



OTIF

Organisation intergouvernementale pour les transports internationaux ferroviaires
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RID Committee of Experts'
standing working group

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TO THE MEMBER STATES AND ASSOCIATE MEMBERS OF OTIF, REGIONAL ORGANISATIONS WHICH HAVE ACCEDDED TO COTIF AND OBSERVERS

Final report of the 19th session of the RID Committee of Experts' standing working group (Luxembourg, 18 to 21 November 2025)

Information from the Secretariat



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Annex II: Amendments to the RID Handbook adopted by the 19th session of the RID Committee of Experts' standing working group

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ITEM 1: Approval of the agenda

Documents: [RID-25019-CE-SWG19](#) (Secretariat)

Informal document: [RID-25044-CE-SWG19](#) (Secretariat)

1. The provisional agenda contained in invitation letter RID-25019-CE-SWG19 dated 16 September 2025 and the list of documents reproduced in informal document RID-25044-CE-SWG19 were adopted.

ITEM 2: Presence

2. The following RID Contracting States took part in the work of the 19th session of the standing working group (see also Annex III):

Algeria, Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Italy, Netherlands, Luxembourg, Slovakia, Spain, Sweden, Switzerland, Türkiye and United Kingdom.

The European Union (European Commission and the European Union Agency for Railways (ERA)) was also represented.

The following non-governmental international organisations were represented: International Union of Railways (UIC) and International Union of Wagon Keepers (UIP).

3. At the 6th session of the standing working group, Ms Caroline Bailleux (Belgium) was elected as Chair until further notice. At the 10th session, Mr Othmar Krammer (Austria) was elected as Deputy Chair until further notice.

Welcome

4. The meeting was opened by Luxembourg's Minister for Mobility and Public Works, Ms Yuriko Backes.

ITEM 3: Working group on tank and vehicle technology

5. Before the meeting of the standing working group, it was agreed with the Chair and Deputy Chair, and with the Chair of the working group on tank and vehicle technology, to integrate the work of the latter working group directly into the standing working group in order to save time and costs. It was agreed that the Chair of the working group on tank and vehicle technology, Mr Rainer Kogelheide, would lead the discussion on the topics covered by this working group.

Extra-large tank-containers – load assumptions according to RID 6.8.2.1.2

Document: [RID-25014-CE-SWG19](#) (UIP and Secretariat)

6. Document RID-25014-CE-SWG19 proposed a supplementary Note to 6.8.2.1.2 for tank-containers, clarifying that the load assumptions in rail transport refer to transport with shunting restrictions as defined for category F-II carrying wagons in standard EN 12663. This proposal stemmed from discussions in the working group on tank and vehicle technology, where it was established that in order to ensure that carrying wagons with extra-large tank-containers can be shunted without restrictions, a separate category for extra-large tank-containers would have to be introduced. **In accordance with the applicable**

provisions, these would have to be carried on container carrying wagons of category F-I in accordance with standard EN 12663.

7. In response to a question from the representative of Austria, the Chair explained that Cefic might wish to define a new category of carrying wagon, but that this would still take some time. Once this work had been completed, the standing working group could again discuss the provisions of 6.8.2.1.2.
8. The standing working group adopted the text proposed in document RID-25014-CE-SWG19 with some editorial amendments (see Annex I).

Explosion protection measures on wagons with electrical equipment (e.g. DAC)

Document: [RID-25026-CE-SWG19](#) (UIP)

9. In connection with the introduction of digital automatic couplings (DAC), which, among other things, ensure a continuous 400 V AC line through the train, as well as the additional equipment of wagons with 48 V DC batteries for the operation of the DAC and possible sensors, special measures are required when travelling into explosion-proof zones. UIP proposed to follow the relevant provisions of ADR in this regard and to dispense with separate ATEX approval for the wagons.
10. The working group agreed that specific requirements for explosion protection when travelling into zones where potentially explosive atmospheres may occur (e.g. loading areas) are preferable to a separate ATEX approval. With regard to the planned transfer of RID vehicle requirements to the UTPs/TSIs, these requirements should preferably be incorporated into these regulations.
11. The representative of ERA indicated that, as in the past, ERA could organise a meeting to discuss ATEX topic with both TSI wagon and RID experts.

11a. The Chair summarised the issues to be resolved as follows:

- analyse the ATEX Directive 2014/34/EU to determine the extent to which the provisions it contains are applicable to dangerous goods wagons,
- examine the relevant provisions of ADR and assess the extent to which they can be carried over to railway vehicles,
- ensure that the provisions to be developed take into account not only DACs, but also a wide range of possible electrical applications on wagons,
- in the context of RID, answer the question of whether special explosion protection measures are required for certain goods.

Status of the research project initiated by Germany on the simulation-based investigation of the surge behaviour in tanks

Informal document: [RID-25043-Rev1-CE-SWG19](#) (Germany)

12. Mr Clemens Höppe from DB Systemtechnik GmbH, the company chosen to carry out the research project awarded by the German Centre for Rail Traffic Research at the Federal Office for Railways (DZSF), provided information on the status of the research project on the effects of surge movements in rail transport. The last interim report was submitted to the 20th session of the working group on tank and vehicle technology (Madrid, 19 November 2024) (see report [OTIF/RID/CE/GTT/2024-A](#), paragraphs 15 to 18). Mr Höppe explained that the parameter variation for tanks without surge plates had been completed

and that the parameter variation for tanks with surge plates would be completed by the end of 2025. The complete documentation would then be available at the beginning of 2026.

ITEM 4: Work of the RID/ADR/ADN Joint Meeting and Working Party WP.15 in 2024 and 2025

Consolidated texts adopted by the RID/ADR/ADN Joint Meeting in 2024 and 2025 and by the RID Committee of Experts' standing working group in 2023 and 2024

Document: [RID-25039-CE-SWG19](#) (Secretariat)

13. The standing working group examined document RID-25039-CE-SWG19 prepared by the Secretariat, containing the texts adopted by the Joint Meeting in 2024 and 2025 and by the standing working group in 2023 and 2024. Whilst examining the document, various square brackets were deleted and errors corrected (see Annex I).
14. It was agreed that the amendments adopted in square brackets by the RID/ADR/ADN Joint Meeting (text sections highlighted in grey in document RID-25039-CE-SWG19) would be examined at the 20th session of the standing working group (Berne, 27 and 28 May 2026) once they had been confirmed by the RID/ADR/ADN Joint Meeting (Berne, 24 to 27 March 2026).

Amendments to the NHM Codes in RID 3.2.2

Informal document: [RID-25041-CE-SWG19](#) (UIC)

15. In his **informal** document RID-25041-CE-SWG19, the representative of UIC proposed NHM codes for entries in Table B of RID that need to be corrected or newly added to this table. He also proposed a few editorial adaptations to the introductory text of Table B in 3.2.2.
16. In view of the fact that the NHM codes contained in Table B are merely an aid for rail transport undertakings and are not legally binding, the standing working group adopted the proposed additions and corrections with a few amendments (see Annex I).

117th and 118th sessions of WP.15 (Geneva, 6 to 8 May 2025 and 4 to 6 November 2025)

Document: [RID-25013-CE-SWG19](#) (Secretariat)

Informal document: [RID-25042-CE-SWG19](#) (Secretariat)

17. The standing working group noted document RID-25013-CE-SWG19 and informal document RID-25042-CE-SWG19 from the Secretariat, which reflected the main discussions at the last two sessions of WP.15 that might also be of interest to the standing working group.
18. The standing working group adopted the corrections contained in footnotes 2 and 4 of document RID-25013-CE-SWG19 and in the annex to informal document RID-25042-CE-SWG19, the latter of which had already been taken into account in document RID-25039-CE-SWG19.
19. With regard to the discussion described in paragraphs 33 and 34 of informal document RID-25042-CE-SWG19 on **security** provisions during transport in accordance with 1.1.3.6, the representative of the United Kingdom pointed out that, although RID 1.1.3.6

did not have the same meaning as in ADR, the provisions of 1.10.4 regarding the non-applicability of the provisions of 1.10.1, 1.10.2 and 1.10.3 to carriage in accordance with 1.1.3.6.3 were identical. Amending ADR alone could result in ADR being more restrictive than RID, which could lead to problems in intermodal transport.

20. The Secretariat was requested to contact the representative of IRU so that IRU could submit a follow-up proposal to the RID/ADR/ADN Joint Meeting.
21. The standing working group also noted WP.15's discussions on the efficiency and working methods of Working Party WP.15, as reflected in paragraphs 75 to 79 of informal document RID-25042-CE-SWG19.
22. The representative of UIC pointed out that, together with other industry representatives, he would submit a document to the next RID/ADR/ADN Joint Meeting, from which he quoted the following points:
 - the quality of the legislative process must not be compromised,
 - it is essential that official documents are interpreted and translated,
 - the two-year cycle must be maintained so that RID remains relevant,
 - the working methods agreed between UNECE and OTIF must be maintained,
 - the deadlines for submitting official documents must be kept,
 - the preliminary discussion of certain topics by informal working groups may be extended, subject to strict rules,
 - based on cost-benefit analyses, proposals could be prioritised,
 - the two-week autumn session of the RID/ADR/ADN Joint Meeting, which takes place every two years, could be shortened to one week.
23. The representative of France pointed out that the work of all the bodies dealing with dangerous goods had been subject to repeated rationalisation measures in the past and that broadening the tasks of the RID/ADR/ADN Joint Meeting had made it possible to avoid duplication of work. She pointed out that shifting work to informal working groups would not necessarily make things easier, because discussions would only take place in English. Extending the revision cycles was not necessarily an option, as amendments from the UN Sub-Committee of Experts were already being carried over into the regulations for the individual modes of transport with a delay of up to four years.
24. In view of the fact that only one meeting is held per year and that the duration of the meeting is always adjusted on the basis of the documents submitted, the standing working group did not see any possibility for further optimisation at this stage.
25. The standing working group agreed to continue this discussion at a later date, if necessary.

ITEM 5: Interpretation of RID

26. No documents were submitted for this agenda item.

ITEM 6: Proposals to amend RID

a) Pending issues

Information on amendment of TSI WAG

Informal document: [RID-25030-CE-SWG19](#) (ERA)

27. The standing working group noted ERA's informal document RID-25030-CE-SWG19, which provided information on the publication of Commission Implementing Regulation (EU) 2025/2064 of 14 October 2025 amending Regulation (EU) No 321/2013 concerning the technical specification for interoperability relating to the subsystem rolling stock – freight wagons of the rail system in the European Union (TSI WAG). Among other matters, this Implementing Regulation governs the transfer of the technical requirements for vehicles from RID to the TSI WAG.
28. The Secretariat explained that the transfer of technical requirements for vehicles from RID to the UTP Freight Wagons still had to be confirmed by OTIF's Committee of Technical Experts. These texts could therefore only be included in the notification of the 2027 amendments to RID if the Committee of Technical Experts approved the new texts proposed for the UTP Freight Wagons at its session on 9 June 2026.

WE mark

Document: [RID-25015-CE-SWG19](#) (Belgium)

29. In document RID-25025-CE-SWG19, Belgium proposed to include an additional reference to the UTP Freight Wagons in the new 7.1.2.3 (see document RID-25039-CE-SWG19) regarding the layout of the new mark with the alphanumeric codes of the special provisions for wagon equipment. With regard to the reference in the proposed footnote to the specific transitional measure in Table A.2 of Appendix A to the UTP Freight Wagons, the representative of Belgium explained that wagons with a type approval issued before 1 January 2027 may still be built until 1 January 2033. In addition, the UTP Freight Wagons did not apply to wagons that were already in service before 1 January 2027, so they did not need to bear the new mark.
30. The standing working group adopted the amended wording of 7.1.2.3 (see Annex I).

Necessary adaptation of the amendments adopted at the 16th session of the RID Committee of Experts' standing working group (London, 20 - 23 November 2023) in connection with the transfer of technical wagon provisions from RID to the UTPs/TSIs

Document: [RID-25018-CE-SWG19](#) (UIP)

31. Against the background that, in connection with transferring the RID technical requirements for vehicles to the UTPs/TSIs, marking wagons with the alphanumeric codes of the special provisions for wagon equipment provided for in the new 7.1.2.3 only applies to tank-wagons **built from 1 January 2027 onwards on the basis of type approvals granted after 31 December 2026**, the representative of UIP expressed the view in his document RID-25018-CE-SWG19 that special provisions TE 22 and TE 25 (a), (d) and (e) should be retained in RID for the time being. Owing to the fact that tank-wagons have an estimated service life of 40 years and that tank-wagons can still be approved until 31 December 2032 on the basis of RID 2025, on which special provisions TE 22 and TE 25 would have to be indicated, he was of the view that for reasons of user-friendliness of

the regulations, the meaning of these special provisions should be reflected in RID. As a second option, a general transitional measure was proposed that would allow the continued use of tank-wagons built before 1 January 2033 on the basis of approvals granted before 31 December 2026. However, with this option, the information in RID regarding the significance of special provisions TE 22 and TE 25 indicated on these tank-wagons would be lost.

32. Most of the national representatives who spoke and the representative of UIC were in favour of option 1, because they were of the view that it must remain easy for a period of more than 40 years to find the meaning of special provisions TE 22 and TE 25 (a), (d) and (e). The representative of ERA was of the view that, unlike option 2, option 1 was not legally correct. As a compromise, the representative of the United Kingdom proposed to pursue option 2 and to reproduce the wording of special provisions TE 22 and TE 25 (a), (d) and (e) in an annex to RID.
33. In response to a question from the representative of UIP as to whether, given the complexity of the issue, it should not be possible to replace the TE marks with WE marks on existing tank-wagons during the long transition period, the representative of ERA explained that the marking indicated who issued the approval. The mark could therefore only be changed when a vehicle was newly approved. However, the TSI would stipulate in principle that an approved vehicle would not need to be re-approved.

Informal document: [RID-25046-CE-SWG19](#) (UIP)

34. The representative of UIP submitted informal document RID-25046-CE-SWG19, which proposed an alternative to option 2 in document RID-25018-CE-SWG19.
35. Some delegates criticised the fact that special provisions TE 22 and TE 25 (a), (d) and (e), which would be deleted, were not reflected. This was all the more necessary given that tank-wagons could still be built in accordance with these special provisions until 1 January 2033.
36. The standing working group decided as follows:
 - The transitional measure for tank-wagons in 1.6.3, as shown on the reverse side of informal document RID-25046-CE-SWG19, was adopted in square brackets (see Annex I),
 - The transitional measure for wagons shown on the reverse side of informal document RID-25046-CE-SWG19 was adopted in square brackets and will appear in a new 1.6.5 (see Annex I). The references to special provisions TE 22 and TE 25 were deleted from this transitional measure,
 - In document RID-25039-CE-SWG19, the last amendment instruction in 1.6.3.27 and 1.6.3.32 can be omitted (see Annex I),
 - The addition to the explanatory note on column (14) proposed in document RID-25046-CE-SWG19 was adopted in square brackets, but would still need to be finalised.
37. It was decided that an informal working group would meet at the beginning of 2026 at the invitation of the Secretariat to improve these texts. This informal working group would also consider how the information contained in special provisions TE 22 and TE 25 (a), (d) and (e) can continue to be reflected in the regulations. It would also consider where in the regulations the new transitional measures should be referenced. Austria, Belgium,

Germany, Netherlands, Slovakia, the United Kingdom, ERA, UIC and UIP agreed to participate in this informal working group.

Updating the RID Handbook

Document: [RID-25016-CE-SWG19](#) (Belgium)

38. With regard to transferring the technical requirements for vehicles from RID to the UTP Freight Wagons, the representative of Belgium proposed various amendments to the RID Handbook in her document RID-25016-CE-SWG19 in order to take account of this decision. In addition, she proposed a table of correspondence showing which provisions of RID 2025 can be found in which places in RID 2027 and the UTP/TSI Freight Wagons.
39. The standing working group adopted the amendments to the Handbook with a clarification in the Note and in the heading of the table of correspondence in order to avoid the incorrect interpretation that only the provisions specified in the table are applicable (see Annex II).

Spark arresters

Document: [RID-25027-CE-SWG19](#) (Belgium)

40. Commission Implementing Regulation (EU) 2025/2064 of 14 October 2025 amending Regulation (EU) No 321/2013 concerning the technical specification for interoperability relating to the subsystem rolling stock – freight wagons of the rail system in the European Union (TSI WAG) also included technical requirements for spark arresters. In her document RID-25027-CE-SWG19, the representative of Belgium proposed that substances for which sheet steel spark-guards must be fitted to wagons in accordance with the special provisions for carriage in packages W 2 and W 8 be assigned to the new special provision for wagon equipment WE 6, which refers to the UTP/TSI Freight Wagons with regard to the design of spark arresters. She withdrew proposal 3 contained in her document, as this amendment had become obsolete due to the wording of 7.1.2.3 having been changed in the meantime.
41. The standing working group adopted the revised version of Belgium's proposal (see Annex I).

Use of the term “vehicle” in RID

Document: [RID-25021-CE-SWG19](#) (Secretariat)

42. The term “vehicle” is used in numerous places in RID, where in some cases both railway vehicles and road vehicles may be meant, while in other cases only road vehicles are covered. Document RID-25021-CE-SWG19 from the Secretariat contained a list of references to the term “vehicle” in RID with proposals on how clarification could be provided in each individual case.
43. The standing working group thanked the Secretariat for the detailed document and the coherent amendments proposed and adopted the document with the following decisions (see Annex I):
 - 1.1.3.2 (d) and (e) were amended as proposed by the Secretariat,
 - the definition of “swap body” within the definition of “container” was amended by replacing “vehicles” with “road vehicles”,

- in 1.3.2.2.1 and 1.3.2.2.2 (a), a footnote was added to the German and English versions, referring to the definition of train driver in Directive 2007/59/EC,
- when coding the overpacks in the report on incidents during the transport of dangerous goods in accordance with RID/ADR 1.8.5, the words “in the meaning of ADR” were added for vehicles, tank-vehicles and battery-vehicles,
- in special provisions 235, 280, 289 and 356, “vehicles” was amended to read “railway and road vehicles”. The secretariat was asked to inform WP.15 of this amendment,
- in special provision 283, “vehicle” was replaced by “railway vehicle, road vehicle or vehicle in the sense of CIV (Appendix A to COTIF)”,
- in 5.3.4.2 of the English version, “motive power unit” was replaced by “locomotive”,
- a footnote was added to 5.4.1.1.6.2.2 **and 5.4.1.1.6.3 (a)** to refer to ADR with regard to the terms “empty tank-vehicle”, “empty battery-vehicle” and “empty vehicle”,
- the same comment as already appears in 5.4.2 was included in 5.4.5,
- in 6.7.2.1, 6.7.3.1 and 6.7.4.1, the English version was aligned with the German and French versions,
- the suggestion for the English version of 6.8.2.1.29 was no longer relevant due to the amendment of this paragraph in document RID-25039-CE-SWG19,
- the German version of 6.9.2.2.3.14.4 was aligned with the English and French versions,
- in 7.2.4, special provision W 2, “military vehicles” was amended to read “military road vehicles”,
- in 7.3.1.13 and 7.5.1.2, “vehicle” was replaced by “road vehicle”,
- in Chapter 7.6, special provision CE 1, “railway wagon” and “wagon” were amended to read “railway vehicle” and “vehicle”.

Safety measures for transport of ammonia

Document: [RID-25024-CE-SWG19](#) (Netherlands)

Informal document: [RID-25037-CE-SWG19](#) (Netherlands)

44. In its document RID-25024-CE-SWG19, the Netherlands referred to a derailment accident involving a freight train loaded with ammonia that occurred on 25 December 2022 in the Republic of Serbia. The ammonia leak was caused by a tank-wagon scraping the protruding manhole cover. The release of ammonia, which resulted in two fatalities and numerous injuries, could probably have been prevented if the manhole cover of the tank-wagon had been recessed or if the manhole cover had protruded above the surface of the bolts. Informal document RID-25037-CE-SWG19 contained a specific proposal for the inclusion of a special provision for the equipment of tanks and a transitional measure.
45. The Chair recalled that in 1995, an accident involving ammonia had also occurred in Belgium, resulting in leakage from the dome covers. In view of the expected increase in the carriage of ammonia, measures to prevent similar accidents were required.

- 46. The representative of UIP pointed out that the design of tank-wagons for the carriage of ammonia had evolved in recent years. For several years now, dome covers with recessed bolts or recessed dome covers had been in use. The provisions concerning devices to protect against the overriding of buffers and crash buffers had also led to an increase in safety. He asked whether, in view of all these measures, further provisions were necessary. He was also of the view that the proposed text was not suitable for preventing product leakage in the event of an accident involving tank-wagons with dome covers located at the ends of the tank.
- 47. Some delegates pointed out that any solution should not be sought for a single substance, but should also cover other gases with toxic and corrosive properties. Since the design-related avoidance of protruding parts would also have to cover other tank equipment, such as safety valves, and since a similar solution should simultaneously be sought for tank-containers and tank-vehicles, it was recommended that further discussion take place at the RID/ADR/ADN Joint Meeting.
- 48. The representative of the Netherlands emphasised that lessons must be learned from accidents and stated that she would revise her proposal on the basis of the comments made.

b) New proposals

Definition of modular superstructures

Document: [RID-25025-CE-SWG19](#) (Slovakia)

Informal document: [RID-25029-CE-SWG19](#) (Slovakia)

- 49. In her document RID-25025-CE-SWG19, the representative of Slovakia proposed to add a definition of "modular superstructure" and "closed modular superstructure" to RID 1.2.1 in order to simplify the inclusion of innovative transport technologies in RID. The definition would consider modular superstructures as interchangeable superstructures of wagons that can be separated from the load-bearing body (sub-frame). Closed modular superstructures would then be approved as an alternative to closed wagons or closed containers.
- 50. Several delegations were of the view that these superstructures fall within the definition of large containers and did not therefore need to be defined separately. In addition, the use of trade names in definitions should be avoided.
- 51. In order to be used for the carriage of dangerous goods, these superstructures must comply with CSC or IRS 50592 ("Intermodal Transport Units (other than semi-trailers) for vertical transhipment and suitable for carriage on wagons – Minimum requirements") in accordance with RID/ADR 7.1.3. The representative of Austria pointed out that some of these superstructures have a red UIC marking in accordance with IRS 50592, which restricts the use of these superstructures in comparison to large containers. **He also pointed out that new types of superstructures that do not meet the definitions of either the CSC or IRS 50591 or IRS 50592 are not required to meet their requirements and are therefore not covered by the provisions of RID/ADR 7.1.3.**
- 52. The representative of UIC pointed out that UIC was currently working on a new IRS which would define the conditions for the safe operation of "modular systems" composed of loading units and carrier wagons, including those which are capable of being shunted without restrictions. In particular, the following requirements would be defined: wagon equipment, test conditions, dimensions and maximum axle-load, identification and marking, safety and operational provisions. There would also be complementary requirements

for wagons that are capable of being shunted without restrictions when loaded with compatible loading units.

53. In principle, the standing working group supported innovations that promote rail transport, but was of the view that regulations for the carriage of non-hazardous goods must be established first. It was therefore grateful to UIC for having already taken action in this area.

Residue on the outside of the tank during carriage

Informal document: [RID-25038-CE-SWG19](#) (Netherlands)

54. In informal document RID-25038-CE-SWG19, the Netherlands reported that its competent national supervisory authority was increasingly coming across cases where the substances being carried – such as heavy fuel oil – are found as deposits or leakage residues on chains, valves and the outside of tank-wagons. With reference to 4.3.2.4.1 and 4.3.2.3.5, which stipulate that no dangerous residue of the filling substance may adhere to the outside of the tanks during transport, such wagons would be classified as non-compliant with RID and transport would be temporarily suspended in accordance with 1.8.1.4 until it had been checked whether the closure devices were still working properly. The Netherlands requested the standing working group to confirm its interpretation of these provisions, according to which the presence of the substance being carried on the outside of the tank is to be considered as non-compliance with RID.

55. Some countries confirmed the interpretation given by the Netherlands. In these countries, wagons with residues of the contents on the outside of the tank would be stopped until the contamination had been removed. Other national representatives, on the other hand, described a case-by-case assessment of the situation. For heavy oil in particular, it was taken into account whether the residues were old and solid or fresh and oily. In the case of older, solidified residues, the risk of environmental pollution was considered to be low; in such cases, the wagon could usually continue to its destination and be cleaned there.

56. The representative of Austria pointed out that the wording of the provisions expressly refers to “dangerous residues” and did not therefore cover each and every residue of the goods being carried. It would therefore need to be assessed on a case-by-case basis whether the residue poses a **danger to people, property or the environment** or whether the correct functioning of the **safety** devices is impaired. If there was no **such** danger, the train could continue.

57. The representative of UIC also emphasised that in practice, it was not technically possible to avoid residues on tanks and that residues may remain even after contaminated parts have been washed down. In his view, there was no general prohibition on all types of residues, but only a prohibition on dangerous residues. Responsibility for assessment lay with the participants in the transport chain, in particular the loader and the railway taking over the wagons. If both concluded that the residues were not dangerous, the wagon should be allowed to continue to its destination. The representative of UIC also supported this point of view.

58. The representative of the Czech Republic made clear that some of the tank-wagons that **were found to be non-compliant with RID** had originated in his country. **He was of the view that there had been** inadequate communication on the part of the Dutch authorities. **The Czech Republic wished more information** to be exchanged within the transport chain to be able to respond appropriately. **In his view, there had been instances where the Netherlands had apparently taken** measures which had led to the discontinuation of the entire train, not just the affected wagons; moreover, due to a lack of information, it was

not possible to determine at which point in the transport chain a defect or leak had first occurred. The representative of Slovakia also reported similar experiences and criticised what she saw as inadequate communication and disproportionate measures taken by the Dutch authorities. The representative of UIC mentioned that it might be beneficial for all parties concerned if the issue was also addressed with those responsible for filling and emptying, as the problems originate at those sites.

59. In response to a question from the Dutch delegation as to whether, in other countries, once residues have been detected, systematic checks are carried out to determine whether there is a technical defect, in addition to stopping wagons and cleaning them, the Chair noted that no other country applies such a practice. In her summary, she stated that dangerous residues on the outside of the tank should be considered an infringement of the regulations. At the same time, the wording, which refers explicitly to “dangerous residues”, allowed for discretion, particularly in the case of heavy fuel oil. The authorities’ practices varied, but most of them made a case-by-case assessment. The Chair also emphasised the importance of good communication between all the participants and systematic reporting of defects in order to determine whether a cumulation of incidents indicated structural problems.

Presentation of shunting labels in 5.3.4.2

Informal document: [RID-25040-CE-SWG19](#) (Secretariat)

60. In its informal document RID-25040-CE-SWG19, the Secretariat pointed out some differences in the presentation of the shunting labels in the German and English editions of RID on the one hand and the French edition on the other.

61. The standing working group agreed with the Secretariat’s proposal to align the presentation of the shunting labels in the French edition with that in the German and English editions (see Annex I). It did not consider a transitional measure to be necessary. As suggested by the Secretariat, it did not agree to adapt the shunting labels to the detailed provisions of standard EN 15877-1:2024 at the moment. However, delegations wishing to do so were requested to submit proposals accordingly.

ITEM 7: Harmonisation of RID and SMGS Annex 2

62. No documents were submitted for this agenda item.

ITEM 8: Information from the European Union Agency for Railways (ERA)

Informal document: [RID-25036-CE-SWG19](#) (ERA)

63. The standing working group noted the information contained in informal document RID-25036-CE-SWG19 submitted by ERA.

64. The representative of ERA explained that the Pioneer DAC Train Project (PioDAC) had been established with the aim of validating the technical and operational performance of the digital automatic coupling (DAC) in real-world operations under a wide range of operating conditions. Rail transport undertakings from seven European countries and beyond, as well as wagon owners, workshops and loaders, were represented in the project. The project had begun on 1 November 2025, would end on 31 October 2028, and did not currently include the transport of dangerous goods.

ITEM 9: Any other business

Promoting the application of RID in domestic transport

Document: [RID-25022-CE-SWG19](#) (Secretariat)

65. In its document RID-25022-CE-SWG19, as part of the action plan for the implementation of the first objective of OTIF's long-term strategy ("Ensure the effective and uniform application of OTIF law"), the Secretariat explained that it wished to take a closer look at the non-implementation or non-application of RID. In this context, the OTIF Secretariat also wished to show those states that apply different provisions to domestic transport the advantages of applying RID to domestic transport as well.
66. The standing working group recommended that the document be sent to those Contracting States which are not obliged by Directive 2008/68/EU to apply RID in national transport. If possible, the document should be supplemented by a questionnaire **on obstacles and problems relating to the application to domestic transport operations**. It requested the Secretariat first to submit the document to the RID Committee of Experts.

Amendment of the RID Committee of Experts' Rules of Procedure

Document: [RID-25023-CE-SWG19](#) (Secretariat)

67. In its document RID-25023-CE-SWG19, the Secretariat proposed an amendment to the Rules of Procedure of the RID Committee of Experts to give the RID Committee of Experts' standing working group more decision-making powers on matters not relating to amendments to the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID). This should, for example, speed up the publication of interpretations of RID or revisions to the RID Handbook.
68. The Chair pointed out that the European Commission had also raised no objections to the proposed amendment to the Rules of Procedure at the coordination meeting of the European Union Member States. The standing working group requested the Secretariat to submit the document to the 59th session of the RID Committee of Experts.

Accident in Hustopeče nad Bečvou

Informal document: [RID-25045-CE-SWG19](#) (Czech Republic)

69. In informal document RID-25045-CE-SWG19, the representative of the Czech Republic reported on an accident that occurred on 28 February 2025 at Hustopeče nad Bečvou station, in which 17 tank-wagons loaded with 1,000 tonnes of benzene, a highly flammable substance, caught fire. There were no injuries, but property damage amounted to more than €20 million, with the largest share attributable to the clean-up of environmental damage.
70. The representative of Austria suggested reviewing the operational provisions until technical train control systems are installed, in order to prevent the locomotive driver from being distracted by **personnel travelling on the same train** and to ensure that **he** is informed in advance about work on the line and possible speed restrictions.
71. The standing working group thanked the representative of the Czech Republic for this information, which was very important for the work of the standing working group. It would deal with the accident again once the final report became available.

New numbering of documents for the standing working group

72. The Chair and numerous national representatives criticised the fact that the new numbering system for documents of the RID Committee of Experts' standing working group was very confusing. As the numbering would be interrupted by other documents, such as the German version of the report of the RID/ADR/ADN Joint Meeting or notifications from Member States, it would be very difficult to determine whether all documents had already been published on OTIF's website. In addition, there was no longer any distinction between official and informal documents. The standing working group requested the Secretariat to reconsider the numbering for RID documents.

National translations of RID

73. The Secretariat reminded those RID Contracting States that had not yet done so to send it a link to their national translation of RID 2025 so that it could be published on OTIF's website.

Thanks

74. The Chair thanked the delegation of Luxembourg for their hospitality and excellent organisation of the meeting. She thanked the Secretariat for the good preparation and the interpreters for their important contribution to the successful running of the meeting. Lastly, she thanked the delegations for their active and constructive participation in the discussions.

75. The Vice-Chair thanked the Chair for her efficient management of the meeting, which had made it possible to deal with all documents in the shortened three and a half day meeting, even though many informal documents had only been submitted shortly before the meeting.

Next session

76. The 20th session of the RID Committee of Experts' standing working group will be held in Berne on 27 and 28 May 2026. The 59th session of the RID Committee of Experts will take place on the afternoon of 28 May 2026 directly after the session of the standing working group. The deadline for the submission of documents to both meetings is **14 April 2026**.

77. The Secretariat will submit a revised version of all amendments that will enter into force on 1 January 2027 to the 20th session of the standing working group, taking into account the final decisions of the Joint Meeting (Berne, 24-27 March 2026).

78. The Secretariat also reminded delegates that after publication of the notification texts for RID, it would also provide an unofficial English-language synopsis of the amendments to RID and ADR on request, in order to make it easier for the Member States to translate the texts.

Texts adopted by the 19th session of the RID Committee of Experts' standing working group to enter into force on 1 January 2027

Chapter 1.1

1.1.3.2 Amend paragraph (d) to read as follows:

"(d) gases contained in the equipment used for the operation of the railway vehicle, road vehicle or vehicle in the sense of CIV (Appendix A to COTIF)* (e.g. fire extinguishers), including in spare parts (e.g. inflated pneumatic tyres); this exemption also applies to inflated pneumatic tyres carried as a load;

* In the sense of the definition of "vehicle" in Article 3 d) of the Uniform Rules concerning the Contract of International Carriage of Passengers by Rail (CIV - Appendix A to COTIF), i.e. a motor vehicle or a trailer carried on the occasion of the carriage of passengers."

[Reference document: RID-25021-CE-SWG19]

In paragraph (e), amend the following:

- Replace "vehicles" by:
"road vehicles".
- Replace "vehicle" by:
"road vehicle".

[Reference document: RID-25021-CE-SWG19]

Chapter 1.2

1.2.1 In the definition of "**Container**", in the sub-paragraph on "swap body", amend the following:

- In the first indent, replace "vehicle" by:
"road vehicle".
- In the third indent, replace "vehicles" by:
"road vehicles".
- Replace "on board the vehicle" by:
"on board the road vehicle".

[Reference document: RID-25021-CE-SWG19]

Chapter 1.3

1.3.2.2.1 In the table, in the row for category 1, in the last column, after "driver", insert a reference to the following footnote:

** The use of the term "driver" corresponds to the definition of "train driver" in Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community."

[Reference document: RID-25021-CE-SWG19]

1.3.2.2.2 In paragraph (a), after "Drivers", insert a reference to the following footnote:

** The use of the term "driver" corresponds to the definition of "train driver" in Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community."

[Reference document: RID-25021-CE-SWG19]

Chapter 1.6

[1.6.3] Add the following new transitional provision:

"1.6.3.x Tank wagons constructed before 1 January 2033 on the basis of approvals issued up to 31 December 2026 but not assessed and approved on the basis of the requirements of Chapter 7.1 applicable from 1 January 2027, may continue to be used.

Tank-wagons not marked with special provisions for wagon equipment WE in accordance with Chapter 7.1, but marked with special tank provisions TE 22 and/or TE 25 or tank-wagons for which no marking was required may continue to be used for the carriage of substances for which a special provision for wagon equipment WE in Table A of Chapter 3.2 is required."]

[Reference document: RID-25018-CE-SWG19, alternative proposal, as amended by informal document RID-25046-CE-SWG19]

[1.6.5] Amend to read:

Wagons other than tank-wagons or battery-wagons

1.6.5.1 Wagons constructed before 1 January 2033 on the basis of approvals issued up to 31 December 2026 but not assessed and approved on the basis of the requirements of Chapter 7.1 applicable from 1 January 2027, may continue to be used.

Wagons not marked with special provisions for wagon equipment WE in accordance with Chapter 7.1 may continue to be used for the carriage of substances for which a special provision for wagon equipment WE in Table A of Chapter 3.2 is required."]

[Reference document: RID-25018-CE-SWG19, alternative proposal, as amended by informal document RID-25046-CE-SWG19]

Chapter 1.8

1.8.5.4 In the report on occurrences during the carriage of dangerous goods in accordance with RID/ADR section 1.8.5, under "6. Dangerous goods involved", in footnote (3), amend the following:

- Replace "6 Vehicle" by:
"6 Vehicle in the meaning of ADR".
- Replace "8 Tank-vehicle" by:
"8 Tank-vehicle in the meaning of ADR".
- Replace "10 Battery-vehicle" by:
"10 Battery-vehicle in the meaning of ADR".

[Reference document: RID-25021-CE-SWG19]

Chapter 3.2

Table A For all entries of Class 1, divisions 1.1, 1.2, 1.3, 1.5 and 1.6 to which "W2" is assigned in column (16), in column (14) insert:

"WE6".

For all entries to which "W8" is assigned in column (16), in column (14), insert:
"WE6".

[Reference document: RID-25027-CE-SWG19]

Chapter 3.3

SP 235 In the second sentence, replace "vehicles" by:

"railway and road vehicles".

[Reference document: RID-25021-CE-SWG19]

SP 280 In the first sentence, replace "vehicles" by:

"railway and road vehicles".

[Reference document: RID-25021-CE-SWG19]

SP 283 Amend the last sub-paragraph to read:

"See also 1.1.3.2 (d) for equipment used for the operation of the railway vehicle, road vehicle or vehicle in the sense of CIV (Appendix A to COTIF)*.

* In the sense of the definition of "vehicle" in Article 3 d) of the Uniform Rules concerning the Contract of International Carriage of Passengers by Rail (CIV – Appendix A to COTIF), i.e. a motor vehicle or a trailer carried on the occasion of the carriage of passengers."

[Reference document: RID-25021-CE-SWG19]

SP 289 Replace "wagons, vehicles" by:
"railway and road vehicles".

[Reference document: RID-25021-CE-SWG19]

SP 356 In the first sentence, replace "wagons, vehicles" by:
"railway and road vehicles".

[Reference document: RID-25021-CE-SWG19]

Chapter 5.3

5.3.4.2 In the explanation of shunting label No. 15, in the first sentence, replace "motive power unit" by:
"locomotive".

[Reference document: RID-25021-CE-SWG19]

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

Chapter 5.4

5.4.1.1.6.2.2 After the terms "EMPTY TANK-VEHICLE", "EMPTY BATTERY-VEHICLE" and "EMPTY VEHICLE", add a reference to the following footnote:

"* The terms "EMPTY TANK-VEHICLE", "EMPTY BATTERY-VEHICLE" and "EMPTY VEHICLE" are to be understood as those defined in ADR, which can also be carried by rail in piggyback transport."

[Reference document: RID-25021-CE-SWG19]

5.4.1.1.6.3 In paragraph (a), after the term "battery-vehicles", add a reference to the following footnote:

"* The term "battery-vehicles" is to be understood as that defined in ADR, which can also be carried by rail in piggyback transport."

[Reference document: RID-25021-CE-SWG19]

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

5.4.5 After the first sub-paragraph, insert following Note:

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

[Reference document: RID-25021-CE-SWG19]

Chapter 6.7

6.7.2.1 In the definition of "*Portable tank*", in the last sentence, replace "Tank-vehicles" by:
 "Road tank-vehicles".
 [Reference document: RID-25021-CE-SWG19]

6.7.3.1 In the definition of "*Portable tank*", in the last sentence, replace "Tank-vehicles" by:
 "Road tank-vehicles".
 [Reference document: RID-25021-CE-SWG19]

6.7.4.1 In the definition of "*Portable tank*", in the last sentence, replace "Tank-vehicles" by:
 "Road tank-vehicles".
 [Reference document: RID-25021-CE-SWG19]

Chapter 6.8

6.8.2.1.2 In the right-hand column, insert the following Note:
"NOTE: In rail transport, these load assumptions correspond to transport operations with shunting restrictions defined for carrying wagons of **category F-II** in EN 12663."

[Reference document: RID-25014-CE-SWG19, as amended]

Chapter 6.9

6.9.2.2.3.14.4 [The amendment in the German version does not apply to the English text.]

Chapter 7.1

7.1.2.2 (as amended in document RID-25039-CE-SWG) After special provision for wagon equipment WE 5, add the following new special provision:
"WE 6 The wagon shall be equipped with spark arresters which conform to the requirements of UTP WAG, Appendix I, section B."
 [Reference document: RID-25027-CE-SWG19]

Chapter 7.2

7.2.4

W 2 In the first sub-paragraph, in the fourth sentence, replace "fitted with regulation sheet steel spark-guards" by:
 "complying with special provision for wagon equipment WE 6".

In the first sub-paragraph, delete the last sentence ("For wagons fitted with a combustible floor, the sheet steel spark-guards shall not be fixed directly to the floor of the wagon.").

[Reference document: RID-25027-CE-SWG19]

In the second sub-paragraph, in the second indent, replace "military vehicles" by:

"military road vehicles".

[Reference document: RID-25021-CE-SWG19]

W 8 In the first sentence, replace "fitted with regulation sheet steel spark-guards" by:
"complying with special provision for wagon equipment WE 6"

Delete the last sentence ("For wagons fitted with a combustible floor, the sheet steel spark-guards shall not be fixed directly to the floor of the wagon.").

[Reference document: RID-25027-CE-SWG19]

Chapter 7.3

7.3.1.13 In paragraph (b), replace "or vehicle" by:
"or road vehicle".

[Reference document: RID-25021-CE-SWG19]

Chapter 7.5

7.5.1.2 In paragraph (b), replace "or vehicle" by:
"or road vehicle".

[Reference document: RID-25021-CE-SWG19]

Chapter 7.6

CE 1 In the second sentence, amend the following:

- Replace "railway wagons" by:
"railway vehicles".
- Replace "per wagon" by:
"per railway vehicle".

[Reference document: RID-25021-CE-SWG19, as amended]

Document RID-25039-CE-SWG19 adopted with the following amendments:

For the following amendments, delete the square brackets:

- 1.2.1 Definition of "**Assessing entity**".
- 1.2.3
- 3.2.1 New explanatory note for Column (14).
- Table A** Insertion of a new column (14).
- 4.3.2.1.1
- 4.3.5 Special provision TU 38.
- 6.8.1.1
- 6.8.1.2
- 6.8.1.4
- 6.8.2.1.2
- 6.8.2.1.13
- 6.8.2.1.29
- 6.8.2.5.2
- 6.8.3.1.5
- 6.8.3.1.6
- 7.1.1
- 7.1.2

Chapter 1.6

- 1.6.3.27 Delete the last amendment to paragraph (b).
- 1.6.3.32 Delete the last amendment.
- 1.6.3.63 After "31 December 2026" insert a comma.
- 1.6.4.67 After "31 December 2026" insert a comma.

Chapter 3.2

- [3.2.1 In the explanatory note for Column (14), at the end, add the following Note:

"NOTE: Tank-wagons falling under transitional provision 1.6.3.x or wagons falling under transitional provision 1.6.5.1 may be used as follows:

- WE 1 no special marking
- WE 2 marked with "TE 22"
- WE 3 marked with "TE 25"
- WE 4 no special marking
- WE 5 no special marking
- WE 6 no special marking.]

[Reference document: RID-25018-CE-SWG19, alternative proposal, as amended by informal document RID-25046-CE-SWG19]

Note by the Secretariat: *The United Kingdom proposed to replace the opening sentence of this Note to read: "Tank-wagons subject to transitional*

measure 1.6.3.x or wagons subject to transitional measure 1.6.5.1 may be used as follows:".

3.2.2

After the title "**Column "NHM-Code" (Nomenclature Harmonisée Marchandises – Harmonized Goods List)**", in the first sub-paragraph, amend the following:

- In the fourth sentence, after "a single", insert:

"or complete".

[Reference document: informal document RID-25041-CE-SWG19]

- In the last sentence, replace "where there is more than one NHM code to be considered" by:

"where two NHM codes can be considered".

[Reference document: informal document RID-25041-CE-SWG19]

- Add the following new sentence:

"If no NHM code is indicated in this column, the dangerous goods are not merchandise."

Table B

In the first table of amendments, for UN Nos. 2020 and 2021, delete the amendments to column "NHM Code".

[Reference document: informal document RID-25041-CE-SWG19]

In the first table of amendments, for "LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNIT lithium ion batteries or lithium metal batteries", add the following additional amendment:

LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNIT lithium ion batteries or lithium metal batteries	3536	In column "NHM Code", delete the entry.
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Amend the second table of amendments to read:

"Insert the following new entries in alphabetical order:

Name and description	UN No.	Note	NHM Code
CHLOROPHENOLS, CORROSIVE, SOLID, N.O.S.	3562		290819
CHLOROPHENOLS, CORROSIVE, TOXIC, SOLID, N.O.S.	3561		290819
2,4-Difluoroaniline: see	2810		29++++
2-Fluoroaniline: see	1992		++++++
4-Fluoroaniline: see	3267		29++++
o-Fluoroaniline: see	1992		++++++
p-Fluoroaniline: see	3267		++++++
HEATING MACHINES containing flammable, non-toxic, liquefied gas	3358		8418++

Name and description	UN No.	Note	NHM Code
HEATING MACHINES containing non-flammable, non-toxic gases or ammonia solutions (UN 2672)	2857		8418++
Heat pumps: see	2857 3358		8418++ 8418++
LITHIUM METAL BATTERIES INSTALLED IN CARGO TRANSPORT UNIT	3563		
Liquid organic hydrogen carriers (LOHC): see	3082	See SP 413 in Chapter 3.3	+++++
Magnetic resonance imaging (MRI) scanners containing non-flammable, non-toxic gas: see	3538		901813
SODIUM ION BATTERIES INSTALLED IN CARGO TRANSPORT UNIT	3564		

[The amendment to "Fluorure d'hydrogène en solution" in the French version does not apply to the German text.]

[Reference document: informal document RID-25041-CE-SWG19, as amended]

Chapter 3.3

Before the new special provision "410", insert the following additional row:

"409 (Reserved)".

Chapter 4.2

In the amendments to Note 2, at the beginning, insert the following amendment:

"— Replace "requirements" by:

"provisions"."

Chapter 7.1

7.1.2.3 Amend to read:

7.1.2.3 Wagon marking

The alphanumeric codes of the special provisions relating to wagon equipment WE with which the wagon is equipped shall be marked on both sides of the wagon, as specified in point 7.1.2 (g) of the UTP WAG*.

NOTE: For tank-wagons see also 6.8.2.5.2.

* See also the specific transition regime set out in Table A.2 of Appendix A to this UTP."

[Reference document: RID-25015-CE-SWG19]

Annex II**Amendments to the RID Handbook adopted by the 19th session of the RID Committee of Experts' standing working group**

Amend the third paragraph of point 5 of the Handbook as follows:

"Since 1 January 2027, the technical vehicle requirements which apply to wagons for the carriage of dangerous goods, and which were previously set out in RID have been transferred to Appendix I of the UTP WAG¹ and the TSI WAG². RID now only contains the protective aims that refer to the provisions of the UTPs and TSIs.

In this way, the UTP WAG and TSI WAG contain the requirements applicable to wagons that must be assessed by assessing entities³ or notified bodies⁴, while retaining the high-level safety requirements in RID.

NOTE: With regard to the provisions transferred from RID to the UTP/TSI WAG, a correspondence table between RID 2025 and RID 2027, supplemented by references to Appendix I of the UTP/TSI WAG, is available under the following link: [Location on OTIF's website to be decided].

¹ Uniform Technical Prescription applicable to the subsystem: "rolling stock – freight wagons".

² Technical Specification for Interoperability relating to the subsystem "rolling stock – freight wagons".

³ Entity which, according to the Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic (ATMF – Appendix G to COTIF), is responsible for assessing conformity with the UTPs.

⁴ Conformity assessment body as defined in Article 2 (42) of Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union."

[Reference document: RID-25016-CE-SWG19]

Insert the following table on OTIF's website [Location on OTIF's website to be decided]:

Correspondence table between RID 2025 on the one hand and RID 2027 and the UTP/TSI WAG on the other hand concerning the requirements transferred from RID to Appendix I of UTP/TSI WAG

RID 2025	RID 2027	+	UTP/TSIWAG
Resistance to stresses			
6.8.2.1.2, 6.8.2.1.13, 6.8.3.1.5	6.8.2.1.2, 6.8.2.1.13, 6.8.3.1.5 + 7.1.2.1.1		Appendix I, part A
Minimum distance between the headstock plane and the most protruding point at the shell extremity			
6.8.2.1.29	6.8.2.1.29 + 7.1.2.1.4		Appendix I, D
Marking			
6.8.2.5.2	6.8.2.5.2 + 7.1.2.3		7.1.2 g)
Minimum energy absorption capacity of buffers for tank-wagons and battery-wagons for the carriage of gases			
6.8.3.1.6	7.1.2.1.4 + 7.1.2.2, WE 1		Appendix I, D1
Energy absorption elements			
6.8.4, TE 22	7.1.2.1.4 + 7.1.2.2, WE 2		Appendix I, D2
Device to protect against the overriding of buffers			
6.8.4, TE 25 a)	7.1.2.1.5 + 7.1.2.2, WE 3		Appendix I, E1
Increasing the strength of the tank ends			
6.8.4, TE 25 (b)	6.8.4, TE 25 (b) + 7.1.2.1.5		
Protection of the tank ends with a sandwich cover			
6.8.4, TE 25 (c)	6.8.4, TE 25 (c) + 7.1.2.1.5		
Protective shield at each end			
6.8.4, TE 25 (d)	7.1.2.1.5 + 7.1.2.2, WE 3		Appendix I, part E2.1
Protective shield at each end of wagons fitted with automatic couplers			
6.8.4, TE 25 (e)	7.1.2.1.5 + 7.1.2.2, WE 3		Appendix I, part E.2.2
Protection system for wagons intended for operation within explosive atmospheres			
	7.1.2.1.3		Appendix I, part C
Derailment detection device			
NOTE to 7.1.1	7.1.2.1.6 + 7.1.2.2, WE 4 – WE 5		Appendix I, part F

[Reference document: RID-25016-CE-SWG19]

Liste de participation
Liste der Teilnehmerinnen und Teilnehmer
List of participants

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Allemagne/Deutschland/Germany

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Mr Frank Jochems

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Mr Clemens Höppe

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Ms Caroline Bailleux

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