



Bulletin

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EDITORIAL

Dear reader

On 7 March 2024 the Preparatory Commission (12th and final session) and on 8 March 2024 the Supervisory Authority (inaugural session) of the Luxembourg Rail Protocol took some important decisions with regard to establishing the Supervisory Authority, the go-live of the International Registry for interests in railway rolling stock and, most importantly,

the entry into force of the Luxembourg Rail Protocol.

After 17 years, “**mission accomplished**” can finally be announced. This is a decisive step for all of us and a decisive step for the future of international rail transport.

At OTIF's 7th General Assembly in 2005, the OTIF Member States signalled their agreement to OTIF's taking over the task of providing the Secretariat for the Supervisory Authority to supervise the International Registry to be set up. In 2007, OTIF's task as the “Secretariat of the Supervisory Authority” was specifically laid down in Article XXII of the Luxembourg Protocol.

For OTIF the task of the Secretariat will be new and challenging, because it will be quite different from its existing task, namely the harmonisation of international transport law.

Governments and the railway industry can no longer afford not to use instruments that provide financial relief regarding the purchase of expensive railway rolling stock. This is where the Luxembourg Protocol fits in perfectly.

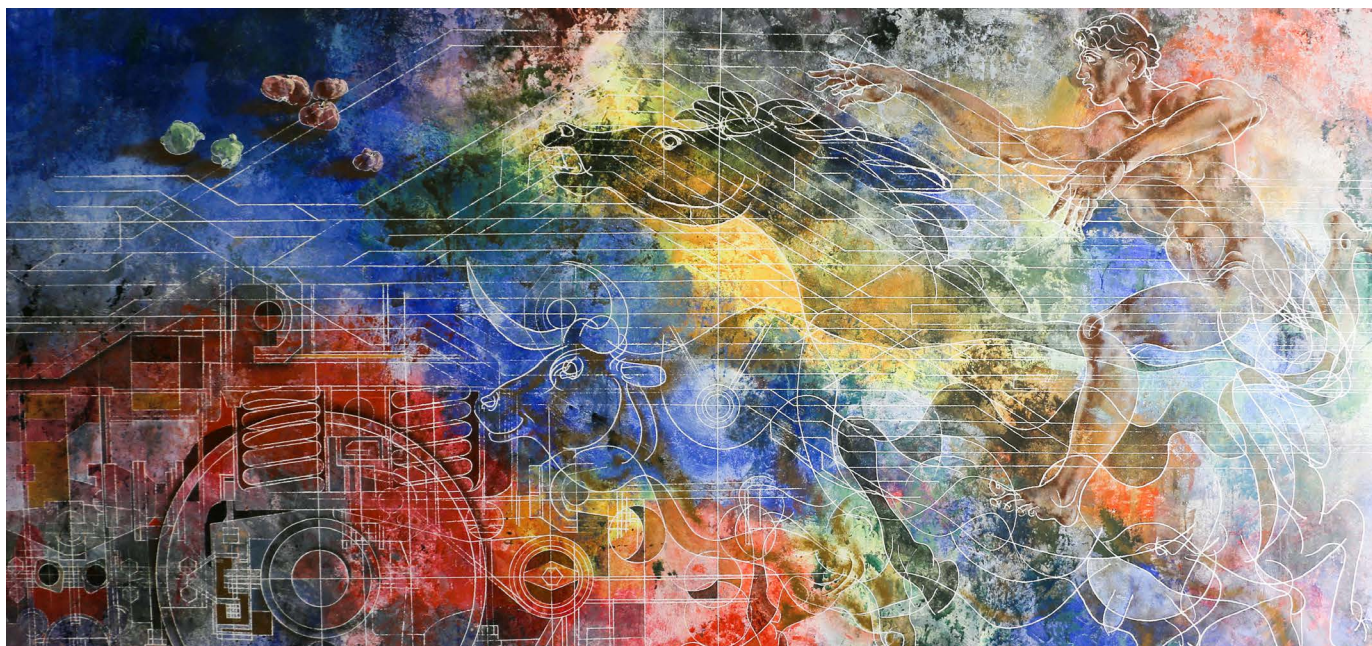
The Secretariat will inform you more in detail about these unique events in a future edition of the Bulletin.

In addition to this special event, the first issue of the Bulletin in 2024 provides information on the long-planned visit of the UNECE Director of Land Transport to OTIF and the regular important events of our partner organisations, in which OTIF was once again able to participate.

I hope you enjoy reading this edition of the Bulletin.

Wolfgang Küpper

Secretary General



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

CIT GENERAL ASSEMBLY

On 23 November 2023, the Secretary General of the Intergovernmental Organisation for International Carriage by Rail (OTIF), Mr Wolfgang Küpper, attended the annual General Assembly of the International Rail Transport Committee (CIT). The meeting was held in Berne and was chaired by Ms Maria Sack, Chairwoman of the CIT, and Ms Maria Urbańska, Deputy Chairwoman of the CIT.

Mr Küpper was invited to speak at the event. He presented OTIF's recent activities and explained the complementary nature of the work of OTIF and CIT.

He pointed out that, at the anniversary event "The CIM UR and CIV UR: feedback and prospects"

organised by OTIF on 7 November 2023: *"The active participation of the CIT, as well as representatives of the rail sector in general, has once again clearly demonstrated the importance of close cooperation with OTIF. At this event, the complementarity so often referred to was appreciable and tangible."*

He then explained that: *"The fundamental question was whether there was a current and, if necessary, fundamental need to amend international rail transport law, and in particular the CIM and CIV UR. Discussions on this issue proved to be controversial and could not be answered with a simple 'yes' or 'no'."*

He then highlighted the following:

"Another important measure for the complementarity of OTIF and the sector, and CIT in particular, is the planned and agreed development of a guide to COTIF rail contract law. This guide will mainly be for information purposes, for example for applicants for accession to OTIF. It will clearly describe the various existing instruments and tools, but will not be a commentary on COTIF." He then invited the Secretary General of CIT to discuss the content.

The complementary work with CIT must continue and the Secretary General of OTIF thanked CIT warmly for its invitation.

ANNUAL TRIPARTITE MEETING: OTIF - DG MOVE - ERA

The tripartite meeting between OTIF, the European Commission's Directorate-General for Mobility and Transport (DG MOVE) and the European Union Agency for Railways (ERA) was held in Brussels in a hybrid format on 29 January 2024.

This meeting took place within the framework of the tripartite administrative arrangement between OTIF, DG MOVE and the Agency. This arrangement

concerns the partnership between the European Union and OTIF in the field of technical interoperability and the transport of dangerous goods in particular.

The participants discussed recent developments in OTIF, the Agency and DG MOVE. They also reviewed future developments in the fields of technical interoperability and dangerous goods. A summary of the status of approvals of the modifications to COTIF adopted

at the 12th and 13th sessions of OTIF's General Assembly was then given. Lastly, the entry into force of the Luxembourg Rail Protocol was referred to.

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

ITF ANNUAL CONSULTATION

On Wednesday, 31 January 2024, the Secretary General of OTIF, Mr Wolfgang Küpper, took part in the Annual Consultation of international organisations organised by the International Transport Forum (ITF).

The discussions helped further to refine the agenda for the 2024 ITF Summit “Greening Transport: Keeping Focus in Times of Crisis” and will lay the foundations for the

2025 Summit “Enhancing Transport Resilience to Global Shocks”.

The 2024 Summit will focus mainly on the role of the transport sector in sustainable development, and the relationship between climate, health and geopolitical crises on the one hand, and transport systems on the other.

The Annual Consultation once

again highlighted the importance of international rail transport in establishing a sustainable global transport system.

The Secretary General of OTIF welcomes this consultation and thanks the Secretary General of ITF warmly for his invitation.

ENTRY INTO FORCE OF THE LUXEMBOURG PROTOCOL AND INAUGURAL SESSION OF THE SUPERVISORY AUTHORITY OF THE LUXEMBOURG PROTOCOL

On 8 March 2024, the Intergovernmental Organisation for International Carriage by Rail (OTIF), as the Secretariat of the Supervisory Authority, deposited with the International Institute for the Unification of Private Law (UNIDROIT), depository of the Luxembourg Rail Protocol, the certificate confirming that the International Registry of railway rolling stock is fully operational. In accordance with its Article XXIII, the Luxembourg Rail Protocol entered into force on the date on which the certificate was deposited.

On the same day, the Supervisory Authority of the Luxembourg Rail Protocol met in Berne, in a hybrid format, for its inaugural session.

At the meeting, the members of the Supervisory Authority, i.e. the representatives of the Contracting Parties to the Rail Protocol (to date, Spain, Gabon, Luxembourg, Sweden and the European Union) as well as the representatives of

the states designated by OTIF and UNIDROIT, approved the statutes of the Supervisory Authority, established its rules of procedure and elected the Chair and Vice-Chairs of the Supervisory Authority.

Members then examined the agreement on the functions of the Secretariat of the Supervisory Authority, which had to be

concluded between the Supervisory Authority and OTIF. Members then set up a commission of experts to assist the Supervisory Authority in carrying out its duties.

Lastly, there was a discussion on the operation of the International Registry of railway rolling stock, its establishment, its budget and the rules that will govern it.



The Luxembourg Rail Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Railway Rolling Stock establishes a new legal regime for the recognition and enforcement of securities of lenders, lessors and conditional sellers in railway rolling stock. The Luxembourg Protocol sets out a hierarchy of three types of security held by creditors on railway equipment. It guarantees:

a lessor under a lease, a creditor under a secured loan and the rights of a seller in a conditional sale (where title is retained). Luxembourg Rail Protocol: [French](#), [German](#), [English](#).

The Supervisory Authority has international legal personality. It is domiciled in Berne and hosted by OTIF, which acts as its Secretariat. The Supervisory Authority is represented by its

elected Chair.

The task of the Supervisory Authority is to supervise the implementation of the Luxembourg Protocol, i.e. to supervise the establishment and operation of the International Registry of railway rolling stock. It is in this registry, which can be consulted 24/7, that securities on railway equipment held by creditors will be recorded.

10th ANNUAL MEETING OF INTERNATIONAL ORGANISATIONS (IOEAD): SHARING EXPERIENCES

On 28 and 29 November 2023 in Paris, the Head of OTIF's Legal Department, Mr Aleksandr Kuzmenko, took part in the 10th Annual Meeting of International Organisations (IO) organised by the Organisation for Economic Co-operation and Development (OECD).

For several years, the OTIF Secretariat has been actively participating in the Partnership of International Organisations for more effective international rule-making and better international coordination.

At this anniversary meeting, the representatives of the partner IOs had the opportunity to work together to define their common priorities, to ensure that international instruments are ever more effective and to devise solutions to global challenges.

On the first day of the 10th annual meeting, the IOs shared their current and future challenges and discussed the tools they have developed together as part of the IO partnership.

The second day of the meeting looked at multilateral cooperation over the next decade.

It is crucial to strengthen cooperation between OTIF and other relevant international organisations and associations so that the Organisation can achieve the aim it

has been given under Article 2 of the Convention concerning International Carriage by Rail (COTIF).

The Secretariat of OTIF would like to thank the organisers of this 10th Annual Meeting for the depth of the discussions and the lessons learned.



WHEN LEGAL CERTAINTY IS COMBINED WITH ENVIRONMENTALLY-FRIENDLY TRANSPORT

Registering a service in the list of services provided for in Article 24 § 1 a) of COTIF means that maritime or inland waterway transport is performed on a service where it is mandatory to apply the CIV UR. In other words, this solution enables customers of the railways to be offered a single contract subject to a single legal regime, thus avoiding the changeover from railway law to maritime law and vice versa and the various problems associated with such a change (costs, unclear liability, etc.).

By agreement with France, Ireland therefore requested the Secretary General on 26 April 2023 to register the following three services in the CIV list of maritime and inland waterway services in accordance with Article 24 § 3 of COTIF:

- the service between Dublin Port and Cherbourg, operated by the Irish company “Irish Ferries, Ferryport, Alexandra Road, IE – Dublin 1 D01 W2F5”,
- the service between Rosslare and Cherbourg, operated by the French company “Brittany Ferries, Port du Bloscon - CS 60 072, FR - 29688 Roscoff Cedex”, and
- the service between Cork and Roscoff, operated by the French company “Brittany Ferries, Port du Bloscon - CS 60 072, FR - 29688 Roscoff Cedex”.

In accordance with Article 24 § 5 of COTIF, carriage on these new maritime services was made subject to the provisions of COTIF after the expiry of one month from the date of this notification of their registration by the Secretary General, i.e. on 28 May 2023.

In the OTIF Secretariat's experience, it is often the railway undertakings or shipping companies in cooperation with the rail sector that are behind the initiative for the registration of new services by the Member States of OTIF.

The situation is a little different with regard to the new services between Ireland and France. This is what makes this case particularly interesting.

The registration of these services was announced in Paris on 11 May 2023 by the Irish and French Ministers of Transport, Mr Eamon Ryan and Mr Clément Beaune, who emphasised in particular that in this manner, France and Ireland wished to encourage journeys by rail and sea.

In addition to greater legal certainty, the decision by France and Ireland was strongly motivated by the incentive to travel between the two countries using more environmentally-friendly means of transport.

The joint press release, which the French Ministry in charge of Transport published on 16 May 2023, explains that *“over the same distance, a ferry emits 1% of what an aeroplane emits in terms of CO₂ per tonne/km, and a train 8%. Although the journey time is longer, European citizens who wish to reduce their carbon footprint and discover their region differently wish increasingly to travel this way.”*

In order to provide an easier link between the railway station and the ferry terminal, transfers in the ports have been the focus of special efforts by the local authorities and are gradually being simplified by a system of buses and shuttles in

Dublin and Cork in Ireland, and in Cherbourg and Roscoff in France.

Until the final objective is achieved, which is to create a single, combined rail/sea ticket, a simplified, *pro tempore* reservation system was set up on the Brittany Ferries and Irish Ferries websites on 1 September 2023. This provisional solution allows a ferry ticket, then a train ticket, to be booked in a few clicks.

In the longer term, it will be possible on these two websites (Irish Ferries and Brittany Ferries) to purchase a single ticket for both the train and ferry journey in one go.

This example might encourage the Member States of OTIF further to promote use of the multimodal transport solutions available to them under COTIF.

The OTIF Secretariat would like to express its sincere thanks to all those in the Irish and French Ministries in charge of Transport who have been so actively involved in making the inclusion of these maritime services in the “CIV list of maritime and inland waterway services” a reality, and welcomes the commitment of the ferry operators that operate these maritime services between France and Ireland.

Ophélie RIQUET
Chargée d'action internationale dans le domaine de l'interopérabilité et de la sécurité ferroviaires
 Ministère de la Transition écologique et de la Cohésion des territoires
 Bureau de l'interopérabilité ferroviaire

Iris Gries

ENTRY INTO FORCE OF REVISED UTP GEN-E, UTP GEN-G AND UTP TAF

At its 15th session on 13 and 14 June 2023 in Bern, the Committee of Technical Experts (CTE) adopted important modifications to UTPs. On 1 January 2024, the modified UTPs entered into force. This article provides a brief overview of the changes.

Revision of the UTP GEN-E concerning the qualifications and independence of assessing entities

The Uniform Technical Prescription (UTP) GEN-E has been fully revised. The previous version of UTP GEN-E has been repealed. The requirements of UTP GEN-E apply to assessing entities that perform assessments for technical admissions in the scope of the ATMF UR. UTP GEN-E should also be used by accreditation bodies and by competent authorities when accrediting or designating assessing entities. If competent authorities themselves act as an assessing entity, they also have to comply with UTP GEN-E.

Conformity with UTPs in the scope of COTIF must be checked by assessing entities (“third party assessment”). In general, assessment of conformity of any product with the applicable requirements can be done by means of first, second, or third party assessments. In the scope of railway vehicle conformity assessment, first party assessment would mean self-assessment by the manufacturer. Second party conformity assessment would be performed by an organisation that has a user interest in the vehicle, for example the railway undertaking as the final user or keeper of the vehicle. Third party assessment is characterised by assessment performed by an entity that is independent of the manufacturer of the vehicle and has no user interests in that vehicle.

Application of UTP GEN-E ensures that the organisation, management and staff of assessing entities are sufficiently independent and qualified. This is important in terms of the confidence that all Contracting States should be able to have in the assessing entities and in the products and vehicles they assess. Assessing entities that comply with EU provisions are deemed also to comply with UTP GEN-E. This means that assessment results and certificates produced by EU Notified Bodies are also accepted under COTIF rules.

Contracting States, or accreditation bodies on their behalf, must inform the Secretary General of OTIF of their assessing entities and must keep this information up to date.

A list of assessing entities is published on OTIF’s website: https://otif.org/en/?page_id=200

Revision of the UTP GEN-G concerning a Common Safety Method on risk evaluation and assessment

The changes to the UTP GEN-G broaden its scope to include risk assessments relating to safety management systems in the scope of the EST UR. In addition, several substantive and editorial modifications have been made, but these do not affect the general principles. The revised UTP applies from 1 January 2024 for the purposes of the APTU and ATMF UR, while for the purposes of the EST UR, the UTP will only apply once the EST UR have entered into

force. The revised UTP replaces the previous version of UTP GEN-G.

The risk evaluation and assessment procedure prescribed in UTP GEN-G should be applied to analyse the safety impact of changes related to vehicles and their use. Examples include:

- For upgraded or renewed vehicles, for instance if there are significant changes to their construction or maintenance.
- In the case of admissions of new vehicles, if the CSM must be applied because a UTP concerning the vehicle so requires.
- In the case of admissions of new vehicles, to check safe integration between subsystems within a vehicle (i.e. rolling stock and the on-board part of the signalling system), but only when there are no mandatory rules in the UTP concerning the subsystems or in national rules concerning this safe integration.
- In the case of admissions of new vehicles, to check safe integration between a vehicle and a particular network. However, this is only mandatory if required by a UTP concerning the vehicle or by national technical requirements (NTR) in force in accordance with Article 12 of the APTU UR, and only relates to risks that are not already covered by UTP or NTR.

The risk management procedure has to be carried out by the proposer and is subject to independent assessment of its correct application and its results. The latter is the task of the CSM assessment body. UTP GEN-G sets out criteria to be met by CSM assessment bodies in its Annex II.

CSM assessment bodies are listed in a register that is common to both OTIF and the EU and which is hosted by the EU Agency for Railways. It is publicly accessible here: https://eradis.era.europa.eu/safety_docs/assessments/bodies/default.aspx.

Revision of the list of technical documents set out in Appendix I to the UTP TAF concerning telematics applications for freight services

Appendix I to the UTP TAF contains references and introduces changes to technical documents which include software coding necessary for the exchange of information and the harmonised implementation of the TAF provisions. Appendix I is regularly updated by the Committee of Technical Experts. Only Appendix I is modified. All other texts of the UTP TAF remain valid in the version

that entered into force on 1 January 2023.

All provisions, including previous versions, adopted by the Committee of Technical Experts are available on OTIF's website: https://otif.org/en/?page_id=194.

Technical Interoperability Department

16th SESSION OF THE COMMITTEE OF TECHNICAL EXPERTS

The Committee of Technical Experts will hold its 16th session on 11 and 12 June 2024 in Bern. Remote participation will be possible. The Committee of Technical Experts is one of the organs of OTIF and it 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. Once the EST UR (Appendix H to COTIF) enter into force, the Committee of Technical Experts will also be competent to adopt Annexes to these new UR.

The invitation letter and agenda for the meeting were published on OTIF's website on 22 January 2024. The meeting will be held in Bern and delegates will be able to attend in person or remotely. All the documents concerning proposals for binding provisions under agenda item 5 were published on OTIF's website on 18 February 2024 and the remaining working documents will be published on 15 April 2024.

The invitation letter and all working documents are publicly available on OTIF's website: https://otif.org/en/?page_id=590.

The Committee of Technical Experts (CTE) will deal with a wide range of topics, including the following proposals to adopt binding rules in the scope of the APTU and ATMF UR:

- A proposal to revise the **UTP WAG** concerning freight wagons. The proposed changes include provisions to facilitate combined transport, derailment detection and prevention functions and the mutual recognition of first admission for wagons with electrical or electronic equipment on board. The implementation rules will be updated, so that it will be clearer how the UTP applies to new wagons built to an existing design, or when existing wagons are upgraded or renewed. Furthermore, references to EU

legislation will be updated and specific implementing rules for Norway and the United Kingdom will be included.

- A proposal to revise the **UTP Noise** concerning vehicle noise. The proposed changes include the addition of a method for the conformity assessment of brake blocks. Furthermore, references to EU legislation will be updated and particular implementing rules for Norway and the Channel Tunnel will be added. Implementation rules will also be modernised in a similar way to those of the UTP WAG.
- A proposal to revise the **UTP TCRC** concerning train composition and route compatibility checks. The proposed changes will keep the UTP aligned with legal developments in the EU. They include the addition of definitions and requirements relating to combined transport and updated requirements in relation to checks for compatibility between vehicles and train detection systems.
- A proposal to update the list of technical documents referred to in **Appendix I to the UTP TAF** concerning telematics applications for freight services. These technical documents contain detailed IT specifications, such as interface and process descriptions, definitions of databases for

master data and code lists, and are regularly updated to reflect technological progress.

CTE will also discuss a number of other subjects. These will include a draft proposal for **Annex D to the future EST UR** to be applied by the Supervision Authorities when supervising railway undertakings in accordance with Article 6 of the EST UR. The formal adoption of Annex D can only take place after the EST UR have entered into force. The 16th session of CTE will consider the draft text, so that it can be adopted without delay once the EST UR enter into force.

CTE will also review the application guides for the UTP concerning locomotives and passenger rolling stock and the explanatory document for the UTP TCRC concerning train composition and route compatibility checks.

Lastly, it will review the results of the next steps on monitoring and assessing implementation of the APTU and ATMF UR and discuss the CTE's 2024/2025 work programme.

All Member States, associate members and regional organisations that have acceded to COTIF are invited, as well as the stakeholders as decided by CTE at its 15th session (see [Activities > Technical Interoperability > Committee of Technical Experts > Decisions](#))

PROVISIONAL AGENDA

Opening of the session

Election of the Chair

1. Approval of the agenda
2. Presence and quorum
3. Items for information:
 - 3.1 General information from the OTIF Secretariat
 - 3.2 Report from the Committee of Technical Experts' working group TECH
4. Items concerning the adoption of binding provisions:
 - 4.1 Revision of the UTP WAG
 - 4.2 Revision of the UTP Noise
 - 4.3 Revision of the UTP TCRC
 - 4.4 Modification of Appendix I to the UTP TAF
5. Items concerning approval of non-binding guidance and recommendations:
 - 5.1 Explanatory document to the UTP TCRC
 - 5.2 Revision of the application guide for the UTP LOC&PAS
6. Items for discussion:
 - 6.1 Draft Annex D to the EST UR concerning a Common Safety Method for Supervision
 - 6.2 Progress report on development of the EST UR (Appendix H to COTIF)
 - 6.3 Progress report on monitoring and assessing implementation of the APTU and ATMF Uniform Rules
 - 6.4 Draft handbook for the application and implementation of the APTU and ATMF Uniform Rules
 - 6.5 Possible future revision of the ATMF Uniform Rules
 - 6.6 Migration of wagon-related requirements from RID to the UTP WAG
 - 6.7 Work programme of the Committee
7. Any other business
8. Next session

The Committee session will be followed on 13 June 2024 by the 52nd session of the standing

working group Technology (WG TECH), which will also be held in Bern.

**Technical Interoperability
Department**

16th SESSION OF THE RID COMMITTEE OF EXPERTS' STANDING WORKING GROUP

London, 20 to 23 November 2023

At the invitation of the United Kingdom's Department for Transport, the 16th session of the RID Committee of Experts' standing working group was held in London from 20 to 23 November 2023. 15 RID Contracting States, the European Union, represented by the European Commission and the European Union Agency for Railways (ERA) and five international associations were represented. The meeting opened with a video message from the United Kingdom's Minister of State for railways, Mr Huw Merriman.

Harmonisation with the 23rd 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 2022 and 2023 and by the standing working group in November 2022. It also carried over all the other amendments that had been adopted for ADR by the UNECE Working Party on the Transport of Dangerous Goods (WP.15) in mid-May and at the beginning of November 2023, insofar as they were relevant to rail transport. The meeting paid special attention to the provisions for wastes contaminated with free asbestos and the relaxations for the mixed packing in an outer packaging of inner packagings of different sizes and shapes containing waste. At the last Joint Meeting (see Bulletin 4/2023, pp. 20 and 21), it had not been possible to bring these two issues to a close, so they were transferred

to WP.15 and the RID Committee of Experts' standing working group to conclude.

Inclusion of provisions for the carriage of molten aluminium of UN number 3257

At the RID/ADR/ADN Joint Meeting (Berne, 20 - 24 March 2023), the provisions for the carriage of molten aluminium drafted by an informal working group were adopted. As proposed by the working group, the Joint Meeting decided to adopt these new provisions for ADR only, subject to a final decision by the Working Party on the Transport of Dangerous Goods (WP.15). Although molten aluminium is currently only carried by road because the window of time between filling the vats and delivering them to the processing industry is very limited due to the cooling of the aluminium, there may be cases where carriage by rail is also considered, not least in order to reduce CO₂ emissions. Molten metals are already carried short distances by rail.

Germany and the Secretariat therefore proposed that the provisions adopted for ADR at the 113th session of WP.15 (Geneva, 15 - 17 May 2023) also be included in RID with various adaptations. The intention was to replace different national conditions with uniform international minimum requirements.

The standing working group adopted this proposal with various amendments.

Identification in the transport document of the wagon and, where appropriate, of the large container, tank-container or portable tank

At the RID/ADR/ADN Joint Meeting in March 2023, France proposed to include a requirement in 5.4.0.2, which governs the use of electronic transport documents, to ensure that the means of transport in which dangerous goods are being carried can be clearly identified by means of the electronic transport document.

Belgium had proposed to the standing working group to carry over the amendment to 5.4.0.2 adopted by the Joint Meeting into RID 5.4.0.1, with a few adaptations, as it must also be possible to identify the wagon, large container, tank-container or portable tank on the basis of the transport document in paper form.

As the proposed addition to 5.4.0.1 corresponds to current practice in any case, the standing working group adopted this proposal, and it was also decided to make an addition to 1.1.4.4, which governs the carriage of road vehicles in piggyback transport.

Interpretation of RID

Placarding of swap bodies

At the last session of the standing working group, the OTIF Secretariat was asked to prepare an interpretation of RID which would explain that the provisions for affixing placards also apply to swap bodies. The standing working group adopted this interpretation and

agreed that it should be published on OTIF's website under Reference texts > RID 2023 > List of RID interpretations.

Proposals to amend RID

Update of various UIC leaflets and International Railway Solutions

The International Union of Railways (UIC) publishes so-called UIC leaflets that constituted mandatory standards when railway undertakings were still state undertakings. These UIC leaflets were gradually transposed into so-called International Railway Solutions (IRS), which serve partly as standards and partly as best practices.

RID refers in various places to UIC leaflets and IRS. UIC informed the standing working group of the updates made to the UIC leaflets and the IRS.

The standing working group examined the amendments that had been made and adopted the alignment of the references to the latest editions of the IRS. In contrast, the new reference to the 3rd edition of IRS 50592 (Intermodal Loading Units (other than semi-trailers) for vertical transshipment and suitable for carriage on wagons – Minimum requirements) was only adopted provisionally, because it is also referred to in ADR and must therefore await a decision by the Joint Meeting.

Verification of the orange band on tank-wagons

5.3.5 requires tank-wagons for liquefied, refrigerated liquefied or dissolves gases to be marked with a 30 cm wide orange band encircling the shell at mid-height. With regard to the shade, a footnote refers to the description of the orange-coloured plates in

the Note to 5.3.2.2.1. At the same time, RID 6.8.4 (e) contains special provision TM 6 for the marking of tanks, which stipulates that an orange band in accordance with 5.3.5 must be affixed. In Table A of RID, special provision TM 6 is assigned to a total of 141 gases.

The standing working group's attention was drawn to a problem that had been ascertained at the last session of the Administrative Cooperation Group (ADCO) on Directive 2010/35/EC (Transportable Pressure Equipment Directive). The question arose as to who is responsible for verifying the orange band if the orange colour fades over time.

The standing working group noted that the responsibility for correct marking in accordance with RID 1.4.2 is split between several participants, i.e. the consignor, the carrier, the filler, the tank-wagon operator and the inspection body. As this is a permanent marking, the majority of the standing working group was of the view that during the initial inspection and subsequently, as part of the intermediate and periodic inspections, it should be checked whether the marking was in conformity with the provisions.

A proposal made orally during the discussion to dispense with the orange band, as on tank-vehicles and tank-containers, was not discussed, as this would require a well-founded official proposal that describes in detail the impact on safety.

Recommendations of the Joint Coordinating Group of Experts

The Joint Coordinating Group of Experts (JCGE) is an ad hoc working group whose purpose is to contribute to consistent legal development between RID and general railway law (railway

legislation on interoperability and safety) and to avoid contradictory requirements for vehicles and railway operations with regard to the carriage of dangerous goods by rail. JCGE is jointly organised by the Secretariat of OTIF and the European Commission and brings together dangerous goods and railway experts from the Member States and representatives of the relevant branches of industry.

In various places, RID contains special technical requirements for tank-wagons that carry dangerous goods. The requirements concerned are as follows:

- a general provision whereby tank-wagons and battery-wagons must be capable of withstanding, under the maximum permissible load, the stresses which occur during carriage by rail;
- a minimum distance of 300 mm between the headstock plane and the most protruding point at the shell extremity;
- a minimum dynamic energy absorption capacity of 70 kJ for buffers of tank-wagons and battery-wagons for the carriage of gases;
- devices to absorb energy of at least 800 kJ at each end of the wagon on tank-wagons for certain substances carried in the liquid state, and for gases and on battery-wagons;
- measures to prevent the overriding of buffers or to limit damage in the event of overriding of buffers;
- the possibility of fitting wagons for the carriage of dangerous goods with derailment detection devices.

The work of the last JCGE (Berne/hybrid, 6 September 2023) was prepared by workshops organised

by the European Union Agency for Railways (ERA), at which dangerous goods and railway experts were represented. The aim of these workshops was to transpose the above-mentioned technical vehicle provisions into OTIF's Uniform Technical Prescriptions (UTPs) for railway material intended to be used in international traffic and the Technical Specifications for Interoperability (TSIs) of the rail system in the European Union in order to facilitate assessment of the existing RID requirements by the assessing entities under the UTPs or by the notified bodies under the TSIs and to minimise duplication or inconsistencies in the assessment process. This transposition will also facilitate future introduction of the digital automatic coupling (DAC) and other safety-relevant requirements.

The standing working group agreed with the JCGE's proposals to adapt the existing provisions of RID and to include high-level safety objectives in a new 7.1.2. This new section will also include new special provisions for equipping wagons, which refer to the UTPs, which in future will contain the technical vehicle requirements that have so far been contained in RID.

In addition to the RID Committee of Experts, OTIF's Committee of Technical Experts and the European Commission's Committee on the Transport of Dangerous Goods and

Railway Interoperability and Safety Committee (RISC) will also have to agree to this restructuring. As this process is unlikely to be completed by the time the RID Committee of Experts formally adopts the 2025 amendments to RID in May 2024, these amendments will not enter into force until 1 January 2027, at the same time as the amendments to the UTPs and TSIs.

National translations of RID

The Secretariat reminded the RID Contracting States to send it a link to their national translations of RID so that it could be published on OTIF's website. Belgium, Czech Republic, Denmark, Finland, Latvia, the Netherlands, Norway and Sweden have so far made these links available. They are available on OTIF's website (www.otif.org) under Reference texts > RID 2023.

Tribute to Mr Alfons Hoffmann and Mr Henk Langenberg



The standing working group said goodbye to Mr Henk Langenberg (Netherlands) and Mr Alfons Hoffmann (Germany), who were both retiring. It thanked them both for their many years of active involvement in the work of the RID Committee of Experts, Mr Hoffmann for organising numerous working group meetings in Germany and Mr Langenberg in particular for his warmth and humour. It wished both delegates a long, healthy and happy retirement.

Next session

The 17th session of the RID Committee of Experts' standing working group will be held on 22 and 23 May 2024. Following the meeting of the standing working group, the 58th session of the RID Committee of Experts will take place on 23 May 2024, at which all the amendments that will enter into force on 1 January 2025 will be formally adopted.

Jochen Conrad

CALENDAR OF OTIF'S MEETINGS IN 2024

DATE	EVENT	ORG	LOCATION
25 - 28 March	RID/ADR/ADN Joint Meeting	UNECE	Berne - Switzerland
16 - 18 April	Ad hoc Committee on Legal Affairs and International Cooperation, 6 th session	*	Vienna - Austria
22 - 23 May	17 th session of the RID Committee of Experts' standing working group		Berne - Switzerland
23 May	58 th session of the RID Committee of Experts		Berne - Switzerland
11 - 12 June	16 th session of the RID Committee of Experts' standing working group		Berne - Switzerland (HYBRID MEETING)
13 June	Working Group WG TECH. 52 nd Session		Berne - Switzerland (HYBRID MEETING)
18 - 19 June	139 th Session of the Administrative Committee		Berne - Switzerland
17 September	Joint Coordinating Group of Experts		Berne - Switzerland (HYBRID MEETING)

EVENTS WITH OTIF PARTICIPATION IN 2024

DATE	EVENT	ORG	LOCATION
25 - 26 March	Inception Meeting of Project on "Leveraging Trans-Asian Railway for efficient and resilient transport network in ASEAN and beyond"	**	Jakarta - Indonesia (HYBRID MEETING)
2 - 5 April	Working Party on the Transport of Dangerous Goods, WP.15 (115 th session)	UNECE	Geneva - Switzerland
9 - 10 April		UNIDROIT	Rome - Italy
15 April	Discussion between OTIF and the Austrian Ministry for Climate Protection	*	Vienna - Austria
24 - 25 April	ADN Translation Conference	ZKR/CCNR	Strasbourg - France
29 - 30 April	Expert Group Meeting on Transport Connectivity and Logistics	UNESCAP	Bangkok - Thailand
7 May	International seminar on waste management and transport by rail	CIT	Geneva - Switzerland
22 - 23 May	International Transport Forum – Summit 2024	ITF – OECD	Leipzig - Germany

* Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology (A)

** Association of Southeast Asian Nations (ASEAN)

EVENTS WITH OTIF PARTICIPATION IN 2023/24

DATE	EVENT	ORG	LOCATION
3 - 6 June	Temporary Working Group on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland
6 - 7 June	Bernese Days	CIT	Berne - Switzerland
24 June - 3 July	64 th session of the UN Sub-Committee of Experts on the Transport of Dangerous Goods	UNECE	Geneva - Switzerland
25 - 26 June	Railway Interoperability and Safety Committee (RISC)	European Commission	Brussels - Belgium (HYBRID MEETING)
20 - 23 August	Group of Experts on Annex 2 to SMGS "Provisions for the Carriage of Dangerous Goods"	OSJD	Warsaw - Poland



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Thank you for your continued interest.
The Bulletin editor