



Bulletin

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

128th year
N°1/2020

Bulletin of
International
Carriage
by Rail

NEWS OTIF

- 4 The mail by rail project presented in Xiamen
- 4 OTIF takes part in discussions on the Trans-Asian Railway Network
- 5 Visit to the Embassy of Afghanistan
- 6 International Transport Forum Consultation Day
- 6 OTIF photos on line

COTIF

- 7 Depository Notifications

COMMUNICATING AND DISSEMINATING

- 8 Diplomatic Conference on the MAC Protocol, the Luxembourg Protocol and OTIF
- 8 7th International Symposium in Dobo
- 9 Presentation on RID in Beijing
- 9 Delegation from Denmark visits OTIF's headquarters

DEVELOPMENT OF RAILWAY LAW OTIF-COTIF

- 10 Monitoring and assessment of legal instruments
- 10 From Xi'an to Hamburg via Baltijsk and Sassnitz/Mukran

RAILWAY TECHNOLOGY

- 12 Vehicle registers
- 14 13th session of the Committee of Technical Experts

DANGEROUS GOODS

- 16 RID Committee of Experts' standing working group
11th Session
- 19 RID/ADR/ADN Joint Meeting

DIARY OF EVENTS

Photos

UPU
OTIF

International Transport Forum
www.mukran-port.de

EDITORIAL



The opportunities for international rail transport as a result of the increasing trade between Europe and the Far East, particularly China, are huge. The time it takes for rail transport between Asia and Europe is decreasing at a rapid rate. Rail transport is increasingly becoming an economic and reliable alternative to the more expensive air freight option and more time-consuming sea routes. It is to be hoped that the negative effects of the outbreak of the Corona virus disease on the performance of transport can quickly be resolved.

The potential that so-called e-commerce offers in terms of rail transport became clear at an event organised in Xiamen, China, by our sister organisation, the Universal Postal Union (UPU). The aim here is to achieve the “Mail by Rail” project, so that the volume of parcel transport in this rapidly growing segment of the economy can be sustainably managed by rail.

However, it is also interesting that rail transport is not just limited to a few corridors, but that a number of new transport routes are being chosen. In our Bulletin, you can find out, for example, something about the corridor which passes through the Russian region of Kaliningrad and the German ferry port of Mukran on the island of Rügen. This traffic is based on the common CIM/SMGS consignment note, which relies on the law of OTIF and OSJD.

In the technical area, COTIF rules are based on, and are compatible with, EU law. Several COTIF provisions are currently being reviewed in the light of changes to EU law in the scope of the technical pillar of the 4th Railway Package. This Bulletin contains an article about changes to the specifications for vehicle registers and gives an insight into the proposals that will be discussed at the next session of the Committee of Technical Experts, which will be held in Berne on 16 and 17 June.

I hope you enjoy reading this issue of the Bulletin.

Wolfgang Küpper
Secretary General

THE MAIL BY RAIL PROJECT PRESENTED IN XIAMEN

The Universal Postal Union (UPU) Global Conference on Cross-Border Cooperation in an E-commerce World was held in Xiamen in the People's Republic of China from 26 to 28 November 2019.

On Wednesday 27 November, the Secretary General of OTIF, Mr Küpper, was invited to take part in session 5 concerning e-commerce and international transport in the context of the “mail by rail” project.

He emphasised the importance of cooperation and harmonisation in reducing the fragmentation of international law, particularly with regard to the regulations that apply to cross-border Euro-Asian rail transport. OTIF has also been involved in UPU’s “mail by rail” project to strengthen cooperation with the World Customs Organisation (WCO) and the Organisation for Cooperation between Railways (OSJD).

Mr Küpper then explained the major role of OTIF and COTIF in international rail transport. COTIF is a flexible and neutral international convention which facilitates the carriage of goods by rail and intermodally between China and Europe. Rail freight transport has great potential as a less expensive

and quicker solution than air and maritime transport, but the volume remains low. COTIF and its appendices can provide one element of a regulatory response to enable postal consignments resulting from e-commerce to be carried by rail.



OTIF TAKES PART IN DISCUSSIONS ON THE TRANS-ASIAN RAILWAY NETWORK

The Secretariat of the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) invited OTIF’s Secretary General, Mr Küpper, to take part in the expert group meeting on the use of new technologies to facilitate international rail transport, which was held at the sixth biennial meeting of the Working Group on the Trans-Asian Railway Network at the United Nations Conference Centre in Bangkok from 9 to 12 December 2019.

The aim was to share good practices concerning electronic data interchange between various actors in the rail sector in order to ensure that information flows freely along the international rail corridors.

The Trans-Asian Railway was formalised in an intergovernmental agreement that entered into force in 2009, and it is vital to the development of the railways in the Asia Pacific region, as it connects the national networks to a regional network.

In this respect, Mr Küpper explained that COTIF enables different railway networks to be connected; this is because the Convention provides harmonised law and a framework for the development of legal and technical interoperability. He presented the specific case of the Uniform Rules concerning the Contract of International Carriage of Passengers by Rail (CIV UR).

He concluded by saying that OTIF played the role of an interface that makes railway networks interoperable and that

harmonisation in electronic data interchange between the railways, which would reduce border crossing times, was necessary to

improve the competitiveness of rail transport.

VISIT TO THE EMBASSY OF AFGHANISTAN

The Secretariat of OTIF travelled to Geneva on 13 January 2020 to make a courtesy visit to the Embassy and Permanent Representation of the Islamic Republic of Afghanistan.

On 1 May 2019, Afghanistan became the 51st member of the Intergovernmental Organisation for International Carriage by Rail and its accession to COTIF 1999 and all its appendices contributes to establishing a uniform framework for international rail transport between Europe and Asia.

The Secretary General of OTIF, Mr Küpper, and the head of the administration and finance department, Ms Andriamahatahity, met the deputy chief of mission, Mr Shoaib Timory.



INTERNATIONAL TRANSPORT FORUM CONSULTATION DAY

On 28 January 2020, the Secretary General of OTIF, Mr Küpper, took part in the Consultation Day organised by OECD's International Transport Forum (ITF).

As ever, the Secretary General was pleased to accept the ITF's invitation. The day provided the opportunity for exchanges with the main international organisations working in the transport sector on the future themes of the International Transport Forum's 2020 and 2021 summits.

With its role of harmonising the rules for international rail transport, OTIF assumes the role of an interface between technical and legal regulations that are different, complementary and interconnected. Another of OTIF's roles is to accompany technical and technological innovations in the

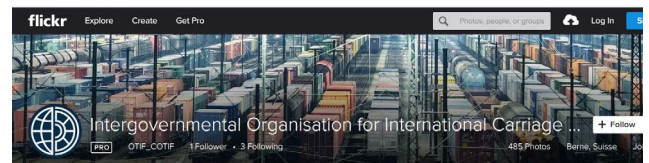
rail sector in terms of sustainable development by providing a secure, international legal framework.

The Secretary General would like to thank the ITF team for their warm welcome.



OTIF PHOTOS ON LINE

The Secretariat of OTIF is pleased to inform you that photos of the Organisation's events are now available on its Flickr account.
www.flickr.com/photos/otif_cotif



DEPOSITARY NOTIFICATIONS

Since 12 December 2019 (Bulletin 3-2019)

NOT-20008	18.02.2020	Switzerland – Approval of the amendments to COTIF and Appendices E and G adopted by the 13 th General Assembly
NOT-20004	5.02.2020	Correction RID 2019
NOT-20003	5.02.2020	List of CIV maritime and inland waterway services – Update – Modification
NOT-20002	24.01.2020	Editorial corrections to the German version of the NVR Specification adopted by the Committee of Technical Experts
NOT-20001	9.01.2020	Luxembourg - Ratification of the amendments to COTIF and Appendices D, F and G adopted by the 12 th General Assembly
NOT-19029	13.12.2019	Modifications to the NVR Specification and Appendix I to the UTP TAF adopted by the Committee of Technical Experts using the written procedure

DIPLOMATIC CONFERENCE ON THE MAC PROTOCOL, THE LUXEMBOURG PROTOCOL AND OTIF

At the invitation of the International Institute for the Unification of Private Law (UNIDROIT), the Secretariat of OTIF took part in the Diplomatic Conference for the adoption of the Protocol specific to Mining, Agricultural and Construction equipment to the Cape Town Convention, which was held in Pretoria, South Africa, from 11 to 22 November 2019.

During this Diplomatic Conference, UNIDROIT and the Rail Working Group jointly organised a side event on 12 November at South Africa's Ministry of International Relations and Cooperation (DIRCO) to present and discuss the legal functioning and economic advantages of the Luxembourg Rail Protocol to the Cape Town Convention.

When the Luxembourg Rail Protocol enters into force, the OTIF Secretariat will become the secretariat of the supervisory authority, which is in charge of setting up the International

Registry. Against this background, Ms Andriamahatahity gave a presentation on OTIF and its future role.

Like the MAC Protocol, the Luxembourg Rail Protocol is an extension of the Convention on International Interests in Mobile Equipment adopted in 2001 in Cape Town (the "Cape Town

Convention"). The Protocol has to be ratified by four states before it can enter into force. In 2018, the third state ratified the Luxembourg Rail Protocol. UNIDROIT, the depositary of the Protocol, the Rail Working Group and the Secretariat of OTIF are working closely together on preparing the future developments that will result from the fourth ratification.



7th INTERNATIONAL SYMPOSIUM IN DOBOJ

The Secretariat of OTIF took part in the 7th International Symposium entitled "New Horizons of Transport and Communications", which was held in Doboj in Bosnia and Herzegovina on 29 and 30 November 2019.

At the event, Mr Dragan Nešić gave a presentation on OTIF and explained the uniform rules of COTIF concerning the admission and use of rail vehicles in international transport.

The symposium was organised by

the Faculty of Transport and Traffic Engineering of the University of East Sarajevo. It provides a platform where scientific researchers, experts and customers from the Balkan region can meet. It provides an opportunity to exchange views on transport policy, sustainable development and the development strategy in transport engineering.

The Secretariat of OTIF has taken part in this biennial event for several years.

The Secretariat would like to thank

the University of East Sarajevo for its renewed trust.



PRESENTATION ON RID IN BEIJING

The Chinese branch of the German Institute for International Cooperation (*Deutsche Gesellschaft für Internationale Zusammenarbeit – GIZ*) invited the head of OTIF's dangerous goods department, Mr Conrad, to Beijing, China, to share his expertise in the carriage of dangerous goods by rail.

From 7 to 11 December 2019, Mr Conrad thus took part in

the 2nd SinoGerman Intermodal Transportation Forum 2019.

With the aim of acceding to ADR, the Ministry of Transport of the People's Republic of China has recently decided to translate the entire European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

However, as Mr Conrad pointed

out, in order to achieve simplified intermodal and international transport, it would be of benefit to apply RID and accede to OTIF.

Mr Conrad therefore gave a presentation on RID and explained the link that exists between ADR and RID and how these regulations are arranged so as to enable the international and intermodal transport of dangerous goods.

DELEGATION FROM DENMARK VISITS OTIF'S HEADQUARTERS

On 17 January 2020, representatives from the Railway and Aviation Division of the Danish Ministry of Transportation and Housing came to OTIF's headquarters as part of an official visit in order to study Swiss and international transport policy.

The Danish delegation included people from various backgrounds,

such as lawyers, scientists and economists. They wished to obtain information concerning OTIF's participation in decision-making processes with regard to international transport and cooperation policy. More specifically, the aim was to explain where OTIF is today and where it will be in 10 years, as well as OTIF's relationship with the EU.

The Secretary General of OTIF, Mr Küpper, was pleased to welcome the delegation from Denmark and, following a general presentation, to respond to their questions.

MONITORING AND ASSESSMENT OF LEGAL INSTRUMENTS

The Convention concerning International Carriage by Rail (COTIF) sets forth that the Intergovernmental Organisation for International Carriage by Rail (OTIF) “shall keep a watch on the application of all the rules and recommendations established within the Organisation” (COTIF Article 2 § 1, letter e)).

Monitoring implementation and application of the Organisation’s legal instruments will provide evidence concerning their usage. Based on the monitoring outcomes, assessment of the Organisation’s legal instruments will determine their relevance and whether it is necessary to revise them. It should be emphasised that successful implementation of the monitoring and assessment of legal instruments depends on the active involvement and participation of the Member States, regional organisations and relevant stakeholders.

The Working Group of Legal Experts was tasked with developing the monitoring and assessment policy for OTIF’s legal system. Adoption of the policy is

in the competence of the General Assembly. The next ordinary session of the General Assembly will take place in September 2021.

At its 2nd session (Vilnius, 30 October 2019) the Working Group of Legal Experts, among other matters:

1. noted and endorsed the proposal for a decision on the monitoring and assessment of legal instruments (draft decision) and the accompanying Explanatory Notes with the modifications approved during the session;
2. recommended that the OTIF organs listed in COTIF Article 13 §§ 1 and 2 provisionally apply the draft decision and requested the Secretariat to publish the draft decision and disseminate it to the stakeholders participating in the above-mentioned organs with an accompanying note explaining the aim of the draft decision;
3. will review the draft decision and accompanying Explanatory

Notes in order to take into account experience gained during its provisional application, before submitting the draft decision to the General Assembly for adoption;

4. instructed the Secretary General to explore reasonable and feasible tools for collecting and disseminating case law and the judicial practice of national or regional organisations’ courts in connection with the application of the Convention (database).

Based on the decision of the Working Group of Legal Experts and taking into account that the success of the whole monitoring process depends on cooperation with stakeholders and their interest in this subject, the draft decision on the monitoring and assessment of legal instruments and accompanying Explanatory Notes have been made available on OTIF’s website.

Stakeholders are invited to share their views on the draft decision and to take part actively during its provisional application.

FROM XI’AN TO HAMBURG VIA BALTIJSK AND SASSNITZ/MUKRAN

In agreement with Russia, Germany informed the Secretary General on 12 June 2019 that the maritime service between Sassnitz/Mukran and Baltijsk was included in the list of services in accordance with Article 24 § 3 of COTIF.

In accordance with Article 24 § 5 of COTIF, transport on this new



maritime service was subject to the provisions of COTIF on the expiration of one month running from the date of the notification by the Secretary General that this maritime service had been included in the list of CIM maritime and inland waterway services, i.e. on 19 July 2019.

This service is operated by the German shipping company BREB GmbH & Co. KG, Cuxhaven.

On Tuesday, 12 November 2019, a ship carrying the first 41 containers from a test train reached Sassnitz/Mukran. This train left Xi'an in China on 1 November 2019 and travelled 10,000 km across Kazakhstan, Russia and Belarus before reaching Baltiysk in the Kaliningrad region, where the containers were transhipped onto a vessel. At the port of Mukran, these containers were then reloaded onto trains bound for Hamburg. This route is currently quicker than the land route across Poland. The

aim is to start a regular service that will take about two weeks.

The Sassnitz/Mukran – Baltiysk maritime service is also subject to the particular regime of Article 38 of CIM.

Article 38 of CIM deals with the carrier's liability for the maritime leg of the journey. The effect of this provision is to add various special clauses relating to maritime transport to the exemption clauses of Article 23 of CIM.

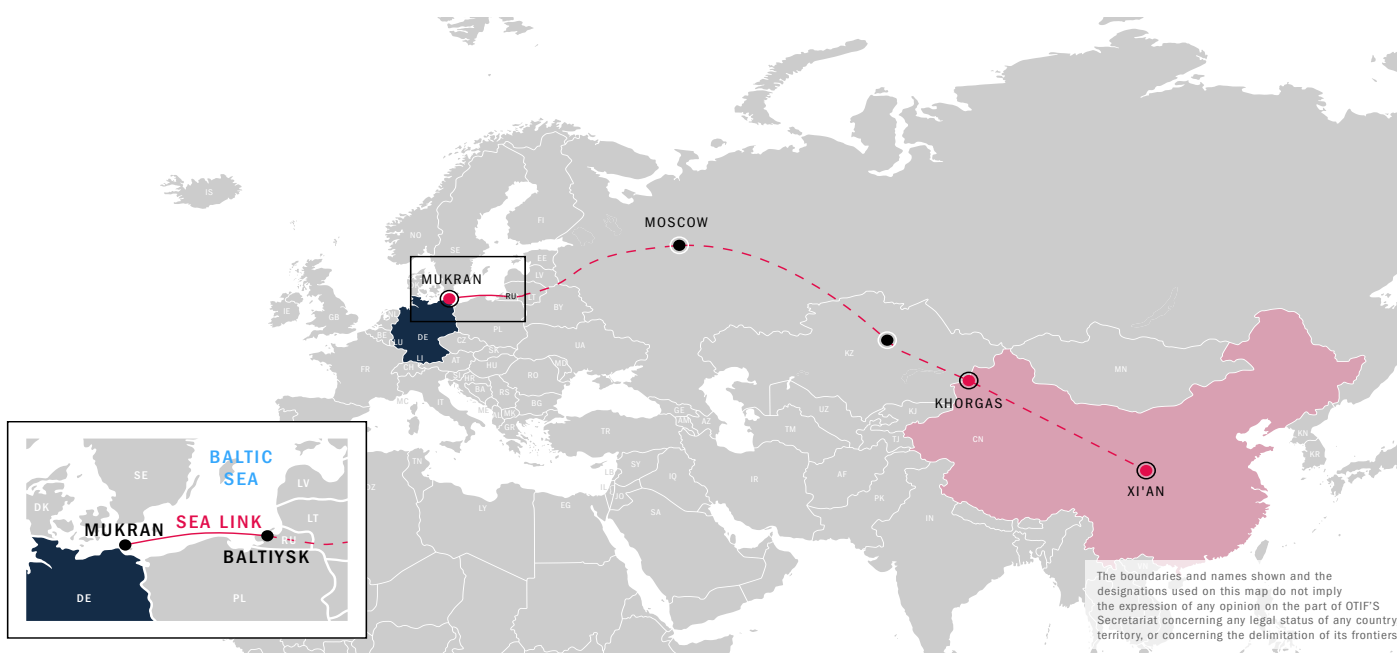
It should be pointed out that this is a possibility and not an obligation. However, when the same maritime route is served by several companies entered in the CIM list of maritime services, the regime applicable to this route has to be the same for all these companies. In addition, when these companies have been entered in the list of maritime services with the agreement of several states, this regime must be adopted

beforehand in an agreement between these states.

Germany and Russia agreed to include the shipping company that operates the Sassnitz/Mukran – Baltiysk service and to apply the particular regime of Article 38 of CIM. Including a new shipping company for the operation of this service will therefore require an agreement between Germany and Russia; the legal regime that will apply to it will also have to be the same as the regime that applies to the German shipping company BREB GmbH & Co. KG.

In conclusion, the Secretariat of OTIF would particularly like to thank Baltic Port Rail Mukran GmbH for providing it with the practical information it needed to prepare this article and for the authorisation to use some photographs from its press release.

Iris Gries



VEHICLE REGISTERS

This article explores why vehicle registers are important for international rail transport and why the specifications related to these registers are changing.

The purpose of vehicle registers

International traffic by rail relies on vehicles that can be used across borders. In order for these vehicles to be accepted by several countries they must comply with harmonised requirements which ensure that they are safely constructed, well maintained and compatible with the lines on which they are used.

Competent authorities, infrastructure managers, railway undertakings, keepers and other relevant actors need access to the relevant information concerning vehicles admitted to international traffic. Historically, the marking inscribed on vehicles has been the primary source of information for vehicles in international traffic. Increasingly however, the different entities need to rely on information being available digitally. Therefore, essential vehicle information should be accessible through vehicle registers so that the entities can:

- check whether a vehicle is duly registered and the status of the registration;
- retrieve information on the admission to operations, including the authorising entity, the area of use, the conditions for use and other restrictions;
- retrieve the type of construction according to which the vehicle is built;
- identify the keeper, the owner and the entity in charge of maintenance.

Vehicle registers in the scope of the ATMF Uniform Rules

Within the scope of COTIF, registration of a vehicle in a register is not a condition for the admission of the vehicle or its use in international traffic. However, Article 13 § 6 of ATMF lays down that the data in vehicle registers shall be considered as prima facie evidence of the admission. Proper registration therefore avoids lengthy checks of the status of admission of a vehicle if it crosses borders. Registration of vehicles and the access to this information by all relevant parties is therefore very important for smooth international traffic by rail. Each ATMF Contracting State should ensure that a vehicle register is available for the registration of all relevant parameters and that this can be accessed by all the relevant entities of any other ATMF Contracting State.

Existing specifications for vehicle registers

The Committee of Technical Experts is competent to take decisions concerning the functional and technical architecture of registers in accordance with Article 20 § 1 e) of COTIF and Article 13 §§ 1, 4 and 5 of the ATMF Uniform Rules.

Following consecutive decisions taken by the Committee of Technical Experts at its 5th, 7th and 12th sessions, the Contracting States have had to establish their NVR in accordance with common operational and technical

specifications. The aim of the current common operational and technical specifications for the national vehicle registers (NVR) is to avoid multiple registrations of vehicles admitted to international traffic and to make the vehicle data stored in the different national registers accessible in a common format through a single internet-based entry point.

OTIF's current NVR specifications are aligned with the NVR specifications of the European Union. The NVR specifications define harmonised data content, data formatting and access rights for national registers so that data can be exchanged by connecting each NVR to a central search engine. Furthermore, under the existing OTIF NVR specifications, the European Union Agency for Railways (ERA) has agreed to provide the central search engine - ECVVR¹ - to connect the different NVRs.

As of 1 December 2019, 31 Contracting States had implemented an NVR in accordance with OTIF's NVR specifications.

Future specifications for vehicle registers

The European Commission's DG MOVE informed the Working Group Technology (WG TECH) that on 25 October 2018, in accordance with its fourth railway package, the European Union had adopted European Union Commission Implementing Decision (EU) 2018/1614 concerning a centralised European vehicle register (EVR)

¹ European Centralised Virtual Vehicle Register – composed of two parts: Virtual Vehicle Register (VVR), which is the central search engine in ERA, and NVRs, which are local national vehicle registers.

to be used by its Member States. The new EVR specifications would supersede the NVR specifications. As a consequence, the European Union member states will discontinue the use of their respective NVRs and migrate the data from 26 connected NVRs to a single central vehicle register (EVR). From 16 June 2021, the EVR is expected to be operational, by which time the NVRs will be discontinued.

The new EVR register will be set up and maintained by ERA. ERA will also discontinue the existing standard NVR software and the central search engine ECVVR. The EVR will not be compatible with OTIF's current NVR specifications. In the light of these developments, the OTIF vehicle register specifications will have to be revised. Non-EU Contracting States, in particular those which currently make use of the standard NVR software provided by ERA, should prepare for these changes.

COTIF applies to international traffic only and may therefore only require that data concerning vehicles for use in international traffic be shared. Vehicles that are intended for use in domestic traffic only are outside the scope of COTIF and are also therefore outside the scope of mandatory vehicle register specifications under COTIF. This is different from EU law, under which it is required that all vehicles, irrespective of the domestic or national area of use, must be registered.

The European Union has offered that non-EU OTIF Member States could also make use of the EVR. The conditions for such use would have to be agreed between the parties concerned on a bilateral basis. The OTIF Secretariat has welcomed this offer from the European Union as an option for non-EU States that do not wish to establish their own register. The use of the EVR by non-EU states

may be of interest to states which have much international traffic with the EU. For states which have little or no international traffic with the EU, register solutions other than the EVR might be preferable.

Proposal for adoption by the Committee of Technical Experts

A proposal for revised OTIF Vehicle Register Specifications has been drafted with feedback from experts and representatives who took part in the WG TECH meetings. It will be proposed for adoption by the Committee of Technical Experts on 16-17 June in Bern. The Working Group Technology (WG TECH) considered previous versions of the texts at its 38th and 39th sessions.

The proposed new OTIF specifications would allow states to choose whether they establish their own national vehicle register (NVR), use the EVR, or establish and share another joint register with one or more other states. However, all registers would need to comply with the specified common data format and provide access to all the relevant entities of any other ATMF Contracting State. This should facilitate the future development of one internet-based search engine, which would allow simultaneous search queries in all registers.

The proposal takes into account the EVR and states which use the EVR would automatically comply with the OTIF specifications.

The specifications that will be proposed for adoption at the 13th Committee of Technical Experts (Bern, 16-17 June 2020) are available as of 25 February 2020 on the [OTIF website](#).

Bas Leermakers

WHAT WILL CHANGE?

In summary, the main features of the proposal include:

- The current system of connected NVRs and the central search engine ECVVR will be discontinued from 16 June 2021.
- Contracting States will no longer be able to acquire from ERA standard NVR software for their vehicle register; updates and support for existing standard NVR software will be discontinued from 16 June 2021.
- By 15 November 2020 at the latest, the European Union will establish a new central European Vehicle Register (EVR).
- All Contracting States which are EU members will use the EVR. Non-EU Contracting States may also use the EVR on the basis of a bilateral agreement to be concluded with the EU.
- Non-EU Contracting States could either choose to use the EVR or establish and use another register, for example by establishing their own.
- Any register should store parameters in a common data format as defined in the vehicle register specifications.
- Upon request and on the basis of electronic identification, any register should grant access to all relevant parties of all Contracting States.
- Any Contracting State, whether it uses the EVR or another register, would continue to have its national

Registration Entity, which gathers and enters data in the register.

- The keeper of the vehicle will be responsible for registering it via the Registration Entity.

13th SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS

The Committee of Technical Experts (CTE) will hold its 13th session on 16 and 17 June 2020 in Berne, Switzerland. The CTE is one of the organs of OTIF that deals with subjects in the scope of the APTU UR (Appendix F to COTIF) and ATMF UR (Appendix G to COTIF), most notably the rules and procedures related to the admission of vehicles in international traffic.

The invitation letter and agenda for the meeting were sent to the members of the Committee and published on OTIF's website on 27 January 2020. [Link to the Invitation letter.](#) All the documents for the session under agenda item 6 were published on OTIF's website on 25 February 2020 (this concerns proposals for legal provisions). All other documents will be published on 21 April 2020. [Link to the working documents.](#)

At its previous session in 2019 the CTE established the following priorities:

- First priority (2019-2020): the revision of existing rules related to freight wagons, notably the UTP WAG, UTP NOI and UTP Marking and also including the ATMF Annex A (ECM Regulation) and vehicle register specification (NVR)
- Second priority (2020-2021): the revision of rules related to vehicles other than freight wagons, i.e. UTP LOC&PAS and UTP PRM. In addition, the CTE plans to adopt a new UTP related to infrastructure (UTP INF).

The reasons for revising rules which already exist are twofold. Firstly, the entry into force of

the revised APTU and ATMF on 1 March 2019 requires some alignment of the more detailed subsidiary provisions, such as UTPs. Furthermore, modifications are needed to ensure continued equivalence between the UTPs and the European Union's TSIs, which are being amended in light of the fourth railway package.

A short introduction to some of the items the CTE 13 will be dealing with:

- The proposal for a decision to modify **UTP WAG** includes new requirements concerning automatic variable gauge running gear, provisions concerning the handling and maintenance of safety critical components, reference to route compatibility checks and the update of references to standards and other legal texts;
- The proposal for a decision to modify **UTP NOI** to include the concept of quieter routes, giving states the possibility of designating parts of the network on which old and noisy wagons which do not comply with pass-by noise limits will no longer be allowed to operate;
- The proposal for the revision of **Annex A to ATMF, i.e. the ECM Regulation**, which proposes to extend the scope of certification of freight wagon ECMs to all

other types of vehicles, with some exceptions;

- Proposal for a new set of **Vehicle Register Specifications** based on Article 13 of ATMF, to continue facilitating the smooth exchange of vehicle data. Following the EU decision on establishing a centralised European Vehicle Register (EVR), from 16 June 2021 the standard NVR software and the central search engine (ECVVR), referred to in OTIF's current NVR Specification, will become obsolete. The Contracting States will be allowed to use either EVR or establish another register to comply with the specifications. The possibility of developing a common search engine will be discussed as the next step;
- Proposals for the **work programme of the CTE** for the next few years, including completion of the revision of other UTPs and developing annexes to the Uniform Rules concerning the safe operation of trains in international traffic (EST UR) – Appendix H to COTIF.

The meeting will start on 16 June 2020 and will end on 17 June 2020. The Committee session will be directly followed by the 40th session of the Working Group Technology (WG TECH).

All OTIF Member States and regional organisations which have acceded to COTIF are invited as members of the Committee. Associate Members, international organisations and associations (GCC, UIC, CIT, UIP, OSJD, CER, ERFA, EIM, UNIFE, UITP, UIRR, CEN, IVA, ETF and NB-Rail Association) are invited to attend the CTE meeting in an advisory capacity.

Dragan Nešić

PROVISIONAL AGENDA FOR THE CTE 13

- 1. Approval of the agenda**
- 2. Presence and quorum**
- 3. Election of the Chair**
- 4. Proposal for decision to modify the Committee's Rules of Procedure**
- 5. For information:**
 - 5.1 General information from the OTIF Secretariat

5.2 Report from the Committee of Technical Experts' working group TECH

6. Proposals for decisions with legal effect:

- 6.1 Modification of the UTP concerning rolling stock noise
- 6.2 Modification of the UTP concerning freight wagons
- 6.3 Modification of the UTP concerning vehicle marking
- 6.4 Full revision of the rules for certification and auditing of entities in charge of maintenance (ECM Regulation)
- 6.5 Full revision of the specifications concerning vehicle registers

7. For discussion:

- 7.1 OTIF/EU mutual recognition of ECM certification bodies and other bodies
- 7.2 Work programme of the Committee

8. Any other business

9. Next session

RID/ADR/ADN JOINT MEETING

(Geneva, 17 – 26 September 2019)

The fourth and last RID/ADR/ADN Joint Meeting of the 2018/2019 biennium was held in Geneva from 17 to 26 September 2019. As it was not possible to conclude every issue at this meeting, there will still have to be some discussions on the 2021 amendments to RID/ADR/ADN at the spring session in March 2020.

The Joint Meeting dealt primarily with the harmonisation of RID/ADR/ADN with the 21st edition of the UN Recommendations on the Transport of Dangerous Goods. The Joint Meeting also had to deal with some issues relating specifically to tanks, as well as new proposals.

22 States, the European Union, the Committee of the Organization for Cooperation of Railways (OSJD) and 12 non-governmental organisations were represented at this meeting.

Tanks

Vacuum-operated waste tanks

When filling vacuum-operated waste tanks, a pump/exhauster unit extracts vapours from inside the tank and diverts them into the atmosphere. RID/ADR require that the outlet of the pump/exhauster unit be so arranged that all flammable or toxic vapours are diverted to a place where they will not cause a danger. The United Kingdom was of the view that constructions are not permitted which are designed for connecting an additional pipe to divert the vapours to a safe place.

However, various participants were of the view that the current provisions do not contain any specifications in this respect and permit various technical solutions. It was nevertheless decided to add a Note to 6.10.3.8 (a) with an example of how this provision can be met.

Informal working group on the testing and certification of tanks

The informal working group on the testing and certification of tanks, which was set up by the RID/ADR/ADN Joint Meeting in March 2015 to establish a common

approach for the reciprocal recognition of administrative controls and procedures for conformity assessments, design type approvals and inspections of tanks, was unable to complete its work before the Joint Meeting, as originally expected (see Bulletin 2/2019, p. 17). The informal working group met again from 11 to 13 December 2019 in order to adopt a final text, which will be submitted to the Joint Meeting in March 2020.

Standards

For 6.2.4.1 and 6.2.4.2, the Joint Meeting decided to make reference to various revised versions of standards for pressure receptacles.

With regard to 4.1.6.15, which contains references to standards that are applicable to pressure receptacles, the Joint Meeting decided in all cases to refer to the EN ISO version of the standards listed, insofar as one is available. This means that the Note can be dispensed with that says that the EN version of the ISO standard cited may also be used.

Harmonisation of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods

At its last session of the biennium, the Joint Meeting traditionally deals with the harmonisation of RID/ADR/ADN with the latest (currently the 21st) edition of the UN Recommendations on the Transport of Dangerous Goods. This work was prepared by an ad hoc working group, which met for three days in April.

In the context of this harmonisation work, the following amendments should be highlighted. These will be included in the 2021 edition of RID, ADR and ADN and have already been looked at in previous editions of the Bulletin:

- Carriage of waste gas cartridges (see Bulletin 2/2019, p. 15),
- Exemption for cargo tracking units and data loggers (see Bulletin 4/2017, p. 19),
- Multiple marking of packagings, IBCs and large packagings (see Bulletin 1/2018, p. 20 and 4/2018, p. 19),
- Classification and packaging of medical waste (see Bulletin 4/2017, p.18 and 19).

New proposals

Packaging of UN 3082 Environmentally hazardous substance, liquid, n.o.s.

The representative of Italy pointed to a possible contradiction between special provision 375 that applies to UN number 3082 and special packing provision PP 1 of packing instruction P 001. Whereas special provision 375 prescribes a general exemption from the provisions of RID/ADR for individual packagings or combination packagings with a net quantity of no more than 5 litres or a net mass of no more than 5 kg, provided the general packing provisions are applied, special packing provision PP 1 of packing instruction P 001 merely prescribes an exemption from the tests in Chapter 6.1.

The Joint Meeting agreed with the interpretation of the UN Sub-Committee of Experts on the Transport of Dangerous Goods, according to which the exemption allowed under special provision 375 is optional. This means that the consignor can choose to apply all the provisions, although according to special packing provision PP 1 of packing instruction P 001, for packages with quantities of no more than 5 litres the tests in Chapter 6.1 would not apply. The Joint Meeting was therefore of the view that the wording of the special provision is clear and there is no need to amend it.

Carriage of dry ice (UN number 1845) as a consignment

5.5.3 contains special provisions for packages, wagons/vehicles and containers with substances presenting a risk of asphyxiation when used for cooling or conditioning purposes. One such substance presenting a risk of asphyxiation is dry ice of UN number 1845. When 5.5.3 was included in RID/ADR, it was

only to apply to the carriage of non-dangerous goods to which dangerous goods were added for cooling or conditioning purposes. However, it was then established in the discussion that for dry ice of UN number 1845, at least certain provisions would be applicable, whereas dry ice carried as a consignment would be exempt from the provisions. This led to the complete exemption for dry ice being lifted and the minimum provisions of 5.5.3 were applied.

Although 5.5.3.1.1 contains the general statement that for UN number 1845, all the transport conditions in 5.5.3 apply, irrespective of whether dry ice is carried as a coolant or conditioner or as a consignment, there was some doubt as to whether the marking provisions of 5.5.3.4 apply. The reason for this uncertainty was that, in addition to the proper shipping name, the term “as coolant” or “as conditioner” has to be added, which could lead to incorrect conclusions when dry ice is being carried as a consignment.

The Joint Meeting adopted a proposal from Switzerland to clarify in the relevant parts of 5.5.3 that the respective provision also applies to the carriage of dry ice as a consignment.

Reports of informal working groups

Carriage of pressure receptacles approved by the Department of Transportation of the United States of America

The representative of the European Industrial Gases Association (EIGA) informed the Joint Meeting of the status of the proposed regulatory procedure in the USA for the international carriage of pressure receptacles. This procedure will enable pressure receptacles approved in an RID/ADR Contracting State to be

carried in the USA. Conversely, the carriage of pressure receptacles approved in the USA from the place of temporary storage at the end point of the transport chain to the end user is to be permitted in a new 1.1.4.7. Up to now, this type of transport has only been permitted under a multilateral special agreement according to ADR, which was renewed in summer 2019 and signed by ten Contracting States.

The representative of the United States of America expects that the formal approval procedure could be concluded by mid-2020. At a later meeting, the Joint Meeting will return to the text on 1.1.4.7 drafted by a working group, as soon as it is known when the law has been adapted in the USA.

Informal working group on the carriage of dangerous wastes

The European Federation of Waste Management and Environmental Services (FEAD) heads an informal working group to resolve problems in applying the dangerous goods regulations in connection with the carriage of dangerous wastes.

The informal working group drafted a list of issues that should be dealt with in future. The main points among these issues include: classification, packing, marking, labelling, carriage in bulk and in tanks, documentation and training.

The Joint Meeting recommended including the carriage in bulk of used pressure receptacles, such as aerosols and gas cartridges, in the list. It was also agreed that the working group should first examine important issues that might lead to amendments to the 2023 editions of RID, ADR and ADN, although it should also examine issues that are easy to resolve.

Informal working group on telematics: Guidelines for the use of RID/ADR/ADN 5.4.0.2

RID/ADR/ADN 5.4.0.2 permits the use of electronic data interchange to comply with the documentation requirements of Chapter 5.4, provided that the procedures used for the capture, storage and processing of electronic data meet the legal requirements as regards the evidential value and availability of data during transport in a manner at least equivalent to that of paper documentation.

The working group on telematics had developed guidelines setting out how this equivalence can be achieved. The guidelines can be used on a voluntary basis and can

be applied separately for each mode of transport. However, if a Contracting State decides to follow the guidelines, it must apply them in their entirety in order to ensure the international availability of the data.

The Joint Meeting agreed that the guidelines should be submitted to the next sessions of WP.15 and the RID Committee of Experts' standing working group and UNECE and OTIF should be asked to publish these guidelines on their websites once they have been adopted. The pictogram indicating use of an electronic transport document, which has to be shown on vehicles, was revised at the Joint Meeting.



Next session

The next RID/ADR/ADN Joint Meeting will be held in Berne from 16 to 20 March 2020. The main task of this meeting will be to conclude the work on the 2021 edition of RID, ADR and ADN.

Jochen Conrad

RID COMMITTEE OF EXPERTS' STANDING WORKING GROUP 11th SESSION

(Vienna, 25 to 28 November 2019)

The 11th session of the standing working group was the last session of the 2018/2019 biennium. It dealt mainly with the adoption of all the texts adopted by the Joint Meeting in 2018 and 2019 and by the standing working group in November 2018 and examined other proposals to amend RID that will be reflected in the 2021 edition of RID. In addition, this meeting dealt with the results of the discussions at the working group on tank and vehicle technology on the risk assessment of the new extra-large tank-containers for the carriage of dangerous goods. The standing working group was also informed of the progress of work on the construction and testing provisions for 1520 mm gauge tank-wagons in SMGS Annex 2.

The 11th session of the standing working group was held in Vienna from 25 to 28 November 2019 and was chaired by Ms Caroline Bailleux (Belgium). 20 States, the European Union, the European Union Agency for Railways (ERA), the Committee of the Organisation for the Cooperation of Railways (OSJD) and five non-governmental organisations were represented at this meeting.

Harmonisation with the 21st edition of the UN Recommendations on the Transport of Dangerous Goods

The working group approved a document prepared by the Secretariat, which contained all the texts adopted by the Joint Meeting in 2018 and 2019 and by the standing working group in November 2018. It also carried over all the other amendments that had been adopted for ADR two weeks previously by the UNECE Working Party on the Transport of Dangerous Goods (WP.15), insofar as they were relevant to rail transport.

The standing working group also approved a corrigendum 2 for the 2019 edition of RID, which will enter into force in parallel with a corresponding corrigendum for ADR.

New proposals

Tanks of RID/ADR Chapter 6.8 with expired inspection dates

Within certain periods, shells have to undergo intermediate inspections in which a leakproofness test and a check of satisfactory operation of the equipment are carried out. This intermediate inspection may be performed up to three months before or after the specified date. For portable tanks of Chapter 6.7, the 2021 edition of RID will newly stipulate that for tanks that have exceeded the permissible timeframe for performing the intermediate inspection, they may only be refilled and handed over for carriage if a periodic inspection has been performed, in the course of which a hydraulic pressure test and an examination of the internal and external condition have to be carried out in addition to the leakproofness test.

In an informal document, the representative of Switzerland suggested discussing the question of whether a similarly worded provision to that of the new 6.7.2.19.6.2, 6.7.3.15.6.2 and 6.7.4.14.6.2 of RID/ADR 2021 should be included in RID/ADR Chapter 6.8 so as to remove any doubt in terms of what to do when the three-month period after the date specified for the intermediate

inspection of tank-wagons has expired.

Various delegations stated that there was no doubt in this respect. If the three-month period was exceeded, the intermediate inspection still had to be carried out; a periodic inspection as in the case of portable tanks was not necessary. However, for subsequent inspections, the date originally specified for the intermediate inspection was decisive.

Working group on tank and vehicle technology

The standing working group was informed of the results of the 17th session of the working group on tank and vehicle technology that had taken place in Ludwigshafen on 14 and 15 October 2019.

Extra-large tank-containers

Since 2015, BASF has been using extra-large tank-containers with a capacity of up to 73,500 litres and a payload of 66 tonnes. These extra-large tank-containers, whose load capacity is equivalent to two conventional tank-containers or one bogie tank-wagon, are carried on innovative container carrying wagons which, most notably, are equipped with reinforced spigots,

long-stroke buffers and, in some instances, disk brakes.

Following various discussions in the working group on tank and vehicle technology and the standing working group, BASF said it was prepared to carry out a risk assessment in which the new transport system consisting of extra-large tank-containers loaded onto innovative container carrying wagons would be compared with 20' tank-containers loaded onto conventional container carrying wagons.

The Technical University of Berlin, which BASF commissioned to carry out the risk assessment, presented the following conclusions to both the working group on tank and vehicle technology and the standing working group:

- On straight track, curves and hump shunting, the running stability of innovative container carrying wagons loaded with extra-large tank-containers, having regard to standard EN 14363 (Railway applications - Testing and simulation for the acceptance of running characteristics of railway vehicles - Running behaviour and stationary tests) is comparable to the running stability of tank-wagons and conventional, loaded container carrying wagons.
- No dangerous surge movements were noted in the tests that were carried out, so the provision in 4.3.2.2.4 (filling the tank-container to not less than 80% or not more than 20% of its capacity) is not relevant to tank-containers in rail transport.
- No damage to the reinforced spigots was ascertained either during the long term tests (running between Ludwigshafen and Schwarzheide or Antwerp, hump shunting runs) or after the

crash tests, so the reinforced spigots are suitable for all carrying wagons.

- After the hump shunting tests, no damage to other construction elements was noted, so the loaded innovative container carrying wagons are suitable for hump shunting.
- In the event of a side impact in which such a wagon is hit sideways by a tank-wagon, extra-large tank-containers loaded onto container carrying wagons with external solebars offer greater safety, because the energy in the lower third is transferred through the external solebars, thus also reducing the force effect on the shell. The lower leverage forces that result also mean there is less risk of overturning. Consequently, the safety level of carriage in tank-wagons without external solebars is even exceeded.
- In frontal collisions, the minimum wall thicknesses investigated in the risk assessment had no effect on safety, so it is not necessary to amend the provisions for the minimum wall thickness.
- The minimum distance between the headstock plane and the most protruding point at the shell extremity on tank-wagons, as required in RID 6.8.2.1.29, is of no benefit in terms of safety compared with the extra-large tank-containers, so this provision is not necessary either for conventional tank-containers or for extra-large tank-containers.
- The protective aim of the special provisions for equipment TE 22 (energy absorption elements) and TE 25 (device to protect against the overriding of buffers) could be achieved by significantly increasing the distance

between the buffers and the end of the tank.

The standing working group first established how the risk assessment could be published, partly to give national representatives the opportunity to meet their obligation to ensure safety during the carriage of dangerous goods and to examine the conclusions, and partly to protect the construction data provided by the manufacturers of the tank-containers and the innovative carrying wagons. As a first step, the summary of the risk assessment and the presentation on the study that was carried out were made available on OTIF's website. In addition, an extract from the Technical University of Berlin's technical report is to be made available, which will bring together information on how the scientific investigation was carried out.

In a general discussion, national representatives again emphasised that this new transport system is seen in a positive light, as it helps strengthen rail transport.

BASF underlined that the extra-large tank-containers are optimised for rail transport, but that they had been approved for carriage by road and inland waterways and some already for maritime transport as well. At the BASF site, they were already carried before and after carriage by rail on automated guided vehicles. For these automated guided vehicles, approval for their use on selected public roads around intermodal terminals was currently being examined with the ministries and authorities responsible for approval in Germany. As the automated guided vehicles only travel at 25 km/h, travelling by road over distances of more than 30 km is not economically viable.

Uncleaned, empty extra-large tank-containers are already carried without restriction on

conventional road vehicles on public roads for the purpose of cleaning or to workshops. It is only possible to carry extra-large tank-containers weighing 75 tonnes on conventional road vehicles as an exception and with special approval from the competent authorities.

It was planned to use extra-large tank-containers in maritime transport (e.g. for carriage to the United States of America and China), but this has not yet been done, as new cranes capable of lifting the higher mass of these tank-containers would be needed at the terminals.

During the discussion, various national representatives emphasised that it could not be inferred from the conclusions of the Technical University of Berlin that the applicable provisions would not have to be adapted. When building the innovative carrying wagons, stricter requirements had been taken into account, such as reinforced spigots and long stroke buffers, which would have to be reflected in the provisions in order to ensure that extra-large tank-containers were only loaded onto carrying wagons with these particular safety features.

It was also pointed out that the extra-large tank-containers and innovative carrying wagons used by BASF and the operational conditions under which they are currently running had been taken as a basis for the risk assessment. In particular, only humps with automatic retarders had been travelled over and the extra-large tank-containers had only been loaded at certain transshipment terminals whose staff have been trained accordingly so that extra-large tank-containers are only loaded onto suitable carrying wagons. Adapting the provisions should avoid the system's being used in operating environments for which the safety of the system has

not been checked.

On the other hand, BASF saw no need to adapt the provisions, as the extra-large tank-containers had proved to be safe in the tests and simulations that had been carried out. In addition, the carrying wagons with external solebars that were used had a safety advantage over certain tank-wagon design types that do not have external solebars. However, BASF acknowledged that with regard to the marking of carrying wagons, some adaptations would have to be made so that it is immediately clear whether a carrying wagon has reinforced spigots, which is of vital importance when selecting a suitable carrying wagon.

Germany had submitted a document to the standing working group with a preliminary assessment regarding the individual questions of the risk assessment. This document is being updated and will be discussed at a future session of the working group on tank and vehicle technology.

The standing working group decided to conclude two issues where discussions at the working group on tank and vehicle technology had revealed differences in the provisions for tank-containers and in the provisions for tank-wagons. The first of these concerned the fixing of welded elements and the second concerned the pressure resistance of closures.

For tank-wagons, the fixing of welded elements must be made in such a way as to prevent tearing of the shell due to accidental stresses. There is currently no equivalent provision for tank-containers.

The manhole closures of tank-wagons must have a certain pressure resistance in order to avoid leaks from the closures as the result of surge movements by

the load. This provision does not currently exist for tank-containers either.

As both these requirements are these days also taken into account for new build conventional tank-containers, a proposal will be submitted to the RID/ADR/ADN Joint Meeting to clear up the differing regulatory situation for tank-containers and tank-wagons.

Strength values for the calculation of tank-wagons

At the 10th session of the standing working group, it was established that footnote 1 to 6.8.2.1.2 needs to be adapted. When calculating the tank-wagon in accordance with standard EN 12663, the strength values according to this standard and not those according to the standard for calculating the tank (EN 14025) should be used for the stresses on the tank. The obligations of the notified bodies according to the TSI/UTP should also be clearly defined in the RID approval procedure.

In Germany, a national working group developed proposals to deal with the future format of the approval procedure and these were submitted to the working group on tank and vehicle technology (Ludwigshafen, 14 and 15 October 2019). The national working group on the future format of the approval procedure for RID tank-wagons established that the calculation provisions and the load cases to be considered in each case in standards EN 12663-2:2010 and EN 14025 are based on very different design concepts and should not be mixed up. It was also pointed out that as a rule, the competent bodies for the tests according to the TSI or UTP are not accredited to check that the provisions of RID have been complied with. The national working group agreed that when assessing the ability of tank-

wagons to withstand stresses, the following points would also have to be taken into account in addition to the requirements of the TSI and UTP referred to in footnote 1 to 6.8.2.1.2:

- Maximum working pressure of the tank to be superimposed on the load cases,
- Operating temperature range of the tank,
- Minimum wall thickness of the tank,
- Special provisions TE 22 and TE 25 and
- Tank liner.

The national working group was of the view that standard EN 12663-2:2010 would have to be supplemented with the first four points so that all the tests to be carried out are covered by the scope of accreditation of the respective competent bodies. In parallel, standard EN 14025 should be supplemented with suitable verification processes for the strength of liners.

Until standards EN 12663-2:2010 and EN 14025 are adapted, the national working group suggested an amendment to footnote 1 to 6.8.2.1.2 to make the applicable requirements more specific.

The text proposed by the national working group was again slightly adapted at the standing working group, but could not yet be adopted, because the representative of ERA entered a general reservation against an amendment to footnote 1 to 6.8.2.1.2. In his view, the notified bodies would only have to check conformity with the Technical Specifications for Interoperability and the Interoperability Directive. The scope of the tests could not be extended by means of an amendment in RID.

The response was that the notified bodies already have to check conformity with RID and the text being proposed therefore simply clarifies the tasks that already exist.

As a result, the standing working group will have to return to this problem again at its next meeting.

Harmonisation of RID and SMGS Annex 2

At its meeting in November 2018 (Krakow, 21 to 23 November 2018), the standing working group was already informed about the start of work on the new Chapter 6.20 of SMGS Annex 2 (see also Bulletin 1/2019, page 19). All the provisions for 1520 mm gauge tank-wagons should also be carried over into this new Chapter from the current Chapter 6.8. This would make Chapter 6.8 of SMGS Annex 2 identical to Chapter 6.8 of RID in both columns (for tank-wagons and tank-containers).

At this meeting, the representative of Russia reported on the status of the above-mentioned work and the very interesting questions which had arisen concerning the construction and testing provisions for standard gauge tank-wagons. The standing working group recommended to the representative of Russia that most of these questions should be submitted to the RID/ADR/ADN Joint Meeting's working group on tanks. Some of the subjects discussed are described below.

Non-destructive testing of weld seams

With a weld strength factor of $\lambda = 0.9$, the GOST requirements prescribe non-destructive testing of 50% of the length of all longitudinal welds, whereas according to RID, 100% of the length of longitudinal welds has to be checked. The representative of Russia explained

that this difference was the result of a different approach in the relevant GOST requirements, where the type of weld and welding method played a more important role than the extent of the non-destructive testing.

Deadline for the periodic inspection for tank-wagons for the carriage of liquefied gases

The standing working group was informed of the intention to extend the deadline for the periodic inspection for 1520 mm gauge tank-wagons for the carriage of liquefied gases from 8 to 10 years. It saw no safety-related problems in this respect. Some delegations were also of the view that, owing to the low corrosiveness of liquefied gases, it might also make sense to extend the deadline for the periodic test in RID as well. However, with respect to intermediate inspections, which take place every four years, a period of 10 years for periodic inspections could be a disadvantage in terms of operations, because the tank would again have to be inspected two years after the most recent intermediate inspection.

Special provision TE 22

Since the 2019 edition, for tank-wagons with an automatic coupling device, the nominal energy absorption of the energy absorption elements at each end of the wagon in special provision TE 22 of SMGS Annex 2 has been 140 kJ. This value corresponds to the requirements of GOST standard 32913-2014 for energy absorption elements of class T3, which are prescribed for tank-wagons for the carriage of high consequence dangerous goods. For energy absorption elements of tank-wagons with an automatic coupling device, RID prescribes a minimum energy absorption of 130 kJ.

It was pointed out in the standing working group that special provision TE 22 is one of the RID provisions that falls under the remit of the Joint Coordinating Group of Experts (JCGE). The subject of the minimum energy absorption of the energy absorption elements for tank-wagons with an automatic coupling device was also discussed at the last session of the JCGE (Berne, 9 and 10 September 2019), where concern was repeatedly expressed as to whether the value of 130 kJ or 140 kJ for tank-wagons with an automatic coupling device is appropriate in view of the considerably higher value of 800 kJ for conventional tank-wagons. In the case of special provisions TE 22 and TE 25, it was also agreed that in future, only the protective aims for the tank would be laid down in RID and the technical details would be transferred to a TSI/UTP. The matter will be discussed further at the next session of the JCGE (Berne, 8 and 9 September 2020).

Supplement to special provision TE 14

Special provision TE 14 prescribes that the thermal insulation directly in contact with the shell shall have an ignition temperature at least 50°C higher than the maximum temperature for which the tank is designed.

The representative of Russia presented a proposal to amend special provision TE 14, the aim of which was that this special provision would also take account of tank-wagons equipped with thermal insulation and a heating system, which are used, for example, for the carriage of sulphur, molten (UN 2448) or liquid pitch (UN 2810). On these tank-wagons, the thermal insulation does not enter into direct contact with the shell, but with the heating system.

Tank-wagons for the carriage of highly concentrated nitric acid (UN 2031)

According to RID, different materials requirements apply to packagings, portable tanks and the shells of tank-wagons for the carriage of highly concentrated nitric acid (UN 2031) with more than 70% acid content. The body and heads of drums or jerricans have to be made of aluminium with a purity of at least 99% or of an aluminium alloy, whereas no requirements concerning the materials are specified for portable tanks. For the shells of tank-wagons, special provision TC 6 only allows the use of aluminium not less than 99.5% pure. As shells made of aluminium with this degree of purity require a greater wall thickness, this creates economic disadvantages for the construction and use of tank-wagons.

In this context, the representative of Russia proposed that the carriage of highly concentrated nitric acid be permitted in tank-wagons with shells made of aluminium alloys. He supported this with research and laboratory tests that had been carried out in Russia which, for aluminium alloys in highly concentrated nitric acid, confirmed a corrosion rate comparable to aluminium at least 99.5% pure.

Any other business

Equivalence of the USA's construction and testing provisions for tank-wagons

In March 2014, OTIF and the General Secretariat of the Cooperation Council for the Arab States of the Gulf (GS-GCC) concluded a Memorandum of Understanding in order to prepare the accession of the GCC and the GCC Member States to the Convention concerning International Carriage by Rail (COTIF) and hence also to Appendix C (RID) thereof.

The GCC Member States are the Kingdom of Bahrain, the State of Qatar, the State of Kuwait, the Sultanate of Oman, the Kingdom of Saudi Arabia and the United Arab Emirates.

Most of the railway lines on the Arabian Peninsula are being newly built. Owing to the lack of experience in the GCC Member States, a wide variety of consultancy firms from across the world are being taken on.

In this context, the standing working group was informed that the Saudi Arabian Railways (SAR) had already concluded contracts some years ago for the supply of 1500 tank-wagons built according to North American standards. As RID does not currently contain any provisions that deal with equivalence between standards that are referred to in RID and other standards, the standing working group had to deal with the question of how to proceed in such a case. In this respect, OTIF's strategy of promoting the accession of other states to COTIF should be taken into account.

Among others, there was a discussion on the question of whether it would be worthwhile to commission a comparative study of the construction and testing provisions for RID tank-wagons and the North American provisions.

The industry representatives were of the view that because of fundamental differences, such as the length and weight of the trains or central buffer coupling, and also because of differences in the dangerous goods regulations, such as the absence of three closure devices in series, the North American system cannot be compared with the European system. In 2016, Germany had already carried out an investigation into the provisions applicable in Canada and the USA with regard to the construction and retrofitting

of tank-wagons for the carriage of flammable liquids and whether they are relevant to RID. The conclusion was that both systems ensure sufficient safety. However, it was also pointed out at that time that the two systems are difficult to compare, not least because of their different infrastructure and operating conditions (e.g. ambient temperature range).

If the GCC and its Member States were to accede to COTIF, the standing working group thought it might be possible to restrict the use of tank-wagons built according to the USA's requirements either nationally or regionally on the basis of the derogations laid

down in 1.5.1. In principle though, the states concerned should consider whether it might not be more appropriate in future to move towards the rules of RID, particularly with a view to cross-border traffic between the GCC states and the RID Contracting States.

Guidelines for the use of RID/ADR/ADN 5.4.0.2

Like the RID/ADR/ADN Joint Meeting in September 2019, the standing working group adopted the guidelines for the use of RID/ADR/ADN 5.4.0.2, which describe how the transport document

for dangerous goods can be replaced by an electronic transport document in order to ensure the international availability of data in dangerous goods inspections and incidents. These guidelines are available on OTIF's website.

Next session

The twelfth session of the RID Committee of Experts' standing working group will be held in Berne on 25 and 26 May 2020.

Katarina Burkhard
Jochen Conrad

CALENDAR OF OTIF'S MEETINGS IN 2020

DATE	EVENT	ORG	LOCATION
16 - 20 March	RID/ADR/ADN Joint Meeting (CANCELLED)	UNECE	Berne - Switzerland
31 March - 2 April	Working Group on Tank and Vehicle Technology (POSTPONED)	BMVI	Bonn - Germany
21 - 22 April	Working Group of Legal Experts; 3 rd session (POSTPONED)		Berne - Switzerland
22 April	Ad hoc Committee on Cooperation; 3 rd session (POSTPONED)		Berne - Switzerland
25 - 26 May	12 th session of the RID Committee of Experts' standing working group		Berne - Switzerland
27 May	56 th session of the RID Committee of Experts		Berne - Switzerland
16 - 17 June	13 th session of the Committee of Technical Experts		Berne - Switzerland
17 - 18 June	Working group WG TECH. 40 th Session		Berne - Switzerland
25 - 26 June	133 rd Session of the Administrative Committee		Berne - Switzerland

EVENTS WITH OTIF PARTICIPATION IN 2020

DATE	EVENT	ORG	LOCATION
26 March	CIM Committee (POSTPONED)	CIT	Berne - Switzerland
7 - 9 April	ADN Editorial and translation conference	CCNR*	Strasbourg - France
15 - 16 April	Experts meeting on the Use of Railway Consignment Notes and Possible Future work by UNCITRAL on documents of title in multimodal transport	UNCITRAL**	Vienna - Austria
4 - 6 May	Global Railway Workshop	WCO***	Brussels - Belgium
11 - 15 May	Working Party on the Transport of Dangerous Goods, WP. 15 (108 th session)	UNECE	Geneva - Switzerland
18 - 20 May	Gefahrgut-Tage	Süddeutscher Verlag	Munich - Germany
19 - 22 May	Working Group on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland
26 - 28 May	60 th CER Joint Customs-Railways meeting	CER	Vienna - Austria

* CCNR - Central Commission for the Navigation of the Rhine

** UNCITRAL - United Nations Commission on International Trade Law

*** WCO - World Customs Organization

EVENTS WITH OTIF PARTICIPATION IN 2020

DATE	EVENT	ORG	LOCATION
2 - 4 June	7 th Global Rail Freight Conference (GRFC) (POSTPONED)	UIC	Riga - Latvia
10 June	Railway Interoperability and Safety Committee (RISC)	European Commission	Brussels - Belgium
23 June	CIM Committee	CIT	Berne - Switzerland
24 - 25 June	CIM Working group	CIT	Berne - Switzerland
29 June - 8 July	UN Sub-Committee of Experts on the Transport of Dangerous Goods (57 th session)	UNECE	Geneva - Switzerland
8 July	European Training Center for Railways (ETCR) - Lecture	ETCR + ****	Bruges - Belgium
7 - 9 July	Group of Experts towards Unified Railway Law (GEURL), 22 nd Session	UNECE	Geneva - Switzerland
25 - 28 August	Group of Experts on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland

**** ETCR, College of Europe and European Union Agency for Railways



Dear readers

If you would like to subscribe to OTIF's publication, the Bulletin of International Carriage by Rail, please send an e-mail to the following address:

media@otif.org

You can also read the Bulletin on OTIF's website **www.otif.org** under the tab headed "Media".

Thank you for your continued interest.
The Bulletin editor