TO THE MEMBER STATES OF OTIF, ASSOCIATE MEMBERS OF OTIF, REGIONAL ORGANISATIONS WHICH HAVE ACCEDED TO COTIF, AND TO INTERNATIONAL ORGANISATIONS AND ASSOCIATIONS INTERESTED IN THE WORK OF OTIF

Invitation to the second meeting of the Joint Coordinating Group of Experts
Bern, 9-11 September 2019
The Secretary General of OTIF is convening the second meeting of the RID-ATMF Joint Coordinating Group of Experts (JCGE) on improving the consistency between legislation relating to the transport of dangerous goods by rail and legislation relating to the safety and interoperability of railways on

**9-11 September 2019**

**9.9.2019 14:00 – 17:30**  
**10.9.2019 09:00 – 17:00**  
**11.9.2019 09:00 – 12:00**

**Venue:** Universal Postal Union  
Weltpoststrasse 4  
3015 Bern  
Switzerland

The JCGE was set up following the conclusions of the RID-ATMF Working Group meeting on 13 April 2017 and the creation of this group was endorsed by OTIF’s RID Committee of Experts and Committee of Technical Experts, and by the EU’s Committee on the Transport of Dangerous Goods and Railway Interoperability and Safety Committee. This type of coordination was anticipated under Articles 11 and 12 of the Administrative Arrangements Agreement between OTIF, the Directorate-General for Mobility and Transport of the European Commission (DGMOVE) and the European Union Agency for Railways (ERA).

The meeting languages will be English, German and French. There will be simultaneous interpretation into English only.

The provisional agenda and the list of invited international organisations and associations can be found in the enclosed annexes.

Please register as soon as possible and by 23 August 2019 at the latest.

The registration form for the meeting can be found on the OTIF website under Events > Registration Form.

Yours faithfully,

(Wolfgang Küpper)  
Secretary General

**Annexes:**

1. Provisional agenda  
2. List of invited international organisation and associations
Annex 1: Provisional Agenda

1. Approval of the agenda

2. Approval of Article 5 § 2 (a) and Article 9 § 1 of the Rules of Procedure

3. Appointment of chair or co-chairs

4. Review and report on the list of priority items agreed at the previous meeting:

   The JCGE (Bern, 6 to 8 February 2019) agreed on the following actions (see document OTIF/RID/CE/JCGE/2019-A/Add.1)

   **ITEM 1: 6.8.2.1.2**  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.

   (¹ 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 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.)

   At the last meeting of the RID Committee of Experts’ working group on tank and vehicle technology, it was agreed that this issue would be dealt with at national level in Germany and presented at the next meeting of the working group on tank and vehicle technology. The conclusions and a proposal for how to deal with this can be presented to this group. This item should be combined with item 2.a "Respective roles of the railway No Bo and the tank assessing experts + proper use of standards EN 14025 and EN 12663."

   **Rapporteur: DE**

   Document not yet available.

   **ITEM 2: 6.8.3.1.6**  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.

   Test case for energy absorption and application of the procedure. UIP to prepare for an informal document on keepers’ practices for JCGE (9-11 September).

   **Rapporteur: UIP**

   Document not yet available.
ITEM 3: Other input since 2017: BASF study on extra-large tank-containers/spigots and labelling of carrying wagons (linked to item 6 (27) of document INF.1 submitted to the preparatory meeting).

Rapporteur: CEFIC/UIC
Document not yet available.

2 a - Vehicle authorisation process – Responsibilities for conformity assessment (Notified Body for vehicles)

ITEM 4: 7.1.1 (NOTE): 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.

ERA and DG MOVE to make a presentation on the forward planning and approach for the revision of the WAG TSI and the inclusion of provisions relating to DDD.

Rapporteur: ERA/DGMOVE
Document not yet available.

2 b - Vehicle authorisation process – Authorisation process and actors involved (competent authority)

ITEM 5: Conclusions of the RID/ADR/ADN Joint Meeting working group on inspection and certification of tanks. Priority 1, Secretariat, pending final report of the working group at the RID/ADR/ADN Joint Meeting in September 2019.

Rapporteur: OTIF Secretariat
Document not yet available.

4 e - Operation and maintenance: safety responsibilities


UIP to submit document and give presentation.

Rapporteur: UIP
Document not yet available
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.

ITEM 7: 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 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.

JCGE to invite UIC to present its work on national dangerous goods rules.

Rapporteur: UIC
Document not yet available.

5. Update of priority items
6. Any other business
7. Next meeting
Annex 2: List of invited international organisations and associations

- European Chemical Industry Council (CEFIC)
- Community of European Railway and Infrastructure Companies (CER)
- International Union of Railways (UIC)
- International Union of Wagon Keepers (UIP)
- International Union of Combined Road-Rail Transport Companies (UIRR)
- Association of the European Rail Industry (UNIFE)