



Organisation intergouvernementale pour les transports internationaux ferroviaires
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Commission d'experts techniques
Fachausschuss für technische Fragen
Committee of Technical Experts

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16TH SESSION

Migrating vehicle requirements from RID to the UTPs and TSIs

INFORMATION FROM THE SECRETARIAT

*The texts in the paragraphs preceded by * were previously submitted to the 16th session of the RID Committee of Experts' standing working group (London, 20 to 23 November 2023) in document OTIF/RID/CE/GTP/2023/6 of 3 October 2023 (see https://otif.org/en/?page_id=7321).*

* The Joint Coordinating Group of Experts (JCGE) held a hybrid meeting on 6 September 2023. The main task of this meeting was to adopt recommendations for amendments to transfer technical vehicle requirements applicable to wagons for the carriage of dangerous goods, which were previously only included in RID, to the Uniform Rules concerning the Validation of Technical Standards and the Adoption of Uniform Technical Prescriptions applicable to Railway Material intended to be used in International Traffic (APTU – Appendix F to COTIF) and the Technical Specifications for Interoperability (TSIs) of the rail system in the European Union respectively, and to retain only protective aims in RID.

* The work of the JCGE was prepared by workshops organised by the European Union Agency for Railways (ERA), in which dangerous goods and railway experts were represented. The workshops were attended by representatives from Austria, Belgium, Finland, France, Italy, Lithuania, the Netherlands, the United Kingdom, the European Commission, the European Chemical Industry Council (Cefic), the Community of European Railways (CER), the International Union of Railways (UIC), the International Union of Wagon Keepers (UIP), the International Union of Combined Road-Rail Transport Companies (UIRR) and the Union of European Railway Industries (UNIFE). The workshops also took into account the planned introduction of digital automatic coupling devices (DAC) and incorporated this into the proposals to amend the UTPs and TSIs.

* It is imperative that the recommended amendments to RID, the UTPs and TSIs enter into force at the same time. The amendments should enter into force on either 1 January 2025 or 1 January 2027.

* Following the JCGE meeting, a letter was sent to the Chairs of OTIF's RID Committee of Experts, OTIF's Committee of Technical Experts, the European Commission's Committee on the Transport of Dangerous Goods and the European Commission's Railway Interoperability and Safety Committee setting out the recommendations of the 6th session of the JCGE (Berne, 6 September 2023). All the above-mentioned committees can make the necessary semantic and editorial changes, but should refrain from making substantial changes, as these could affect the integrity and coherence of the proposals.

* Initial reactions from the Chair of the Railway Interoperability and Safety Committee and the Chair of the Committee of Technical Experts indicate that entry into force on 1 January 2025 will probably not be possible, as the procedures for drafting the TSIs and the UTPs set a timeframe which, from the current perspective, cannot be met for this early entry into force.

The proposed texts for the modification of RID are set out in document OTIF/RID/CE/GTP/2023/6 of 3 October 2023, which is available on OTIF's website (https://otif.org/en/?page_id=7321) in the three working languages.

The proposed texts for the modification of the TSI and UTP for freight wagons are available in the letter (reference TECH-23036) of 19 September 2023 from the Chair of JCGE. This letter is available on OTIF's website (https://otif.org/en/?page_id=7318) in English only. In line with the normal procedure for drafting and modifying UTPs, the Secretariat proposes that the new texts be integrated in the UTP for freight wagons (UTP WAG) after similar amendments are made to the TSI. The drafting of the UTP WAG modifications should be in the remit of WG TECH, after which these should be proposed for adoption by the Committee of Technical Experts in 2026 at the latest. These proposals will be in the three working languages.

PROPOSALS FOR DECISION

- The Committee of Technical Experts takes note of the advice formulated by the Joint Coordinating Group of Experts to migrate vehicle requirements from RID to the Uniform Technical Prescription applicable to the subsystem: “rolling stock - freight wagons” (UTP WAG) in document TECH-23036 of 19 September 2023 and of the information provided by the Secretariat in document TECH-24014-CTE16-6.6 of 15 April 2024.
- The Committee of Technical Experts notes that the modifications to the UTP WAG should take effect on 1 January 2027 at the latest, meaning that they should be adopted in June 2026 at the latest.
- The Committee of Technical Experts intends to follow its established practice for modifying UTPs, meaning that it would align the UTP WAG with the modifications that the European Union will make to the TSI for freight wagons.
- The Committee of Technical Experts requests the Secretariat and WG TECH to follow the developments in the European Union in this regard and to prepare relevant proposals for a future session of the Committee of Technical Experts.