



Bulletin

OTIF Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

134th year
N°1/2026

Bulletin of
International
Carriage
by Rail

NEWS OTIF

- 3 8th Session of the ad hoc Committee on Legal Affairs and International Cooperation: developments
- 4 New horizons
- 4 OTIF at the UNECE Inland Transport Committee

COMMUNICATING AND DISSEMINATING

- 5 International cooperation with UNCITRAL to support rail freight

DEVELOPMENT OF RAILWAY LAW RAILWAY TECHNOLOGY

- 6 Entry into force of revised UTPS
- 7 18th Session of the Committee of Technical Experts

DANGEROUS GOODS

- 9 RID/ADR/ADN Joint Meeting
- 15 Results of the 19th session of the RID Committee of Experts' standing working group

DIARY OF EVENTS

19

EDITORIAL

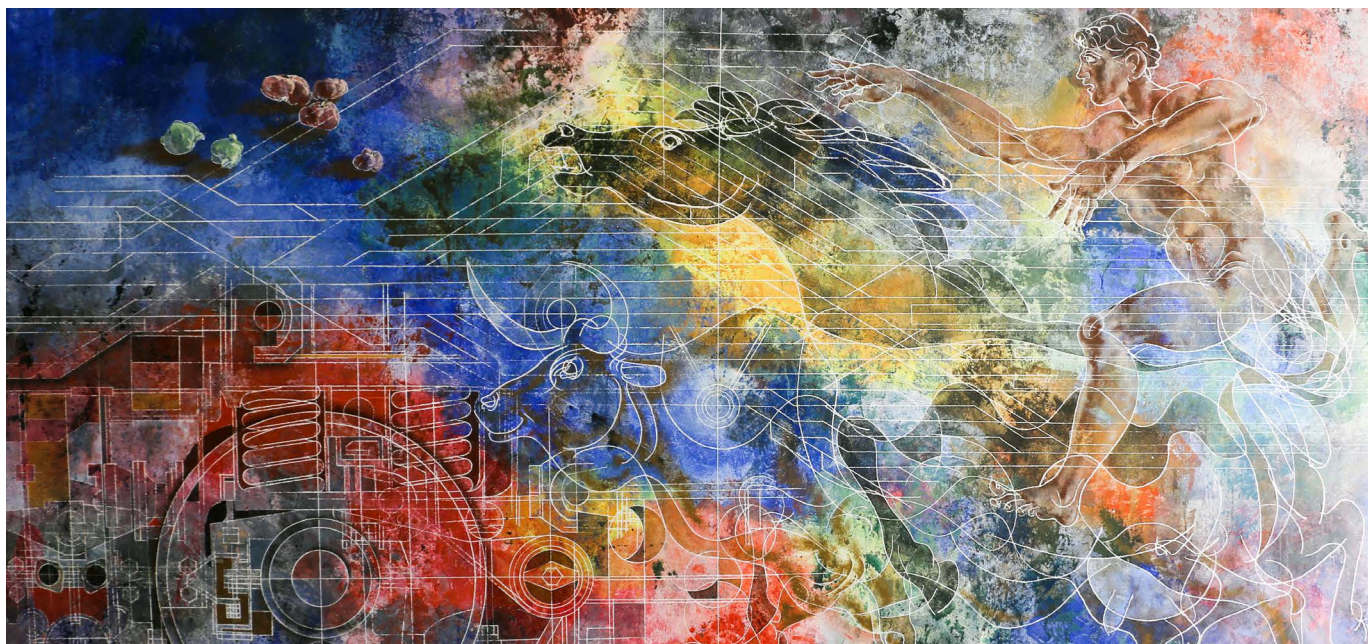
This Bulletin reflects a common and well-recognised reality: that it is necessary to adapt the legal and technical framework governing rail transport to technological innovations, digitalisation and the growing complexity of international supply chains. In this context, OTIF continues to play a central role in promoting a coherent and harmonised framework for international railway law. This issue of the Bulletin also provides an opportunity to express sincere thanks to Ms Maria Price for her dedicated work for OTIF and to wish her every success in her new responsibilities.

The ongoing work to modernise and further develop the existing international legal instruments will continue to help facilitate international rail transport. The report on the 8th session of the ad hoc Committee on Legal Affairs and International Cooperation highlights progress in areas such as wagon law and the continuing examination of the digitalisation of the CIM Uniform Rules. Technical interoperability and the safety aspects of rail transport are also addressed through the entry into force of revised Uniform Technical Prescriptions and the work of the Committee of Technical Experts, which aim to ensure interoperability across railway systems. In parallel, developments in the regulation of the transport of dangerous goods demonstrate the close relationship between technological progress and regulatory adaptation.

At the same time, OTIF continues to contribute to high-level policy discussions on the future of inland transport. Its participation in the UNECE Inland Transport Committee (ITC) reflects the growing importance of innovation, digital connectivity and interoperability in shaping resilient and efficient transport systems. Discussions at the ITC emphasised the role of harmonised rules in enabling integrated international transport networks.

Taken together, the contributions in this issue illustrate the dynamic environment in which international railway law is evolving. Through its work in legal harmonisation, technical interoperability and international cooperation, OTIF will continue to be committed to facilitating safe, efficient and sustainable international rail transport.

Aleksandr Kuzmenko
Secretary General



Hans Erni, mural, approximately 20m², 1965, entrance to the Secretariat

8th SESSION OF THE AD HOC COMMITTEE ON LEGAL AFFAIRS AND INTERNATIONAL COOPERATION: DEVELOPMENTS

The 8th session of the ad hoc Committee on Legal Affairs and International Cooperation (ad hoc Committee) was held at OTIF's headquarters in Berne from 2 to 4 December 2025. This session enabled work to continue on the 2025-2027 Work Programme, with a particular focus on strengthening the participation of registered stakeholders, wagon law and digitalisation of the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM UR).

Strengthening the participation of registered stakeholders

The ad hoc Committee examined new applications for stakeholder registration and adopted some adjustments aimed at clarifying and improving the applicable procedure. These developments are part of OTIF's commitment to promoting inclusive participation by the railway sector and relevant stakeholders, while ensuring a transparent and structured framework for their involvement in the Organisation's legal work.

Wagon law: liability for loss or damage caused by a vehicle

The ad hoc Committee also continued its discussions on "wagon law", in particular on the issue of liability in the event of loss or damage caused by a vehicle, as provided for in Article 7 of the CUV Uniform Rules. After reviewing the results of the survey conducted in the summer of 2025, members agreed on the importance of having a better overview of existing practices.

With this in mind, the Secretariat will organise a seminar bringing together OTIF members and representatives and experts from the sector in order to gather further information. This work will enable the Secretariat to submit proposals to the 9th session of the ad hoc Committee.

Digitalisation of the CIM UR: towards an appropriate legal framework

Lastly, the session marked an important milestone in the digitalisation of international rail

freight transport. Initial proposals for amendments to the CIM Uniform Rules were submitted with the aim of fully and expressly providing for the use of electronic transport documents.

Member States and observers discussed this topic in detail and are invited to submit their contributions as part of a written consultation that is open until 13 March 2026. This approach reflects OTIF's determination to develop COTIF and its contractual appendices, taking into account modern practices and the requirements of the sector.

The decisions taken at the 8th session illustrate OTIF's ongoing commitment to developing harmonised international railway law that is effective and allied to technical and operational developments in rail transport. Work will continue at the 9th session of the ad hoc Committee, which is scheduled for June 2026.



NEW HORIZONS

Ms Maria Price has left the OTIF Secretariat to take up her new position as Secretary General of ERFA, the European Rail Freight Association, based in Brussels. ERFA represents the interests of private and independent rail freight companies across Europe.

Ms Maria Price joined the OTIF Secretariat on 1 May 2018 as an expert in the Technical Interoperability Department.

As part of her duties, she made a significant contribution to work on technical interoperability and railway safety, particularly with regard to the APTU and ATMF Uniform Rules. She also played an active role in preparing meetings of OTIF's Committee of Technical Experts and

its working group Tech, and drafted working documents, thereby contributing to the development of technical interoperability in the Convention concerning International Carriage by Rail (COTIF).

Ms Price also closely followed developments in European regulations and their implications for OTIF law, while representing the Secretariat in specialised working groups and at various international events.

Before joining OTIF, she held positions at the International Union of Wagon Owners (UIP) and the European Association of Railway Infrastructure Managers (EIM).

The OTIF Secretariat wishes

Ms Price every success in her new role and thanks her for her commitment to the Organisation.



OTIF AT THE UNECE INLAND TRANSPORT COMMITTEE

On 18 February 2026, the Intergovernmental Organisation for International Carriage by Rail (OTIF) took part in the “High-Level Segment on Driving Innovation for the Future of Inland Transport” in Geneva, which was organised as part of the 88th session of the Inland Transport Committee (ITC) of the United Nations Economic Commission for Europe (UNECE).

Each year, the Inland Transport Committee brings together ministers, senior government officials and representatives of international organisations to discuss strategic directions for the sector. The 2026 session took place against a backdrop of technological, digital and organisational transformations, as well as the need to strengthen the resilience and

integration of transport systems.

The high-level segment held on 18 February 2026 provided a framework for strategic dialogue on the role of innovation in the future development of inland transport. Discussions focused on digitalisation, automation, connectivity, interoperability and the adaptation of regulatory frameworks, with the aim of supporting responsible innovation while ensuring the safety and efficiency of transport systems.

The discussion was structured around three thematic panels, including Panel 2 – “Connectivity, Mobility and Trade”, which focused on innovations in digital connectivity, international data exchange, supply chains and trade facilitation. During

Panel 2, Mr Bas Leermakers, Head of the Technical Interoperability Department, spoke on behalf of the Secretary General of OTIF. He emphasised the need to harmonise rules in order to develop integrated, reliable and efficient transport systems.

OTIF's participation is therefore part of the long-standing close cooperation between the Organisation and the UNECE. It illustrates the Organisation's ongoing commitment to contributing to international discussions aimed at promoting consistency and complementarity in the legal and technical frameworks applicable to international land transport.

INTERNATIONAL COOPERATION WITH UNCITRAL TO SUPPORT RAIL FREIGHT

From 15 to 19 December 2025, the 47th session of Working Group VI of the United Nations Commission on International Trade Law (UNCITRAL) was held in Vienna, Austria, focusing on negotiable cargo documents.

Mr Steve Davey, Senior Legal Advisor in the OTIF Secretariat's Legal Department, attended the meeting and represented the Organisation.

For several years, OTIF has been actively following and supporting discussions within UNCITRAL on the development of a new legal instrument to facilitate international freight transport, particularly in a multimodal context.

Working Group VI had developed the United Nations Convention on Negotiable Cargo Documents (NCD), which is designed to create a new type of representative document of title comparable to a maritime bill of lading for use in all modes of transport, including rail transport. This Convention, which also provides a legal framework for the recognition and use of electronic negotiable documents, was adopted

by the United Nations General Assembly on 15 December 2025 in parallel with Working Group VI. It will need ten ratifications to enter into force.

At its 47th session in December 2025, Working Group VI focused on finalising the explanatory note accompanying the United Nations Convention on Negotiable Cargo Documents. The delegations examined numerous provisions in order to clarify their scope and their relationship with existing regimes, particularly with regard to the scope of application, the mandatory content of the document, the responsibilities of operators and references to good faith.

For OTIF, the key challenge is to ensure that this new instrument can be implemented without creating uncertainty for international rail transport governed by COTIF and the CIM Uniform Rules. The CIM UR do not yet fully provide for the use of negotiable documents as representative documents of title, which is an important point of attention for the rail sector.

OTIF is therefore monitoring these developments with particular attention, while continuing to consider possible adjustments to the international railway framework, in a spirit of cooperation and legal consistency.

On the sidelines of the proceedings, Mr Steve Davey was able to discuss issues with several representatives of major professional associations in the railway sector, such as UIC, FIATA and CIT. Interinstitutional dialogue is necessary for the consistent development of international railway law.

OTIF's participation in this session illustrates the Organisation's ongoing commitment to contributing actively to international efforts to modernise legal instruments governing trade and transport.

The OTIF Secretariat would like to thank UNCITRAL and all participating delegations for the high-quality discussions and constructive cooperation, which will contribute to the harmonised development of international rail freight transport.

ENTRY INTO FORCE OF REVISED UTPS

On 1 January 2026, consolidated new versions of four Uniform Technical Prescriptions (UTPs) and modifications to one other UTP entered into force. The Committee of Technical Experts (CTE) adopted these modifications at its 17th session on 17 and 18 June 2025 in Berne. The following is a brief presentation of the changes to each UTP.

UTP applicable to the subsystem “rolling stock – locomotives and passenger rolling stock” (UTP LOC&PAS)

The revised UTP LOC&PAS includes new technical and functional provisions related to the following:

- vehicles suitable for free circulation and interchangeable vehicles. For more detailed information please refer to [Bulletin 2/2024 \(see p. 11\)](#);
- derailment detection and prevention functions; requirements for documentation that must be provided with the rolling stock concerning its interfaces with the on-board part of the control, command and signalling subsystem;
- water released by or through on-board sanitary facilities;
- the maximum current through each pantograph at standstill;
- the train recording device.

Specific cases and rules on specific environmental conditions for non-EU Contracting States have been updated.

The implementation rules have been simplified by removing the validity deadlines (phases A and B) for vehicles and types of vehicle that comply with previous versions of the UTP. This improves legal certainty for manufacturers and applicants when updated versions of the UTP come into force, e.g. during an ongoing project.

The revised UTP LOC&PAS replaces the UTP LOC&PAS of 1 January 2022, which has been repealed.

UTP applicable to the accessibility of the rail system for persons with disabilities and persons with reduced mobility (UTP PRM)

Changes in the revised UTP PRM include provisions concerning dynamic route information on board trains, provisions concerning audible signals related to passenger door opening and closing, and updated references to standards.

The implementation rules have been updated in line with the implementation rules of the UTP LOC&PAS.

The revised UTP PRM replaces the UTP PRM of 1 January 2022, which has been repealed.

UTP applicable to vehicle marking (UTP Marking)

There have been no substantive changes to the UTP Marking. The revision was necessary to update the references to EU provisions. The requirements for standard numerical markings and for letter markings for wagons are expressed more clearly.

The revised UTP Marking replaces the version of 1 April 2021, which has been repealed.

UTP applicable to the subsystem Infrastructure (UTP INF)

Changes include new provisions related to combined transport, and maximum pressure variations in tunnels with operational speeds of 200 km/h or above. The categories of lines, references to EU legislation and references to standards have been updated.

Specific cases and particular implementing rules for non-EU Contracting States have been updated.

The provisions of UTP INF are generally non-binding. However, states may only declare that a line complies with the UTP INF if compliance is duly verified.

The revised UTP INF replaces the version of 1 January 2022, which has been repealed.

Modifications to Appendix I of the Uniform Technical Prescription concerning Telematics Applications for Freight Services (Appendix I of UTP TAF)

Appendix I to the UTP TAF has been modified, but other parts of this UTP are unaffected. Appendix I contains references to technical documents issued by the EU Agency for Railways (ERA). The technical documents include standardised software coding and data message models necessary for the electronic exchange of information and the harmonised implementation of the TAF provisions. Following feedback from

the railway sector on its experience, the technical documents are regularly updated to correct errors, add new elements or make changes to the TAF data message and data model. Appendix I

to the UTP TAF was updated to reflect these changes.

All UTPs are listed below and are available in three languages on [OTIF's website \(Home »](#)

[Legal Texts » COTIF » Technical Interoperability\)](#)

Technical Interoperability Department

List of UTPs

UTP abbreviation	Subject	Date of entry into force of latest version
UTP GEN-A	Essential requirements	1.12.2017
UTP GEN-B	Subsystems	1.6.2019
UTP GEN-C	Technical file	1.12.2017
UTP GEN-D	Assessment procedures (modules)	1.10.2012
UTP GEN-E	Assessing entity - qualifications and independence	1.1.2024
UTP GEN-G	Common safety method on risk evaluation and assessment (CSM RA)	1.1.2024
UTP WAG	Freight wagons	1.1.2025
UTP Noise	Rolling stock noise	1.1.2025
UTP LOC&PAS	Locomotives and passenger rolling stock	1.1.2026
UTP Marking	External vehicle marking	1.1.2026
UTP PRM	Accessibility for persons with disabilities and persons with reduced mobility	1.1.2026
UTP TAF	Telematics applications for freight services	1.1.2023
	Appendix I to the UTP TAF	1.1.2026
UTP INF	Infrastructure	1.1.2026
UTP TCRC	Train composition and route compatibility checks	1.1.2025

18th SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS

The Committee of Technical Experts will hold its 18th session on 9 June 2026 in Berne. The Committee of Technical Experts is one of the organs of OTIF and it deals with subjects in the scope of the APTU Uniform Rules (UR) (Appendix F to COTIF) and ATMF UR (Appendix G to COTIF), most notably the rules and procedures related to the admission of vehicles in international traffic. Once the EST UR (Appendix H to COTIF) concerning the safe operation of trains enter into force, the Committee of Technical Experts will also be competent to adopt annexes to these new UR.

The invitation letter and agenda for the meeting are published on [OTIF's website](#) (select 2026). All the documents concerning proposals for binding provisions under agenda item 5 were published on OTIF's website on 16 February 2026 and the remaining working documents will be published on 13 April 2026.

See [Activities > Technical](#)

[Interoperability > Committee of Technical Experts > Working Documents](#)

The Committee of Technical Experts (CTE) will deal with items concerning the adoption of binding provisions, items concerning the approval of non-binding guidance and recommendations, and further items for consideration.

Items concerning the adoption of binding provisions

Proposal for modification of the UTP WAG

The proposed revised Uniform Technical Prescription applicable to freight wagons (UTP WAG) is part of the results of a decade-long project to better align RID and the

UTP. Requirements for vehicles intended to transport certain classes of dangerous goods will be migrated from RID to the UTP WAG, resulting in a single vehicle assessment procedure. In the newly established interface, RID will define the high-level protection needs for certain classes of very dangerous goods; for example, extra protection on a vehicle in the event of a collision. The technical vehicle requirements to fulfil RID and the related marking will be set out in the UTP WAG. Additionally, the proposal includes new provisions concerning devices to secure semi-trailers to wagons (hitches) and related markings and new requirements concerning spark arresters for fire safety.

Proposal for modification of the UTP LOC&PAS

The proposed modifications include new definitions and requirements to be met by personnel carriages to facilitate their free circulation in international traffic after admission by one competent authority. Personnel carriages are coaches intended for the transport of personnel (e.g. staff of the infrastructure manager or railway undertaking, military escort personnel, or firefighters) that could be integrated into freight trains.

Proposal for modification of the uniform format of certificates

The current provisions concerning the uniform format of certificates have been in force since 2012 and require updating to reflect developments in digitalisation. The proposal provides a new and comprehensive framework for vehicle certificates by defining not only their structure and content, but also by establishing procedures governing their issuance, updating, suspension and withdrawal, and access to them. The proposal

includes rules on authentication for both paper and digital formats. The new rules would be renamed “Annex C to the ATMF UR”.

The content of certificates and the associated annexes of the proposal are aligned with OTIF specifications and the data requirements of the European Register of Authorised Types of Vehicles (ERATV). The data structure is also aligned with the requirements of the UTP on train composition and route compatibility checks (UTP TCRC). This alignment is intended to improve the cross-border interoperability of rail operations.

Proposal for modification of Appendix I to the UTP TAF

Appendix I to the UTP TAF refers to technical documents to harmonise the implementation of freight telematics. It is regularly updated to reflect modifications to data and message models for the digital exchange of information. The aim of the proposed modifications is to correct errors and make improvements following experience with the application of the TAF specification.

Items concerning the approval of non-binding guidance and recommendations

The CTE will consider proposals to modify the guides for the application of the UTP LOC&PAS and UTP PRM. Modifications are required to address recent changes to the corresponding UTPs and take account of experience with the application of these UTPs and the EU's TSIs on which they are based.

Another proposal concerns an updated version of the OTIF Handbook for the implementation and application of the APTU and ATMF Uniform Rules. The current

version of the Handbook, which is available on [OTIF's website](#), was welcomed as a practical and useful reference for authorities and stakeholders. The proposed modifications include additional information concerning the role of the “Common safety method” (CSM) assessment bodies and the elucidation and clarification of other matters.

Furthermore, a new explanatory document concerning the ECM Regulation will be proposed. At various WG Tech meetings, Türkiye provided feedback on its application of the ECM Regulation and presented different practical use cases. Following deliberations at WG Tech, the OTIF Secretariat drafted the proposed explanatory document concerning the roles and responsibilities of Entities in Charge of Maintenance (ECMs), the relationship between ECM certification bodies and ECMs, particularly when ECMs outsource maintenance functions, and the traceability of annual reports.

Further items for consideration

The CTE's Rules of Procedure will be reviewed with the aim of aligning them with those of other OTIF committees. The proposals include changes concerning the involvement of observers and the introduction of one or more vice-chairs.

The CTE will discuss topics such as the role of OTIF in rail digitalisation, developments related to telematics in connection with the UTP TAF, progress on monitoring and assessing the implementation and application of the ATMF UR, additional technical systems being covered in UTPs (multi-system wagons), and the domestic application of OTIF's technical rules.

Lastly, the CTE will discuss its work programme and align it with OTIF's

2026/2027 Work Programme and OTIF's Long-Term Strategy.

Practical information

All OTIF members are welcome to attend sessions of the CTE. The

invited stakeholders are listed in the invitation. The next session in June will be held at OTIF's headquarters in Berne and remote participation will be possible. The CTE session will be followed by the 58th session of the standing working group Technology (WG

Tech) on 10 and 11 June 2026 at the same venue.

Technical Interoperability Department

RID/ADR/ADN JOINT MEETING

Geneva, 17 to 25 September 2025

The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe (RID/ADR/ADN Joint Meeting) in September 2025 was the fourth and last meeting of the 2024/2025 biennium. The discussions focused on amendments for the 2027 editions of the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID), the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement concerning the Carriage of Dangerous Goods by Inland Waterways (ADN).

The RID/ADR/ADN Joint Meeting was held in Geneva from 17 to 25 September 2025.

Delegates from 21 Member States of the UNECE and OTIF, the European Union, represented by the European Commission, and from 17 non-governmental organisations took part in the discussions.

Opening of the session

The Deputy Executive Secretary of the UNECE and Chief of the Sustainable Transport Division pointed out that, due to the liquidity crisis caused by major contributors failing to meet their payment obligations in full, expenditure had already had to be reduced to 80% of the approved budget in the current financial year. This had also led to a reduction in the length of UN meetings on the transport of dangerous goods. For the 2026 financial year, expenditure would have to be cut by a further 15%, which would also lead to job cuts.

Strong lobbying was needed to ensure the continuation of UNECE activities in the field of dangerous goods. Member States and non-governmental organisations were asked to inform the relevant government departments of the impact of the planned cuts on the further development of the RID, ADR and ADN regulations so that the Permanent Representations of the Member States could raise this issue during the budget negotiations. In addition, consideration should be given to the possibility of financing through extra-budgetary contributions.

The Joint Meeting agreed to hold a detailed exchange of views on initial measures and possible actions to address the financial situation of the United Nations. As the Joint Meeting is organised jointly by UNECE and OTIF, the OTIF Secretariat made proposals as to what support OTIF could provide to help reduce costs. In order to ensure the safe transport of dangerous goods and keep the

dangerous goods regulations up to date, it is also very important for OTIF that the two-year revision cycle of RID is not jeopardised.

Tanks

Separate leakproofness test of elements of battery-wagons/battery-vehicles and MEGCs

As already reported in issue 2/2025 of the Bulletin, the European Cylinder Manufacturers Association (ECMA) requested at the spring session of the Joint Meeting that repetition of the leakproofness test no longer be required after assembly of the elements of battery-wagons/battery-vehicles and multiple-element gas containers (MEGC) if the individual elements and their closures have already undergone leakproofness testing prior to assembly and the closures have not been removed in the meantime.

There was general agreement that

repetition of the test should be avoided if it can be verified that the elements and their closures have not been dismantled prior to installation in the battery-wagon/battery-vehicle or MEGC. However, a final decision was postponed until the Joint Meeting in September, once agreement had been reached on responsibility for carrying out the leakproofness test in 6.2.3.5.

The working group on tanks examined the proposal again and concluded that responsibility for carrying out a separate leakproofness test should lie with the inspection body approved for the tests in Chapter 6.8, as this is where the approval of a battery-wagon, battery-vehicle or MEGC is dealt with. The text provisionally adopted at the Joint Meeting in March was amended to stipulate that, before the unit is assembled, it must be possible to check visually that the valve has not been removed, e.g. by means of a coloured dot on the valve and the neck of the element or with adhesive tape.

Report of the ad hoc working group on harmonising RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods

As part of the harmonisation of RID/ADR/ADN with the 24th revised edition of the UN Recommendations on the Transport of Dangerous Goods, the ad hoc working group adopted tank codes and special provisions for carriage in tanks for the new entries UN 2348 Butyl acrylates, stabilised, UN 2862 Vanadium pentoxide, UN 3561 Chlorophenols, corrosive, toxic, solid, n.o.s. and UN 3562 Chlorophenols, corrosive, solid, n.o.s., which were determined on the basis of substances of the same class, classification code and packing group. In addition,

the ad hoc working group had amended the tank code and special provisions for carriage in tanks of UN 2372 1,2-Di-(dimethylamino) ethane to take account of the newly assigned subsidiary hazards of toxicity and corrosivity.

The working group on tanks confirmed the decisions of the ad hoc working group with regard to the tank codes and special provisions for carriage in tanks and decided to provide for a transitional measure for the amended tank provisions of UN number 2372. A two-year transitional measure was considered sufficient because it is assumed that this substance is more likely to be carried in pressure tanks than in LGBF tanks. This transitional period was placed in square brackets to allow the industry concerned to conduct further reviews.

Definition of service equipment of a tank

In the definition of service equipment in Chapter 6.7, cooling devices of portable tanks are considered as service equipment. The definition of service equipment in Chapter 6.8 mentions heating equipment but not cooling equipment.

The working group on tanks adopted a proposal from France specifically to mention cooling equipment in the definition of service equipment of a tank. In addition, heat insulating devices will be referred to as thermal insulating devices.

Portable tanks with shells made of fibre-reinforced plastics (FRP) in accordance with Chapter 6.10 of the IMDG Code

As part of the discussion on the dual approval of portable tanks and tank-containers (see below), Note 2

after the heading of Chapter 4.2 was amended in the 2025 edition of RID/ADR to clarify that portable tanks and UN MEGCs approved in accordance with Chapter 6.7 of the IMDG Code may be used for carriage under RID/ADR.

Portable tanks with shells made of fibre-reinforced plastics (FRP) are built in accordance with Chapter 6.9. In addition to the provisions of Chapter 6.9, the provisions of Chapter 4.2 and 6.7.2 apply, with the exception of those provisions relating to the use of metallic materials for the construction of shells of portable tanks.

The working group on tanks adopted a proposal from Norway to explain in a Note at the beginning of Chapter 4.2 that portable tanks with shells made of fibre-reinforced plastics, which are approved in accordance with Chapter 6.10 of the IMDG Code, may also be used for carriage under RID/ADR.

Revision of RID/ADR 6.8.3.2 concerning the equipment of tanks for the carriage of gases

The provisions of 6.8.3.2 apply to compressed, liquefied, dissolved and refrigerated liquefied gases in tanks, as well as to gases in battery-wagons/battery-vehicles and MEGCs. However, different provisions apply to tanks for liquefied, compressed and dissolved gases on the one hand and refrigerated liquefied gases on the other. As the provisions for the different types of tanks are mixed in 6.8.3.2, this may lead to misinterpretations.

The working group on tanks agreed to reorganise the provisions, which were also linguistically amended in some places. It was decided to adopt these texts definitively at the next Joint Meeting.

In the new 6.8.3.2.1.1 and

6.8.3.2.1.2 (previously 6.8.3.2.2 and 6.8.3.2.4), the term “bleed holes” was replaced by the term “try cocks”, which the industry considers to be more accurate. However, this term will also have to be checked at the next Joint Meeting.

Special provision TE 26, which applies to tanks for the carriage of refrigerated, liquefied flammable gases and requires that all connections for filling and emptying, including connections in the vapour phase, must be equipped with an instant-closing automatic shut-off valve as close as possible to the tank, was incorporated into the new 6.8.3.2.2.3. Integrating this special provision into the general provisions was made possible by the reorganisation of the texts. The existing transitional measures in 1.6.3.59 and 1.6.4.63 relating to the application of special provision TE 26 were amended to take account of this provision’s new location in the regulations.

As the working group on tanks assumed that demountable tanks that can be rolled are no longer in use, the provision in the previous 6.8.3.2.13 was deleted. For demountable tanks that may still be in operation, a transitional measure was provided, allowing continued use until a final date yet to be decided.

Abolition of dual approval of tanks in accordance with Chapters 6.7 and 6.8 of RID/ADR

When RID/ADR were restructured, the new Chapter 6.7 on the design, construction, inspection and testing of portable tanks was also incorporated into RID/ADR. Portable tanks are tank-containers that are used for maritime transport but can also be used for land transport. In practice, this has meant that portable tanks of Chapter 6.7 have also been approved as tank-

containers in accordance with Chapter 6.8.

The working group on tanks first discussed the issue of dual approval of tanks in spring 2023 and agreed that simultaneous approval under Chapter 6.7 and Chapter 6.8 would lead to problems with regard to approval, approval numbers, inspection and testing, use, marking and identification of the tank type. In some cases, tanks of Chapter 6.7 were not approved for land transport in various states without additional approval in accordance with Chapter 6.8. The industry emphasised the positive safety record of tanks with dual approval and the consequences for the industry if dual approval were to be abolished. The industry also pointed out that in some countries or transshipment facilities, portable tanks would not be accepted unless they were also approved as tank-containers. In this context, clarification had already been included in the 2025 editions of RID and ADR in Note 2 under the heading of Chapter 4.2 to the effect that portable tanks approved in accordance with Chapter 6.7 of the IMDG Code may also be used for carriage under RID/ADR.

At previous sessions of the Joint Meeting, a majority of the RID Contracting States/ADR Contracting Parties had already supported the abolition of dual approval, because different requirements apply in Chapters 6.7 and 6.8 for tanks used to carry certain substances. For example, some substances may be carried in portable tanks, but not in RID/ADR tank-containers. A larger number of substances may be carried in RID/ADR tank-containers, but not in portable tanks. For at least one hundred substances, RID/ADR tank-containers are permitted to have bottom openings for filling or discharge, indicated by the letter “B” in the tank code, whereas the instructions for portable tanks do not permit bottom openings

for the same substances. For a small number of substances, bottom openings are permitted in accordance with Chapters 4.2 and 6.7, but not in accordance with Chapters 4.3 and 6.8. The formulas for determining the degree of filling for liquids also differ between Chapters 4.2 and 4.3.

The working group on tanks decided to include in RID and ADR the provision that tanks constructed and approved in accordance with Chapter 6.7 from 1 January 2030 onwards may not be approved in accordance with Chapter 6.8. Conversely, tanks manufactured and approved in accordance with Chapter 6.8 may no longer be approved in accordance with Chapter 6.7 from the same date. The period until 1 January 2030 should be used to develop measures to mitigate the impact on industry. The working group on tanks agreed that the target date could be adjusted, if necessary, should the measures referred to not be completed in time.

Prohibiting the carriage of UN 3553 Disilane in tanks

The new entry UN 3553 Disilane was included in the 2025 editions of RID, ADR and ADN via the 23rd revised edition of the UN Model Regulations. In its original proposal, the European Industrial Gases Association (EIGA) had not envisaged transport in tanks, battery-wagons/battery-vehicles or MEGCs. However, when it was carried over into RID/ADR, entries were added in columns (12) and (13) and, for ADR, also in column (14), with the result that disilane may be carried in RID/ADR tanks. However, disilane was not included in the list of gases in 4.3.3.2.5 that may be carried in tanks, battery-wagons/battery-vehicles or MEGCs, which led to a discrepancy in the regulations. Although it would be possible in principle to carry disilane in battery-wagons/battery-vehicles

and MEGCs, this is not done at present, because no risk analyses are available.

Based on the proposal from EIGA, the working group on tanks decided to delete the entries in columns (10), (12), (13) and (14).

Visual inspection of the sheet metal outer shell of tank-containers

Switzerland submitted to the working group on tanks the results of two investigations into accidents in which the metal sheet of the outer shell of an insulated tank-container had come loose during transport. The loose sheet metal cladding protruded into the loading gauge and caused damage to the infrastructure. Had the metal sheet come loose while passing through a passenger station, the consequences would have been far more serious. In the incident in April 2025, only five months had passed between the successful periodic inspection and the incident.

The International Tank Container Organisation (ITCO) explained in an informal document that it had published technical guidance on the acceptable condition of containers, which provides members with assistance in inspecting tanks at the time of replacement and comprehensively covers the inspection of the outer shell. ITCO also explained that it did not see the mandatory use of cladding straps to secure the outer shell as a solution to the problem.

The working group on tanks was of the view that maintenance work and inspections during operation are crucial to preventing such incidents in future. It suggested that standard EN 12972 “Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks” should be further developed as part of the ongoing revision to provide support for the inspection of

insulation and outer shells.

Interval for the intermediate inspections of tanks for the carriage of refrigerated liquefied gases

RID/ADR 6.8.3.4.6 stipulates that for tanks intended for the carriage of refrigerated liquefied gases, periodic inspections for tank-wagons and tank-containers shall be performed eight years and for tank-vehicles no later than six years after the initial inspection, and thereafter no later than every 12 years. Intermediate inspections must be carried out no later than six years after each periodic inspection.

As RID/ADR 6.8.3.4.6 regarding intermediate inspections indicates that this is a derogation from RID/ADR 6.8.2.4.3, which also prescribes an intermediate inspection four years (tank-wagons), three years (tank-vehicles) and two and a half years (tank-containers) after the initial inspection, the United Kingdom raised the question of interpretation as to whether, in the case of tanks for the carriage of refrigerated liquefied gases, the first intermediate inspection must only be carried out after the first periodic inspection.

The working group on tanks confirmed the interpretation that, in the case of tanks for the carriage of refrigerated liquefied gases, the first intermediate inspection for tank-wagons and tank-containers is due fourteen years after the initial inspection, and twelve years after the initial inspection for tank-vehicles.

Harmonisation with the 24th revised edition of the UN Recommendations

The RID/ADR/ADN Joint Meeting focused on work relating to harmonising RID/ADR/ADN with the 24th revised edition of the

UN Recommendations on the Transport of Dangerous Goods. The Joint Meeting noted the report of the ad hoc working group on the harmonisation of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods, which had met on 15 and 16 April 2025, and adopted the proposals for amendments to RID/ADR/ADN, with a few adaptations.

In connection with this harmonisation work, the following amendments, which will be included in the 2027 editions of RID, ADR and ADN and which have already been reported on in detail in this Bulletin in the context of the meetings of the UN Sub-Committee of Experts on the Transport of Dangerous Goods, are particularly noteworthy:

- Inclusion of the subsidiary hazard of corrosivity for UN numbers 1040 Ethylene oxide, 1041 Ethylene oxide with nitrogen and 3300 Ethylene oxide and carbon dioxide mixture, as well as the associated introduction of a new classification code for flammable corrosive gases (see Bulletin 2/2024, p. 14);
- Assignment of a new special packing provision to UN number 2029 Hydrazine, anhydrous, to prevent an explosion due to increasing internal pressure in the pressure receptacle (see Bulletin 2/2024, pp. 14-15);
- Inclusion of provisions for hybrid batteries (see Bulletin 2/2024, pp. 15-16);
- Use of the “pressure-volume product” (pV product) as a new limit for pressure receptacles (see Bulletin 2/2024, p. 16);
- Addition of a new section to Chapter 6.9 with provisions for the design, construction, inspection and testing of FRP service equipment for portable

tanks (see Bulletin 2/2024, pp. 16-17);

- Clarification of the indicative list of Category A infectious substances in order to be able to respond dynamically to emerging health situations (see Bulletin 4/2024, pp. 22–23);
- Inclusion of heating machines in the proper shipping names of UN numbers 2857 and 3358 and in special provisions 119 and 291 (see Bulletin 4/2024, p. 23);
- Introduction of a new special provision for magnetic resonance imaging (MRI) equipment, which, among other things, specifies the conditions for exempting such equipment from the provisions (see Bulletin 4/2024, pp. 23–24);
- Inclusion in the regulations of wearable airbag systems as self-inflating protective equipment (see Bulletin 2/2025, p. 9);
- Specifying a limit value for physically dissolved hydrogen for the carriage in tanks of hydrogen in liquid organic hydrogen carriers (see Bulletin 2/2025, pp. 9-10);
- Limitation of the previous UN number 3536 to lithium ion batteries installed in cargo transport units and inclusion of the new UN numbers 3563 and 3564 for lithium metal batteries and sodium ion batteries installed in cargo transport units (see Bulletin 2/2025, p. 11);
- Temporary relaxations for packagings used to carry water-based paints classified as environmentally hazardous liquids (see Bulletin 2/2025, p. 12);
- Possibility of using recycled plastics material in the

manufacture of flexible intermediate bulk containers (IBCs) (see Bulletin 2/2025, p. 13).

This list is not exhaustive. However, it demonstrates clearly how closely the dangerous goods regulations are linked to technological and scientific progress – and how quickly they respond to it.

Questions pending from previous sessions

Marking and labelling of empty, cleaned packagings

At its spring session, the RID/ADR/ADN Joint Meeting dealt with the question of whether empty, cleaned packagings may continue to bear danger marks and labels if it is demonstrated that they no longer contain any residues (see Bulletin 2/2025, p. 19). Luxembourg submitted a formal proposal to the autumn session for an amendment: following the example of the requirements for placards in Chapter 5.3, a new paragraph should be added to Chapter 5.2 stating that danger labels that do not relate to the dangerous goods being carried or their residues must be removed or covered. Liquid Gas Europe opposed this amendment in an informal document, citing, among other things, potential safety disadvantages in the event of an emergency and additional costs without any discernible benefits.

In the discussion that followed, the proposal from Luxembourg did not receive majority support. Several delegations questioned the need for a general requirement to remove marks and labels and, in the absence of credible safety risks, argued in favour of maintaining the current practice.

It was pointed out that vehicles carrying, for example, liquefied petroleum gas cylinders often contain mixed loads (full, partially

full, empty/uncleaned, empty/cleaned). If danger labels on cleaned empty cylinders were removed or covered, a visual inspection alone could lead to misjudgements in an emergency. For emergency services, the “fail-safe” approach (“when in doubt, assume dangerous goods”) was therefore considered safer. In addition, danger labels and other markings are already permanently affixed to most packagings by the manufacturer (engraved, printed, etc.). These markings are generally more durable than danger labels applied retrospectively at filling facilities and ensure reliable identification during carriage and use. Lastly, it was emphasised that covering or removing danger labels could facilitate misuse, for example in the form of illegal transport.

The representative of Luxembourg withdrew the proposal and announced that a revised proposal would perhaps be submitted at a later date.

Dangerous goods in used machinery, apparatus or articles

In autumn 2017, the Joint Meeting decided to delete the exemption in 1.1.3.1 (b) for the carriage of machinery or equipment not specified in the provisions which contain dangerous goods in their internal or operational equipment. At the end of 2022, the transitional measure that continued to allow this exemption also expired. This brought the provisions largely into line with the UN Model Regulations. In addition, special provision 672 was introduced for UN number 3363. It enables extensive exemption from the regulations, but is only applicable if the quantities of dangerous goods contained in the articles do not exceed the limited quantities specified in column (7a) of Table A.

In practice, newly manufactured articles do not normally pose any

problems in terms of classification and application of the regulations, as the type and quantity of dangerous goods contained in the article are usually known. Difficulties arise primarily with used articles, where the type and quantity of remaining dangerous residues are often unknown and complete cleaning or dismantling is not possible for technical or safety reasons. Such articles are often removed from production facilities and carried for maintenance or repair. Carriage in accordance with the regulations often fails due to insufficient information. It can be assumed that such transport operations are often carried out without applying the dangerous goods regulations.

Germany and the European Chemical Industry Council (Cefic) jointly submitted a proposal aimed at creating a legally secure and practical framework for the carriage of used machinery, apparatus and articles. 2.1.5, which sets out the provisions for classifying articles containing dangerous goods, includes a new subsection with conditions under which used articles with residues of dangerous goods may be exempted from the other provisions. These include, in particular:

- The articles are carried for repair, inspection, maintenance, disposal or recycling;
- Classification of the contained substances or mixtures is not possible without disproportionate cost or effort;
- The articles do not contain any substances of classes 1,

5.2 or 7, nor any self-reactive substances of Class 4.1;

- The contained dangerous goods are removed as far as possible; no residues of dangerous goods adhere to the outside;
- The articles are carried either in strong outer packagings or – if the receptacles containing the dangerous goods are afforded adequate protection – without outer packaging;
- Packages are marked “ARTICLE CONTAINING DANGEROUS GOODS”.

At the next session of the Joint Meeting, a decision will be made on whether articles containing residues of infectious substances of Class 6.2 will be exempted from the application of the new subsection.

Questions of interpretation of RID/ADR/ADN

Battery-powered equipment mounted on road or railway vehicles

In practice, battery-powered equipment permanently fitted to road or rail vehicles is increasingly being used to handle loads at their destination (e.g. loading lifts, cranes or pumps). The International Association of the Body and Trailer Building Industry (CLCCR) asked whether the exemption according to RID/ADR 1.1.3.7 (a) for electric energy storage and production systems also applies to such systems.

A comparison of the wording of

the exemption in RID/ADR 1.1.3.7 (a) with the exemptions for gases or liquid fuels, which are also used to operate equipment in road or rail vehicles, shows that the latter explicitly refer to equipment “used or intended for use during carriage”. This specific wording does not appear in RID/ADR 1.1.3.7 (a), which leaves room for interpretation.

While some delegations were of the view that the exemption under RID/ADR 1.1.3.7 (a) also applies to equipment that is only used at the destination, others warned against an overly broad interpretation. However, there was broad agreement that the wording should be clarified in order to avoid conflicting interpretations. The Joint Meeting recommended that the matter be referred to the new informal working group on batteries of the UN Sub-Committee of Experts on the Transport of Dangerous Goods.

Next session

The next RID/ADR/ADN Joint Meeting will be held in Berne from 24 to 27 March 2026. This will be the first meeting of the 2026/2027 biennium. The main focus will be on new proposals for the 2029 editions of RID, ADR and ADN; minor corrections will also be made to the texts already adopted for the 2027 editions of RID, ADR and ADN.

Jochen Conrad
Katarina Burkhard

RESULTS OF THE 19th SESSION OF THE RID COMMITTEE OF EXPERTS' STANDING WORKING GROUP

Luxembourg, 18 – 21 November 2025

At the invitation of the Grand Duchy of Luxembourg, the 19th session of the RID Committee of Experts' standing working group took place in its capital, Luxembourg, from 18 to 21 November 2025. Participants from 17 RID Contracting States, the European Union, represented by the European Commission and the European Union Agency for Railways (ERA) and two international associations took part in the work. The session was opened with a video message from Luxembourg's Minister for Mobility and Public Works, Ms Yuriko Backes.

The meeting marked the end of the 2024/2025 biennium and was also the last opportunity in this work cycle to discuss proposals for the 2027 edition of RID.

In the run-up to the meeting, it had already been agreed with the Chair and Vice-Chair, and with the Chair of the working group on tank and vehicle technology, that for reasons of time and cost, the work of the working group on tank and vehicle technology would be integrated directly into the standing working group's discussions

Results from the subject areas dealt with by the working group on tank and vehicle technology

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

The standing working group agreed

on a clarifying comment to 6.8.2.1.2 for tank-containers. This clearly states that the load assumptions for tank-containers in rail transport referred to in this paragraph apply to transport with shunting restrictions as defined for category F-II carrying wagons in standard EN 12663.

The discussion also confirmed that, in order to ensure unrestricted shunting of carrier wagons with extra-large tank-containers (e.g. hump shunting), a separate category for extra-large tank-containers would be necessary in the future. In this case, however, container carrying wagons of category F-I in accordance with standard EN 12663 would also have to be used. Further adaptation of the provisions may be discussed again once any future work on defining a new category of carrier wagons has been completed.

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

Against the background of the introduction of digital automatic coupling (DAC) – including a continuous 400 V AC line in the train formation and additional 48 V DC batteries for operating the DAC and possible sensors on the wagon – the standing working group confirmed the need for special explosion protection measures when travelling into potentially

explosive areas (e.g. loading areas). The outcome was a consensus that specific requirements are preferable to an approach involving separate ATEX approval¹ for the wagons. The relevant provisions established in ADR were cited as the technical reference framework.

With regard to the planned transfer of technical vehicle requirements from RID to the Uniform Technical Prescription relating to the subsystem “rolling stock – freight wagons” (UTP WAG) within the framework of COTIF and to the Technical Specification for Interoperability of the subsystem “rolling stock – freight wagons” (TSI WAG) under European Union law, it was also noted that the requirements to be developed should preferably be enshrined there. As a next step, ERA agreed to organise a working group, as in the past, to analyse the issue in depth together with experts on RID and technical interoperability. The following tasks were identified: review of the ATEX Directive 2014/34/EU with regard to its applicability to dangerous goods wagons, assessment of relevant ADR provisions as to whether they can be carried over to railway vehicles, consideration of a wide range of electrical applications (not just DAC) and clarification of whether special explosion protection measures are required for certain goods in RID.

¹ Approval in accordance with Directive 2014/34/EU of the European Parliament and of the Council on the harmonisation of the laws of the Member States relating to equipment and protective systems intended for use in potentially explosive atmospheres (ATEX Directive 2014/34/EU).

Other results of the RID Committee of Experts' standing working group

Approval of the texts adopted in 2023 to 2025 for the 2027 edition of RID

The standing working group approved a document prepared by the Secretariat, which contains all the texts adopted by the Joint Meeting in 2024 and 2025 and by the standing working group in 2023 and 2024. In addition, it incorporated all additional amendments adopted for ADR by the UNECE Working Party on the Transport of Dangerous Goods (WP.15) in May and November 2025, insofar as these are relevant to rail transport.

As some draft amendments from the last RID/ADR/ADN Joint Meeting (Geneva, 17 to 25 September 2025) were left in square brackets, it was agreed to give them a final check at the 20th session of the standing working group (Berne, 27 and 28 May 2026) once they have been confirmed by the RID/ADR/ADN Joint Meeting (Berne, 24 to 27 March 2026).

Transfer of technical vehicle requirements from RID to the UTP/TSI

Amendment of TSI WAG and UTP WAG

ERA informed the standing working group of the publication of Implementing Regulation (EU) 2025/2064 of 14 October 2025 amending the TSI WAG. Among other matters, this Implementing Regulation governs the transfer of

technical vehicle requirements from RID to the TSI WAG.

For its part, the Secretariat explained that the parallel transfer to UTP WAG still requires confirmation by OTIF's Committee of Technical Experts in June 2026 and that notification of the amendments for the 2027 edition of RID will depend on this.

WE mark

With regard to the new 7.1.2.3, it was decided to clarify the marking of wagons with the alphanumeric codes of the special provisions for wagon equipment (WE) and to refer to the UTP WAG with regard to the presentation. A footnote was also approved to draw attention to the specific transitional measure (Table A.2, Appendix A of the UTP WAG).

Necessary adjustments to the amendments approved in 2023

In the course of transferring technical vehicle requirements from RID to the UTP/TSI, a core problem was identified, i.e. that in practice, the changeover from TE marks (TE 22/TE 25)² to WE marks³ will extend over a long transition period. This is due to the following circumstances:

- The new WE marks will only be affixed to tank-wagons built from 1 January 2027 onwards on the basis of type approvals issued after 31 December 2026.
- Tank-wagons have an estimated service life of 40 years.

- Until 31 December 2032, tank-wagons may still be built on the basis of type approvals issued until 31 December 2026, on whose tanks special provisions TE 22 and TE 25 would have to be indicated.

Against this background, there was a lengthy discussion on various transitional solutions. Among other things, this involved the question of whether the significance of the previous TE special provisions for existing tank-wagons and for tank-wagons built before 1 January 2033 on the basis of approvals issued before 31 December 2026 must remain easily detectable.

The standing working group agreed on two general transitional measures, which were left in square brackets: for tank-wagons in 1.6.3 and for all other wagons in a new 1.6.5. These are intended to enable the continued use of tank-wagons and wagons built before 1 January 2033 on the basis of approvals issued before 31 December 2026 and which are not marked with a WE mark.

In order to improve the quality of the adopted texts and to address the question of how the content of special provisions TE 22 and TE 25 (a), (d) and (e) can continue to be reflected in the regulations, it was decided to convene an informal working group at the beginning of 2026.

Updating the RID Handbook

In connection with the transfer of technical vehicle requirements from RID to the UTP/TSI, the standing working group recommended some

² The alphanumeric codes beginning with the letters "TE" refer to the special provisions for the equipment of RID tanks. In RID 2025, special provision "TE 22" contains requirements for energy absorption elements, and special provision "TE 25" describes measures to prevent the overriding of buffers and to limit the damage caused by the overriding of buffers.

³ The alphanumeric codes beginning with the letters "WE" refer to the special provisions for wagon equipment to be newly included in the 2027 edition of RID. The special provisions for wagon equipment will only contain protection objectives and will refer to the UTP/TSI for detailed technical vehicle requirements.

amendments to the RID Handbook. In essence, the adaptations concern an updated presentation explaining that, as of 1 January 2027, the detailed technical vehicle requirements will no longer be contained in RID itself but will be regulated in the UTP/TSI WAG, and that in future, RID will primarily contain protection objectives with references to these regulations.

For greater ease of use, it was also decided to include a “concordance table”, which will be published on OTIF’s website. It is intended to enable users to identify where provisions from RID 2025 can be found in RID 2027 or in Appendix I of the UTP/TSI WAG.

Spark arresters

The standing working group decided to align the RID provisions on spark arresters on wagons with the new technical requirements of the TSI WAG. The background to this is that Implementing Regulation (EU) 2025/2064 (amending the TSI WAG) has introduced specific technical requirements for spark arresters. The spark guards required in special provisions W 2⁴ and W 8⁵ must in future comply with the requirements of UTP/TSI WAG via the new special provision for wagon equipment WE 6⁶.

Use of the term “vehicle” in RID

The standing working group dealt with the inconsistent use of the term “vehicle” in RID. The background to this is that the term “vehicle” refers to railway and/or road vehicles depending on the context,

which can lead to problems of interpretation in practice. On the basis of a document prepared by the Secretariat, which systematically listed the places where the term “vehicle” can be found and proposed specific clarification for each occurrence of the term, the standing working group agreed on a set of clarifying amendments which will be submitted to the RID Committee of Experts for adoption. For example, the term “vehicle” should be replaced by the term “road vehicle” as defined in RID wherever it is used in the sense of ADR. However, wherever the term “vehicle” is intended to cover both railway and road vehicles, both types of vehicle will be explicitly mentioned.

Safety measures for the transport of ammonia

On the basis of a document submitted by the Netherlands and against the background of a serious derailment accident on 25 December 2022 in Serbia, in which ammonia leaked as a result of damage to a protruding manhole cover, the standing working group discussed safety measures for the transport of ammonia. The Netherlands’ document emphasised that the product leakage could probably have been prevented if the manhole cover on the tank-wagon had been recessed or protruded above the surface of the bolts.

During the discussions, it became clear that various technical solutions already exist (e.g. recessed dome covers or dome covers with recessed bolts). At the same time, consideration should be given to whether supplementary provisions

would be appropriate, not only for ammonia but also, where necessary, for other toxic and corrosive gases. In view of the possible impact on other tank equipment (e.g. safety valves) and the need for consistent treatment of tank-wagons, tank-containers and tank-vehicles, the working group recommended that further discussion be held within the framework of the RID/ADR/ADN Joint Meeting. The Netherlands announced that it would revise its proposal on the basis of the comments received.

Residue on the outside of the tank during carriage

The standing working group dealt with the question of how the provisions of RID concerning residues on the outside of tanks of the goods being carried should be interpreted in practice. This issue arose as the result of a Dutch report on an increasing number of cases in which the substances being carried (e.g. heavy fuel oil) were found as deposits or leakage residues on chains, valves and on the outside of tank-wagons. The Netherlands requested confirmation of its interpretation of 4.3.2.4.1 and 4.3.2.3.5, according to which the presence of the filling substance on the outside of the tank during carriage is to be considered as non-compliance with RID.

The discussion revealed that the authorities’ practices are not uniform across Europe. Some delegations confirmed the Netherlands’ interpretation in principle and reported that wagons contaminated in this way must be cleaned before continuing their journey. Other delegations emphasised the need

⁴ “W 2” is a special provision for the carriage of substances and articles of Class 1 in packages. According to RID 2025, wagons with regulation spark-guards must be used for the carriage of substances and articles of divisions 1.1, 1.2, 1.3, 1.5 and 1.6.

⁵ “W 8” is a special provision for the carriage of packages bearing an additional label in accordance with Model No. 1 (explosive properties). Only wagons with regulation spark-guards may be used for this type of transport.

⁶ Special provision for wagon equipment “WE 6” to be newly included in RID 2027 will refer to the provisions of UTP WAG Appendix I, Section B with regard to the requirements for spark arresters with which a wagon must be equipped.

for case-by-case assessment, particularly for substances such as heavy fuel oil (distinction between old solidified and fresh oily residues). It was emphasised that the wording of RID explicitly refers to “dangerous residues” and does not therefore cover every case of the filling substance adhering. The decisive factor is therefore whether there is a danger to persons, property or the environment, or whether safety-related equipment is impaired.

In addition, the technical inevitability of certain adhesions in practice and the responsibility of participants in the transport chain (particularly the filler and the receiving railway) were addressed. In summary, the standing working group concluded that dangerous residues should be considered an infringement, but that an assessment must often be made on a case-by-case basis. Better communication and systematic reporting of defects to the fillers were considered important to be able to identify potential structural problems.

Accident in Hustopeče nad Bečvou

The standing working group took note of an interim report from the Czech Republic on the

serious accident that occurred on 28 February 2025 at Hustopeče nad Bečvou station. A freight train derailed and 17 tank-wagons carrying a total of over 1,000 tonnes of benzene caught fire. There were no injuries, but the damage to property and the environment is estimated to exceed €20 million, with a large part of this amount attributable to the clean-up of environmental damage.

During the discussion, it was suggested that operational provisions should also be reviewed until technical train control systems (e.g. ETCS) are introduced across the board. In particular, this concerns avoiding potential distractions to the train driver by accompanying staff and ensuring that information about work on the line and speed restrictions is available in good time. The standing working group agreed to revisit the issue once a final report is available.

Any other business

National translations of RID

The Secretariat again reminded the RID Contracting States to send it a link to their national translations of RID so that they could be published on OTIF's website. Belgium, the

Czech Republic, Denmark, Finland, Hungary, Latvia, the Netherlands, Slovakia, Spain and Sweden have already provided these links. They are published on OTIF's website under [Legal Texts > Dangerous Goods – RID](#).

Next session

The 20th session of the RID Committee of Experts' standing working group will be held in Berne on 27 and 28 May 2026. At this meeting, only minor corrections can be made to decisions already taken for the 2027 edition of RID, and the final decisions of the Joint Meeting (Berne, 24 to 27 March 2026) can be taken into account. Following the meeting of the standing working group, the 59th session of the RID Committee of Experts will take place on the afternoon of 28 May 2026, at which all the amendments to enter into force on 1 January 2027 will be formally adopted.

Katarina Burkhard

CALENDAR OF OTIF'S MEETINGS IN 2026

DATE	EVENT	ORG	LOCATION
24 - 27 March	RID/ADR/ADN Joint Meeting	UNECE	Berne - Switzerland
14 April	3 rd session of the Supervisory Authority		Berne - Switzerland
19 - 20 May	142 nd Session of the Administrative Committee		Berne - Switzerland
27 - 28 May	20 th session of the RID Committee of Experts' standing working group		Berne - Switzerland
28 May	59 th session of the RID Committee of Experts		Berne - Switzerland
9 June	18 th session of the Committee of Technical Experts		Berne - Switzerland (HYBRID MEETING)
10 - 11 June	Working Group WG TECH. 58 th Session		Berne - Switzerland (HYBRID MEETING)
23 - 24 June	9 th session of the ad hoc Committee on Legal Affairs and International Cooperation		Berne - Switzerland (HYBRID MEETING)

EVENTS WITH OTIF PARTICIPATION IN 2026

DATE	EVENT	ORG	LOCATION
26 March	CIM Committee	CIT	Berne - Switzerland (HYBRID MEETING)
5 - 8 May	119 th session of the Working Party on the Transport of Dangerous Goods, WP.15	UNECE	Geneva - Switzerland
6 - 8 May	International Transport Forum – Summit 2026	ITF – OECD	Leipzig - Germany
19 - 22 May	Working Group on Annex 2 to SMGS “Provisions for the Carriage of Dangerous Goods”	OSJD	Warsaw - Poland
20 - 21 May	CIV Working Group	CIT	Berne - Switzerland (HYBRID MEETING)
24 - 25 June	Railway Interoperability and Safety Committee (RISC)	European Commission	Brussels - Belgium



Dear readers

If you would like to subscribe to OTIF's publication, the Bulletin of International Carriage by Rail, please send an e-mail to the following address:

media@otif.org

You can also read the Bulletin on OTIF's website **www.otif.org** under the tab headed "Media".

Thank you for your continued interest.
The Bulletin editor

© 2026 OTIF. This work is openly licensed under the [CC BY licence](https://creativecommons.org/licenses/by/4.0/)

Gryphenhübeliweg 30 CH - 3006 Berne

Phone : + 41 (0)31 359 10 10 | Fax : + 41 (0)31 359 10 11 | info@otif.org | www.otif.org

