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1	<b>(TOP) Priority 1: Preventing reoccurrence of legal inconsistency</b>	This mainly concerns new items 1.1) under current discussion for which legal amendments may be adopted in short to medium terms by the Joint Meeting or Committees, or 1.2) with strategic and long-term development characteristics for which a legislative orientation should be advised
2	<b>Priority 2: Solving current implementation problems for the existing EU/COTIF legislation</b>	In the first instance, this should mainly concern implementing issues relating to the 4RP. 2.1) Vehicle authorisation related issues, or 2.2) Single Safety Certificate related issues, or
3	<b>Priority 3: Cleaning backlog</b>	This mainly concerns long lasting inconsistencies already discussed by the RID/ATMF working group, which should be resolved, but which do not currently create major implementation issues.

Item closed

P	Items identified in the conclusions of the RID/ATMF working group	Description (Excerpt from RID/ATMF final report)	Previous priority level	Rapporteur	Status /Action
1	<b>1 b - Design and construction of vehicles: way of specifying; functional/technical solutions</b>	The process described in this paper foresees that protection objectives will be included in RID and that the technical requirements to fulfil these objectives would be included in TSIs/UTPs. The RID could then refer to the TSIs/UTPs where feasible.	1	Secretariat	Principle is supported by the JCGE. Consider test cases
1	<b>1 b</b>	<b>6.8.2.1.2</b> Tank-wagons shall be constructed as to be capable of withstanding, under the maximum permissible load, the stresses which occur during carriage by rail.1 As regards these stresses, reference should be made to the tests prescribed by the competent authority. (This requirement is deemed to be met if – the notified body in charge of verifying compliance with the technical specification for interoperability (TSI) relating to the subsystem "rolling stock – freight wagons" of the rail system in the European Union (Commission Regulation (EU) No 321/2013 of 13 March 2013) or – the assessing entity in charge of verifying compliance with the uniform technical prescriptions (UTP) applicable to the Rolling Stock subsystem: FREIGHT WAGONS – (Ref. A 94-02/2.2012 of 1	2	DE, ERA	Covered by INF. 1 decided by the JCGE meeting on 6 September 2023. However, in light of introduction of DAC, further discussion is required on the topic of risk management.  EN 12663-2 state of play still remaining

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	<p>January 2014) has successfully evaluated compliance with the provisions of RID, in addition to the requirements of the TSI or UTP mentioned above, and has confirmed this compliance by a relevant certificate.</p>			
<p><b>1b</b></p>	<p><b>6.8.3.1.6 on tank protection</b>                  Tank-wagons and battery-wagons shall be fitted with buffers with a minimum energy absorption capacity of 70 kJ. This provision does not apply to tank-wagons and battery-wagons fitted with energy absorption elements in accordance with the definition in 6.8.4, special provision TE 22.  <b>Special provision TE 22</b> In order to reduce the extent of damage in the event of a collision shock or accident, each end of tank-wagons for substances carried in the liquid state and gases or battery-wagons shall be capable of absorbing at least 800 kJ of energy by means of elastic or plastic deformation of defined components of the sub frame or by means of a similar procedure (e.g. crash elements). The energy absorption shall be determined in relation to a collision on Priority 1: for a straight track. Energy absorption by means of plastic deformation shall only occur in conditions other than those encountered during normal conditions of rail transport (impact speed higher than 12 km/h or individual buffer force greater than 1500 kN). Energy absorption of not more than 800 kJ at each end of the wagon shall not lead to transfer of energy to the shell which could cause visible, permanent deformation of the shell. The requirements of this special provision are deemed to be met if crashworthy buffers (energy absorption elements) that conform to clause 7 of standard EN 15551:2009 + A1:2010 (Railway applications – Railway rolling stock – Buffers) are used and if the resistance of the wagon body satisfies clause 6.3 and sub clause 8.2.5.3 of standard EN 12663-setting of high 2:2010 (Railway applications – Structural requirements of railway vehicle bodies – Part 2: Freight wagons). The requirements of this special provision are deemed to be met by tank-wagons with an automatic coupling device equipped with energy absorption elements capable of absorbing at least 130 kJ at each end of the wagon.</p>	<p>3,                  Priority 1: for testing recommended RID/ATM F approach with high level objectives set out in RID.</p>	<p>UIP</p>	<p>Covered by INF. 1 decided by the JCGE meeting on 6 September 2023. However, in light of introduction of DAC, discussion is required on the topic of risk management.</p>

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1	1b	<p>OTHER inputs since 2017: BASF study on extra-large tank-containers/spigots and labelling of carrying wagons</p> <p>Issues to reflect one:</p> <ul style="list-style-type: none"> <li>• Which wagons can be used in combination with bulk tank containers (BTC)?</li> <li>• Should a specific class of wagons be defined in EN 12663?</li> <li>• Buffer plates may be a solution, but where should they be specified?</li> <li>• The wagons would become longer. Could TE25 dealt with in RID by introducing stronger tank ends?</li> <li>• Should there be degree of filling requirements for BTC.</li> </ul>	1	CEFIC, UIP	<p>UIP and CEFIC had agreed to make proposal. The item is also related to risks due to buffer override. In relation to TSI, operational restrictions would have to be introduced. This point is pending the development of the EN 12663-2</p>
1	1b	<p>OTHER inputs since 2017: central coupling and harmonised energy absorption</p>	<p>3, but 1 for testing recommended RID/ATM F approach with high level objectives set out in RID</p>		<p>Item closed Covered by INF.1 decided by the JCGE meeting on 6 September 2023.</p>
1	<p><b>2 a - Vehicle authorisation process</b> Responsibilities for conformity assessment (Notified Body for vehicles)</p>	<p><b>7.1.1 (NOTE):</b> Wagons are allowed to be equipped with detection devices which indicate or react to the occurrence of a derailment, provided that the requirements for the authorisation for placing into service of such wagons are met. The requirements for placing into service of wagons cannot prohibit or impose the use of such detection devices. The circulation of wagons shall not be restricted on the grounds of the presence or lack of such devices.</p>	3	ERA/DGM OVE	<p>Item closed Revised TSI WAG adopted on 8 September UTP WAG update to follow adoption of the TSI.</p>
1	2a	<p>Respective roles of the railway NoBo and the tank assessing experts + proper use of standards 14025 and 12663</p>	2	DE	<p>This item is managed under 1b-6.8.2.1.2.</p>

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1	<p><b>2 b - Vehicle authorisation process and actors involved (competent authority)</b></p>	<p>Conclusions of the Joint Meeting working group on inspection and certification of tanks. At the 2019 Joint meeting, the experts identified a possible risk for double inspection despite the certification of tanks. The inspection should be a possibility, but not a standard requirement in the vehicle authorisation. Competent Authorities should be able to trust the certification according to RID.</p>	1	Secretariat	<p>Item closed</p> <p>Joint Meeting results contained in 2021/23/Rev.1. together with document 2021/34 from CH, it introduced amendments for entry into force in RID and ADR on 1 January 2023. The text would be the new 6.8.1.5.5, which is how to apply this rule in accordance with 1.8.7.5 of RID</p> <p>(the competent authority may require on an occasional basis an entry into service verification of a tank to verify conformity with the applicable requirements.)</p> <p>In addition, a RID footnote:          “Tank wagons that have received a vehicle authorisation from ERA, this authorization shall be sufficient and no entry into service verification <b>shall</b> be required to confirm the conformity of the tank for the purposes of registering the tank wagon in the national vehicle register.”</p>
1	<p><b>4 b - Operation and maintenance Actors and terminology: e.g. carrier vs RU, tank wagon operator vs keeper</b></p>	<p>Some RID terminology is similar to terminology used in the transport of dangerous goods by other transport modes. Some examples: Carrier: company that transports the dangerous goods. The carrier according to RID is the railway undertaking that is effectively carrying out the transport. RID specifies that the wording of "tank-wagon operator" is equivalent to the wording "vehicle keeper". A table of correspondence, with explanations, where relevant, could be developed to help both sides understand the respective roles and responsibilities.</p>	2		<p>At the 4<sup>th</sup> JCGE meeting the ERA proposal to adapt the reference to EU legislation in <i>footnote 5 to the definition of "tank-wagon operator" in RID 1.2.1, 1.4.3.5, 4.3.2.1.7, 6.8.2.5.2 was not supported.</i></p> <ul style="list-style-type: none"> <li>-Comments were collected and submitted with the meeting report</li> <li>- ERA presented an explanation or new proposal to the standing working group in November 2021.</li> <li>-The standing working group did not support for ERA's proposal.</li> <li>-EC decided to discuss this topic in an informal working group. There is no information on the progress.</li> </ul>

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1	<b>4 c - Operation and maintenance Telematics and the TAF TSI</b>	Possible interaction between TAF TSI and 1.4.2.2.5, 1.4.3.6 (b) and 5.4.0 of RID to be analysed	1	<b>DE &amp; FR DGMOVE (DTLF)</b>	EC informed that the TSIs on telematics applications were being revised, where TAF and TAP TSI would be merged and provisions related to the exchange of information related to dangerous goods would be included. The TSI recommendation will be shared with the delegates of the JCGE, when it becomes available.
1	<b>4 d - Operation and maintenance process and rules</b>	With the introduction of the concept of the entity in charge of maintenance (ECM) in RID 2017, this topic is an example of good coordination between both domains of law. This subject may require coordination in the future, for which this paper suggests a process.	2	Secretariat	Item closed Revised ECM regulation at EU level. ECM Regulation at COTIF (Annex A of ATMF) in force 1 April 2021. ECM definition and a footnote reference of the ECM definition to the EU Regulation have been added to the RID 2021.
1	<b>4 e - Operation and maintenance Safety responsibilities</b>	Safety responsibilities of the actors as defined in Directive 2008/68/EC and Chapter 1.4 of RID, in relation to new Safety Directive (EU) 2016/798.	Priority 1, including taking into account new Annex H to COTIF.	<b>UIP</b>	Item closed for JCGE. EC confirmed that JNS gave a recommendation on the Great Belt incident, which concerned the safety of loads and did not concern dangerous goods. ERA confirmed that JNS had issued its final report, however, there would still be a follow-up procedure on this topic.
1	<b>5 b -Coordination processes between RID and general railway legislation For reporting of accident/incidents and statistics</b>	New working group created by RID/ADR/AND Joint Meeting identifying interfaces with ERA tasks	1	Chair of Joint meeting and ERA	-ERA informed that the Working group CSM-ASLP and Joint Meeting's working group on accidents/occurrence reporting had a joint meeting in March 2023. It was agreed that the CSM ASLP did not need to be changed on the aspect of dangerous goods. Additional discussions of the Joint

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					<p>Meeting's working group have been planned on 23-25 October.                  -At EU level, the CSM ASLP document is at the European Commission in preparation for adoption. It is likely that there would be amendments to RID and ADR.</p>
<p><b>1</b></p>	<p><b>5 c - Coordination processes between RID and general railway legislation. For national rules and their legal justification (RID/Railway Safety Directive) and possibilities of either harmonising or removing them.</b></p>	<p>1) National provisions appear in different forms and are sometimes not very transparent. Besides national provisions, there may be arrangements at national level in the form of private agreements. In general, national requirements are not helpful for international harmonisation and the aim should therefore be to harmonise them or to remove them. The new coordination group, as suggested in this paper, could help in harmonising national rules which have their origin in the two domains of law (e.g. RID and the Safety Directive/national safety rules) or could give advice on removing them on the basis of one of the domains of law.</p> <p>2) interpretation of RID 1.4.3.3, 1.4.3.7, and 1.4.2.2. and ensuring the traceability of evidence of safety checks.</p>	<p>2</p>	<p>Secretariat EC (DGMOVE)</p>	<p>UIC has launched a questionnaire to understand the state of play and identify barriers that hampered cross-border traffic. The questionnaire would also focus on dangerous goods. This initiative has been put on hold until the EU completes its work on the cleaning-up of notified national rules, (by the end of 2023).</p>
<p><b>2</b></p>	<p><b>1 a - Design and construction of vehicles: scope of RID and Interoperability Directive with respect to vehicle requirements</b></p>	<p>For reasons of efficiency and clarity it is desirable that all vehicle requirements are checked in the process for admission or authorisation of the vehicles according to ATMF and Directive (EU) 2016/797 respectively. The group therefore supports the migration of vehicle requirements from RID to TSIs/UTPs by application of a mutually agreed process. It is noted that in the EU, TSIs for vehicles are applied before authorisation within the meaning of the EU Interoperability Directive. In principle, TSI requirements only apply to new, renewed or upgraded wagons. TSI requirements do not, in principle, apply retroactively to existing vehicles but TSI can – in defined cases – also apply to existing vehicles. RID provides the possibility to specify retroactive requirements and already does so by requiring the existing fleet to meet new provisions. A certain deadline (transitional period) for implementation may be defined by so-</p>	<p>2or 3</p>		<p>Principle already applied</p>

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		called transitional provisions. ATMF is consistent with RID in the sense that it makes direct reference to RID in Article 19 § 5.			
3	<b>1 b - Design and construction of vehicles: way of specifying; functional/technical solutions</b>	<b>6.8.2.1.29</b> The minimum distance between the headstock plane and the most protruding point at the shell extremity on tank-wagons shall be 300 mm. Alternatively for tank-wagons for substances other than those for which the requirements of special provision TE 25 of 6.8.4 (b) apply, buffer override protection of a design approved by the competent authority shall be provided. This alternative is only applicable to tank-wagons used solely on railway infrastructure requiring a freight vehicle gauge smaller than G1.	3		Consider whether to involve the NoBo. Covered by INF.1 decided by the JCGE meeting on 6 September 2023.
3	<b>1 b - Design and construction of vehicles: way of specifying; functional/technical solutions</b>	<b>6.8.2.5.2</b> The following particulars shall be inscribed on both sides of the tank-wagon (on the tank itself or on plates): <ul style="list-style-type: none"> <li>- vehicle keeper marking or name of operator;</li> <li>- capacity</li> <li>- unladen mass of tank-wagon</li> <li>- load limits according to the characteristics of the wagon and the nature of the lines used;</li> <li>- for the substances according to 4.3.4.1.3, the proper shipping name of the substance(s) accepted for carriage</li> <li>- tank code according to 4.3.4.1.1</li> <li>- for substances other than those according to 4.3.4.1.3, the alphanumeric codes of all special provisions TC and TE which are shown in column (13) of Table A of Chapter 3.2 for the substances to be carried in the tank; and</li> <li>- date (month, year) of the next inspection in accordance with 6.8.2.4.2 and 6.8.2.4.3 or with the TT special provisions of 6.8.4 for the sub-stance(s) accepted for carriage. If the next inspection is an inspection in accordance with 6.8.2.4.3, the date shall be followed by the letter "L".</li> </ul>	2		Investigate more closely the interface between tank and vehicle.
3	<b>1 b - Design and construction of vehicles: way of specifying;</b>	<b>Special provision TE 16</b> No part of the tank-wagon may be of wood, unless this is protected by a suitable coating.	3		

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	functional/technical solutions				
3	1b	<p><b>Special provision TE 17. For demountable tanks, the following requirements apply:</b></p> <ul style="list-style-type: none"> <li>-they shall be so fixed on the underframe of the wagon that they cannot move</li> <li>- they shall not be interconnected by a manifold</li> <li>- if they can be rolled, the valves shall be provided with protective caps.</li> </ul>	3		
3	1 b	<p><b>Special provision TE 25</b> Shells of tank-wagons shall also be protected against the overriding of buffers and derailment or, failing that, to limit damage when buffers override by at least one of the following measures.</p>	3		Covered by INF.1 decided by the JCGE meeting on 6 September 2023.
3		<p><b>Measures to avoid overriding.</b> Device to protect against the overriding of buffers. The device to protect against the overriding of buffers shall ensure that the sub-frames of the wagons remain on the same horizontal level. The following requirements shall be fulfilled:</p> <p>The device to protect against the overriding of buffers shall not interfere with the normal operation of the wagons (for example negotiating curves, Berne rectangle, shunter's handle).</p> <p>The device to protect against the overriding of buffers shall permit the free taking of curves by another wagon fitted with a device to protect against the overriding of buffers in a curve of 75 m radius).</p> <p>The device to protect against the overriding of buffers shall not interfere with the normal functioning of the buffers (elastic or plastic deformation) (see also special provision TE22 in 6.8.4 (b)).</p> <p>The device to protect against the overriding of buffers shall function independently of the condition of the load and the wear and tear of the wagons concerned.</p>	3		Covered by INF.1 decided by the JCGE meeting on 6 September 2023.



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	<p>The device to protect against the overriding of buffers shall withstand a vertical force (upwards or downwards) of 150 kN.</p> <p>The device to protect against the overriding of buffers shall be effective irrespective of whether the other wagon concerned is fitted with a device to protect against the overriding of buffers. It shall not be possible for devices to protect against the overriding of buffers to obstruct each other.</p> <p>The increase in the overhang for fixing the device to protect against the overriding of buffers shall be less than 20 mm.</p> <p>The width of the device to protect against the overriding of buffers shall be at least as big as the width of the buffer head (with the exception of the device to protect against the overriding of buffers located above the left-hand footboard, which shall be tangent to the free space for the shunter, although the maximum width of the buffer must be covered).</p> <p>A device to protect against the overriding of buffers shall be located above every buffer.</p> <p>The device to protect against the overriding of buffers shall permit the attachment of buffers prescribed in standards EN 12663-2:2010 Railway applications – Structural requirements of railway vehicle bodies – Part 2: Freight wagons and EN 15551:2009 + A1:2010 (Rail-way applications – Railway rolling stock – Buffers) and shall not present an obstacle to maintenance work.</p> <p>The device to protect against the overriding of buffers shall be built in such a way that the risk of penetration of the tank end is not increased in the event of a shock.</p>			
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3	1b	<p><b>Measures to limit damage when buffers override.</b> Increasing the wall thickness of the tank ends or using other materials with a greater energy absorption capacity. In this case, the wall thickness of the tank ends shall be at least 12 mm. However, the wall thickness of the ends of tanks for the carriage of gases UN 1017 chlorine, UN 1749 chlorine trifluoride, UN 2189 dichlorosilane, UN 2901 bromine chloride and UN 3057 trifluoroacetyl chloride shall in this case be at least 18 mm. Sandwich cover for tank ends. If protection is provided by a sandwich cover, it shall cover the entire area of the tank ends and shall have a specific energy absorption capacity of at least 22 kJ (corresponding to a wall thickness of 6 mm), which shall be measured in accordance with the method described in Annex B to EN standard 13094 "Tanks for the transport of dangerous goods – Metallic tanks with a working pressure not exceeding 0.5 bar – Design and construction". If the risk of corrosion cannot be eliminated by structural measures, it shall be made possible to undertake an inspection of the external wall of the tank end, e.g. by providing a removable cover.</p>			<p>Covered by INF.1 decided by the JCGE meeting on 6 September 2023.</p>
3	1b	<p><b>Protective shield at each end of the wagon. If a protective shield is used at each end of the wagon, the following requirements shall apply:</b></p> <ul style="list-style-type: none"> <li>- the protective shield shall cover the width of the tank in each case, up to the respective height. In addition, the width of the protective shield shall, over the entire height of the shield, be at least as wide as the distance defined by the outside edge of the buffer heads</li> <li>- the height of the protective shield, measured from the top edge of the headstock, shall cover either two thirds of the tank diameter or at least 900 mm and shall in addition be equipped at the top edge with an arresting device for climbing buffers</li> <li>- the protective shield shall have a minimum wall thickness of 6 mm</li> <li>- the protective shield and its attachment points shall be such that the possibility of the tank ends being penetrated by the protective shield itself is minimized.</li> </ul>			<p>Covered by INF.1 decided by the JCGE meeting on 6 September 2023.</p>

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<p><b>1b</b></p>	<p><b>Protective shield at each end of wagons fitted with automatic couplers.</b> If a protective shield is used at each end of the wagon, the following requirements shall apply:</p> <ul style="list-style-type: none"> <li>- the protective shield shall cover the tank end to a height of at least 1100 mm, measured from the top edge of the headstock, the couplers shall be fitted with anticreep devices to prevent unintentional uncoupling and the protective shield shall, over the entire height of the shield, be at least 1200 mm wide</li> <li>- the protective shield shall have a minimum wall thickness of 12 mm.</li> <li>- the protective shield and its attachment points shall be such that the possibility of the tank ends being penetrated by the protective shield itself is minimized.</li> <li>- The wall thicknesses specified in (b), (c) and (d) above relate to reference steel. If other materials are used, except if mild steel is used, the equivalent thickness shall be calculated in accordance with the formula in 6.8.2.1.18. The values of Rm and A to be used shall be specified minimum values according to material standards.</li> </ul>	<p>3</p>	<p>Covered by INF.1 decided by the JCGE meeting on 6 September 2023.</p>
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