



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

**OTIF/RID/CE/GTP/2024-A**

24 June 2024

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

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**Final report of the 17<sup>th</sup> session of the RID Committee of Experts'  
standing working group  
(Berne, 22 May 2024)**

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**ITEM 1: Approval of the agenda**

*Document:* [RID-24005-CE-GTP17](#) (Secretariat)

1. The provisional agenda contained in calling notice RID-24005-CE-GTP17 dated 21 March 2024 was adopted.

**ITEM 2: Presence**

2. The following RID Contracting States took part in the work of the 17<sup>th</sup> session of the standing working group (see also Annex V):

Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Hungary, Italy, Luxembourg, the Netherlands, Poland, Slovakia, Spain, Sweden, Switzerland and the 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: the European Chemical Industry Council (Cefic), the International Union of Railways (UIC) and the International Union of Wagon Keepers (UIP).

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

**ITEM 3: Approval of the draft notification texts**

Consolidated texts adopted by the RID/ADR/ADN Joint Meeting in 2022, 2023 and 2024 and by the RID Committee of Experts' standing working group in November 2022 and November 2023

*Document:* [\[OTIF/RID/NOT/2025\]](#) (Secretariat)  
[OTIF/RID/CE/GTP/2024/5](#) (Secretariat)

4. Document [OTIF/RID/NOT/2025] mainly contained texts with a grey background that had already been examined or adopted at the last session of the standing working group (see report [OTIF/RID/CE/GTP/2023-A](#), Annex I). The references to standards EN 14129:[2023] and EN ISO 21011:[2023], which were contained in document [OTIF/RID/CE/GTP/2023/10](#), Part III, were not included in these texts because, according to a communication from CEN, standard EN 14129:[2023] would not be published in time for reference in RID/ADR 2025 and standard FprEN ISO 21011 had been deleted from the work programme for the time being (see also document 2024/5, paragraph 16).
5. The standing working group examined all the texts in document [OTIF/RID/NOT/2025] that were not marked in grey, which were primarily texts adopted by the last RID/ADR/ADN Joint Meeting (Berne, 25 to 28 March 2024). The reference to amendment A1 of standard EN ISO 17871 adopted at the last Joint Meeting was not included in these texts because, according to information from CEN, it could not be published before 1 June 2024 (see also document 2024/5, paragraph 18).
6. It also checked whether the texts in document 2024/5, which were adopted by the 115<sup>th</sup> session of WP.15 (Geneva, 2 to 5 April 2024) could also be carried over into RID. The WP.15 amendments already incorporated by the Secretariat in document [OTIF/RID/NOT/2025] were adopted. This also applied to the subsequent amendment to 6.8.2.6.2 made in the final version

of the report of the 115<sup>th</sup> session of WP.15, according to which the new line for standard “EN 12972:2018 + A1:2024” in column (3) must also refer to 6.8.2.3.

7. The standing working group noted that standard EN ISO 10297:2024 (4.1.6.15 and 6.2.4.1) shown in square brackets in document [OTIF/RID/NOT/2025] **was** published on 10 April 2024; EN 12972:2018 + A1:2024 (6.8.2.3.2 and 6.8.2.6.2, 6.8.4 d) special provision TT 8, 7.3.3.2.7 special provision AP 11 paragraphs 4 and 4.5) was published on 8 May 2024 and EN 13322-1:2024 (6.2.4.1) was published on 15 May 2024 and the square brackets could therefore be deleted (see Annex I).
8. With regard to paragraph 25 of document 2024/5, the Secretariat pointed out that the clarification concerning 6.8.2.4.3, according to which only an intermediate inspection is to be carried out if the date set for the intermediate inspection has been passed, would also be published on OTIF’s website.
9. The Secretariat drew attention to paragraphs 26 to 28 of document 2024/5, which set out the discussions in WP.15 on an amendment to the definition of **closed** vehicle. The Secretariat asked whether the definition of **closed** wagon should also perhaps be amended to reflect comparable developments in the design of wagons (e.g. wagons with sliding tarpaulins). The representative of UIC replied that UIC did not see any need to amend the definition of **closed** wagon in RID.
10. Those delegations that considered an amendment to be necessary were requested to submit proposals.

**ITEM 4: Interpretation of RID**

11. No documents were submitted for this agenda item.

**ITEM 5: Proposals to amend RID**

**A. Pending issues**

Publication of IRS 40471-3 adapted to RID 2025

*Document:* [OTIF/RID/CE/GTP/2024/6](#) (UIC)

12. The standing working group adopted UIC’s proposal to refer in the footnote to 1.4.2.2.1 to the 4<sup>th</sup> edition of IRS 40471-3, which will apply from 1 January 2025 (see Annex I).

Draft handbook on the application and implementation of RID

*Document:* [OTIF/RID/CE/GTP/2024/4](#) (Secretariat)

13. In document 2024/4, the Secretariat submitted a draft handbook on the application and implementation of RID, which had been prepared at the request of the General Secretariat of the Cooperation Council of the Arab States of the Gulf (GS-GCC) and might be helpful for the accession of future states to COTIF. The Secretariat pointed out that separate handbooks had also been drafted for the appendices on contract law and the technical appendices to COTIF, which were dealt with in the relevant OTIF committees.
14. The Secretariat explained that it had received an informal proposal briefly to cover Chapter 1.11 in the handbook as well (Internal emergency plans for marshalling yards). It supported this proposal, as this chapter was very important for safety due to the array of various dangerous goods in marshalling yards (see Annex III).

15. At the suggestion of the representatives of Austria, Hungary and the United Kingdom, various sections were corrected or supplemented (see Annex III).
16. The standing working group asked the Secretariat to send the handbook to the GS-GCC once these amendments had been made and to publish it on OTIF's website.

## **B. New proposals**

### Assignment of special provision TM 6 (orange band) to four UN numbers in Table A

*Document:* [OTIF/RID/CE/GTP/2024/2](#) (Belgium)

17. With regard to Belgium's proposal to assign special provision TM 6 to UN numbers 1001, 1067, 1076 and 1081, the representative of the United Kingdom explained that these UN numbers were assigned special provision TU 17 or TU 40, according to which only battery-wagons or MEGCs the elements of which are composed of receptacles could be used for the carriage of these substances. As special provision TM 6 only prescribes an orange band for tank-wagons, the representative of Belgium withdrew her document 2024/2.

### Assignment of special provisions WE 4 and WE 5 to all entries in Table A

*Document:* [OTIF/RID/CE/GTP/2024/1](#) (Belgium)

*Informal document:* [INF.1](#) (UIP)

18. In her document 2024/1, the representative of Belgium referred back to a decision taken at the last session of the standing working group to assign special provisions WE 4 and WE 5 to all entries in Table A. These special provisions provide for the voluntary fitting of wagons with systems to prevent derailments or to limit the consequences of derailments. Belgium requested that these two special provisions not be assigned to any entry in Table A for the time being, as the principle of voluntary fitting also applies to the other WE special provisions.
19. In his informal document INF.1, the representative of UIP supported Belgium's proposal.
20. The Secretariat drew attention to the fact that including provisions in special provisions that were not ultimately assigned to any entry in Table A contradicted the basic structure of RID. Until a decision was taken to introduce one of these two special provisions as a mandatory requirement for certain dangerous goods, the general provision in 7.1.2.1.6 should be considered sufficient.
21. The representative of ERA pointed out that provisions for the voluntary fitting of systems to prevent derailments or to limit the consequences of derailments were mentioned in the general part of the WAG TSI. If such systems are fitted, the wagons must be marked to indicate the characteristics of the wagon. He argued in favour of retaining special provisions WE 4 and WE 5, because marking with "WE 4" and "WE 5" would also apply via the general part of the WAG TSI to wagons that are not used for the carriage of dangerous goods. Different marking of dangerous goods wagons and non-dangerous goods wagons would not be practical.
22. The discussion also revealed that the first sentence in 7.1.2.3 (see report OTIF/RID/CE/GTP/2023-A, Annex II), which is intended for the 2027 edition, could be better worded to make it clear that marking is only required if the wagon actually has the equipment described in special provisions WE 1 to WE 5. In light of the decisions on the WAG TSI, Belgium, ERA, UIP or the Secretariat should submit a proposal for new wording to the next meeting of the standing working group.
23. The standing working group adopted the amendments proposed by Belgium in proposals 1 and 2 of document 2024/1, with a minor amendment (see Annex II).

Adaptation of the RID Committee of Experts' Rules of Procedure

*Document:* [OTIF/RID/CE/GTP/2024/3](#) (Secretariat)

24. In response to a request from the standing working group, the Secretariat submitted document 2024/3 setting out the revised Rules of Procedure for the RID Committee of Experts, in which, in particular, Article 11 § 4 concerning the submission of informal documents was adapted to the Rules of Procedure of the Joint Meeting. In addition, gender-neutral language had been used and various other adaptations made in line with current practice.
25. The standing working group approved the amended Rules of Procedure with some corrections and additions (see Annex IV) and requested the Secretariat to submit these amended Rules of Procedure to the 58<sup>th</sup> session of the RID Committee of Experts (Berne, 23 May 2024) for approval.

**ITEM 6: Harmonisation of RID and SMGS Annex 2**

26. No documents were submitted for this agenda item.

**ITEM 7: Information from the European Union Agency for Railways (ERA)**

*Informal document:* [INF.2](#) (ERA)

27. The standing working group noted the information contained in informal document INF.2 submitted by ERA.
28. With regard to the **possible future** amendment to the WAG TSI aimed at making the fitting of spark arrestors mandatory for certain types of wagon (see paragraphs 16 to 20 of informal document INF.2), the **standing working group asked the representative of ERA to submit a proposal on this to the next session, if necessary.**

**ITEM 8: Any other business**

Closure of the session

29. The Secretariat explained that for the 58<sup>th</sup> session of the RID Committee of Experts (Berne, 23 May 2024), it would prepare document OTIF/RID/CE/2024/1, which would contain all the corrections and additions (see also Annex I) to be made to document [OTIF/RID/NOT/2025] in accordance with the decisions of the 17<sup>th</sup> session of the standing working group. This document, together with the draft notification texts (document [OTIF/RID/NOT/2025]), would form the basis for the final adoption of the 2025 amendments to RID.
30. The Secretariat would also submit a final version of the Rules of Procedure of the RID Committee of Experts (document RID-24008-CE), which would take account of all the corrections made at the meeting of the standing working group (see Annex IV).
31. 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.
32. In response to a question from the Chair, the Secretariat informed the meeting that a consolidated version of Table A of RID applicable from 1 January 2025 would be available in all three language versions in the course of September 2024.

Future Chair

33. The Chair announced that after eight years as Chair of the standing working group, she would like to give another delegate the opportunity of chairing. She asked delegates who might be interested to contact the Secretariat. If none of the delegates felt called upon, she would continue serving as the Chair.

Next session

34. The 18<sup>th</sup> session of the RID Committee of Experts' standing working group will be held in Madrid (Spain) in the week from 18 to 22 November 2024. The duration of the session can be decided at a later date. A meeting of the working group on tank and vehicle technology might be held in the same week directly before the meeting of the standing working group. The deadline for the submission of documents to the standing working group is **4 October 2024**. In order to plan the duration of the meeting, delegates are requested to inform the Secretariat by **6 September 2024** at the latest of the topics on which they intend to submit proposals.

**Texts adopted by the 17<sup>th</sup> session of the RID Committee of Experts' standing working group to enter into force on 1 January 2025**

## Chapter 1.4

1.4.2.2.1 In footnote 17, replace "1 January 2023" by:

"1 January 2025".

[Reference document: OTIF/RID/CE/GTP/2024/6]

## Chapter 4.1

### 4.1.4.3

LP 905 [The amendments in the German version do not apply to the English text.]

## Document [OTIF/RID/NOT/2025] adopted with the following amendments

## Chapter 4.1

### 4.1.4.1

P 200 [The first correction to the amendments to table 2, twelfth indent, in the French version does not apply to the English text.]

In the amendments to table 2, in the twelfth indent, replace the reference to footnote (d) by a reference to footnote (h).

The graph on the filling ratios for UN number 1965 appears in new footnote (g), instead of footnote (f).

4.1.6.15 In the third indent, delete the square brackets.

## Chapter 6.2

6.2.4.1 In the amendments to the table, under "**for design and construction of pressure receptacles or pressure receptacle shells**", in the fourth indent, delete the square brackets for standard "EN 13322-1:[2024]".

In the amendments to the table, under "**for design and construction of closures**", in the second indent, delete the square brackets for standard "EN ISO 10297:[2024]".

## Chapter 6.8

6.8.2.3.2 Delete the square brackets for standard "EN 12972:2018 + A1:[2024]".

6.8.2.6.2 In the third indent, delete the square brackets for standard "EN 12972:2018 + A1:[2024]".

### 6.8.4 (d)

TT 8 Delete the square brackets for standard "EN 12972:2018 + A1:[2024]".



## Chapter 7.3

### 7.3.3.2.7

**AP 11** In paragraphs 4 and 4.5, delete the square brackets for standard "EN 12972:2018 + A1:[2024]".

**Texts adopted by the 17<sup>th</sup> session of the RID Committee of Experts' standing working group to enter into force on 1 January 2027**

Amendments to be made to document OTIF/RID/CE/GTP/2023-A

**Chapter 3.2**

**Table A** Delete the last amendment.

[Reference document: OTIF/RID/CE/GTP/2024/1]

**7.1.2.2** After codes "WE 4" and "WE 5", insert a reference to the following footnote:

“\* This special provision is not currently assigned to any entry in Table A. However, wagons may be equipped with a system described in this special provision on a voluntary basis (see Note to 4.3.2.1.1.2 and 7.1.2.2).”

[Reference document: OTIF/RID/CE/GTP/2024/1, as amended]

**Corrections and additions to be made to the draft handbook on the application and implementation of RID (document OTIF/RID/CE/GTP/2024/4)**

**1.2** Replace the first map by the latest version.

**2.** Amend the second bullet point to read:

- "• Use, construction and testing of packagings, portable tanks, multi-element gas containers (MEGCs) and bulk containers,".

At the end of the third bullet point, replace "and portable tanks" by:

"and bulk containers".

At the end of the fourth bullet point, replace the full stop by a comma and add the following bullet points:

- "• Security,
- Training,
- Transport operations."

**3.1** In the fifth bullet point, replace "e.g. UTPs and TSIs" by:

"e.g. Unified Technical Prescriptions (UTPs) and Technical Specifications for Interoperability (TSIs)".

**4.1** After the fifth sub-paragraph, insert the following sub-paragraph:

"This chapter also contains provisions for notifications of occurrences involving dangerous goods (see also section 6.2.3)."

Amend the last sub-paragraph to read:

"Chapter 1.10 was added to the dangerous goods regulations after the terrorist attacks of 11 September 2001 and contains measures and precautions to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property and the environment."

At the end, add the following sub-paragraph:

"Chapter 1.11 deals with the internal emergency plans for marshalling yards, which are intended to ensure that in the event of an accident or incident in marshalling yards, all parties involved co-operate in a coordinated way and the consequences of the accident or incident for human life or the environment are minimised. Due to the accumulation of a wide variety of dangerous goods in marshalling yards, these emergency plans are of great importance for safety."

**4.6** At the end of the title, replace "and tanks" by:

", tanks and containers for carriage in bulk".

In the first sentence after the title, replace "and tanks" by:  
", tanks and containers for carriage in bulk".

**6.2** In the last bullet point, amend the following:

– Replace "extraordinary" by:

"exceptional".

– Replace "(see section 6.10 below)" by:

"(see section 6.2.9 below)".

**7.** In the fourth bullet point, after "drafted", insert:

"or recognized".

[The amendment to the sub-paragraph after the bullet points in the German version does not apply to the English text.]

**Corrections and additions to be made to the revised Rules of Procedure (document OTIF/RID/CE/GTP/2024/3)**

Amend the title of the document to read:

"Rules of Procedure of the RID Committee of Experts".

**Article 5**

§ 1 Delete:  
"Representatives of".

**Article 10**

§ 2 At the end, replace "deputy Chairs" by:  
"Vice-Chairs".

§ 4 At the beginning of the second sentence, replace "He" by:  
"The Chair".

**Article 11**

§ 4 Amend the introductory sentence to read:  
"Once the deadline for the submission of proposals has expired, and during a session, representatives may submit proposals electronically for consideration in the form of informal documents drafted in English and preferably in other working languages, provided:"  
Delete paragraph (a). Paragraphs (b) to (f) become paragraphs (a) to (e).  
Delete the sentence after paragraphs (a) to (e) (previous paragraphs (b) to (f)).

**Article 24**

§ 2 Replace "author" by:  
"speaker".

§ 3 Replace "observers or experts" by:  
"persons delegated by observers, or experts".

§ 4 In the first sub-paragraph, replace "observers and experts" by:  
"persons delegated by observers and experts".  
In the second sub-paragraph, replace "observers and experts" by:  
"persons delegated by observers and experts".

**Article 26**

**§ 2** In the first sentence, replace "observers and experts" by:  
"persons delegated by observers and experts".

Liste de participation  
Liste der Teilnehmerinnen und Teilnehmer  
List of participants

**I. États parties au RID/RID-Vertragsstaaten/RID Contracting States**

**Allemagne/Deutschland/Germany**

Ms Linda **Rathje-Unger**  
Mr Frank **Jochems**

**Autriche/Österreich/Austria**

Mr Othmar **Krammer**

**Belgique/Belgien/Belgium**

Ms Caroline **Bailleux**

**Danemark/Dänemark/Denmark**

Ms Bolette **Daugaard**

**Espagne/Espanien/Spain**

Mr Luis **del Prado Arévalo**

**Finlande/Finnland/Finland**

Mr Jarkko **Voutilainen**

**France/Frankreich/France**

Mr Vincent **Colliaux Brière**

**Hongrie/Ungarn/Hungary**

Mr György **Lengyel**

**Italie/Italien/Italy**

Mr Benedetto **Legittimo**  
Mr David **Diafani**  
Mr Francesco **Traina**  
Mr Rocco **Cammarata**  
Mr Andrea Giuseppe **Ercole**

**Luxembourg/Luxemburg/Luxembourg**

Mr Iliass **Zerktouni**

**Pays-Bas/Niederlande/Netherlands**

Ms Sam **van de Snepscheut**  
Mr Nanja **Smets**

**Pologne/Polen/Poland**

Mr Łukasz **Balcerak**

**République tchèque/Tschechische Republik/Czech Republic**

Mr Luboš **Knížek**

**Royaume-Uni/Vereinigtes Königreich/United Kingdom**

Ms Patricia **Findlay**  
Mr Arne **Bale**

**Slovaquie/Slowakei/Slovakia**

Ms Olga **Dmitrieva**

**Suède/Schweden/Sweden**

Mr Joakim **Agås**  
Mr Henric **Strömberg**

**Suisse/Schweiz/Switzerland**

Ms Ingrid **Hincapié**



**II. Organisations internationales gouvernementales/  
Internationale Regierungsorganisationen/International governmental organisations**

**Union européenne/Europäische Union/European Union**

Commission européenne/Europäische Kommission/European Commission

Mr Roberto **Ferravante**

Agence de l'Union européenne pour les chemins de fer/Eisenbahnagentur der Europäischen Union/  
European Union Agency for Railways (ERA)

Mr Emmanuel **Ruffin**

**III. Organisations internationales non gouvernementales  
Internationale Nichtregierungsorganisationen  
International non-governmental organisations**

**Cefic**

Mr Jörg **Roth**

**UIC**

Mr Joost **Overdijkink**

**UIP**

Mr Rainer **Kogelheide**

Mr Philippe **Laluc**

**IV. Secrétariat/Sekretariat/Secretariat**

Mr Jochen **Conrad**

Ms Katarina **Burkhard**

**V. Interprètes/Dolmetscher/Interpreters**

Mr Werner **Küpper**

Ms Viviane **Vaucher**

Mr David **Ashman** (OTIF)

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