 1980, as amended by the Vilnius Protocol of 3 June 1999 (COTIF 1999).

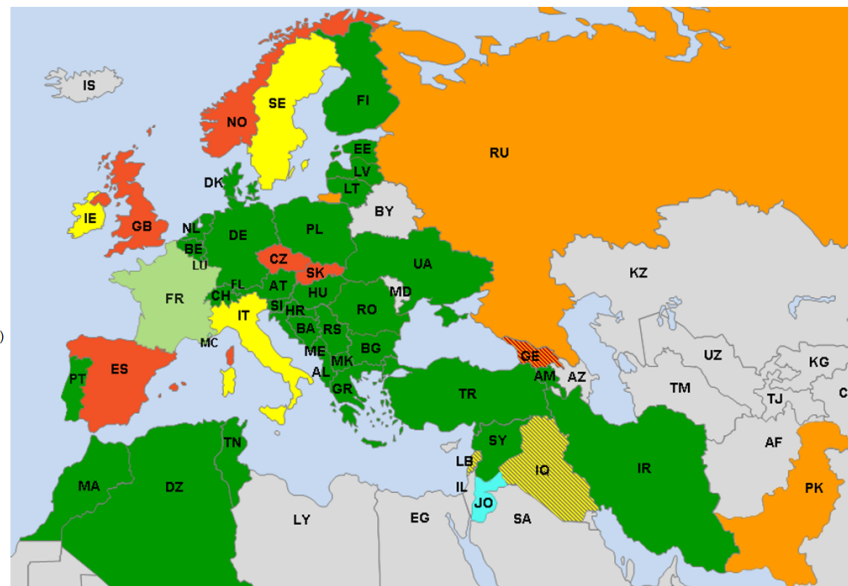
For a general overview of the scope of application of COTIF and the reservations, please see **the map below** and the **summary table on the next page**.

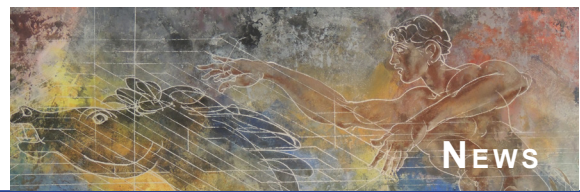


Champ d'application géographique de la COTIF et ses appendices Geografischer Anwendungsbereich des COTIF und dessen Anhänge Geographical scope of COTIF and its appendices

État au 4 mars 2014
Stand 4. März 2014
Situation on 4th March 2014

- Tous les appendices de la COTIF (33)
Alle Anhänge des COTIF (33)
All COTIF appendices (33)
- Sans ATMF (2)
Ohne ATMF (2)
Without ATMF (2)
- Sans CUI/APTU/ATMF (5)
Ohne CUI/APTU/ATMF (5)
Without CUI/APTU/ATMF (5)
- Sans CUV/CUI/APTU/ATMF (1)
Ohne CUV/CUI/APTU/ATMF (1)
Without CUV/CUI/APTU/ATMF (1)
- Sans CIV/RID/CUV/CUI/APTU/ATMF (2)
Ohne CIV/RID/CUV/CUI/APTU/ATMF (2)
Without CIV/RID/CUV/CUI/APTU/ATMF (2)
- COTIF 1999 pas encore ratifiée (3)
COTIF 1999 noch nicht ratifiziert (3)
COTIF 1999 not yet ratified (3)
- Suspension de la qualité de membre (2)
Ruhe der Mitgliedschaft (2)
Membership suspended (2)
- Membres associés (1)
Assoziierte Mitglieder (1)
Associate Members (1)





Summary of the scope of application of COTIF and its Appendices

	CIV	CIM	RID	CUV	CUJ	APTU	ATMF	Not yet ratified	Comments
AL	✓	✓	✓	✓	✓	✓	✓		
DZ	✓	✓	✓	✓	✓	✓	✓		
AM	✓	✓	✓	✓	✓	✓	✓		
AT	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 July 2011
BE	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 8 February 2012
BA	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 17 December 2012
BG	✓	✓	✓	✓	✓	✓	✓		
HR	✓	✓	✓	✓	✓	✓	✓		
CZ	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 7 July 2011
DK	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 9 August 2013
EE	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 July 2011
FI	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 3 February 2014 and against the CUI with effect from 4 March 2014
FR	✓	✓	✓	✓	✓	✓	✓		
GE	✓	✓	✓	✓	✓	✓	✓		Reservation against the CUI lifted with effect from 1 January 2012 and against the APTU/ATMF with effect from 1 January 2013
DE	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 13 Sept. 2011
GR	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 16 February 2012
HU	✓	✓	✓	✓	✓	✓	✓		
IR	✓	✓	✓	✓	✓	✓	✓		OTIF membership suspended
IQ									
IE	✓	✓	✓	✓	✓	✓	✓	✓	
IT	✓	✓	✓	✓	✓	✓	✓	✓	Reservations against the CUI/APTU/ATMF lifted with effect from 26 April 2013
LV									OTIF membership suspended
LB									
FL	✓	✓	✓	✓	✓	✓	✓		
LT	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 10 Nov. 2011
LU	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 11 January 2012
MK	✓	✓	✓	✓	✓	✓	✓		
MC	✓	✓	✓	✓	✓	✓	✓		
ME	✓	✓	✓	✓	✓	✓	✓		
MA	✓	✓	✓	✓	✓	✓	✓		
MO	✓	✓	✓	✓	✓	✓	✓		
NI	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 January 2012
NO	✓	✓	✓	✓	✓	✓	✓		
PL	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 January 2012
PT	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 13 May 2013
RO	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 1 March 2013
RU	✓	✓	✓	✓	✓	✓	✓		Application on specific lines only
RS	✓	✓	✓	✓	✓	✓	✓		
SK	✓	✓	✓	✓	✓	✓	✓		
SI	✓	✓	✓	✓	✓	✓	✓		
ES	✓	✓	✓	✓	✓	✓	✓		Reservations against the CUI/APTU/ATMF lifted with effect from 19 October 2012
SE	✓	✓	✓	✓	✓	✓	✓	✓	
CH	✓	✓	✓	✓	✓	✓	✓		
SY	✓	✓	✓	✓	✓	✓	✓		
TN	✓	✓	✓	✓	✓	✓	✓		
TR	✓	✓	✓	✓	✓	✓	✓		
UA	✓	✓	✓	✓	✓	✓	✓		Application on specific lines only
PK	✓	✓	✓	✓	✓	✓	✓		Application on specific lines only
GB	✓	✓	✓	✓	✓	✓	✓		
EU	✓	✓	✓	✓	✓	✓	✓		



As at
4 March 2014

OTIF and EU Member State
 OTIF Member State only



TAF TSI

Introduction

The purpose of this article is to explain the principles of the technical specification for interoperability relating to the telematic applications for freight subsystem (TAF TSI) issued as European Commission Regulation No 62/2006 and its relevance for international rail traffic.

Description of the problem

The diagram below shows a freight transport operation by road compared with freight transport by rail. When transporting goods by rail, there are several interfaces between the various partners involved (consignor, Railway Undertaking (RU), Infrastructure Manager (IM), etc.). Cooperation among these entities goes hand in hand with the exchange of information which is needed to complete the transport chain successfully. For road transport these data exchanges are handled among consignors, consignees and the companies providing transport, whereas for rail, due to the many interfaces, these information exchanges become more complex and more complicated as we can see in figure 1.

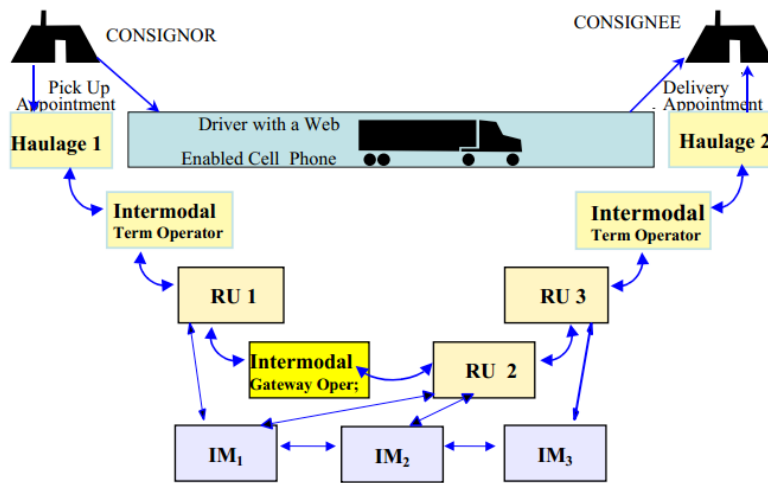


Figure 1: Key interfaces in freight transport¹

To make the rail freight transport process easier, different entities (customers, IMs, RUs, etc.) started to develop all kinds of IT systems for the exchange of data related to the transport chain. Unfortunately, these systems have been developed without closer international cooperation, which has caused the non-standardised situation we now have:

- most IT systems are able to exchange data domestically but not internationally
- the data are mostly generated with different formats and are not therefore readable by other systems which do not support those formats
- each system was built with different aims (some of the RUs focused on developing their IT applications for operations and management of wagons, while others built up their IT systems with the focus on business processes, etc.)

In the past there have been some attempts to create a common platform for international data exchange in rail freight traffic, but only some entities participated in these projects. This situation implies that we have a lot of different systems for data exchange in rail freight traffic, but generally they are not able to communicate with each other and there is no standardised environment for data exchange (mainly in the international exchange of data).

This situation is incompatible with the objectives of EU rail policy, because the EU is creating interoperability between the legacy of national railway systems through technical harmonisation. The EU's aim is to create a common European rail area. The concept of interoperability and how to achieve it is set out in European **Directive 2008/57/EC on the interoperability of the rail system within the EU**. The Directive sets out the conditions which have to be met in order to achieve interoperability within the EU. These conditions are specified in the respective **TSI (technical specification for interoperability)** for each of the followings subsystems: infrastructure, energy, control-command and signalling, rolling stock (structural subsystems) and traffic operation and management, **telematics applications for passenger and freight services** (functional subsystems).

Here we come to the **TAF TSI (Telematic application for freight technical specification for interoperability)**, which was issued as Commission **Regulation No 62/2006**. TAF TSI was developed to facilitate the international exchange of information on cross-border rail-freight services. It sets the functional and technical standards for exchanging information between IMs, RUs and other stakeholders. The contribution of such a uniform exchange of information should be in increasing efficiency, service quality, reducing freight handling costs and providing better customer information.

The concept of creating the uniform data exchange platform for rail freight traffic within the EU in accordance with TAF TSI consists of the followings points:

1. TAF TSI prescribes processes and protocols for data exchange for the following functionalities:

- Consignment note data
- Path request at short notice (figure 2 shows an example of the data flow)
- Train preparation
- Train running forecast
- Service disruption information
- Train location
- Shipment Estimated Time of Interchange/Arrival
- Wagon movement
- Interchange reporting

¹ BERGER, R. AEIF. „TELEMATIC APPLICATIONS“ subsystem for Freight Services: FIGURES AND SEQUENCE DIAGRAMS OF THE TAF TSI MESSAGES. 2004.

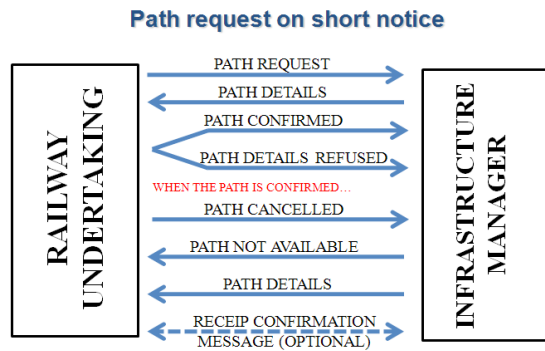


Figure 2: Path request at short notice functionality data flow

This means a harmonised definition of the following parameters:

- **When** (at which point in a specific process)
- **What** (which kind of information and content)
- **Who** (partner or partners) and
- **How** (in what format) **the data must be exchanged between the partners.**

2. Databases

In order to obtain data for the prescribed messages (e.g. location ID, wagon technical specification, etc.), TAF TSI furthermore prescribes supporting databases which must be implemented by different entities involved in TAF TSI:

- **Infrastructure Restriction Notice Database** - IM must install this database, which specifies all the restrictions on the network
- **Reference files** – contains unique location ID, company ID, etc. across the EU
- **Rolling Stock Reference Database** - contains administrative and technical data about the wagons
- **Wagon and Intermodal Unit Operational Database (WIMO)** - this database is used for the storage and provision of the data elements needed for operational purposes and for the tracking of wagons
- **Trip plan for wagon/intermodal unit** – this database is used for dynamic trip planning

3. Common interface

Nowadays there are different IT systems generating messages with different formats. TAF TSI therefore prescribes the mandatory use of a so-called common interface. Using this should ensure that all systems which are needed to implement TAF TSI (RUs, IMs internal legacy systems, databases, etc., see figure 3) can communicate with each other through a standardised message format. As a common interface is used, the non-standardised legacy systems can continue to be used. The common interfaces transform the legacy system's output to a standardised TAF message format due to which it can be understood as input to other, previously incompatible, legacy systems.

The implementation of TAF TSI within the EU is an ongoing process. The European freight RUs and IMs joined forces and established organisations such as RAILDATA (association of RUs) and RNE (association of IMs) in order to develop the applications prescribed by TAF TSI. The sector itself is also active and has developed the RSRD2 database, which serves not only the purposes of TAF TSI, but also includes some additional functions to meet the stakeholders' basic requirements.

There is a CCG-UIC (Common Component Group) which was given the task of developing the common interface and reference files. Recently, many legacy IT systems at RUs and IMs are being updated in order to comply with TAF TSI requirements. Implementation is generally achieved in the following steps:

1. Adjusting the national IMs' and RUs' IT systems to TAF TSI
2. Installation of the common interface
3. Implementation of the prescribed supporting databases.

According to the TAF TSI implementation master plan, full implementation is expected by 2021, although most of the functionalities should be implemented by 2019.

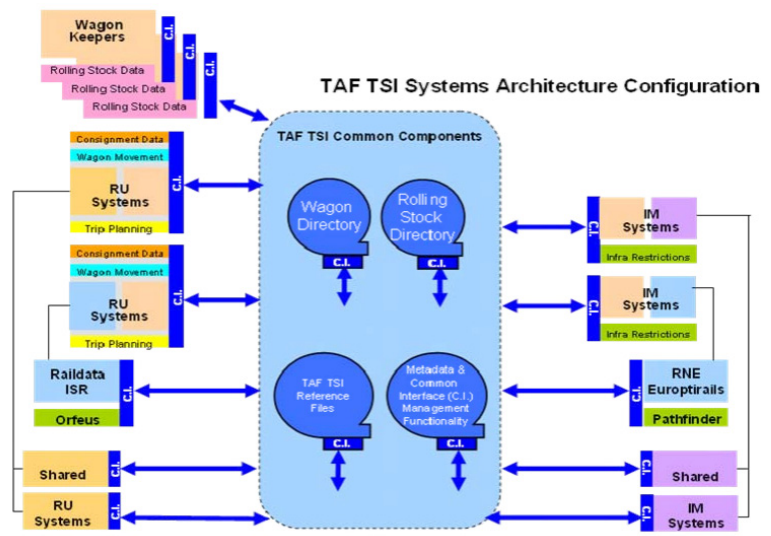


Figure 3: global architecture of TAF TSI²

The significance of the TAF TSI outside the EU

There is also rail traffic to and from non-EU OTIF countries. OTIF is therefore looking at the question of how the non-EU OTIF countries could join the standardised area for data exchange in international rail freight traffic. Most of the IT applications needed to implement the TAF TSI are open to non-EU countries, so technical solutions should not be a problem.

² ERA. STRATEGIC EUROPEAN DEPLOYMENT PLAN FOR THE EUROPEAN-WIDE IMPLEMENTATION OF THE TECHNICAL SPECIFICATION FOR INTEROPERABILITY TELE-MATIC APPLICATIONS FOR FREIGHT (TAF TSI): Deliverable 3 – Overall TAF system development plan from-concept-to-delivery. 2007.

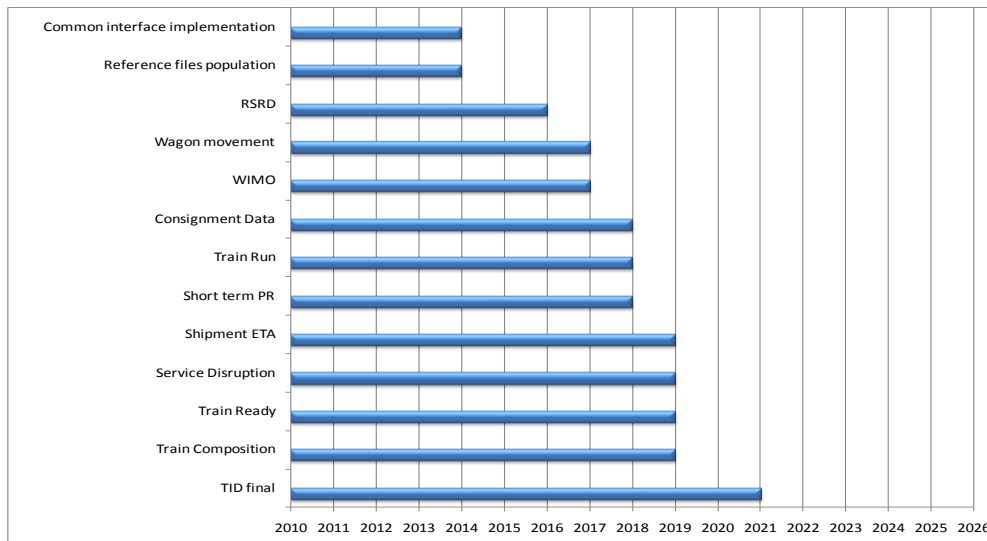


Figure 4: Target implementation dates¹

On the other hand there are significant questions in terms of financing the implementation and whether the whole set of messages prescribed by TAF TSI should be implemented. Since the TAF TSI messages are based on the principles of interoperability, which goes hand in hand with liberalisation of the EU rail market, which is not necessarily the case in the non-EU OTIF countries. Nevertheless, the need for information on interoperability was there all the time and the unified concept of TAF TSI offers a very interesting platform for data exchange in international freight rail traffic to non-EU countries as well.

Jan Hampl

Link to TAF TSI, please [click here ! @](#)

Link to the ERA page on this subject,
please [click here ! @](#)

¹ ERA. TAF-TSI Master Plan – v4.0. 2013.



44th Session of the UN Sub-Committee of Experts on the Transport of Dangerous Goods (Geneva, 25 November to 4 December 2013)

The 44th session of the UN Sub-Committee of Experts on the Transport of Dangerous Goods was held from 25 November to 4 December 2013 under the chairmanship of Mr Jeff Hart (head of the Dangerous Goods Division in the United Kingdom's Department for Transport).

21 States entitled to vote, 1 observer State and 27 non-governmental organisations were represented at the session.

As all the decisions of the UN Sub-Committee of Experts have repercussions for the dangerous goods provisions of the various modes, the Intergovernmental Organisation for International Carriage by Rail (OTIF) was represented as a modal organisation, along with the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO).

This was the second session in the 2013/2014 biennium. In the context of harmonising RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods, OTIF will take its decisions over in the 2017 edition of RID and the UNECE will do the same for the 2017 editions of ADR and ADN.

Clarification of the definition of "aerosol" (UN No. 1950)

At the request of France, the definition of "aerosol" was amended to make clear that an aerosol is an article. Practice has shown that an aerosol is often mistaken for an inner packaging of a combination packaging, including both the substance used to dispense the aerosol and the propellant gas itself. This can cause problems, especially with regard to the approval of packagings for the transport of aerosols.

Transport of halogenated monomethyldiphenylmethanes that may form dioxins

Halogenated monomethyldiphenylmethanes have similar chemical and ecotoxicological properties to polychlorinated biphenyls (PCBs) and polychlorinated terphenyls (PCTs) and may form dioxins in the event of fire. However, by definition they are neither PCBs nor PCTs, so they cannot be assigned to UN numbers 3151 or 3152. However, according to European Directive 96/59/EC on the disposal of polychlorinated biphenyls and polychlorinated terphenyls (PCB/PCT), various halogenated monomethyldiphenylmethanes are considered as PCBs.

The UN Sub-Committee of Experts adopted a proposal from Germany to extend UN numbers 3151 and 3152 to halogenated monomethyldiphenylmethanes.

Introduction of provisions for the transport of adsorbed ammonia storage systems

Car producers have developed new technology to reduce nitrogen oxide emissions. These systems make use of the

property of certain salts to adsorb anhydrous ammonia and when the temperature rises it is desorbed and is injected into the exhaust system. The salt most often used for this application is strontium chloride.

When classifying for the purpose of transport, the following properties identified on the basis of tests must be taken into account:

- The substance has the properties of environmentally hazardous solids (Class 9).
- The substance is a water-reactive solid, which, on contact with water, releases ammonia in quantities in accordance with those of Class 4.3. However, this hazard is not represented in the various classes in the dangerous goods regulations, as the gases that are released are not flammable gases. It must also be remembered that ammonia is only released with small quantities of water. As ammonia is soluble, it dissolves in large quantities of water, and no release of ammonia is noticeable.
- No ammonia is released at normal temperatures.

When this issue was first dealt with at the UN Sub-Committee of Experts in June 2013, various delegations were of the view that these substances could meet the new criteria for adsorbed gases. However, owing to the adsorption properties and the packaging, an exemption from these criteria could also be envisaged.

The UN Sub-Committee of Experts adopted a draft special provision submitted by France which will be assigned to UN numbers 1005 (ammonia, anhydrous) and 3516 (adsorbed gas, toxic, corrosive, n.o.s.). If the pressure limits for certain temperatures, mass limits and requirements concerning receptacles laid down in this special provision are met, the other provisions of RID/ADR/ADN need not be complied with.

Special provision for portable tanks TP 23

At present, special provision TP 23, which requires the competent authority to prescribe special conditions, is only assigned to UN number 1966 (hydrogen, refrigerated liquid). The conditions prescribed by the competent authorities can vary greatly from country to country and between the different transport modes, which can cause difficulties in international and intermodal transport. The European Industrial Gases Association (EIGA) considers that insofar as they are necessary at all, it would be better to specify these special conditions consistently in the UN Model Regulations. However, EIGA was also of the view that all the necessary requirements are already dealt with by portable tank instruction T 75, which is assigned to this substance.



The UN Sub-Committee of Experts adopted EIGA's proposal to delete TP 23 entirely.

Reference to ISO standards in 6.2.2

The UN Sub-Committee of Experts agreed to refer to the following revised ISO standards for the construction and testing of composite cylinders:

- ISO 11119-1:2012 Gas cylinders – Refillable composite gas cylinders and tubes – Design, construction and testing – Part 1: Hoop wrapped fibre reinforced composite gas cylinders and tubes up to 450 l
- ISO 11119-2:2012 Gas cylinders – Refillable composite gas cylinders and tubes -- Design, construction and testing – Part 2: Fully wrapped fibre reinforced composite gas cylinders and tubes up to 450 l with load-sharing metal liners
- ISO 11119-3:2013 Gas cylinders - Refillable composite gas cylinders and tubes – Design, construction and testing – Part 3: Fully wrapped fibre reinforced composite gas cylinders and tubes up to 450 l with non-load-sharing metallic or non-metallic liners.

As the scope of these three standards now also includes tubes with a capacity of up to 450 litres, they will be included not just in 6.2.2.1.1 applicable to UN cylinders, but also in 6.2.2.1.2, which applies to UN tubes.

To avoid any doubt as to whether the definition of “tube” in 1.2.1 also includes composite tubes, the definition was slightly amended.

Use of absorbent and cushioning material in packagings for excepted quantities

3.5.2 (b) of RID/ADR/ADN prescribes that for packagings for excepted quantities intended for liquids, the intermediate packaging shall contain sufficient absorbent material to absorb the entire contents of the inner packagings placed in the intermediate packaging. Some end users of packagings with excepted quantities use the intermediate packagings to store the products and wish to dispose of the absorbent material together with the outer packaging.

Without wishing to change the protective aim of the provision (absorption of the entire liquid contents of the outer packaging by absorbent material), the International Council of Chemical Associations (ICCA) proposed to allow the absorbent material also to be placed in the outer packaging instead of in the intermediate packaging. The UN Sub-Committee of Experts adopted this proposal.

Next meeting

The 45th session of the UN Sub-Committee of Experts on the Transport of Dangerous Goods will be held from 23 June to 2 July 2014 in Geneva.

Jochen Conrad / Katarina Guricová



2nd Session of the RID Committee of Experts' standing working group (Copenhagen, 18 – 22 November 2013)

The second session of the RID Committee of Experts' standing working group was held from 18 to 22 November 2013 under the joint chairmanship of Mr Helmut Rein (Germany) and Mrs Caroline Bailleux (Belgium).

23 States, the European Commission, the European Railway Agency (ERA), the Committee of the Organization for Cooperation of Railways (OSJD) and 6 non-governmental international organisations were represented at this meeting.

Harmonisation of RID with the UN Recommendations on the Transport of Dangerous Goods

This meeting of the working group focused on the harmonisation of RID with the 18th edition of the UN Recommendations on the Transport of Dangerous Goods and the approval of the amendments adopted by the RID/ADR/ADN Joint Meeting in the last two years. The secretariat of OTIF had prepared a consolidated document with all the adopted texts and this was used as the basis for the decisions. In addition, the working group also had to consider those decisions of the autumn session of WP.15 (UNECE Working Party on the Transport of Dangerous Goods) that might have repercussions for RID.

Flexible bulk containers

In the last issue of this Bulletin, we reported on the Joint Meeting's decision provisionally to adopt the requirements for flexible bulk containers for RID/ADR/ADN. These requirements are already in the 17th edition of the UN Recommendations on the Transport of Dangerous Goods. However, the International Dangerous Goods and Container Association (IDGCA) had been asked to carry out the tilt table test according to ECE Regulation No. 111 (Uniform Provisions concerning the Approval of Tank Vehicles with regard to Rollover Stability) and to submit the results of the test to WP.15.

WP.15 was not entirely satisfied with the results of the test when they examined them. The national representatives had wanted the tilt table test to be carried out on a vehicle loaded to its maximum permissible mass and the containers to be loaded to their maximum height. It was pointed out that the material loaded in the containers (moist sand) was not representative of the dry, powdery substances that were intended to be carried. In addition, it was not clear whether the rigid side walls of the vehicle reached a height of two thirds of the height of the container.

For these reasons, the standing working group decided to place all the provisions concerning flexible bulk containers in square brackets until IDGCA has furnished proof that flexible bulk containers are able to pass the design type 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.

Provisions for the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles (car on train)

Since the 2011 edition of RID, the provisions concerning the carriage of dangerous goods as hand luggage and registered luggage have been set out in detail in Chapter 7.7. While 1.1.3.8 contains rules on which exemptions in 1.1.3 apply to carriage as hand luggage and registered luggage, the exemptions that apply are set out in Chapter 7.7 so that railway employees and passengers can find all the applicable provisions in one place.



In connection with the harmonisation of RID with the 18th edition of the UN Recommendations on the Transport of Dangerous Goods, it was decided to include a new sub-section concerning exemptions for lamps containing dangerous goods. The working group agreed that insofar as they may be relevant to carriage as hand luggage, registered luggage or in or on board vehicles (car on train), these exemptions must be reflected both in 1.1.3.8 and in Chapter 7.7.

Opinions differed on how this should be done. Whereas some representatives preferred to reproduce the whole new sub-section in Chapter 7.7, so that new lamps that might be on board vehicles belonging to undertakings carried on passenger trains would also be covered, others were instead in favour of just including in Chapter 7.7 a reference to the exemptions in 1.1.3.

In the end it was agreed to hold a working group in May 2014 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.



Checking the date of the next test for tank-containers, portable tanks and MEGCs

According to 1.4.2.2.1 (d), the carrier must ascertain that the date of the next test for tanks has not expired. This is not a problem for tank-wagons and battery-wagons, because the date of the next test must be shown on both sides of the tank-wagon or battery-wagon. But for tank-containers, portable tanks and MEGCs, this information is given on the tank plate and mostly can only be seen if someone climbs onto the carrying wagon.

In order to overcome the problems in checking the date of the next test, Sweden had submitted a document to the UN Sub-Committee of Experts to propose that the date of the next test should also be shown on both sides of portable tanks and UN MEGCs. As the UN Sub-Committee of Experts had rejected this proposal, Sweden proposed to the standing working group to extend the possibility available to the carrier in accordance with 1.4.2.2.2 concerning the ability to rely on the information provided by other participants to include the checks on whether the date of the next test had been complied with or exceeded.

Although 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, the working group adopted Sweden's proposal, pointing out that the information could also be passed on by means of contracts.

Extending the requirement for crash buffers

In RID, special provision TE 22 is assigned to very dangerous substances, such as toxic and flammable gases of Class 2 or substances of packing group I of classes 3 to 8 carried in the liquid state. This means that the tank-wagons in which these substances are carried must be fitted with energy absorption elements (crash buffers) capable of absorbing at least 800 kJ at each end of the wagon.

In connection with the railway accident in the marshalling yard at Kijfhoek (Netherlands), it had already been discussed at the first working group in November 2012 whether special provision TE 22 should be extended to include less dangerous substances. At this meeting of the working group, the Netherlands submitted a proposal to extend the fitting of crash buffers to asphyxiant and oxidising gases of Class 2 and to packing group II and III substances of classes 3 to 9 carried in the liquid state, among others. The Netherlands had based the proposal on the fact that in the past, several railway accident reports had proved the efficacy of crash buffers in reducing the effects of an accidental collision at speeds of more than 12 km/h.

The European Railway Agency (ERA) did not support the proposal. It was of the view that accident prevention was more effective than mitigating the consequences of accidents. In addition, the Netherlands had perhaps not been sufficiently robust in analysing the economic consequences of the proposed measure, and it was not clear how many wagons were actually affected. As a result, it was not possible to compare the total cost of such a measure with the benefits it might bring.

The working group will nevertheless deal with this proposal at the next session and it recommended that the Netherlands should carry out a cost/benefit analysis and examine the accident statistics in more detail in order to highlight the positive effects of the measure.

Carriage of UN 1361 Carbon in bulk

At the first session of the working group, the International Union of Railways (UIC) had reported on incidents in which coal had self-ignited during carriage in inland waterway vessels and freight wagons. Tests on samples using test procedure N.4 in accordance with the United Nations Manual of Tests and Criteria had shown that for samples of coal of different origins, the classification criteria of Class 4.2, packing group III were met. Classification as dangerous goods of UN number 1361, packing group III would mean that sheeted wagons or movable roof wagons would have to be used instead of the open wagons used at present.

At the time, the working group had agreed to discuss an amendment to the provisions of RID at its next session on the basis of a specific proposal. Until then, the current practice of using open wagons should be legalised by concluding a multilateral special agreement.

At this session of the working group, the European Association for Coal and Lignite (EURACOAL) submitted a proposal 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 (e.g. the level of the loading temperature and limiting the duration of transport and storage). The working group welcomed the proposal, but said it was not yet developed enough to be adopted. EURACOAL was asked to revise the proposal for the next session.

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

A UIC document concerning the measures introduced by the Italian Ministry of Transport and Infrastructure following the railway accident in Viareggio provoked a lively discussion. UIC pointed out that the 2013 edition of RID incorporated amendments on the basis of which the controversial Italian measures would have to be withdrawn. These amendments were mainly:

- the inclusion of a note to the obligations of the filler and unloader referring to the CEFIC checklists, and
- the introduction of checks on all wagons instead of representative checks by the carrier when taking over a dangerous goods consignment at the place of departure.

As it had already done at previous sessions, France questioned whether the way in which Italy's measures had been implemented satisfied the provisions of RID Chapter 1.9, according to which – among other things – the Member States were to be informed via the secretariat of OTIF. The representative of ERA also reminded the meeting that according to Directive 2004/49/EC, national measures that concerned the European Union's railway system had to be



notified to the Commission. Italy's measures had not yet been notified. He also pointed out that in the framework of Directive 98/34/EC, there was a precedent, according to which a provision that was not notified was not legally applicable.

Italy 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, in light of the new provisions in RID 2013, the measures taken by Italy. The working group would be informed of the results of this review.

Harmonisation of RID and Annex 2 to SMGS

The work started at the first session of the working group to eliminate the differences between RID and SMGS Annex 2 as far as possible and hence to facilitate the carriage of dangerous goods by rail between the two legal regimes was continued at this meeting.

The working group was informed that the OSJD group of experts had adopted a new language regime according to which, for transport from east to west, in addition to providing the information in Russian and/or Chinese, it was also permissible to provide it in German, English or French.

The OTIF secretariat was asked to draft a text that can be used for the language rules in both RID and SMGS Annex 2.

The working group also agreed with the additions to special provisions TE 22 concerning the energy absorption at each end of the wagon and TE 25 concerning the devices to protect against the overriding of buffers, which took account of tank-wagons with automatic coupling devices.

The working group also positively welcomed Latvia's initiative to submit a proposal to the OSJD group of experts to take over the provisions for tank-containers of RID Chapter 6.8 into SMGS Annex 2 as far as possible.

Next session

The next session of the RID Committee of Experts' standing working group will be held in Berne on 20 and 21 May 2014. Following that, the 53rd 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 should be approved.

Katarina Guricová / Jochen Conrad





25th REVISION COMMITTEE Modernisation of the Uniform Rules is the objective

From 25 to 27 June 2014, OTIF will hold its 25th Revision Committee at the Universal Postal Union building in Berne.

The last session of the Revision Committee was held in Berne from 23 to 25 June 2009. It amended some of the Articles of COTIF and partly revised Appendices E (CUI), F (APTU) and G (ATMF) to the Convention. At the 23rd session of the Committee held ten years previously, the Member States of OTIF had put in place the new COTIF, i.e. the COTIF of 9 May 1980 as amended by the 1999 Vilnius Protocol. This brief history demonstrates the importance that such an event has in terms of transport law.

Since 1999, one of the most widely used OTIF regulations in the world of rail transport, the CIM UR, has not been changed. The time is now ripe to make certain amendments to this Appendix to bring it up to date with the requirements of the various players involved in international rail transport and to take account of technical progress in the transport sector.

So in addition to certain amendments to COTIF itself, the aim of the Committee will be to modernise the CIM UR. The Secretariat of OTIF will propose giving priority to using the electronic consignment note.

Since the end of 2013, the OTIF Secretariat has been supporting the creation of a working group on the revision of the CUV UR. The aim of this is to integrate into the CUV UR the amendments to the liability regime of transport undertakings and keepers brought about by the creation of the role of the Entity in Charge of Maintenance (ECM) in OTIF law by Article 15 of the Uniform Rules concerning the Technical Admission of Railway Material (ATMF UR). The last session of the working group, planned for 9 April, will define the proposals for amendment. The Secretariat will of course support the resulting proposals for amendment.

In addition, the ATMF should be amended in accordance with the conclusions of the ad hoc safety sub-group which met in January 2012. These conclusions have been endorsed by the Committee of Technical Experts and make clear the specific responsibilities in terms of safety. When these amendments are carried out, the ATMF was analysed in full in order to seek possible improvements.

The Secretariat has also anticipated the partial revision of Appendix F concerning the validation of technical standards and the adoption of Uniform Technical Prescriptions applicable to Railway Material intended to be used in International Traffic (APTU UR) to take account of the amendments to the ATMF UR.

The Revision Committee has set the date of Wednesday, 25 June to deal with amendments to COTIF and the CIM UR and to provide information concerning the work of the RID Committee of Experts with regard to electronic documents for the carriage of dangerous goods. 26 June will be spent on the revision of CUV, ATMF and APTU and the Committee

will finish on 27 June with editorial amendments.

The Secretariat will send out the documents for the session by 25 April 2014 and the Member States and international organisations and associations will have until 28 May to send OTIF any proposals or suggestions they might have to amend the texts.

Carlos del Olmo



Updates to the CIV/CIM lists of railway lines, maritime and inland waterway services

CIV/CIM Lists of railway Lines:

None

CIV/CIM Lists of maritime and inland waterway services:

None

See www.otif.org, under "Publications".

At a glance

For a brief overview of the geography of the maritime and inland waterway services...

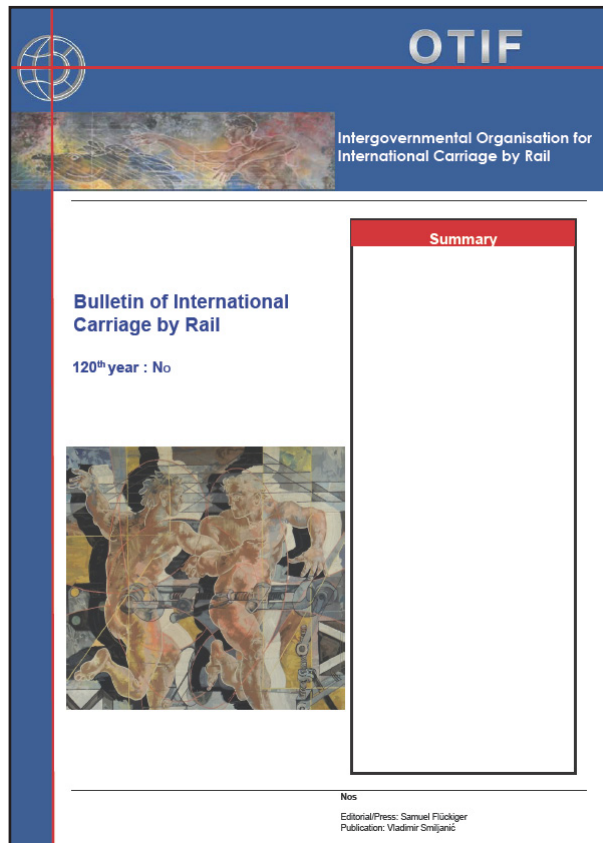
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Samuel Flückiger



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The Bulletin editor