



INF. 1

14 May 2024

(English only)

RID: 17th Session of the RID Committee of Experts' standing working group
(Berne, 22 May 2024)

Subject: Assignment of special provisions WE 4 and WE 5 to all entries in Table A

Proposal transmitted by the International Union of Wagon Keepers (UIP)

1. In document OTIF/RID/CE/GTP/2024/1, Belgium requested a discussion on the decision to assign WE 4 and WE 5 to all dangerous goods listed in Table A.
2. UIP strongly supports the arguments put forward by Belgium and would even like to go a step further, as already proposed by UIP during the discussions on this restructuring process.
3. WE 4 deals with "derailment detection systems", which are not mandatory under RID. However, if such devices are fitted, the restrictions (now mentioned in TSI WAG) need to be considered. This applies to all freight wagons
4. In addition, WE 5 only refers to requirements according to TSI WAG that all freight wagons must meet.
5. Neither of these WEs contain any specific requirements that originate from dangerous goods transport and both requirements are linked to TSI WAG, which applies to all freight wagons.
6. In this situation, it might be more effective and clearer to delete all WE 4 and WE 5 from RID and TSI WAG Annex I.
7. Such a solution will not change the requirements, as the requirements regarding derailment detection are included in the core TSI WAG, but it would avoid having to mark all wagons WE 4 and WE 5 and would avoid upcoming discussions regarding such markings and checks, e.g. for the carriage of containers.

8. Such a solution might even be more straightforward in relation to NoBos and inspection bodies, as both requirements are basic requirements of TSI WAG, but do not need to be considered by inspection bodies or dangerous goods transport authorities.
