



OTIF/RID/CE/GTP/2024/1

3 April 2024

Original: French

RID: 17th Session of the RID Committee of Experts' standing working group
(Berne, 22 May 2024)

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

Proposal transmitted by Belgium

SUMMARY

Explanatory summary: Assignment of special provisions WE 4 and WE 5 to all entries in Table A.

Decision to be taken: Reconsider the decision to assign WE 4 and WE 5 to all entries in Table A.

Related documents: [OTIF/RID/CE/GTP/2023/6](#)
[OTIF/RID/CE/GTP/2023-A](#), paragraph 44

Introduction

1. At the 16th session of the RID Committee of Experts' standing working group in November 2023, when discussing document [OTIF/RID/CE/GTP/2023/6](#), which contained the recommendations of the Joint Coordinating Group of Experts, the meeting supported the Secretariat's suggestion "to assign special provisions WE 4 and WE 5, which provide for the voluntary fitting of wagons with systems to prevent derailments or to limit the consequences of derailments and which were derived from the previous Note to 7.1.1, to all entries in Table A." (See report [OTIF/RID/CE/GTP/2023-A](#), paragraph 44).

2. The adopted texts read as follows:

“Chapter 3.2

Table A In the new column (14), assign “WE4 WE5” to all substances.

Chapter 7.1

7.1.1 Delete the Note.

7.1.2.1.6 Wagons may be equipped with optional devices

a) limiting the consequences of a derailment;

NOTE: If applied, such a system shall conform to the requirements of UTP WAG, Appendix I, section F.1.

b) preventing the occurrence of a derailment;

NOTE: If applied, such a system shall conform to the requirements of UTP WAG, Appendix I, section F.2.

7.1.2.2

WE 4 The wagon may be equipped with a system limiting the consequences of its derailment, when it occurs. If used, this system shall conform to the requirements of UTP WAG, Appendix I, section F.1.

WE 5 The wagon may be equipped with a system preventing its derailment. If used, this system shall conform to the requirements of UTP WAG, Appendix I, section F.2.”

3. In view of the following paragraphs, it is not necessary to assign special provisions WE 4 and WE 5 to all entries in Table A:

- Note to 4.3.2.1.1.2: “Wagons equipped with additional wagon equipment conforming to a WE code in accordance with 7.1.2.2, but which is not required in Column (14) of Table A in Chapter 3.2, may also be used.”
- Note to 7.1.2.2: “Wagons equipped with additional wagon equipment conforming to a WE code in accordance with 7.1.2.2, but which are not required in Column (14) of Table A in Chapter 3.2, may also be used.”

This assignment could even cause confusion, as the principle of voluntary equipping also applies to the other WE special provisions.

4. This was already discussed in the RID/TSI group of experts on 13 March 2023 and 19 April 2023 and the conclusion was as follows (see document *RID 2025 - TSI 2025 for wagon requirements - review for RID-TSI expert group - clean-note.doc*, which was discussed by the RID/TSI group of experts on 19 April 2023):

“WE 4 and WE 5 shall not be introduced in the table A as they are voluntarily applicable measures. However, when applied these measures shall comply with interoperability requirements in UTP/TSI and the wagons shall be marked with “WE 4” or “WE 5”.

In this way the note in section 7.1.1 of current RID version is replaced by 7.1.2.6 and WE 4 and WE 5.”

5. In Belgium's view, special provisions WE 4 and WE 5 may not be assigned to any entry in Table A as long as this equipment is not mandatory.

Currently, these two special provisions allow wagons to be equipped on a voluntary basis with a clear reference to the technical requirements and marking provisions.

If necessary in future, the first sentence of special provisions WE 4 and WE 5 could be expressed as an obligation:

"The wagon ~~may~~ **shall** be equipped with a system limiting the consequences of its derailment, when it occurs."

Special provisions WE 4 and WE 5 could then be assigned to certain entries in Table A.

Proposals

6. Proposal 1

Delete the following amendment:

Chapter 3.2

Table A In the new column (14), assign "WE4 WE5" to all substances."

This proposal corresponds to the texts proposed by the RID/TSI group of experts (see document OTIF/RID/CE/GTP/2023/6).

7. Proposal 2

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 these systems on a voluntary basis (see Note to 4.3.2.1.1.2 and 7.1.2.2)."

Justification

8. The assignment of codes WE 4 and WE 5 to all entries in Table A is confusing, as the principle of voluntary equipping also applies to the other WE special provisions (see Note to 4.3.2.1.1.2 and 7.1.2.2).
9. The relevance of these special provisions, even if they are not mandatory for any product, is that they provide a clear reference to the technical requirements and marking provisions in the case of voluntary equipping.

Feasibility

10. This proposal changes nothing in terms of feasibility.
11. This proposal does not entail any amendments to the texts of the TSIs/UTPs.