



Bulletin

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

131st year
N°2/2023

Bulletin of
International
Carriage
by Rail

NEWS OTIF

- 3 UIC World Congress
- 3 Welcome!
- 4 Warsaw: high-level meeting
- 4 Meeting at OSJD
- 5 Declaration at the High Level Regional Conference on
Accelerating Rail Digital Transformation in Asia and Pacific
- 6 Ad hoc Committee on Legal Affairs and International
Cooperation: brief summary
- 7 Annual tripartite meeting
- 8 Official meeting
- 8 Temporary offices for the Secretariat. Attention: renovation
work and a new temporary address

COTIF

- 9 Depositary Notifications
- 9 130 years!

COMMUNICATING AND DISSEMINATING

- 10 The International Dangerous Goods Days in Hamburg
- 10 10th Technical Committee of the Transport Community in
Belgrade

DEVELOPMENT OF RAILWAY LAW RAILWAY TECHNOLOGY

- 11 Background to and explanation of the recent modifications to
the ATMF UR
- 12 The EU TSI Package and consequences for OTIF's UTPs

DANGEROUS GOODS

- 14 RID/ADR/ADN Joint Meeting

DIARY OF EVENTS

18

EDITORIAL

Dear Readers,

The current geopolitical situation, largely caused by the war in Ukraine, remains difficult to assess.

Will globalisation and the success of the Euro-Asian freight corridors now be followed by industrial “re-localisation” with “nearshoring” and “friendshoring”?

If so, what are the consequences for international rail transport and the role of OTIF?

It is clear that international rail transport is indispensable for achieving the global climate goals.

Therefore, despite all the trade policy uncertainties, the efforts of transport policy (and also of OTIF) should not cease to focus on improving the framework conditions for smooth cross-border rail transport.

OTIF remains ready to make its contribution within the framework of its competences, as can be easily deduced from the multitude of activities described in the Bulletin.

I hope you enjoy reading it!

Wolfgang Küpper
Secretary General



Hans Erni, mural, approximately 20m², 1965, entrance to the Secretariat

UIC WORLD CONGRESS

On Thursday 9 March 2023, at the invitation of the International Union of Railways (UIC), the Secretary General of OTIF, Mr Wolfgang Küpper, took part in the round table on “high-speed rail: a tool for growth and spatial challenges”, organised as part of the 11th UIC World Congress on High-Speed Rail, held from 7 to 10 March 2023 in Marrakesh, Morocco.

The Congress emphasised the contribution of railways to solving

climate problems and their role in spatial planning.

During his speech, Mr Küpper explained why rail transport is good for society and better than air or road transport: rail transport helps decarbonisation and it is the least detrimental mode of transport in terms of energy and the environment. The capacity to transport passengers and goods over long distances is high, as it is over short distances in a

dense urban environment. This high transport capacity makes rail suitable for relieving traffic congestion. Lastly, rail transport is one of the safest modes of transport.

Mr Küpper thanked UIC for the invitation and welcomed the success of the 11th UIC High-Speed Rail World Congress.

WELCOME!

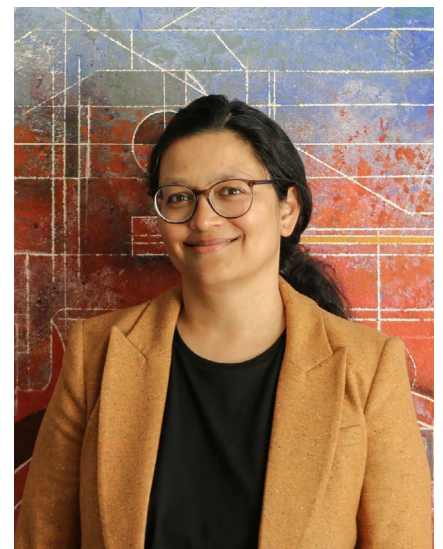
Ms Nina Sreenivasan Brunner joined the OTIF Secretariat on 15 March 2023 for a period of two years as a general administrative assistant in the Administration and Finance Department.

Originally from Copenhagen, Ms Sreenivasan Brunner was previously a freelance qualitative analyst for market research companies in the healthcare sector.

She has a master's degree in health planning and more than eight years' experience in key areas of public health, working for the United

Nations and non-governmental organisations.

Ms Sreenivasan Brunner's tasks include assisting the Administration and Finance Department with the implementation of the Luxembourg Protocol and carrying out certain tasks in human resources and in the project to renovate the OTIF Secretariat building. Lastly, she will provide support for Administrative Committee sessions and the General Assembly.



WARSAW: HIGH-LEVEL MEETING

On 21 March 2023 in Warsaw, OTIF's Secretary General, Mr Wolfgang Küpper, met the Secretary of State at Poland's Ministry of Infrastructure, Mr Andrzej Bittel.

Among other things, they discussed the latest rail transport developments in Poland, the organisation of the railway sector and the consequences of the war in Ukraine. They discussed the importance of developing international rail transport and in this respect, referred to the cooperation between OTIF and the Organisation for Cooperation between Railways (OSJD).

Mr Aleksandr Kuzmenko, Head of the OTIF Secretariat's Legal

Department, also took an active part in the discussions.

The Secretary General of OTIF welcomed this high-level meeting

and thanks Mr Andrzej Bittel warmly for the quality of their discussions.



MEETING AT OSJD

On 21 March 2022 in Warsaw, at the headquarters of the Organisation for Cooperation between Railways (OSJD), the Secretary General of the Intergovernmental Organisation for International Carriage by Rail (OTIF), Mr Wolfgang Küpper, held discussions with the Chairman of the OSJD Committee, Mr Mirosław Antonowicz.

Among other things, they discussed the latest developments in the rail sector, the importance of developing international rail transport and the prospects for cooperation between OTIF and OSJD. Particular attention was paid to OSJD's participation in the work of OTIF's ad hoc Committee on Legal Affairs and International

Cooperation. Mr Aleksandr Kuzmenko, Head of the OTIF Secretariat's Legal Department, and Mr Sławomir Car, Legal Officer at OSJD, were also present.

After warmly thanking each other

for the in-depth discussion, both sides welcomed the meeting and stressed the importance of regular exchanges to discuss the latest developments in both organisations' activities and thus maintain an enhanced level of cooperation.



DECLARATION AT THE HIGH LEVEL REGIONAL CONFERENCE ON ACCELERATING RAIL DIGITAL TRANSFORMATION IN ASIA AND PACIFIC

The United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) invited OTIF's Secretary General, Mr Wolfgang Küpper, to take part in the opening session of the "High Level Regional Conference on Accelerating Rail Digital Transformation in Asia and Pacific" on 5 and 6 April 2023 in New Delhi.

Mr Küpper sent UNESCAP a statement by video. Some extracts are reproduced below.

"Digitalisation is a global phenomenon. The development of digital technologies has created new opportunities and challenges in all spheres of life. Digitalisation is also changing the way railway transport operates. This affects not only physical operations but also legal relationships, including the conclusion and performance of the contract of carriage.

The COTIF Uniform Rules concerning the Contract of International Carriage of Goods by Rail, known by the abbreviation CIM, have been in use for 130 years. The CIM is in principle ready for paperless transport, as the

consignment note can be in the form of electronic data registration. However, OTIF will examine whether further and more detailed rules are necessary.

The COTIF Uniform Rules concerning the Contract of International Carriage of Passengers by Rail, known by the abbreviation CIV, have been in use for 95 years. The CIV is also in principle ready for paperless transport, as the ticket may also be established in the form of electronic data registration.

As railway decision-makers, you know that the efficient operation of railways requires coordination and standardisation across borders. The same applies to the use of digital technologies and the electronic exchange of information in rail transport.

Rail transport is a crucial component of the global transportation system, with millions of passengers and tons of goods being transported every day. In order to decarbonise transport in general, the modal share of transport by rail, in particular international transport by rail,

must be promoted and grown. Despite the significant progress made in recent years, there are still challenges when it comes to seamless and efficient cross-border rail transportation.

At present, there are several different national and international solutions being developed for telematics applications in rail transport. This fragmentation creates inefficiencies and increases costs for operators, as they have to adapt to different systems in different countries. The exchange of transport document data and travel data between different countries can be a complex and time-consuming process, and this hinders the smooth operation of international rail traffic.

The solution to this problem is to establish and apply common rules and standards for the exchange of information for international rail transport.

OTIF offers such common rules [...]."

AD HOC COMMITTEE ON LEGAL AFFAIRS AND INTERNATIONAL COOPERATION: BRIEF SUMMARY

The ad hoc Committee on Legal Affairs and International Cooperation held its 4th session from 18 to 20 April 2023 in Berne in a hybrid format.

29 Member States and the European Union attended the session. Numerous representatives of international organisations (registered stakeholders), took an active part: the Secretary General of the International Rail Transport Committee (CIT), Mr Gilles Mugnier, the Director of Transport and Communication of the Economic Cooperation Organization (ECO), Mr Akbar Khodaei, the Legal and Sales Director of RailNetEurope (RNE), Ms Elisabeth Hochhold-Stroissnig, the Secretary General of the Intergovernmental Commission of the Europe-Caucasus-Asia Corridor (TRACECA), Mr Asset Assavbayev, the Director of EU Affairs of the International Union of Railways (UIC), Mr Patrizio Grillo and the Head of the Transport Facilitation and Economics Section of the Transport Division

of the United Nations Economic Commission for Europe (UNECE), Mr Konstantinos Alexopoulos.

There were many items on the agenda, including the discussion of OTIF's draft long-term strategy. Intensive discussions led to a consensus on the overall structure of the strategy and the definition of five strategic objectives. The ad hoc Committee also decided to amend the action plan for the development of OTIF's long-term strategy.

With regard to the question of the application of the Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI UR) to service facilities, the ad hoc Committee took note of the presentation by RNE entitled "Discussion on applicability of CUI UR to service facilities". It also welcomed CIT's valuable contribution on this issue. Lastly, the ad hoc Committee instructed the Secretariat of OTIF to prepare a draft legal opinion for consideration at the 5th session. This draft legal

opinion will have to follow the general principles adopted at the meeting, which define the criteria for interpreting the CUI UR.

With regard to the question of digitalisation of freight transport documents in international transport, which involves determining whether or not to revise the CIM Uniform Rules, the ad hoc Committee postponed discussions until its 5th session. However, it noted the interesting presentations by TRACECA on the digitalisation of freight transport documents as a priority for future years, by the UNECE on the implementation of eCMR and eTIR, and by the UIC on digitalisation in international rail transport.

Lastly, the ad hoc Committee decided that future sessions would no longer be held in a hybrid format. So from the next session scheduled for the beginning of November 2023, the sessions will take place exclusively in person.



ANNUAL TRIPARTITE MEETING

On 29 September 2020, OTIF signed a second tripartite administrative arrangement with the European Commission's Directorate-General for Mobility and Transport (DG MOVE) and the European Union Agency for Railways. This arrangement strengthens the close and intense partnership between the European Union and OTIF in the field of technical interoperability and the transport of dangerous goods in particular.

Within the framework of this agreement, a hybrid working meeting was held on 25 April 2023 between, among others, the Secretary General of OTIF, Mr Wolfgang Küpper, the Director

of the EU Agency for Railways, Mr Josef Doppelbauer, and the Head of the Railway Safety and Interoperability Unit of DG MOVE, Mr Keir Fitch.

Various points were discussed: the participants discussed recent developments in OTIF, the Agency and DG MOVE. They recalled the status of approvals of the modifications to COTIF adopted at the 12th and 13th sessions of the General Assembly.

In the field of technical interoperability, they reviewed the latest OTIF Uniform Technical Prescriptions (UTPs), which have been modified and aligned with the latest revised EU Technical

Specifications for Interoperability (TSIs). With regard to dangerous goods and RID, the participants reported on the progress made by the Joint Expert Group on the coordination and harmonisation of SMGS Annex 2 with RID. Lastly, participants reported on their international cooperation with various organisations and on territories beyond the EU.

The discussions were guided by the common objectives of OTIF, the Agency and DG MOVE: more international trains, more harmonisation of rules for the railway sector and ever closer cooperation.



OFFICIAL MEETING

On 2 May 2023, the General Secretary of the International Rail Transport Committee (CIT), Mr Gilles Mugnier, was received at OTIF headquarters by the Secretary General of OTIF, Mr Wolfgang Küpper.

This meeting was Mr. Mugnier's first official visit to OTIF as the new General Secretary of CIT.

Mr Mugnier and Mr Küpper discussed the necessary cooperation between OTIF and CIT, particularly with regard to contracts for the international carriage of passengers and goods, as well as accessories to the contract

of carriage, such as contracts for the use of railway vehicles or infrastructure.

Mr Küpper welcomed the contact and the appointment of Mr Mugnier.



TEMPORARY OFFICES FOR THE SECRETARIAT. ATTENTION: RENOVATION WORK AND A NEW TEMPORARY ADDRESS

The current headquarters building of the Intergovernmental Organisation for International Carriage by Rail (OTIF) was built in the 1960s and opened in 1966. There has been no major renovation to the building for more than 50 years.



After exploring various options for relocating the Organisation, the solution of renovating the whole building and its structure (type of insulation) was seriously considered.

At its 133rd session in November 2019, OTIF's Administrative Committee was informed of the start of the project to renovate the Organisation's headquarters and in September 2020, the Secretariat published a call for tenders for project management assistance. At its 15th session in September 2021, the General Assembly of OTIF was informed of the details of the project and how it would be financed.

In February 2023, the Swiss Federal Council approved a loan from the Foundation for Buildings for International Organisations (FIPOI) to renovate the OTIF headquarters

building.

In the summer of 2023, renovation of the building will begin in earnest and should continue until the first half of 2025. In order to enable optimal implementation, the entire Secretariat team will move to temporary offices.

As a result, from August 2023 until the first half of 2025, the OTIF Secretariat's temporary address will be:

**Worbstrasse 201
3073 Muri bei Bern (Gümligen)**

DEPOSITARY NOTIFICATIONS

Since last Bulletin 16 March 2023 ([Bulletin 1/2023](#))

NOT-23012	28.4.2023	List of CIV maritime and inland waterway services (Circular letter 32)
NOT-23010	03.4.2023	Entry into force of modifications to the ATMF UR (Appendix G to COTIF) adopted by the Revision Committee using the written procedure

130 YEARS!

In 1893, the International Convention on the Carriage of Goods by Rail, or the International Convention of Berne, came into force. Annex 1 of the Convention contained international provisions on the transport of dangerous goods.

Today, the Convention has become Appendix B, "Uniform Rules concerning the Contract of International Carriage of Goods by Rail" (CIM UR) to the Convention concerning International Carriage by Rail (COTIF) and Annex 1 has become Appendix C "Regulation concerning the International Carriage of Dangerous Goods by Rail" to COTIF.

This year, OTIF is celebrating 130

years of the CIM UR and RID.

Detailed history: [Bulletin 3-2018, page 7](#)

Curiosity: [Facsimile of the International Convention on the Transport of Goods by Rail](#) (in German and French)



THE INTERNATIONAL DANGEROUS GOODS DAYS IN HAMBURG

On 27 February 2023, the Head of the Dangerous Goods Department, Mr Jochen Conrad, took part in the International Dangerous Goods Days Hamburg (*Internationale Gefahrgut-Tage Hamburg*). This event provides the opportunity to exchange experiences and information on the transport of dangerous goods by all modes of transport, both locally and internationally.

Mr Conrad co-hosted a workshop with the Head of the Dangerous

Goods Office of the German Federal Ministry of Digital and Transport (BMDV), Ms Gudula Schwan, entitled “Dangerous goods provisions: questions on the practical implementation of the 2023 amendments. Focus on the specific requirements for each mode of transport”.

This workshop enabled Mr Conrad to promote the 2023 version of the Regulation concerning the International Carriage of Dangerous

Goods by Rail (RID) and to highlight the main amendments compared with the previous 2021 edition.

RID applies to international traffic and to national transport within the European Union. In addition, the provisions for the transport of dangerous goods by rail are harmonised with those for road transport (ADR) and inland waterways (ADN) thanks to the coordination work between the UNECE in Geneva and OTIF.

10th TECHNICAL COMMITTEE OF THE TRANSPORT COMMUNITY IN BELGRADE

On 2 March 2023, the Transport of Dangerous Goods Technical Committee of the Transport Community met in Belgrade in a hybrid format.

The Head of OTIF’s Dangerous Goods Department, Mr Jochen Conrad, was pleased to present to delegations the latest developments in the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) and the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). He drew attention in particular to the recent amendments, applicable from 1 January 2023, to the Regulation’s

general provisions, the new classifications and list of dangerous goods and the provisions on the use of packagings and tanks.

The OTIF Secretariat has published a summary of the main amendments to RID for the 2023 edition: [Bulletin 1-2023](#) pages 8 and 16.

The Transport Community is an international organisation in the field of mobility and transport, composed of 36 participants: the EU Member States represented by the European Commission, the six Western Balkan regional partners (Albania, Bosnia

and Herzegovina, Kosovo, Montenegro, North Macedonia and Serbia) and the three observer participants (Georgia, Moldova and Ukraine). The stated objective of the Transport Community is to integrate the Western Balkan transport markets into the EU. The organisation was founded by the Treaty establishing the Transport Community signed on 9 October 2017. The Treaty establishes a Transport Community in the field of road, rail, inland waterway and maritime transport and develops the transport network between the European Union and the six parts of the Western Balkans.

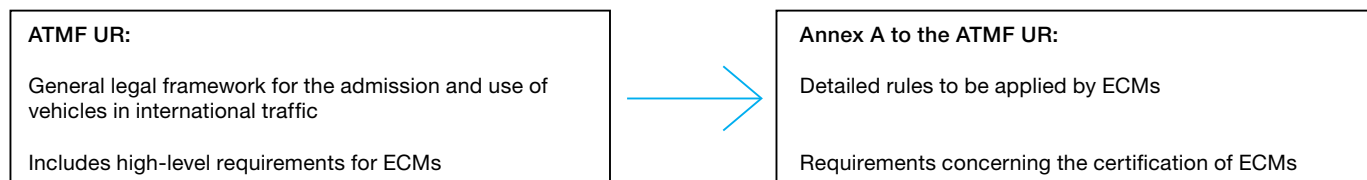
BACKGROUND TO AND EXPLANATION OF THE RECENT MODIFICATIONS TO THE ATMF UR

In October 2022, OTIF’s Revision Committee adopted modifications to the ATMF UR using the written procedure. These modifications will enter into force on 1 November 2023 and will bring uniformity to the process for certifying all Entities in Charge of Maintenance (ECMs), including those of vehicles other than freight wagons. This article explains the reasons behind the modifications and their impact.

It is worth recalling that the general rules concerning ECMs and their certification are laid down in the ATMF UR, in particular in Article 15. These rules require, inter alia, that each vehicle must have an ECM

assigned to it and that each ECM must comply with certain rules. The detailed rules that the ECMs must comply with and the requirements related to the certification of their competences are set out in [Annex](#)

[A to the ATMF UR](#), further referred to as the Annex. The diagram below illustrates this correlation.



The Annex has recently been completely revised. This revised version entered into force on 1 April 2021. Before 1 April 2021, the previous version of the Annex required the certification of ECMs for freight wagons only. No certification requirements applied to ECMs of vehicles other than freight wagons. Any acceptance of ECMs of vehicles other than freight wagons was therefore implicit and was not based on COTIF rules. This situation created some uncertainty for the railway industry, in particular for ECMs seeking certification for their activities related to locomotives and trainsets. Furthermore, the absence of common requirements for all ECMs was a potential safety risk.

To address these issues, the Committee of Technical Experts (CTE) revised the Annex to require that all ECMs have to comply with common requirements. This means that ECMs for all types of railway vehicles, not just freight wagons, now have to be certified. However, under exceptional conditions, which are also defined in the Annex,

some ECMs can demonstrate compliance with the requirements without the need to be certified. Such exemption is for example possible for a railway undertaking that is also the ECM of its vehicles, provided that its ECM competences have already been assessed in the context of safety certification.

Although the ECM requirements in the Annex have no longer been specific to freight wagons since 2021, the preponderant provisions of the ATMF UR still require that only ECMs of freight wagons be certified. It was therefore necessary to modify the ATMF UR as well in order to reflect the modifications in the Annex. To this end, in October 2022, the Revision Committee used the written procedure to adopt modifications to Articles 3a § 5 and 15 § 2 of the ATMF UR. The modifications will enter into force on 1 November 2023.

When these modifications enter into force, the ATMF UR will require that all ECMs comply with the common requirements laid down in the

Annex. For detailed rules, including which ECMs have to be certified and which ECMs are exempt from this obligation, the ATMF UR will refer to the Annex. All requirements related to certification will be removed from the ATMF UR.

In addition, reference to national legislation will be deleted from the ATMF UR, as the rules on the certification of ECMs for vehicles in international traffic will be exhaustively regulated at international level. The precise reference to specific EU legislation will also be removed from the ATMF UR and replaced by a general reference in order to avoid having to modify the ATMF UR every time EU law changes. The exact correlation between EU law and COTIF is regulated in the Annex; this simplifies the legal framework, makes it easier to adapt and reduces the risk of legal conflicts or discrepancies.

Finally, the modifications to the ATMF UR will give the CTE competences to declare equivalence

between EU rules and OTIF rules for ECMs. This competence is by analogy with the APTU UR, which give the CTE the competence to declare equivalence, in railway safety terms, between provisions in the UTP and the corresponding TSI.

The Depository Notifications related to this revision of the ATMF UR are available on OTIF's website: Depository Notification [NOT-22042](#)

of 23 November 2022 concerning the adoption of the modifications. The adopted modifications are set out in the [annex to NOT-22042](#) Depository Notification [NOT-23010](#) of 3 April concerning the entry into force on 1 November 2023.

In summary, the modifications to the ATMF UR for the certification of ECMs will ensure continued alignment, now and in future,

between EU and OTIF rules concerning the responsibilities for the maintenance of vehicles. These changes reflect the requirements of the rail industry and underline the importance of risk-based approaches in ensuring safe and sustainable international railway operations.

Bas Leermakers

THE EU TSI PACKAGE AND CONSEQUENCES FOR OTIF'S UTPs

On 29 and 30 March this year, the EU Member States in the Railway Interoperability and Safety Committee (RISC) voted on the so-called Digital Rail and Green Freight package that included amendments to the Technical Specifications for Interoperability (TSIs) and common specifications for the register of railway infrastructure (RINF). The revision process for this TSI package took two years. The revised texts were drafted by the European Union Agency for Railways (ERA) in association with experts representing the railway sector and competent authorities.

The Technical Interoperability Department of the OTIF Secretariat participated in an advisory role in some of the preparatory ERA meetings. The objective of this participation was to ensure that the new TSI provisions would not jeopardise the continued alignment of COTIF and EU law, particularly the Uniform Technical Prescriptions (UTPs) and TSIs. This article provides an overview of what will change in the TSIs and what this means for OTIF's UTPs.

Topics covered by the TSI revision are freight wagons, the facilitation of combined transport, the assessment methodology

of composite brake blocks, train architecture, ERTMS and specifications for railway mobile radio, registers and interfaces for the digitalisation of railway services. Other topics also focused on updates and the harmonisation of standards and operational rules. The EU wishes to encourage the railways to deploy new digital technologies, so operational rules have to reflect the updated technical requirements and parameters in the various TSIs.

The Digital Rail and Green Freight package includes amendments to the following TSIs and implementing regulations:

1. Regulation (EU) No 321/2013 (TSI WAG);
2. Regulation (EU) No 1299/2014 (TSI INF);
3. Regulation (EU) No 1300/2014 (TSI PRM);
4. Regulation (EU) No 1301/2014 (TSI ENE);
5. Regulation (EU) No 1302/2014 (TSI LOC&PAS);
6. Regulation (EU) No 1304/2014 (TSI NOI);

7. Implementing Regulation (EU) 2019/777 (RINF).

The amendments can be summarised as follows:

- Both WAG TSI and INF TSI were modified in order to take combined transport into account, and more specifically provisions related to the codification of lines and requirements for securing wagon load units.
- Both WAG TSI and LOC&PAS TSI were modified to include functional requirements for derailment detection devices.
- In addition to provisions for the codification of lines considering combined transport, INF TSI was updated with requirements for traffic codes. The TSI would not make these requirements mandatory, but the requirements for traffic codes might be required for TEN-T corridors.
- Exceptions were made for platform heights for rolling stock that was not in the scope of the LOC&PAS TSI.
- Although the EU Member

States still needed to agree on the details, new provisions on high-level principles for national implementation plans were added to the INF TSI.

- The obligation to comply with the INF TSI would depend on whether the infrastructure was under maintenance, renewal or upgrade. TSI compliance for infrastructure subject to maintenance would be voluntary. In the case of renewal of infrastructure, compliance would be required for the part(s) that is/are renewed. For infrastructure upgrades, compliance with all parameters would be required.
- The PRM TSI was updated to define the basic parameters better, which would facilitate access to railway services for persons with disabilities and persons with reduced mobility. This would include the definition of an interoperable wheelchair, transportable by train, access to ticket vending machines, and provision of travel information in aural, visual and tactile form.
- The LOC&PAS TSI introduced a new term, “special vehicles”, which would become an umbrella term covering on-track machines, infrastructure inspection vehicles, emergency vehicles, environment vehicles and road-rail vehicles.
- All interoperability constituents in the LOC&PAS TSI would be required to have an “EC” declaration of conformity or suitability for use.
- The concept of ‘unique authorization/go-everywhere coaches’ was introduced, thus reviving the RIC approach. Consequently, the LOC&PAS TSI had to include harmonised requirements and testing methods in terms of

electromagnetic compatibility, as well as compatibility and interface with train detection systems. This amendment would affect the provisions for the train composition and route compatibility checks.

- In the interface with energy, the LOC&PAS TSI was modified to include harmonised specifications applicable to rolling stock and fixed installations, specifically requirements on traffic loads and the load-carrying capacity of infrastructure, requirements for operations with more than two pantographs at the same time, and facilitating the retrofitting of trains with Energy Measuring Systems.
- The main amendments to the ENE TSI included clarification of the definitions for substations, traction power supply, the geometry of the overhead contact line and the quality of current collection; alignment with LOC&PAS TSI provisions and updated references to standards.
- A detailed description of procedure was introduced in Appendix F of the NOI TSI on the assessment of acoustic performance of the brake blocks. New appendices were added for the list of exempted brake blocks and transition regimes, depending on whether the rolling stock project is in the design phase or the production phase.
- Under the parameters on limits for pass-by noise, additional requirements were prescribed on friction elements for wheel tread brakes. Wheel tread breaks have been considered an interoperability constituent for freight wagons and they would therefore require conformity assessment.

- The amendments to the Commission Implementing Regulation on Register of Railway Infrastructure (RINF) reflects the EU’s objective to have a single reference database for infrastructure data, which would also include parameters related to combined transport and energy. The specifications would concern not only the development of the tool, but also parameters and information that would currently only be included in the route book.

It should be noted that following the revision of these TSIs, no specific new competence would be required for the Assessing Entities when performing conformity assessment of interoperability constituents or of subsystems.

Following the revision of the TSIs, ERA also received a mandate to revise the specification for the European register of authorized types of vehicles (ERATV) and to update the parameters in order to ensure alignment.

What does this mean for the COTIF Uniform Technical Prescriptions (UTPs)?

The adoption of the revised TSI Packages by the EU may have an impact on equivalence with the COTIF UTPs in force. Continued equivalence between UTPs and TSIs is indispensable for the use of vehicles in international traffic between EU and non-EU states. The CTE and its working group WG TECH will therefore analyse the changes to the TSIs and draft proposals to amend the UTPs as well, so as to ensure continued equivalence.

Maria Price

RID/ADR/ADN JOINT MEETING

(Berne/hybrid, 20 to 24 March 2023)

The RID/ADR/ADN Joint Meeting in March 2023 was the third meeting of the 2022/2023 biennium. Its decisions will be reflected in the 2025 editions of RID, ADR and ADN.

The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe took place from 20 to 24 March 2023 in the form of a hybrid meeting. Half of the approximately 100 delegates decided to attend the meeting in person.

Delegates from 23 states, the European Union, the Organisation for Cooperation between Railways and 14 non-governmental organisations took part in the discussions.

Tanks

The documents on tank issues were dealt with by the working group on tanks, which also held a hybrid meeting in parallel with the Joint Meeting. 26 experts from 11 states and 5 non-governmental organisations took part in the work of this working group.

Rationalized approach for assignment of tank codes to groups of substances in RID/ADR 4.3.4.1.2

RID/ADR 4.3.4.1.2 contains the rationalized approach for assignment of tank codes to groups of substances. It had been noticed that various decisions of the Joint Meeting on column (12) of Table A had not been taken into account in this paragraph. One of these decisions was to limit to 450 litres the capacity of receptacles containing viscous flammable liquids with a flashpoint below 23°C that may be assigned to packing group

III in accordance with 2.2.3.1.4. This decision removed the possibility of carrying these substances in tanks.

The Joint Meeting decided to follow a proposal from the Secretariat and update 4.3.4.1.2 in various places.

Special provision TE 16 for items of equipment for tanks

RID Chapter 6.8 contains special provision TE 16 for items of equipment for tanks. For tank-wagons for the carriage of oxidizing substances of Class 5.1, packing group I, this special provision stipulates that no part of the tank-wagon may be of wood, unless this is protected by a suitable coating. The background to the inclusion of this provision many decades ago was that oxidizing substances are not themselves flammable, but can lead to a fire when they come into contact with flammable and combustible substances and provide the oxygen necessary for combustion.

The working group on tanks confirmed that it was very unlikely that wood would be used in the construction of tank-wagons and recommended that this special provision, which has no equivalent in ADR, be deleted from RID.

Welding work

RID/ADR 6.8.5 contains additional provisions for the materials and construction of welded tanks for the carriage of refrigerated liquefied gases or with a test pressure of not less than 10 bar. During the work on the revision of standard EN 14025

on the design and construction of metallic pressure tanks, it became apparent that the provisions for the testing of test plates (impact strength) provided for in standard EN ISO 15614-1 do not ensure that the tests carried out deliver results which are in accordance with the provisions of 6.8.5.

The Joint Meeting decided to include a Note in 6.8.2.1.23, which governs the performance and inspection of welding work, to ensure the correct application of the impact strength tests.

Level-gauges made of transparent material

In the 2019 edition of RID/ADR, the provision was included in 6.8.2.2.11 that level-gauges made of glass and other fragile material that are in direct communication with the contents of the shell shall not be used. The basis for this was a similar provision for portable tanks in Chapter 6.7.

At the Joint Meeting in March 2022, a question of interpretation was raised as to whether the use of certain transparent materials, which, unlike glass, are not fragile, is permitted. The working group on tanks was of the view that transparent parts through which the substance in the shell can be seen should not be allowed in Chapter 6.8. However, there was a lengthy discussion on when transparent parts are allowed, such as protective transparent parts of dials of level-gauges, transparent parts in the manhole cover of tanks for liquid petroleum products or in service equipment downstream of

the first closure.

The Joint Meeting chose wording that does not specify when transparent parts are allowed. It was specified that level-gauges made of transparent material must not be fitted to shells if the material can, at any time, come into direct contact with the substance carried in the shell. Transparent materials are therefore permitted on service equipment downstream of the shell where there is no comparable risk of product leakage in the event of failure, damage or shearing.

Transitional measures will allow the continued use of tanks built before 1 January 2025. As the proposed text was only introduced in an informal document, the texts will remain in square brackets until the next Joint Meeting so that interested delegations can come back to them.

Definitions of “FRP tank” and “FRP shell” in Chapter 6.9 of RID/ADR 2023

It had been noted that the definition of a fibre-reinforced plastics tank (FRP tank) differs from the general definition of a tank in RID/ADR 1.2.1 and the definition of a portable tank in 6.7.2.1. While the general definition of tank assumes that the shell is the entire part of the tank that contains the substance to be carried, the definition of FRP tank also mentions the ends of the shell in addition to the shell.

A shell is the part of a tank which contains the substance to be carried and which consists of a cylindrical part, ends (closing the cylinder), openings and closures (e.g. manhole covers). Presumably, the definition of “FRP shell” was deliberately worded to allow also for an FRP cylinder with metallic ends.

As the new Chapter 6.9 comes from the UN Model Regulations and also applies to maritime

transport, the working group on tanks agreed that it could only make a recommendation, but that the decision would then have to be taken at the UN Sub-Committee of Experts. It proposed the following new wording for the definitions to be discussed at the UN Sub-Committee of Experts’ meeting at the end of June:

“**FRP shell**” means the part of the portable tank which retains the substance intended for carriage, consisting of a cylindrical section made of FRP material with FRP or metallic ends, including openings and closures, but does not include service equipment and external structural equipment.”

“**FRP tank**” means a portable tank constructed with an FRP shell fitted with service equipment and structural equipment.”

Safety valve mark according to 6.8.3.2.9.6

It was also mentioned in the working group on tanks that some competent authorities of Member States require that in accordance with the new provisions of ADR 6.8.3.2.9, tanks containing refrigerated liquefied gases must also bear the safety valve mark.

The working group on tanks agreed that the use of safety valves on tanks for the carriage of refrigerated liquefied gases, including flammable gases, was not dealt with in 6.8.3.2.9, but in 6.8.3.2.11 and 6.8.3.2.12. As the latter paragraphs do not refer to the mark of 6.8.3.2.9.6, the safety valve mark need not be affixed to these tanks.

In addition, it was recalled that 2.2.2.1.2 makes a clear distinction between liquefied gases and refrigerated liquefied gases, so if these definitions are taken into account, there is no ambiguity as to the applicability of 6.8.3.2.9 or 6.8.3.2.11 and 6.8.3.12.

Other proposals

Extension of special provision 668

Special provision 668 permits the transport of elevated temperature substances of UN No. 3257 for the purpose of applying road markings, without being subject to the provisions of RID/ADR. In so doing, certain conditions must be met, such as limiting the maximum capacity of the boiler and the maximum temperature of the outer surface of the boiler.

Bitumen and other similar substances that are only assigned to UN No. 3257 because of their elevated temperature are carried for use in repairing cracks and crevices of existing road surfaces in boilers similar to those used for road markings.

The Joint Meeting adopted a proposal to extend the relaxations of special provision 668 to bitumen carried for the purpose of repairing existing road surfaces.

Transport of waste gas cartridges

Special provision 327 contains simplified conditions for the carriage of waste aerosols carried for the purposes of reprocessing or disposal. It was supplemented with waste gas cartridges as part of the 2021 revision. However, in the 2021 revision, it was forgotten also to mention waste gas cartridges in special provision W 14/V 14 for carriage in packages, which prescribes ventilated or open wagons/vehicles or containers.

The Joint Meeting now corrected this error and decided also to assign special provision W 14/V 14 for carriage in packages to all entries of UN number 2037 in column (16) of Table A.

Mixed packing of cobalt dihydroxide powder

The new entry UN 3550 Cobalt dihydroxide powder was included in the 2023 edition of RID/ADR/ADN. In so doing, it was forgotten to assign a mixed packing code to the substance in column (9b) of Table A. If there is no code in column (9b), according to the explanatory notes in RID/ADR 3.2.1, only the general provisions apply (see 4.1.1.5 and 4.1.1.6).

The Joint Meeting decided to assign mixed packing code MP 18 to UN No. 3550, as to the other entries of Class 6.1, classification code T5, packing group I. Mixed packing code MP 18 allows mixed packing with goods of other classes except Class 7 and with goods not subject to the provisions of RID/ADR up to a maximum quantity of 0.5 kg per inner packaging and 1 kg per package.

Emergency transport of dangerous goods

Hazardous waste is regularly found in public places and must be taken to a suitable safe place. Such waste might, for example, be drug waste, fireworks or gas cylinders. In these cases, the dangerous goods regulations cannot be complied with because it is not possible to classify the dangerous goods on site and the packagings found do not comply with the regulations.

The Joint Meeting agreed that the provisions of 1.1.3.1 (d) and (e) (carriage undertaken by the competent authorities for the emergency response and emergency transport intended to save human lives or protect the environment) allow public bodies (e.g. police, law enforcement authorities, customs) to carry dangerous goods as part of their duties to protect the public. It also agreed that the current provisions in RID/ADR/ADN are clear enough

and that there is no need for an additional amendment.

Information in the transport document

The information that must be included in the transport document for the carriage of dangerous goods is listed in Chapter 5.4. However, additional information can be required in special provisions in Chapter 3.3. This had led to a general provision being included in 5.4.1.1.21 of RID/ADR 2023 referring to the additional information required by the special provisions.

In connection with the work on the Regulation on Electronic Freight Transport Information (eFTI), it was established that additional information is also required in various places in Chapters 3.5, 4.1, 4.2, 4.3 and 5.5. Developers working on electronic systems as a replacement for paper documentation are not necessarily experts in dangerous goods law and are not aware of the fact that the dangerous goods regulations may also contain documentation requirements in places other than Chapter 5.4.

The Joint Meeting decided also to mention in 5.4.1.1.21 the other parts of RID/ADR/ADN in which information is required in certain cases.

Reports of informal working groups

Carriage of molten aluminium of UN number 3257

Aluminium is carried from smelters to processing plants, particularly those of the automotive industry, in a molten state in order to avoid having to reheat the cooled metal, which is energy-intensive. The melting point of aluminium is about

660°C. Insulated containers – so-called vats – with a refractory lining are used for transport. Because of its high temperature, molten aluminium is considered as dangerous goods. It is assigned to UN No. 3257 Elevated temperature liquid, n.o.s. of Class 9. It is currently carried in accordance with special provision VC 3 in RID/ADR 7.3.3.1 under the conditions laid down by the competent authority of the country of origin.

At its meeting in spring 2021, the Joint Meeting decided to set up an informal working group to include provisions in RID/ADR for the carriage of molten aluminium to replace the national conditions laid down by the competent authority. The decisive factor was an accident that occurred during the international transport of molten aluminium on a motorway in Germany in February 2018, in which a semi-trailer skidded and overturned. More than 5 tonnes of 800°C hot, liquid aluminium spilled onto the roadway. The road surface had to be extensively renewed (see Bulletin 4/2022, pp. 32-33).

The working group drafted provisions for the construction, testing and marking of vats. For example, the insulation of the vats must ensure that the surface temperature does not exceed 130°C. It must not be possible for other road users to touch the vats under normal conditions of carriage. Vehicles used for the carriage of vats must be fitted with a vehicle stability function. In addition to the basic course in accordance with ADR 8.2.1.2, drivers must receive instruction about the detailed risks of the carriage of molten aluminium.

A transitional measure allows the continued use of vats built before 1 July 2025, provided the competent authorities of the countries of use agree to this approach.

As molten aluminium has so far only been carried by road, the Joint

Meeting decided to include the new provisions in ADR only. These provisions are set out in the new additional provision AP 11. The final decision is reserved for the Working Party on the Transport of Dangerous Goods (WP.15).

Carriage of wastes

RID/ADR 1.1.3.1 (a) contains a general exemption for the carriage of dangerous goods by private individuals. Important features of this exemption are that the dangerous goods must be packaged for retail sale and are intended for personal use. However, this general exemption provision does not cover

the carriage of these dangerous goods to the disposal facility after the end of their service life.

The Joint Meeting adopted a proposed text drafted by the working group on the carriage of wastes on the basis of the current 1.1.3.1 (a). According to this new exemption provision, an original package for retail sale is not required when these goods are carried as waste.

Next session

The next Joint Meeting will be held from 19 to 29 September 2023 with physical attendance only. The main

task will be to harmonise RID/ADR/ADN with the 23rd revised edition of the UN Recommendations on the Transport of Dangerous Goods, which will be prepared by a working group that will meet on 26 and 27 April 2023.

Jochen Conrad

CALENDAR OF OTIF'S MEETINGS IN 2023

DATE	EVENT	ORG	LOCATION
6 September	Joint Coordinating Group of Experts		Berne - Switzerland
7 - 8 September	Working Group WG TECH. 50 th Session		Berne - Switzerland
19 - 29 September	RID/ADR/ADN Joint Meeting	UNECE	Geneva - Switzerland
7 November	Special event Anniversaries "The CIM UR and CIV UR: feedback and prospects."	tbc	Berne - Switzerland
7 - 9 November	Ad hoc Committee on Legal Affairs and International Cooperation		Berne - Switzerland
14 - 15 November	Working Group WG TECH. 51 st Session	Department for Transport of the United Kingdom	United Kingdom
20 - 24 November	RID Committee of Experts' standing working group (16 th session)		United Kingdom
29 - 30 November	138 th Session of the Administrative Committee		Berne - Switzerland (HYBRID MEETING)

EVENTS WITH OTIF PARTICIPATION IN 2023

DATE	EVENT	ORG	LOCATION
21 - 22 June	Railway Interoperability and Safety Committee (RISC)	European Commission	Brussels - Belgium
3 - 7 July	UN Sub-Committee of Experts on the Transport of Dangerous Goods (62 nd session)	UNECE	Geneva - Switzerland
4 July	European Training Center for Railways (ETCR) – Lecture	ETCR*	Brussels - Belgium (HYBRID MEETING)
5 July	Return of Experience Workshop on the revision of the TSIs	ERA	Brussels - Belgium
10 - 12 July	Working Party on Rail Transport (SC.2) special session	UNECE	Geneva - Switzerland
22 - 24 August	Group of Experts on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland
24 - 26 October	OSJD Commission for Transport Law in the field of provisions for the carriage of dangerous goods	OSJD	Warsaw - Poland

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

EVENTS WITH OTIF PARTICIPATION IN 2023

DATE	EVENT	ORG	LOCATION
6 - 10 November	Working Party on the Transport of Dangerous Goods (WP.15) (114 th session)	UNECE	Geneva - Switzerland
7 - 8 November	UIC Group of Experts on the Carriage of Dangerous Goods	UIC	Sopron - Hungary
7 - 9 November	OSJD Commission on Infrastructure and Rolling Stock	OSJD	Warsaw - Poland (ONLINE MEETING)
13 - 16 November	Preparatory Commission for the Establishment of the International Registry for Railway Rolling Stock under the Luxembourg Protocol (12 th session)	UNIDROIT	Rome - Italy
14 - 17 November	Working Party on Rail Transport (SC.2)	UNECE	Geneva - Switzerland
21 - 22 November	Railway Interoperability and Safety Committee (RISC)	European Commission	Brussels - Belgium
27 - 28 November	10 th Annual Meeting of International Organisations	OECD	Paris - France
27 November - 6 December	UN Sub-Committee of Experts on the Transport of Dangerous Goods (63 rd session)	UNECE	Geneva - Switzerland



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