

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

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TO THE GOVERNMENTS OF THE MEMBER STATES OF OTIF

**Final report of the 47th Session of the RID Committee of Experts
(Sofia, 16 – 20 November 2009)**

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ITEM 1: APPROVAL OF THE AGENDA

Document: A 81-03/503.2009 (Secretariat)

Informal document: INF.1 (Secretariat)

1. The meeting adopted the provisional agenda contained in invitation A 81-03/503.2009 dated 12 September 2009 with the list of documents published by the Secretariat in informal document INF.1.

ITEM 2: ELECTION OF OFFICERS

2. Mr Helmut Rein (Germany) was re-elected Chairman. Mrs Caroline Bailleux (Belgium) was re-elected Vice-Chair.

ITEM 3: PRESENCE AND QUORUM

3. As 17 of the 40 Member States entitled to vote were represented (see Annex II), there was a quorum in accordance with Article 20 § 1 of the Rules of Procedure ($\frac{1}{3}$ of the Member States) and the RID Committee of Experts was able to proceed with its business.

ITEM 4: HARMONISATION WITH THE 16TH EDITION OF THE UN RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS AND APPROVAL OF THE AMENDMENTS ADOPTED BY THE JOINT MEETING IN 2008 AND 2009

Carriage of intentionally active equipment with lithium batteries

Document: OTIF/RID/CE/2009/4 (Switzerland)

4. Switzerland's document OTIF/RID/2009/4 contained a proposal to introduce a new special provision to allow the carriage of intentionally active equipment containing lithium batteries. As the Joint Meeting had already dealt with an identical informal document in September 2009 (see new special provision 656 in Chapter 3.3), this document was withdrawn.

Document: OTIF/RID/CE/2009/11 (Secretariat)

Informal document: INF.24 (Secretariat)

5. Document OTIF/RID/CE/2009/11 submitted by the Secretariat set out all the draft amendments to RID adopted by the Joint Meeting at its sessions in 2008 and 2009, as well as those adopted by the RID Committee of Experts at its sessions in 2007 and 2008.

1.4.3.7.1

6. The RID Committee of Experts took over the editorial amendment to 1.4.3.7.1 adopted by WP.15 (see informal document INF.24, paragraph 13) (see Annex I).

1.6.2.5

Informal document: INF.3 (Belgium)

7. In informal document INF.3, Belgium proposed to align the transitional provision in 1.6.2.5 for pressure receptacles with the equivalent transitional provisions for tank-wagons and tank-containers in 1.6.3.38 and 1.6.4.39 and only to permit their open-ended use if this was not restricted by means of a specific transitional provision. This proposal, which had already been adopted by WP.15 (see informal document INF.24, paragraph 22), was adopted by the RID Committee of Experts (see Annex I).

1.6.3.39 and 1.6.4.40

Informal document: INF.16 (Sweden)

8. In informal document INF.16, Sweden proposed that the date of 1 January 2010 in 1.6.3.39 and 1.6.4.40 should be replaced by 1 July 2010 to take account of the general six-month transitional provision in 1.6.1.1. It was also proposed to correct the reference to the third subparagraph of 6.8.2.2.3. Both these amendments, which had already been adopted by WP.15 (see informal document INF.24, paragraph 23), were adopted by the RID Committee of Experts (see Annex I).
9. With regard to the further-reaching proposal to set a time limit for both the transitional provisions, the representative of Sweden was asked to submit an official proposal to the next Joint Meeting. In that proposal, the time limit in the transitional provisions in 1.6.3.15 and 1.6.4.17 should also be taken into account. This was introduced in connection with the requirement in 6.8.2.2.3 that for substances of Class 3, vacuum valves must prevent the immediate passage of flame into the tank.

Toxic by inhalation substances

Informal documents: INF.15 (France)
INF.20 (France)

10. In informal document INF.20, France listed four toxic by inhalation substances to which tank code L15CH should be assigned, instead of L10CH, in accordance with a decision of principle by the Joint Meeting. As requested by the Joint Meeting, in INF.15 France also submitted proposed wording for transitional provisions to allow the continued use of tanks with tank code L10CH until 31 December 2016.
11. Both these proposals, which had already been adopted by WP.15 (see informal document INF.24, paragraphs 26 and 27), were adopted by the RID Committee of Experts (see Annex I). The RID Committee of Experts confirmed the Secretariat's remark in the German version of document OTIF/RID/CE/2009/11 that the amended tank code for toxic by inhalation substances must also be taken into account in the rationalised approach for the allocation of tank codes to substance groups in 4.3.4.1.2, and asked the Joint Meeting's tank working group to discuss this consequential amendment.

1.8.8.2.1

12. In 1.8.8.2.1, the reference in square brackets to 1.8.8.1.3 (a) was deleted, as this did not relate to the technical documentation referred to (see also WP.15 decision in informal document INF.24, paragraphs 14 and 15) (see Annex I).

2.2.61.1.2

13. The representative of the United Kingdom pointed out that the explanation of the new classification code TFW had still to be included in 2.2.61.1.2. This proposal, which was also relevant to ADR and ADN, was adopted by the RID Committee of Experts (see Annex I).

2.3.3.2 and special provision 649

14. The RID Committee of Experts followed WP.15's decision to delete the square brackets around ISO standard 3924 and consequently to delete special provision 649 (see informal document INF.24, paragraph 44). The consequential amendment to UN numbers 1267, 1268, 3295 and 3494 identified by the Secretariat in the informal document INF.24, which was also relevant to ADR and ADN, was also adopted (see Annex I).

3.4.1 (g)

15. In 3.4.1 (g), the RID Committee of Experts decided to delete the reference to 7.5.9, which only applies to ADR (see Annex I).

3.4.12

16. The RID Committee of Experts followed WP.15's decision to delete the Note in square brackets in 3.4.12, as this Note related originally to an alternative marking in accordance with the IMDG Code, which has ceased to exist as a result of the limited quantity provisions, which are now harmonised (see Annex I).

Packing Instruction P 203

Informal document: INF.21 (Belgium)

17. The representative of Belgium withdrew her informal document INF.21, which had been submitted to WP.15 in the same form and which WP.15 had rejected (see informal document INF.24, paragraphs 28 to 29bis).

6.2.4.1

Informal document: INF.12 (CEN)

18. Like WP.15, the RID Committee of Experts adopted the dates proposed by CEN in informal document INF.12 for the application of standard EN 12807:2001 (see informal document INF.24, paragraph 43) (see Annex I).

6.8.2.1.2

19. The RID Committee of Experts decided to delete the square brackets around **the new footnote to 6.8.2.1.2**, which had been provisionally adopted at the last session (see Annex I).

Adaptation and deletion of transitional measures in Chapter 1.6

Informal document: INF.23 (Secretariat)

20. The RID Committee of Experts adopted the Secretariat's proposals again to set the general transitional provision in 1.6.1.1 at six months and to delete the transitional provisions in 1.6.1.2, 1.6.1.13, 1.6.1.18, 1.6.3.12, 1.6.3.21 and 1.6.3.25 (first sub-paragraph) (see Annex I).

1.6.1.17

21. The representative of the United Kingdom was of the view that the transitional provision in 1.6.1.17 could not be deleted, because the new 1.6.1.19 prolonged the transitional provision in 1.6.1.17 by another two years. He was asked to prepare an official proposal for the next Joint Meeting. Until then, the amendment to 1.6.1.17 was placed in square brackets (see Annex I).

1.6.3.18

22. The Secretariat pointed out that the problem described concerning the required consistency with the marking provisions also concerned other transitional provisions, in which it was not explained which construction provision could be derogated from (e.g. 1.6.3.5, 1.6.3.6, 1.6.3.22). The current wording of these transitional provisions would allow tank-wagons and tank-containers to continue to be used without any subsequent marking. The RID Committee of Experts asked the Joint Meeting's tank working group to deal with this issue. Until then, the Secretariat's proposed amendment would remain in square brackets.
23. The representative of the Netherlands thought the transitional provisions in 1.6.3.1, 1.6.3.3 and 1.6.3.4 should also be deleted, as they would apply to tank-wagons built before 1 January 1978 or before 1 January 1988.
24. The chairman explained that before any transitional provisions were deleted, where it was not clear which construction provisions could be derogated from, there would have to be a careful examination of whether **any tank-wagons were concerned which were built on the basis of the provisions in force at the time of construction, but whose service life had not yet come to an end**. The RID Committee of Experts mandated the working group on tank and vehicle technology to check the transitional provisions relating specifically to tank-wagons and asked the Joint Meeting's tank working group to carry out a corresponding review of the common transitional provisions.

Carriage through the Channel Tunnel

Informal document: INF.25 (European Commission)

25. In informal document INF.25, the European Commission proposed to replace the reference to Directive 96/49/EC in footnote 15 to 1.9.2 (a) with a reference to the new Directive 2008/68/EC on the inland transport of dangerous goods.
26. At the suggestion of the Secretariat, this general reference was limited to Annex II of the Directive. Also at the suggestion of the Secretariat, 1.8.3.17 was deleted, as this referred to two Directives that had been revoked by the new Directive 2008/68/EC (see Annex I). This additional amendment was also relevant to ADR and ADN.

Packing instruction P 621

Informal document: INF.4 (Sweden)

27. For reasons of harmonisation, Sweden proposed in informal document INF.4 to delete the additional provision 2 from packing instruction P 621, as this was not contained in either the IMDG Code or ADR. As harmonised provisions for the closing of packagings had also been included in connection with the restructuring of RID/ADR **on the basis of** the UN Model Regulations (see, for example, 4.1.1.1), this additional provision was no longer considered necessary **and the deletion was adopted by the RID Committee of Experts** (see Annex I).

Reference to an additional European Directive for aerosol dispensers

Informal document: INF.13 (FEA)

28. The European Aerosol Federation was asked to submit its informal document INF.13 to the next Joint Meeting as an official document. It had also been submitted to WP.15 in the same form, but WP.15 had not been able to deal with it owing to the lack of time.

ITEM 5: MARKINGS IN PIGGYBACK TRANSPORT

Document: OTIF/RID/CE/2009/2 (Secretariat)

Informal documents: INF.11 (Belgium)
INF.19 (UIC/UIRR)

29. In accordance with a mandate from the 46th session of the RID Committee of Experts, the Secretariat had prepared document OTIF/RID/CE/2009/2 setting out the decisions of the last session and the results of an ad hoc working group that had met during the last session (see report OTIF/RID/CE/2008-B, paragraph 11).
30. The amendments proposed by Belgium in informal document INF. 11 were discussed one by one in conjunction with the counter-positions of UIC and UIRR in informal document INF.19 and were rejected in their entirety, as follows.

1.1.4.4.2 and 1.1.4.4.3

31. The positive wording proposed by Belgium saying when placards and orange-coloured plates have to be affixed to carrying wagons for piggyback transport was only supported by four delegations and was therefore not adopted in accordance with Article 21 § 1 (b) of the Rules of Procedure.
32. As 1.1.4.4.2 and 1.1.4.4.3 contained almost identical texts, the representatives of the United Kingdom and France supported combining these two paragraphs. A meeting room document drafted together with the Secretariat was adopted (see Annex I).

Use of the terms “transport unit”, “road vehicle” and “trailer”

33. As ADR 5.3.2.1 only dealt with the orange-coloured marking of transport units, the RID Committee of Experts decided to replace the term “road vehicles” with “transport units and trailers” in the new 1.1.4.4. This would also achieve a clearer distinction from 1.1.4.4.4 (new 1.1.4.4.3), which deals with the special case of the orange-coloured marking of trailers, which is not covered in ADR.
34. As in ADR the term “semi-trailer” is also included in the general term “trailer” (see, for example, definition of “transport unit”), the RID Committee of Experts saw no need to refer to semi-trailers each time trailers were mentioned.

1.1.4.4.4 (new 1.1.4.4.3)

35. In 1.1.4.4.4 (new 1.1.4.4.3), Belgium proposed also to deal with the **orange-coloured marking** of tank trailers or trailers for carriage in bulk without a tractor unit and in this case to allow only the orange-coloured plates on both sides in accordance with ADR 5.3.2.1.2 and 5.3.2.1.4, but not the special case of the orange-coloured plates on the front and back of the trailer in accordance with ADR 5.3.2.1.3 and 5.3.2.1.6.

36. As the majority of the RID Committee of Experts had in principle already supported accepting the markings in road transport without any change at the 46th session and as in the special case of the carriage of tank trailers or trailers for carriage in bulk, placards are affixed on both sides in every case, the majority of the RID Committee of Experts rejected this proposal from Belgium.

1.1.4.4.6 (new 1.1.4.4.5)

37. Lastly, when applying ADR 1.1.3.6, Belgium proposed in the transport document to require information on the total quantity of dangerous goods per transport category, so that the carrier could carry out his inspection obligations in accordance with 1.4.2.2.1.
38. The majority of the RID Committee of Experts was of the view that this information was irrelevant in rail transport and that the general information “carriage in accordance with 1.1.4.4”, as for carriage in a transport chain including a sea or air leg, was sufficient.
39. The alternative proposal to require the information “carriage in accordance with ADR 1.1.3.6”, instead of information on the total quantity per transport category, also received no support from the majority.

Discussions in WP.15 on the orange-coloured marking of parked trailers

Informal documents: INF.15 from the 87th session of WP.15 (Sweden)
INF.32 from the 87th session of WP.15 (Germany/OTIF)

40. Lastly, the RID Committee of Experts noted an informal document from Sweden for the last session of WP.15, which was supported by an informal document from Germany and the Secretariat of OTIF and in which it was proposed to require the orange-coloured marking in accordance with ADR 5.3.2.1.1 on the front of parked trailers (trailers not attached to a motor vehicle). If this proposal were to be adopted at the next session of WP.15 **on the basis of an official document**, the new 1.1.4.4.3 could be dispensed with in RID, as it would no longer derogate from the marking in accordance with ADR.

ITEM 6: INTRODUCING THE CONCEPT OF INSTRUCTIONS IN WRITING INTO RID

Document: OTIF/RID/CE/2009/6 (Germany)

Informal documents: INF.17 (UIC)
INF.26 (Secretariat)
INF.24 (Secretariat)

41. In document OTIF/RID/CE/2009/6, Germany submitted a revised proposal to the RID Committee of Experts for adoption setting out the model of the instructions in writing according to RID. This proposal took account of the decisions of the 46th session of the RID Committee of Experts and of the proposals for amendments from the UIC, which had agreed to check whether any of the wording contradicted the **technical specifications for interoperability (TSI)** (particularly the TSI Operation and Traffic Management) or the Rail Safety Directive (Directive 2004/49/EC).

5.4.3.1 to 5.4.3.4

42. The representative of Germany pointed out that at the request of the European Railway Agency (ERA), a new Note had been included in 5.4.3.1 referring to further-reaching national guidelines for managing emergency situations.

43. The representative of ERA said that the instructions in writing proposed in document OTIF/RID/CE/2009/6 were compatible with the TSIs. According to footnote 1 on the first page of the instructions in writing, it was still possible for Member States to adapt the instructions at national level. For this reason, the representative of ERA proposed to delete the Note to 5.4.3.1. The RID Committee of Experts adopted this amendment (see Annex I).
44. The RID Committee of Experts adopted the new wording of 5.4.3.3, with a minor editorial amendment to the French text. The new text was reworded to make it clear that it is up to the carrier to provide the locomotive driver with information on the dangerous goods loaded (see Annex I). The square brackets were therefore deleted.
45. In connection with the form of the instructions in writing, the Secretariat pointed out to the RID Committee of Experts that the use of the word “sollen” in the German text and the word “should” in the English text of 5.4.3.4 contradicted the obligation laid down in 5.4.3.1. To remove this contradiction and at the same time, to leave the Member States a certain amount of freedom as regards the content of the instructions in writing, the RID Committee of Experts decided to keep the current terms, but to delete the words “form and” in 5.4.3.4 (see Annex I).

Aligning the terminology with that used in the European Directives

46. In his informal document INF.17, the representative of UIC proposed various amendments to the terminology and expressions used in the French version of the draft instructions in writing in order to align the terminology used with that found in the European Directives. The Secretariat had checked the UIC’s proposed corrections and had noted that some of the amendments proposed had consequences for the other language versions.
47. UIC’s proposal and the comments from the Secretariat in informal document INF.26 were examined in detail.

"Carrier" / "Railway undertaking"

48. The representative of UIC withdrew his proposal to replace the term “carrier” with “railway undertaking”, because in RID the term “carrier” is already defined in 1.2.1, and 1.4.2.2 already assigns obligations to the carrier.

"Locomotive driver"

49. The RID Committee of Experts adopted the proposal from the representative of UIC to replace the term “conducteur de locomotive” in the French version with the term “conducteur de train”, as this was the term used in Directive 2007/59/EC (see Annex I). However, in contrast to the wording used in the above-mentioned Directive, the RID Committee of Experts did not adopt the proposal to use the term “train driver” instead of “locomotive driver” in the English version.
50. As a consequential amendment, in the French version the term “conducteur de train” was also introduced into Chapter 1.3 of RID. The RID Committee of Experts decided to include a footnote here to explain that the use of the term “conducteur de train” corresponded to the definition of “conducteur de train” in Directive 2007/59/EC and hence also covered drivers of “locomotives, shunting locomotives, work trains, maintenance railway vehicles and trains for the carriage of passengers or goods” (see Annex I). As the terminology adopted for the English version did not correspond to that used in the European Directive and the German term “Triebfahrzeugführer” in RID required no further explanation, this footnote was only included in the French version.

"Locomotive" / "Engin-moteur"

51. In the French version, it was decided to replace the term "locomotive" with "engin-moteur" (motive power unit) (see Annex I).

"Forces d'intervention" / "Services d'intervention"

52. The proposal to replace the term "forces d'intervention" with "services d'intervention" in the French text was adopted (see Annex I).

"Reporting point" / "Railway infrastructure manager"

53. The RID Committee of Experts decided to replace "reporting point" with "railway infrastructure manager" in the three language versions. The latter is defined in 1.2.1 (see Annex I).

"Warning clothing" / "personal warning equipment"

54. UIC withdrew its proposal to replace "warning clothing" with "personal warning equipment". Instead, in the three language versions, the RID Committee of Experts adopted the Secretariat's proposal to include the terms used in standard EN 471 referred to on page 4 of the instructions in writing, i.e. "vêtements de signalisation", "warning clothing" and "Warnkleidung" (see Annex I).

Various amendments to the model of the instructions in writing

55. The RID Committee of Experts adopted Germany's proposal to add "in accordance with RID" to the title of the instructions in writing, and asked the Secretariat to inform WP.15 of this addition so that the same could be done for the other land transport modes.
56. Some delegations expressed their concern at the use of the term "dangerous event". As the terms "accident" and "incident" are defined in the Rail Safety Directive (Directive 2004/49/EC), whereas there is no definition of "dangerous event", the RID Committee of Experts decided to replace "dangerous event" with "accident or incident" throughout the text. In addition, unlike the German version of the above-mentioned Directive, it was decided in the German text of the instructions in writing to replace the term "Störung" with the term "Zwischenfall" in accordance with the terminology used in RID 1.8.5 (see Annex I).
57. The representative of Belgium thought it was important to explain in the main title that the instructions concerned measures to be taken in an accident or incident "involving or likely to involve dangerous goods". This proposal was supported by the representative of the European Commission, who commented that use of the instructions in writing irrespective of the type of accident or incident must be avoided. The RID Committee of Experts adopted Belgium's proposal (see Annex I).
58. With regard to the first indent on the first page of the model instructions in writing, the representative of UIC commented that stopping in a suitable place might have to be coordinated and agreed with the railway infrastructure manager. The RID Committee of Experts decided to take this into account (see Annex I).
59. For the second indent, the UIC withdrew its proposal in favour of the wording proposed by the Secretariat.
60. The third, fourth, fifth, seventh, eighth, tenth and eleventh indents were adopted with minor editorial amendments, bearing in mind the previous decisions on the terminology to be used.

61. As 5.4.0.2 of RID 2011 permitted working procedures using electronic data processing (EDP) or electronic data interchange (EDI) as an aid to or instead of paper documentation, the RID Committee of Experts decided to delete the square brackets in the sixth indent.
62. In the ninth indent, it was decided to replace “emergency services” with “officer-in-charge (internal and external)” (see Annex I).
63. The RID Committee of Experts decided to take over the amendments to the instructions in writing adopted by the 87th session of WP.15, as set out in informal document INF.24 (see Annex I).
64. As a consequential amendment, the RID Committee of Experts adopted the text of the new 1.4.2.2.1 (g) concerning the carrier’s obligation to ensure that the equipment prescribed in the instructions in writing is carried in the driver’s cab, and included a new 1.4.2.2.6 requiring the carrier to provide the locomotive driver with the instructions in writing (see Annex I).
65. The RID Committee of Experts also adopted the following points, which also have repercussions for ADR:
 - in the English version of the ninth indent on the first page of the model, the word “immediate” was kept before “vicinity” so that the text accorded with the French and German versions;
 - in the Table to be inserted at the beginning of the fourth page, “or warning sign” was deleted (twice), as the warning sign in accordance with 5.5.2.3 was not included in the instructions in writing.

ITEM 7: OTHER PROPOSALS

Reference to the General Contract of Use for Wagons (GCU)

Document: OTIF/RID/CE/2009/1 (Spain)

66. In document OTIF/RID/CE/2009/1, Spain proposed to replace the reference to the RIV agreement in 1.3.2.2.2 with a reference to the General Contract of Use for Wagons (GCU).
67. In reply to a question from the representative of Denmark as to whether it was possible to refer to documents under private law, the chairman recalled that this was already the practice in other places in the Regulations (e.g. ISO standards) and that it was only necessary to ensure conformity with RID and to ensure that it was possible to consult these documents.
68. Instead of the fixed reference to a certain edition of the GCU, as proposed by Spain, the RID Committee of Experts decided only to mention the title of the publication and the publisher, as in the definitions of ICAO Technical Instructions and IMDG Code in 1.2.1 (see Annex I).

Carriage as hand luggage

Document: OTIF/RID/CE/2009/10 (Switzerland)

Informal documents: INF.7 (Secretariat)
INF.22 (CIT)

69. In document OTIF/RID/CE/2009/10, Switzerland provided information about an incident that had occurred when a virus specimen (UN No. 3373) was being carried as hand luggage in a passenger train. According to special provision 319 and paragraph (11) of packing instruction P 650, apart from the provisions of this packing instruction, no other provisions of RID have

to be observed, so carriage as hand luggage was also permitted. However, in order to rule out different interpretations, it was proposed also to include in Chapter 7.7 the exemptions on the basis of special provisions of Chapter 3.3 in accordance with 1.1.3.4.1. In addition, it was proposed to remove a contradiction between 7.1.7 and Chapter 7.7.

70. Informal document INF.7 submitted by the Secretariat contained alternative proposed wording for 7.1.7, which also incorporated Article 5 § 1 of Appendix C of COTIF.
71. In informal document INF.22, CIT suggested not to broaden approval of carriage as hand luggage to the exemptions on the basis of special provisions, as this was a substantial amendment which would make it necessary to provide rules on liability for damage to rolling stock and passengers.
72. The chairman explained that the amendments proposed by Switzerland did not necessarily make matters clearer, as the statement in special provision 319 and paragraph (11) of packing instruction P 650 that no other provisions of RID had to be observed meant that 7.1.7 and Chapter 7.7 did not apply either. One way to resolve the problem was to leave 7.1.7 as it was and just keep the two Notes in Chapter 7.7.
73. The same problem arose with the other exemptions in 1.1.3 which are referred to at present in Chapter 7.7, as none of the provisions of RID apply in these cases either. One solution was to say in 1.1.3 which provisions must nevertheless be observed (see, for example, the list of applicable provisions in the new 3.4.1).
74. The representative of Austria pointed out that the wording in Article 12 § 4 of Appendix A to COTIF (CIV) and Article 5 of Appendix C to COTIF would also have to be taken into account.
75. The RID Committee of Experts decided that this was a more complicated subject which an informal working group should first consider from the legal perspectives. Switzerland said it was prepared to invite people to attend a meeting of this working group on 17 and 18 May 2010 in Bern (see also paragraph 133).

UN Number 3373

Document: OTIF/RID/CE/2009/3 (Secretariat)

76. In its document OTIF/RID/CE/2009/3, the Secretariat highlighted another contradiction in relation to UN number 3373 between special provision 319 and paragraph (11) of packing instruction P 650 on the one hand and special provision CE 14 for carriage as colis express on the other.
77. As deletion of the reference to special provision CE 14, as proposed by the Secretariat, might also lead to the false assumption that this substance may not be carried as colis express (see introductory sentence of Chapter 7.6), the RID Committee of Experts decided that this document should also be discussed in the working group to be organised by Switzerland.

1.4.3.6 (b)

Informal document: INF.6 (Secretariat)

78. Informal document INF.6 from the Secretariat repeated a question raised by the Joint Meeting's working group on telematics as to what was meant by the various pieces of information required in 1.4.3.6 (b). The Secretariat proposed to include in RID the explanations given in paragraph 5 of the informal document.

79. It emerged from the discussion that the last indent (mass of the load) was of no use as initial information for the emergency services, as this information provided the gross mass in accordance with the **transport document**, and hence the mass of the container as well, and even the mass of non-dangerous goods, if such were present.
80. The RID Committee of Experts asked the Secretariat to resubmit the explanations on the various indents to the next session in an official document. At the next session, it could then be decided to delete the last indent completely if it were only needed to calculate the braked weight of the train and was not required by the emergency services.

Informal document: INF.27 (Sweden)

81. In informal document INF.27, Sweden asked whether the information required in accordance with 1.4.3.6 (b) also had to be available for marshalling and shunting movements.
82. As the information had to be available at any time during carriage and the definition of “carriage” in 1.2.1 also covered stops in marshalling yards, the RID Committee of Experts’ answer to Sweden’s question was “yes”. The representative of UIC confirmed that this was also the case in practice, even if for marshalling movements, the data were available in another form.
83. The RID Committee of Experts did not think it was necessary to clarify this, as the Note to 1.4.3.6 (b) allowed the arrangements by which the data are provided to be laid down in the rules for using the railway infrastructure.

Informal document: INF.8 (Belgium)

84. In informal document INF.8, Belgium noted that according to 3.4.1 adopted for the 2011 edition of RID, Chapter 1.4 and hence 1.4.3.6 (b) were applicable **to carriage in limited quantities**. As, according to 3.4.12, the consignor of dangerous goods packed in limited quantities must inform the carrier of the gross mass of the goods to be consigned thus, the railway infrastructure manager should also have this information.
85. It was agreed to include the addition proposed by Belgium in the document to be prepared by the Secretariat and to discuss it at the next session of the RID Committee of Experts. At the same time, it could be discussed whether 1.4.3.6 (b) should be excluded from 3.4.1 if it were considered that this information was of no use to the railway infrastructure manager.

Date of the intermediate inspection

Informal document: INF.18 (Czech Republic)

86. In informal document INF.18, the representative of the Czech Republic proposed only to allow the period for carrying out the intermediate inspection to be exceeded by three months if the date of the next inspection on the tank-wagon was supplemented with the letter “L”.
87. The representative of Switzerland pointed out that the provision for marking the tank plate had already been included in RID in 2007 and the provision for marking the tank-wagon had been included in 2009, so from 2011, the “L” marking would be present in all cases. He did not think the addition proposed by the Czech Republic was necessary if the Member States chose to proceed flexibly.
88. It was agreed to submit the document to the next session of the RID Committee of Experts as an official document in order to give delegations more time to examine the issue.

Exchange of experiences for recognised experts in accordance with 6.8.2.4.6

Document: OTIF/RID/CE/2009/5 (Secretariat)

89. In document OTIF/RID/CE/2009/5, the Secretariat proposed to bring the last part of 6.8.2.4.6, concerning the Secretariat's obligation to organise an annual exchange of experiences, into line with actual circumstances and needs.
90. The RID Committee of Experts rejected the proposal from the representative of the Netherlands to extend the remit of the exchange of experiences to include the subframe of tank-wagons, as such issues came within ERA's area of competence.
91. The chairman pointed out that **many** tank-wagons came within the scope of the new TPED Directive, which already anticipated exchanges of experiences at various levels in the context of market surveillance.
92. The RID Committee of Experts adopted the Secretariat's proposal and asked the Secretariat to establish, in consultation with its chairman, whether it was necessary to hold a meeting of the exchange of experts.

Providing the RID files free of charge

Document: OTIF/RID/CE/2009/7 (Germany)

93. In document OTIF/RID/CE/2009/7, Germany requested that in future, the Secretariat should make the RID files available for publication in an official national promulgating organ free of charge and unencumbered with third parties' rights.
94. In reply, the Secretariat highlighted the following points:
 - OTIF's Administrative Committee was responsible for dealing with this proposal, which had implications for OTIF's budget.
 - The relatively small contribution to the costs that States were asked to make financed expenditure that was incurred in connection with the awarding of contracts to third parties. If the files were made available free of charge, this expenditure would have to be funded by higher membership contributions. However, this would mean that Member States that cannot generally make direct use of the official OTIF versions, because their official languages are not German, English or French, would have to help finance savings on work and costs in those States whose official languages are those of OTIF and which do not therefore have any translation costs. Likewise, Member States which are members of OTIF, but which do not apply RID, would have to expect higher contributions.
95. Germany said that there would be no need to publish a new version in his country **to the previous extent** if the texts were available free of charge on the OTIF website **and if a link to these could be made. This proposal therefore depended on the outcome of the discussions on proposal OTIF/RID/CE/2009/9 (Switzerland).**

Making RID available on OTIF's website

Document: OTIF/RID/CE/2009/9 (Switzerland)

96. In its document OTIF/RID/CE/2009/9, Switzerland requested that RID be published on the freely accessible part of OTIF's website.

97. This proposal, which also came under the competence of the Administrative Committee, was welcomed by the Member States, firstly because this would achieve greater transparency and secondly because the translation work in the Member States would be simplified if the consolidated version were made available.
98. The representative of the European Commission also supported the proposal and explained, under reserve, that the Commission **would explore possibilities for offsetting** part of the short-fall in OTIF's income.
99. The representative of Austria pointed out that a similar proposal for free access to the ICAO Technical Instructions had also been discussed in ICAO's Dangerous Goods Panel **a month ago and had subsequently been transmitted to the Air Navigation Commission as an urgent safety concern. In so doing, it had been pointed out that** initially, there had also been concerns within the United Nations about free publication, but that owing to the high level of publicity, sales of printed editions **had even increased**.
100. As Germany is represented on OTIF's Administrative Committee, the representative of Germany would bring **the whole subject up (free provision of the RID files/making RID available on OTIF's website)** at the Administrative Committee and, with the inclusion of the European Union's offer (**see paragraph 98**), would also give consideration to the cost-neutral aspects for OTIF.

Use of the term "RID Contracting State"

Document: OTIF/RID/CE/2009/8 (Secretariat)

101. The RID Committee of Experts adopted the Secretariat's proposal in OTIF/RID/CE/2009/8 to replace the term "COTIF Member State" with "RID Contracting State" in RID to make sure that the rights and obligations assigned under RID only apply to those Member States that actually apply RID (see Annex I).
102. The representative of the United Kingdom added that the "Dangerous Goods" section of OTIF's website would also have to be amended accordingly.

Multilateral special agreements

Informal document: INF.2 (Switzerland)

103. In informal document INF.2, Switzerland proposed that in future, it should no longer be necessary for a Member State to inform all the other Member States by post that a multilateral special agreement had been signed, as all the information was available on OTIF's website.
104. The representative of the United Kingdom said that in addition to the multilateral special agreement itself, the letter from the initiating State setting out the reasons for the agreement should also be published on OTIF's website.
105. The RID Committee of Experts agreed that in future, it would suffice to send the Secretariat the signed original of the multilateral special agreement. As before, the Secretariat would publish the multilateral special agreements and information on the signatory States on its website, and would also publish the letter from the initiating State setting out the reasons for the agreement on the website. On a voluntary basis, the Secretariat would also inform the people on the RID distribution list – by e-mail only – of the initiation and signature of multilateral special agreements.

Transport restrictions in tunnels

Informal document: INF.5 (Denmark)

106. In this informal document, Denmark asked that the flow of information concerning transport restrictions in the Member States be improved by means of the OTIF website. Denmark also proposed setting up a working group to discuss the introduction of harmonised transport restrictions for railway tunnels.
107. The Secretariat reminded the meeting that the Member States have an obligation to notify the Secretariat of various pieces of information, and only information that is made available by the Member States can be published on the website. In the case of **information regarding the Channel Tunnel**, the Secretariat would receive information **from Eurotunnel**, but this had not been released for publication on the website.
108. The chairman reminded the meeting that the UNECE had given consideration to improving tunnel safety for all transport modes. However, no additional measures had been considered necessary for rail transport.
109. The representatives of the European Commission and ERA acknowledged that the TSI Safety in Railway Tunnels did not have much to say about the carriage of dangerous goods and that this could be rectified when the TSI was next revised. In connection with this, they offered to pursue Denmark's request and to involve the RID Committee of Experts if the need arose. However, it was emphasised that there was no intention of transferring the road transport system of tunnel restriction codes to rail transport.

Agenda of the RID Committee of Experts

Informal document: INF.10 (European Commission)

110. In the spirit of cooperation with ERA, the RID Committee of Experts adopted the European Commission's proposal in informal document INF.10 to include an item on "Information from the European Railway Agency" on future agendas of the RID Committee of Experts.

ITEM 8: WORKING GROUP ON TANK AND VEHICLE TECHNOLOGY

Document: OTIF/RID/CE/GT/2009-A (Report of the tenth session of the working group on tank and vehicle technology)

111. The chairman of the working group on tank and vehicle technology, Mr Rainer Kogelheide (Germany), introduced the report on the tenth session of the working group set out in document OTIF/RID/CE/GT/2009-A.

Derailment detectors

Informal document: INF.9 (European Commission)

112. In informal document INF.9, the European Commission requested on behalf of the European Community that the amendments in document OTIF/RID/CE/2009/11 to 1.6.3.x, Chapter 3.2, Table A, column (13) and to 6.8.4 (b), special provision TE xx, adopted in square brackets, be deleted and only be included in the 2013 edition of RID. In so doing, the statement in the text of new special provision TE xx that venting of the main brake pipe is considered as a clear signal **for a derailment** should be deleted. In addition, the reference in TE xx to UIC leaflet 541-08 should be replaced by a reference to the **technical specifications for interoperability (TSI)**, although the representative of the European Commission agreed that in RID, in contrast to the TSI, an additional reference to the UIC leaflet could be maintained.

113. The representative of the European Commission explained that informal document INF.9 set out the conclusions of a joint meeting of the Transport of Dangerous Goods Regulatory Committee and the Rail Interoperability and Safety Committee (RISC) and that it was necessary in order to maintain compatibility between RID and the TSIs. The two years that would be made available by this postponement would be used to carry out the studies listed in the Annex to informal document INF.9 by the end of 2011, the results of which the European Commission would bring to the attention of the RID Committee of Experts nearer the time.
114. The Secretariat pointed out that the TSIs were only binding on the EU Member States and that in addition to the TSIs, there should also be a reference to the technical Appendices of COTIF and the uniform technical provisions they contained. **The RID Committee of Experts mandated the Secretariat to complete the reference accordingly (see Annex I).**
115. The representative of Switzerland pointed out that introducing derailment detectors had been the subject of discussions for more than ten years and extensive trials had already been carried out in Switzerland, Germany and Sweden. The list of studies in the Annex to informal document INF.9 should not be considered as a prerequisite for being able finally to introduce provisions for derailment detectors in RID in 2013.
116. The chairman reminded the meeting that the European Community's legislative competence in the rail sector meant that there were repercussions for RID. This meant that the range of tasks of the various bodies would have to be defined more clearly in order to establish the areas in which decisions could be taken independently and those where there would have to be cooperation. At the same time however, he regretted that the European Commission was attempting to maintain the status quo in terms of the level of safety, while on the basis of careful accident analyses, the RID Committee of Experts had established the need to improve the level of safety.
117. The RID Committee of Experts reinforced its aim of including provisions for the detection of derailments in RID, but agreed to defer the entry into force of the provisions **for two years**. The working group on tank and vehicle technology was asked to check and update the texts adopted in square brackets in the light of past and future ERA studies. In so doing, the working group should in particular examine whether, against the background of ERA's investigations so far, the detection of derailments should also be prescribed for other dangerous substances in order to increase the benefit for the railway infrastructure (less damage to assets, shorter line closures, etc.).

Drip leaks

118. The representative of Germany confirmed that he would submit a report on discussions at national level on the German Petroleum Industry Association's research project to the next session of the working group.

Monitoring the main brake pipe/air brake check

119. As ERA needed a mandate from the European Commission to carry out further investigations into this topic, the chairman of the RID Committee of Experts would address this issue at the next meeting of the Transport of Dangerous Goods Regulatory Committee.

Reference to standards EN 15551 and prEN 12663-2 in special provision TE 22

Informal document: INF.14 (Secretariat)

120. As the only standards that may be referenced in RID are those that have been published at the time the amendments to RID are notified, the discussion on informal document INF.14 was deferred to the next session of the RID Committee of Experts, as this document con-

tained an alternative proposal to the draft text of special provision TE 22 proposed by the working group.

Future work of the working group on tank and vehicle technology

121. The representative of the Netherlands was asked to provide the working group with an accident report on the accident that occurred **near Rotterdam (in Barendrecht)** on 24 September 2009, in which energy absorption elements had **possibly** prevented more serious damage from occurring.
122. The working group should also consider the accident analysis of the train accident in Viareggio with a view to discussing any consequential amendments to RID.

ITEM 9: APPROVAL OF ADOPTED TEXTS AND TRANSITIONAL PROVISIONS AND ENTRY INTO FORCE

123. In a final vote, 14 States voted in favour of the amendments adopted under agenda items 4 to 8 for a date of entry into force of 1 January 2011, with a transitional period up to 30 June 2011.
124. Proposals on the adopted amendments may still be submitted to the next session of the RID Committee of Experts. Subject to there being a quorum, these will still be considered for the 2011 edition of RID.

ITEM 10: ANY OTHER BUSINESS

Accession of the European Union to COTIF

125. The chairman pointed out that when the European Union acceded to COTIF, the opportunities available to the EU Member States in the RID Committee of Experts would change. For all matters within the EU's competence, there would be a coordination procedure chaired by the European Commission or the serving Presidency, the result of which – provided the coordination was successful – would be brought to the RID Committee of Experts as the common position of the EU Member States. However, the EU Member States would still be free to decide in all matters that did not come within the EU's competence. He regretted that in the context of the first and second attempt at accession, only France, Austria and Germany had made efforts to maintain the RID Committee of Experts' special position and to obtain as much negotiating freedom as possible from the European Commission.
126. The representative of Austria added that **coordination between the Commission and the Member States to agree positions in the OTIF bodies was now set out in an Appendix to the planned Council decision on the accession. He did not think it would be sufficient merely to fall back on the currently existing structures with the twice-yearly one-day sessions of the Dangerous Goods Regulatory Committee. Owing to the sometimes late submission of documents, it was absolutely essential likewise to have coordination in direct chronological connection with the session of the RID Committee of Experts. He regretted that the opportunity of a preliminary open discussion in the RID Committee of Experts and subsequent internal EU coordination had not been pursued. Such discussions, although without any obligation for the EU, had only been planned for the preparatory working groups.**
127. As it was not possible to establish an exact boundary between the exclusive competence of the European Union and the remaining competence of the Member States, and as coordination was unlikely to be successful in every case, the representative of the European Commission assured the meeting that a pragmatic approach would be taken. The coordination meetings could either take place in Brussels or shortly before each session of the RID Com-

mittee of Experts at the meeting venues. In spring 2010, the European Commission would draft guidelines dealing with the questions of competence and the procedure, including the languages to be used in the coordination meetings.

128. The chairman requested delegates to get in touch with their permanent representations in Brussels so that despite the late stage of events, they could try to maintain the greatest possible negotiating freedom for the Member States in the RID Committee of Experts. At the next meeting of the Dangerous Goods Regulatory Committee, the EU Member States should again demand a pragmatic approach on the part of the European Commission.

Update to the Seveso II Directive

129. The chairman drew the attention of the RID Committee of Experts to the fact that in the context of updating the Seveso II Directive, there might be discussions on making certain transport facilities (e.g. ports, marshalling yards) subject to the provisions of the Directive, which had been excluded from the Seveso II Directive with the proviso that equivalent provisions be included in RID (see RID Chapter 1.11).
130. The representative of UIC pointed out that at a consultation seminar, the European Commission's Directorates-General Environment and Transport and Energy had said that the Commission had no intention of extending the Seveso II Directive to include the transport infrastructure. He recalled that as a result of various developments in the rail sector, such as the Rail Safety Directive (Directive 2004/49/EC), the setting up of the European Railway Agency and Chapters 1.9 and 1.11 of RID, it could be demonstrated that there was equivalence with the requirements of the Seveso II Directive. He explained that UIC would prepare an appropriate document setting out these arguments, which he would send to the Member States for their comments.
131. The representative of the European Commission confirmed that the Commission saw no need to extend the scope of the Seveso II Directive and welcomed the UIC's document that would set out the arguments.
132. To avoid the Seveso II Directive being extended to cover the transport sector, the chairman appealed to delegates to inform the national competent bodies (usually the Ministry of the Environment) of the regulations that have been introduced in the dangerous goods area to deal with incidents.

CLOSURE OF SESSION

Next session

133. The 48th session of the RID Committee of Experts will be held in Berne on 20 and 21 May 2010 to adopt the last amendments for the 2011 edition of RID. On the afternoon of 18 May and on 19 May 2010, the working group on tank and vehicle technology will meet. On 17 May and the morning of 18 May 2010, Switzerland will organise an informal working group on the carriage of dangerous goods as hand luggage, registered luggage and colis express (see paragraph 73).

Thanks

134. The chairman thanked the Bulgarian Ministry of Transport for organising this meeting. He thanked the interpreters for their excellent work.
135. On behalf of all the participants, the deputy chair thanked the chairman for his efficient conduct of the negotiations.

Texts adopted by the 47th meeting of the RID Committee of Experts

A. Document OTIF/RID/CE/2009/11 adopted with the following amendments:

1.4.3.7.1 [The amendment to paragraph (a) in the French version does not apply to the English text.]

In the last sentence of paragraph (b), delete the square brackets and replace "unloading shall not be carried out" with:

"ascertain that unloading is not carried out".

[Reference document: INF.24 RID CE 11/09]

1.6.2.9,
1.6.2.11,
1.8.6.3,
1.8.8.1.1,
1.8.8.1.3 (d) (four times),
SP 356 footnote 1 (twice),
P 200 (12) (three times) and
5.4.1.2.1 Note 2

Delete the square brackets.

1.6.3.39 Replace "1 January 2011" with:

"1 July 2011".

Replace "second paragraph" with:

"third paragraph".

[Reference documents: INF.16 RID CE 11/09+ INF.24 RID CE 11/09]

1.6.3.x Delete the amendment between square brackets.

[Reference document: INF.9 RID CE 11/09]

1.6.4.40 Replace "1 January 2011" with:

"1 July 2011".

Replace "second paragraph" with:

"third paragraph".

INF.16 RID CE 11/09 + INF.24 RID CE 11/09

1.8.8.2.1 In the first sentence, replace "the technical documentation [as specified in 1.8.8.1.3 (a)]" with:

"technical documentation".

[Reference document: INF.24 RID CE 11/09]

2.3.3.2 For standard ISO 3924, delete the square brackets.

[Reference document: INF.24 RID CE 11/09]

Chapter 3.2 Table A

Delete the amendment in square brackets to column (13) (introduction of special provision "TE xx").

[Reference document: INF.9 RID CE 11/09]

Amend the amendment regarding column (20) for the entries UN 1834 and UN 1838 to read as follows:

UN No.	Column	Amendment
1834	(20)	Replace "X80" with: "X668". (see also the Joint Meeting's decision in document OTIF/RID/RC/2009-B – ECE/TRANS/WP.15/ AC.1/116/Add.1)
1838	(20)	Replace "X80" with: "X668". (see also the Joint Meeting's decision in document OTIF/RID/RC/2009-B – ECE/TRANS/WP.15/ AC.1/116/Add.1)

Amend the amendment for UN No. 2037 to read as follows:

UN No.	Column	Amendment
2037	(6)	Insert after "303": "344" (nine times).

Delete the amendment for UN No. 2880, packing group III.

Amend the amendment for UN No. 3481 to read as follows:

UN No.	Column	Amendment
3481	(6)	Insert after "230": "348".

Insert the following amendments:

UN No.	Column	Amendment
1267, PG I and II	(6)	Delete: "649" (three times).
1268, PG I and II	(6)	Delete: "649" (three times).

UN No.	Column	Amendment
3295, PG I and II	(6)	Delete: "649" (three times).
3389	(7b)	Replace "E5" with: "E0".

[Reference document: INF.24 RID CE 11/09]

In the new entry for UN number 3485, in column (7a), replace "LQ11" with:

"1 kg".

In the new entry for UN number 3487, packing group III, in column (9a), delete:

"B13".

In the new entries for UN number 3494, in column (6), delete:

"649" (three times).

[still to be considered by WP.15]

[Reference document: INF.24 RID CE 11/09]

Chapter 3.3 SP 649

Delete the first amendment and delete the square brackets and "or" at the beginning of the second amendment.

[Reference document: INF.24 RID CE 11/09]

3.4.1 (g) At the end, replace ", 7.5.8 and 7.5.9" with:

"and 7.5.8".

3.4.12 Delete the Note in square brackets.

[Reference document: INF.24 RID CE 11/09]

4.1.4.1 P 200

[The amendment in the French version does not apply to the English text.]

5.4.1.1.18 In the last sentence, in the text between brackets, delete:

"chapter".

[Reference document: INF.24 RID CE 11/09]

6.2.4.1 In the Table, under "for design and construction", for "EN 12807:2001 (except Annex A)", amend columns (4) and (5) to read as follows:

(4)	(5)
"Between 1 January 2005 and 31 December 2010"	"31 December 2012"

[Reference documents: INF.12 RID CE 11/09 + INF.24 RID CE 11/09]

- 6.8.2.1.2** Delete the square brackets.
- 6.8.4 (b)** Delete the amendment in square brackets.
- [Reference document: INF.9 RID CE 11/09]

B. New amendments

Appendix C

- Article 1** In Article 1 § 1 (a), replace "Member States" with:
- "the RID Contracting States".
- [Reference document: OTIF/RID/CE/2009/8]

Insert a new Article "1bis" as follows:

"Article 1bis Definitions

For the purpose of this Regulation and its Annex, "RID Contracting State" means a Member State of the Organisation which has not made a declaration in respect of this Regulation in accordance with Article 42 § 1, first sentence, of the Convention."

[Reference document: OTIF/RID/CE/2009/8]

- Article 3** Replace "Member State" with:
- "RID Contracting State".
- [Reference document: OTIF/RID/CE/2009/8]

Annex to Appendix C (RID)

- Title page** Replace "Member States of COTIF" with:
- "RID Contracting States".
- [Reference document: OTIF/RID/CE/2009/8]

Throughout the text, replace "Member State" and "COTIF Member State" or "Member State of COTIF" with:

"RID Contracting State".

(This amendment concerns the following paragraphs etc.: 1.1.4.1.1, 1.1.4.5.2 (x 3), 1.2.1 definition of "Applicant" (x 2) and "Approval" (x 2), 1.4.1.3 (x 3), 1.5.1.1 (x 2), 1.6.1.3, 1.6.2.7, 1.6.3.35, 1.6.4.34, 1.8.1.1, 1.8.2.1, 1.8.2.2 (x 5), 1.8.2.3, 1.8.3.2, 1.8.3.5, 1.8.3.7, 1.8.3.8, 1.8.3.13, 1.8.3.15, 1.8.4 (x 2), 1.8.5.1 (x 2), 1.8.5.2 (x 2), 1.9.1 (x 4), 1.9.4 (x 2), 1.9.5 (x 2), 2.2.1.1.3 (x 2), 2.2.2.1.5 under the heading "Flammable gases" (x 2), 2.2.41.1.13 (x 2), 2.2.52.1.8 (x 2), 3.3.1 special provisions 239 (x 2) and 645, 4.1.1.16, 4.1.3.7, 4.1.3.8.1 footnote 2 (x 2), 4.1.4.1 packing instructions P 101 (x 2), P 200 (9), P 620 footnote a (x 2), P 650 footnote a (x 2), 4.1.7.2.2 (x 2), 4.1.8.7 (c) footnote 3 (x 2), 4.1.10.4 special provision MP 21 (a) (iii) footnote 4 (x 2), 4.2 Note 2, 6.2.3.6.2 (x 2), 6.4.22.6 (x 5), 6.8.2.4.6, 6.8.4 special provision TA 2 (x 2), 7.3.3 special provisions VW 12 (x 2)

and VW 13 (x 2).)

[Reference document: OTIF/RID/CE/2009/8]

1.1.4.4 Amend to read as follows:

"1.1.4.4 Piggyback transport

1.1.4.4.1 Dangerous goods may also be carried in piggyback transport under the following conditions:

Transport units and trailers and their contents handed over for transport shall meet the provisions of ADR*.

The following shall not be permitted:

- explosives of Class 1, compatibility group A (UN Nos. 0074, 0113, 0114, 0129, 0130, 0135, 0224 and 0473);
- self-reactive substances of Class 4.1 requiring temperature control (UN Nos. 3231 – 3240);
- organic peroxides of Class 5.2 requiring temperature control (UN Nos. 3111 – 3120);
- sulphur trioxide of Class 8 at least 99.95% pure, without inhibitor, carried in tanks (UN No. 1829).

* This Agreement also includes the special agreements which have been signed by all the countries involved in the transport operation.

1.1.4.4.2 Placards, markings or orange-coloured plates on wagons carrying transport units or trailers

It is not necessary to affix placards, markings or orange-coloured plates to carrying wagons in the following cases:

- (a) when transport units or trailers bear the placards, markings or orange-coloured plates in accordance with chapters 5.3 or 3.4 of ADR;
- (b) when placards, markings or orange-coloured plates are not required for transport units or trailers (e.g. in accordance with 1.1.3.6 or the Note to 5.3.2.1.5 of ADR).

1.1.4.4.3 Carriage of trailers carrying packages

If a trailer becomes separated from its tractor unit, the orange-coloured plates shall also be affixed to the front of the trailer or the corresponding placards shall also be affixed to both sides of the trailer.

1.1.4.4.4 Repetition of placards, markings or orange-coloured plates on wagons carrying transport units or trailers

If the affixed placards, markings or orange-coloured plates in accordance with 1.1.4.4.2 are not visible from outside the carrying wagon, they shall be affixed to both sides of the carrying wagon.

1.1.4.4.5 Information in the transport document

For carriage in piggyback transport in accordance with this sub-section, the following shall be entered in the transport document:

"CARRIAGE IN ACCORDANCE WITH 1.1.4.4."

For the carriage of tanks or dangerous goods in bulk for which ADR prescribes an orange-coloured plate with the hazard identification number, the hazard identification number shall be entered in the transport document before the UN number.

1.1.4.4.6 All the other provisions of RID remain unaffected."

[Reference document: OTIF/RID/CE/2009/2 as amended]

1.2.1 Amend the definition of "Piggyback transport" to read as follows:

"***Piggyback transport***" means the carriage of transport units or trailers within the meaning of ADR in combined road/rail transport. This definition also includes the rolling road (loading of transport units within the meaning of ADR (accompanied or unaccompanied) onto wagons designed for this type of transport)."

[Reference document: OTIF/RID/CE/2009/2 as amended]

1.3.2.2.1 [The amendment in the French version does not apply to the English text.]

1.3.2.2.2 a) [The amendment in the French version does not apply to the English text.]

1.3.2.2.2 (b) Amend the first indent to read as follows:

"– performance of inspections in accordance with Appendix 9 of the General Contract of Use for Wagons (GCU)* – Conditions for the technical transfer inspection of wagons;

* Published by the GCU Bureau, Avenue Louise, 500, BE-1050 Brussels, www.gcubureau.org."

[Reference document: OTIF/RID/CE/2009/1 as amended]

1.4.2.2.1 At the end of sub-paragraph (f), replace the full stop with:

",".

Add a new sub-paragraph (g) to read as follows:

"(g) ascertain that the equipment prescribed in the instructions in writing is in the driver's cab."

Add a new paragraph 1.4.2.2.6 to read as follows:

"1.4.2.2.6 The carrier shall provide the [locomotive driver] with the instructions in writing as prescribed in 5.4.3."

1.6.1.1 Replace "30 June 2009" with:

"30 June 2011".

Replace "31 December 2008" with:

"31 December 2010".

In footnote 9, replace "1 January 2007" with:

"1 January 2009".

[still to be considered by WP.15]

[Reference document: INF.23 RID CE 11/09]

1.6.1.2 Amend to read as follows:

"1.6.1.2 (Deleted)".

[still to be considered by WP.15]

[Reference document: INF.23 RID CE 11/09]

1.6.1.13 Amend to read as follows:

"1.6.1.13 (Deleted)".

[still to be considered by WP.15]

[Reference document: INF.23 RID CE 11/09]

[1.6.1.17 Amend to read as follows:

"1.6.1.17 (Deleted)".]

[Reference document: INF.23 RID CE 11/09]

1.6.1.18 Amend to read as follows:

"1.6.1.18 (Deleted)".

[still to be considered by WP.15]

[Reference document: INF.23 RID CE 11/09]

1.6.2.5 At the end, add:

"unless restricted by a specific transitional measure".

[Reference documents: INF.3 RID CE 11/09 + INF.24 RID CE 11/09]

- 1.6.3.12** Amend to read as follows:
- "1.6.3.12** (Deleted)".
- [Reference document: INF.23 RID CE 11/09]
- 1.6.3.18** Amend the second and third sub-paragraphs to read as follows:
- "However, they shall be marked with the relevant tank code and the relevant alphanumeric codes of special provisions TC[,] [and] TE [and] TA in accordance with 6.8.4."]
- [Reference document: INF.23 RID CE 11/09]
- 1.6.3.21** Amend to read as follows:
- "1.6.3.21** (Deleted)".
- [Reference document: INF.23 RID CE 11/09]
- 1.6.3.25** Delete the first sub-paragraph.
- [Reference document: INF.23 RID CE 11/09]
- 1.6.3** Add the following new transitional measure:
- "1.6.3.40** For toxic by inhalation substances of UN Nos. 1092, 1238, 1239, 1244, 1251, 1510, 1580, 1810, 1834, 1838, 2474, 2486, 2668, 3381, 3383, 3385, 3387 and 3389, the tank code specified in column (12) of Table A of Chapter 3.2 applicable up to 31 December 2010 may continue to be applied until 31 December 2016 for tank-wagons constructed before 1 July 2011."
- [Reference documents: INF.15 RID CE 11/09 + INF.20 RID CE 11/09 + INF.24 RID CE 11/09]
- 1.6.4** Add the following new transitional measure:
- "1.6.4.41** For toxic by inhalation substances of UN Nos. 1092, 1238, 1239, 1244, 1251, 1510, 1580, 1810, 1834, 1838, 2474, 2486, 2668, 3381, 3383, 3385, 3387 and 3389, the tank code specified in column (12) of Table A of Chapter 3.2 applicable up to 31 December 2010 may continue to be applied until 31 December 2016 for tank-containers constructed before 1 July 2011."
- [Reference documents: INF.15 RID CE 11/09 + INF.20 RID CE 11/09 + INF.24 RID CE 11/09]
- 1.8.3.17** Amend to read as follows:
- "1.8.3.17** (Deleted)".
- [still to be considered by WP.15]

1.9.2 (a) Amend footnote 15 to read as follows:

"¹⁵ For carriage through the Channel Tunnel and through tunnels with similar characteristics, see also Annex II of Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, published in the Official Journal of the European Union, L 260, 30 September 2008, p. 13."

[Reference document: INF.25 RID CE 11/09]

2.2.61.1.2 At the end, add:

"**TFW** Toxic substances, flammable, which, in contact with water, emit flammable gases".

[still to be considered by WP.15]

Chapter 3.2 Table A

Insert the following amendments:

UN No.	Column	Amendment
1092	(12)	Replace "L10CH" with: "L15CH". [Reference documents: INF.20 RID CE 11/09 + INF.24 RID CE 11/09]
1238	(12)	Replace "L10CH" with: "L15CH". [Reference documents: INF.20 RID CE 11/09 + INF.24 RID CE 11/09]
1239	(12)	Replace "L10CH" with: "L15CH". [Reference documents: INF.20 RID CE 11/09 + INF.24 RID CE 11/09]
1244	(12)	Replace "L10CH" with: "L15CH". [Reference documents: INF.20 RID CE 11/09 + INF.24 RID CE 11/09]

4.1.4.1 P 621

[The first amendment in the German version does not apply to the English text.]

Delete the numbering for the first additional requirement.

Delete the second additional requirement.

[Reference document: INF.4 RID CE 11/09]

5.3.1.3

Delete:

"and of wagons used for piggyback transport".

Add a Note as follows:

Note. For the placarding of carrying wagons used in piggyback transport, see 1.1.4.4."

[Reference document: OTIF/RID/CE/2009/2]

5.3.1.3.1 Delete the paragraph number.

[Reference document: OTIF/RID/CE/2009/2]

5.3.1.3.2 Delete.

[Reference document: OTIF/RID/CE/2009/2]

5.3.2.1 After the heading, insert the following Note:

Note. For the orange-coloured marking of carrying wagons used in piggyback transport, see 1.1.4.4."

[Reference document: OTIF/RID/CE/2009/2]

5.3.2.1.6 Amend to read as follows:

"5.3.2.1.6 (Deleted)".

[Reference document: OTIF/RID/CE/2009/2]

5.4.1.1.9 Amend to read as follows:

"5.4.1.1.9 Special provisions for piggyback transport

Note. For the information in the transport document, see 1.1.4.4.5."

[Reference document: OTIF/RID/CE/2009/2]

5.4.3 Amend to read as follows:

"5.4.3 Instructions in writing

5.4.3.1 As an aid during an emergency situation that may occur during carriage, instructions in writing in the form specified in 5.4.3.4 shall be carried in the driver's cab and shall be readily available.

5.4.3.2 Before the start of the journey, these instructions shall be provided by the carrier to the [locomotive driver(s)] in (a) language(s) that he (they) can read and understand. The carrier shall ensure that the [locomotive driver] understands the instructions and is capable of carrying them out properly.

5.4.3.3 Before the start of the journey, the carrier shall inform the [locomotive driver] of the dangerous goods loaded. The [locomotive driver] shall consult the instructions in writing for details on actions to be taken in the event of an accident or incident.

5.4.3.4 The instructions in writing should correspond to the following four page model as regards their contents.



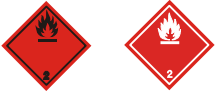






INSTRUCTIONS IN WRITING ACCORDING TO RID

Actions in the event of an accident or incident involving or likely to involve dangerous goods





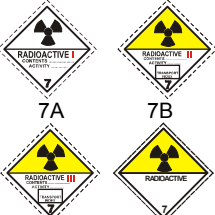



In the event of an accident or incident that may occur or arise during carriage, the [locomotive drivers] shall take the following actions where safe and practicable to do so¹:

- Bring the train/shunting movement to a stop in a suitable place, bearing in mind the type of hazard (e.g. fire, loss of load), the local conditions (e.g. tunnel, built-up area) and possible actions by the emergency services (accessibility, evacuation), if necessary, by agreement with the railway infrastructure manager;
- Switch off the locomotive in accordance with the operating instructions;
- Avoid sources of ignition, in particular, do not smoke or switch on any electrical equipment;
- Observe the additional guidance assigned to the hazards of all concerned goods in the following table. The hazards correspond to the number of the danger label model and the mark assigned to the goods during carriage;
- Inform the railway infrastructure manager or the emergency services, giving as much information as possible about the accident or incident and dangerous goods involved, bearing in mind the carrier's instructions;
- Keep information on the dangerous goods being carried (if necessary, the transport documents) readily available for the emergency services on arrival, or have these made available by means of electronic data interchange (EDI);
- When leaving the locomotive, put on the prescribed warning clothing;
- If necessary, use other protective equipment;
- Move away from the immediate vicinity of the accident or incident, advise other persons to move away and follow the advice of the officers-in-charge (internal and external);
- Do not walk into or touch spilled substances and avoid inhalation of fumes, smoke, dusts and vapours by staying up wind;
- Remove any contaminated clothing and dispose of it safely.



¹ Specifications contained in railway regulations or railway operations shall be observed.

Additional guidance to [locomotive drivers] on the hazard characteristics of dangerous goods by class and on actions subject to prevailing circumstances		
Danger labels and placards, description of the hazards	Hazard characteristics	Additional guidance
(1)	(2)	(3)
Explosive substances and articles  1 1.5 1.6	May have a range of properties and effects such as mass detonation; projection of fragments; intense fire/heat flux; formation of bright light, loud noise or smoke. Sensitive to shocks and/or impacts and/or heat.	Take cover but stay away from windows.
Explosive substances and articles  1.4	Slight risk of explosion and fire.	Take cover.
Flammable gases  2.1	Risk of fire. Risk of explosion. May be under pressure. Risk of asphyxiation. May cause burns and/or frostbite. Containments may explode when heated.	Take cover. Keep out of low areas.
Non-flammable, non-toxic gases  2.2	Risk of asphyxiation. May be under pressure. May cause frostbite. Containments may explode when heated.	Take cover. Keep out of low areas.
Toxic gases  2.3	Risk of intoxication. May be under pressure. May cause burns and/or frostbite. Containments may explode when heated.	Take cover. Keep out of low areas.
Flammable liquids  3	Risk of burns. Risk of fire. Risk of explosion. Containments may explode when heated.	Take cover. Keep out of low areas.
Flammable solids, self-reactive substances and solid desensitized explosives  4.1	Risk of fire. Flammable or combustible, may be ignited by heat, sparks or flames. May contain self-reactive substances that are liable to exothermic decomposition in the case of heat supply, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gases or vapours or self-ignition. Containments may explode when heated. Risk of explosion of desensitized explosives after loss of desensitizer.	
Substances liable to spontaneous combustion  4.2	Risk of fire by spontaneous combustion if packages are damaged or contents spilled. May react vigorously with water.	
Substances which, in contact with water, emit flammable gases  4.3	Risk of fire and explosion in contact with water.	

Additional guidance to [locomotive drivers] on the hazard characteristics of dangerous goods by class and on actions subject to prevailing circumstances

Danger labels and placards, description of the hazards	Hazard characteristics	Additional guidance
(1)	(2)	(3)
Oxidizing substances  5.1	Risk of vigorous reaction, ignition and explosion in contact with combustible or flammable substances.	
Organic peroxides  5.2	Risk of exothermic decomposition at elevated temperatures, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gases or vapours or self-ignition.	
Toxic substances  6.1	Risk of intoxication by inhalation, skin contact or ingestion. Risk to the aquatic environment or the sewage system.	
Infectious substances  6.2	Risk of infection. May cause serious disease in humans or animals. Risk to the aquatic environment or the sewage system.	
Radioactive material  7A 7B 7C 7D	Risk of intake and external radiation.	Limit time of exposure.
Fissile material  7E	Risk of nuclear chain reaction.	
Corrosive substances  8	Risk of burns by corrosion. May react vigorously with each other, with water and with other substances. Spilled substance may evolve corrosive vapours. Risk to the aquatic environment or the sewage system.	
Miscellaneous dangerous substances and articles  9	Risk of burns. Risk of fire. Risk of explosion. Risk to the aquatic environment or the sewage system.	

- Note:**
1. For dangerous goods with multiple risks and for mixed loads, each applicable entry shall be observed.
 2. Additional guidance shown above may be adapted to reflect the classes of dangerous goods to be carried and their means of transport and, if necessary, to supplement them according to existing national specifications.

Additional guidance to [locomotive drivers] on the hazard characteristics of dangerous goods, indicated by marks, and on actions subject to prevailing circumstances		
Mark (1)	Hazard characteristics (2)	Additional guidance (3)
 Environmentally hazardous substances	Risk to the aquatic environment or the sewage system.	
 Elevated temperature substances	Risk of burns by heat.	Avoid contact with hot parts of the wagon or container and the spilled substance.

Equipment for personal protection to be carried in the driver's cab

The following equipment¹ shall be carried in the driver's cab:

– portable lighting apparatus;

for the [locomotive driver]

– suitable warning clothing (e.g. as described in standard EN 471).

¹ The equipment to be kept available shall, if necessary, be supplemented according to existing national specifications."

[Reference documents: OTIF/RID/CE/2009/6 + INF.17 RID CE 11/09 + INF.26 RID CE 11/09 + INF.24 RID CE 11/09]

6.8.2.4.6 Amend the end of the last sub-paragraph to read as follows:

", the secretariat of OTIF shall, when necessary, arrange an exchange of experiences."

[Reference document: OTIF/RID/CE/2009/5]

7.1.2 Amend to read as follows:

"7.1.2 (Deleted)".

[Reference document: OTIF/RID/CE/2009/2]

C. Amendments for entry into force on 1 January 2013

Add the following new transitional measure:

1.6.3.x

Tank-wagons and battery-wagons

- for gases of Class 2 with classification codes containing the letter(s) F, T, TF, TC, TO, TFC or TOC, and
- for substances of classes 3 to 8 carried in the liquid state and to which tank code L10BH, L10CH, L10DH, L15CH, L15DH or L21DH is assigned in column (12) of Table A of Chapter 3.2,

constructed before 1 January 2013 which do not, however, conform to the requirements of 6.8.4 (b) concerning special provision TE xx applicable from 1 January 2013 may continue to be used."]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09]

Chapter 3.2

Table A

In **column (13)**, insert "TE xx" in the following cases:

- for tanks for gases of Class 2 with classification codes containing the letter(s) F, T, TF, TC, TO, TFC or TOC, and
- for tanks for substances of classes 3 to 8 with tank code L10BH, L10CH, L10DH, L15CH, L15DH or L21DH.]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09]

6.8.4 (b)

Insert the following new special provision TE xx in 6.8.4 (b) (left-hand column only):

"**TE xx** Tank-wagons for substances carried in the liquid state and gases, and battery-wagons shall be equipped with a detection device that provides an immediate and clear signal to the [locomotive driver] that a derailment has occurred.

This device shall meet the requirements of the relevant technical specifications for interoperability (TSI) and OTIF's uniform technical prescriptions (UTP) (wagons, operation, tunnel safety)."]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09]