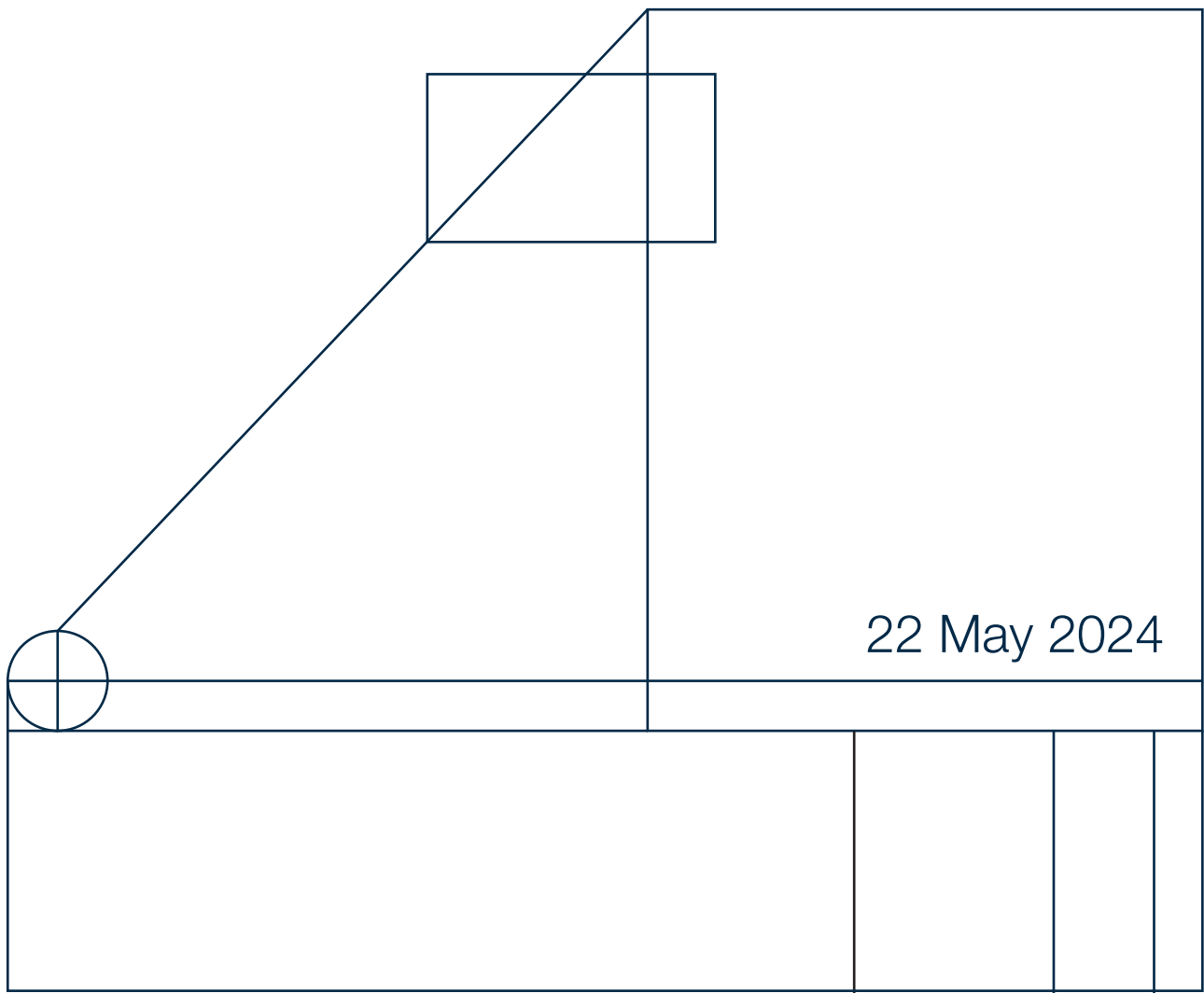


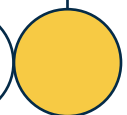
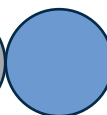
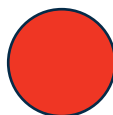
# HANDBOOK

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Regulation concerning the International Carriage of Dangerous Goods by Rail (RID – Appendix C to COTIF)



**OTIF**



## Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) – Appendix C to the Convention concerning International Carriage by Rail (COTIF)

### 1. Introduction

#### 1.1 Main purpose of RID

Railway accidents can cause death, injury and damage to property and the environment. The consequences can be even more serious if dangerous goods such as explosives, fuels, gases or other chemicals are being carried. If dangerous goods leak or if there is an explosion, fire or a gas cloud, this can have catastrophic consequences for people, property and the environment.

The Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) is a tried and tested set of regulations that helps to prevent accidents or minimise the consequences of accidents. The provisions of RID are the result of more than 130 years of proven practice in the carriage of dangerous goods by rail. The main purpose of RID is to ensure safety during the carriage of dangerous goods and to minimise the risk and consequences of accidents during transport. It is substantially revised every two years to take account of scientific and technological developments and to learn lessons from accidents.

#### 1.2 Contracting States and geographical scope

The Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) forms Appendix C to the Convention concerning International Carriage by Rail.

RID currently has 45 Contracting States: Afghanistan, Albania, Algeria, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iran, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Monaco, Montenegro, Morocco, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tunisia, Türkiye, Ukraine, United Kingdom.

Until international traffic is resumed, the OTIF membership of Iraq, Lebanon and Syria is suspended.

### SCOPE OF APPLICATION OF RID APPENDIX C TO COTIF

SITUATION ON  
1<sup>st</sup> SEPTEMBER 2024

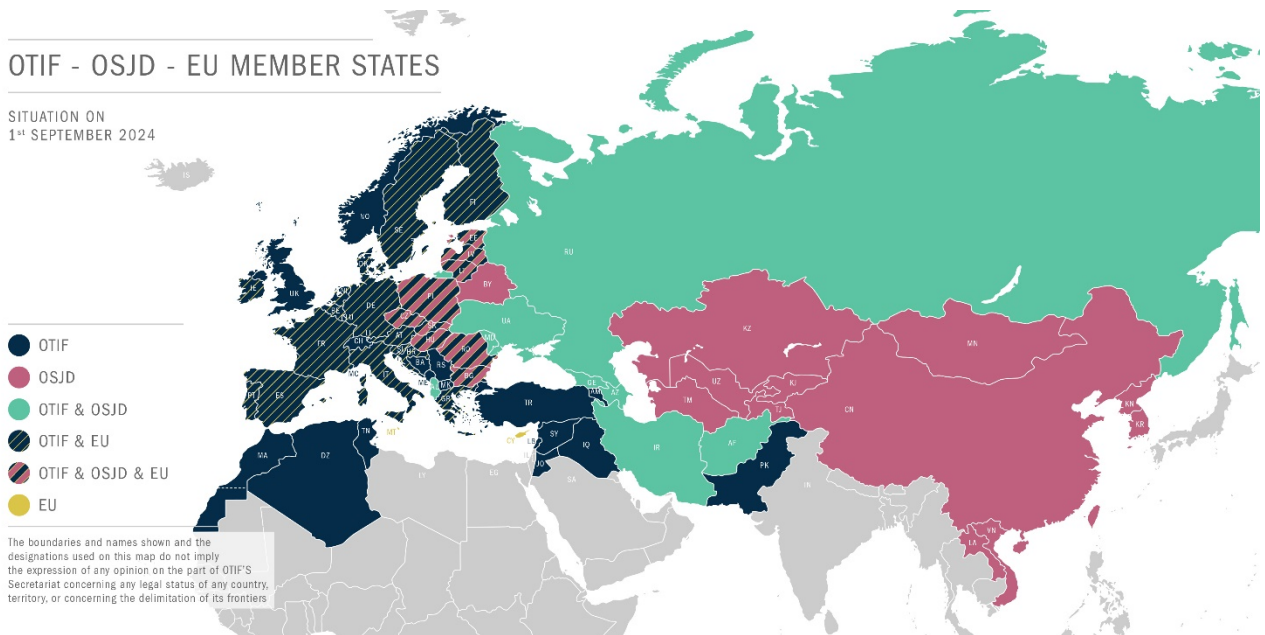


- COTIF - RID
- COTIF without RID
- Associate Members
- Membership suspended

The boundaries and names shown and the designations used on this map do not imply the expression of any opinion on the part of OTIF's Secretariat concerning any legal status of any country, territory, or concerning the delimitation of its frontiers

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For the Member States of the Organisation for Cooperation between Railways (OSJD), Annex 2 to the Agreement concerning International Goods Traffic by Rail (SMGS) applies to the international carriage of dangerous goods by rail. Annex 2 to SMGS is harmonised with RID, which ensures unobstructed rail transport between the two legal regimes. OSJD currently has 30 Member States, 15 of which are also RID Contracting States: Afghanistan, Albania, Azerbaijan, Belarus, Bulgaria, People's Republic of China, Cuba, Czech Republic, Estonia, Georgia, Hungary, Iran, Kazakhstan, Kyrgyzstan, Laos, Latvia, Lithuania, Republic of Moldova, Mongolia, North Korea, Poland, Romania, Russian Federation, Slovakia, South Korea, Tajikistan, Turkmenistan, Ukraine, Uzbekistan and Vietnam.



In the European Union, Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods applies to the transport of dangerous goods within a Member State or between Member States. This Directive provides that the provisions of RID, ADR and ADN apply to carriage by rail, road and inland waterways respectively for national and intra-Community transport within the European Union.

## 2. Advantages of applying of RID

RID is harmonised with the dangerous goods regulations for air transport (Technical Instructions of the International Civil Aviation Organization – ICAO), maritime transport (IMDG Code of the International Maritime Organization – IMO), road transport (ADR) and inland waterway transport (ADN). These harmonised rules help ensure safety throughout entire multimodal or intermodal transport operations without creating unnecessary obstacles and delays. The common basis for all the dangerous goods regulations referred to is the United Nations Recommendations on the Transport of Dangerous Goods – the Model Regulations, which are drawn up by the United Nations Economic and Social Council's (ECOSOC) Sub-Committee of Experts on the Transport of Dangerous Goods. A revised version of the Recommendations is published every two years.

The UN Recommendations contain basic provisions that apply to ensure safe transport by all modes of transport. These provisions cover the following areas:

- Classification and identification of dangerous goods,
- Use, construction and testing of packagings, portable tanks, multi-element gas containers (MEGCs) and bulk containers,

- Labelling and marking of packages, cargo transport units and bulk containers,
- Documentation,
- Security,
- Training,
- Transport operations.

The application of RID also fulfils the requirements of other international agreements on safe and environmentally friendly rail transport, such as the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal or the Regulations for the Safe Transport of Radioactive Material of the International Atomic Energy Agency.

### **3. Procedure for amending RID**

In order to be in a position to ensure ongoing safety in the international carriage of dangerous goods by rail, rapid further development of RID must be safeguarded. Appendix C to COTIF and its Annex are therefore revised using the simplified revision procedure. This means that amendments to RID are adopted directly by the RID Committee of Experts and only have to be submitted to OTIF's General Assembly for decision at the request of at least one third of the States represented on the RID Committee of Experts. The deadline for entry into force after the Member States have been notified of the amendments is also shortened to five months.

#### **3.1 RID Committee of Experts and RID Committee of Experts' standing working group**

RID is substantially revised every two years to take account of scientific and technical progress. The competent organ of OTIF that can decide on amendments to RID is the Expert Committee for the Carriage of Dangerous Goods (RID Committee of Experts), in which all RID Contracting States have the right to vote. In addition to the RID Contracting States, all other OTIF Member States and interested non-Member States and international organisations and associations are invited to the meetings of the RID Committee of Experts.

The preparatory work is carried out by the RID Committee of Experts' standing working group. Once a year, this standing working group holds a one-week meeting in November.

The RID Committee of Experts' working group on tank and vehicle technology deals with all new developments of a technical nature.

The RID Committee of Experts itself only holds a short meeting every two years in order to approve the decisions of the standing working group. This meeting takes place shortly before the Member States are notified of the amendments to RID. As a rule, this is in May of even-numbered years.

The working languages of the RID Committee of Experts and its working groups are German, English and French.

As RID is fundamentally revised and republished every two years, the RID Contracting States are notified of amendments to RID every two years. This notification must be issued at least five months before the planned date of entry into force. As entry into force generally takes place on 1 January of odd-numbered years, notification must be given by no later than 31 July of even-numbered years.

Tasks of the RID Committee of Experts and its standing working group:

- Approving decisions of the RID/ADR/ADN Joint Meeting for RID,

- Establishing special requirements for the construction of wagons for the carriage of dangerous goods,
- Formulating provisions on the training of railway personnel who work in the field of dangerous goods transport,
- Drafting operational provisions, e.g. the marshalling of wagons with dangerous goods,
- Mapping interfaces with the other technical provisions for rail transport, e.g. Unified Technical Prescriptions (UTPs) and Technical Specifications for Interoperability (TSIs),
- Analysing accidents and incidents in the carriage of dangerous goods and, if necessary, subsequent adaptation of the provisions,
- Formulating provisions for the carriage of dangerous goods in hand luggage and registered luggage,
- Deciding on questions of interpretation of RID in order to ensure the same interpretation in all RID Contracting States.

### **3.2 RID/ADR/ADN Joint Meeting**

The regulations applicable to all three land transport modes – rail, road and inland waterways – are drawn up by the RID/ADR/ADN Joint Meeting. This ensures that the provisions for the transport of dangerous goods by land are harmonised as far as possible in order to simplify and promote multimodal transport. The Joint Meeting is a joint working party of the United Nations Economic Commission for Europe (UNECE) and the Intergovernmental Organisation for International Carriage by Rail (OTIF). This working party has no decision-making authority. It meets twice a year for one or two weeks. Its working languages are German, English, French and Russian.

With the help of the ad hoc working group on the harmonisation of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods, which only meets every two years, the RID/ADR/ADN Joint Meeting drafts proposals on how the amendments adopted for the UN Model Regulations by the UN Committee of Experts on the Transport of Dangerous Goods and the Globally Harmonized System of Classification and Labelling of Chemicals can be implemented in RID, ADR and ADN.

Other areas the Joint Meeting deals with are:

- Provisions for the construction, approval and inspection of tanks used in land transport,
- References to standards in order to avoid having to include all the detailed provisions in the regulations,
- Requirements for wagons or vehicles carrying packages or goods in bulk,
- Mapping interfaces with other fields of law, e.g. European Union directives.

## **4. Content of RID**

Appendix C to COTIF contains the definition of “RID Contracting State” and general provisions concerning the scope of application, exemptions and restrictions, the applicability of other “prescriptions” and the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles.

The Annex to Appendix C of COTIF sets out the technical provisions of RID, which are divided into seven parts aimed, to some extent, at different users of the regulations. Each part is divided into chapters.

#### **4.1 Part 1 – General requirements**

Part 1 contains general requirements establishing the scope, describing possible exemptions from the provisions of RID and explaining the definitions, abbreviations and units of measurement used in RID.

Chapter 1.4 lays down the safety obligations of the individual undertakings participating in the carriage of dangerous goods. These include not just consignors, carriers and consignees, but also loaders, packers, fillers, tank-wagon or tank-container operators, railway infrastructure managers and unloaders. The aim of these provisions is to allocate clear responsibility for the activities to be carried out by the individual participants involved and, in particular, to alleviate the carrier's obligations.

Chapter 1.3 governs the training that is necessary for personnel working for the undertakings according to Chapter 1.4 in order to achieve general safety awareness when dealing with dangerous goods. This chapter contains more detailed provisions for the training of the staff of railway undertakings.

Chapter 1.6 sets out all the transitional measures. Transitional measures regulate the possibilities in terms of applying previously applicable provisions in order to make the transition to the currently applicable law as easy as possible for users. A general transitional measure governs the transition from one edition of RID to the next. The previous edition of RID may still be applied up to six months after a new edition comes into force. The transitional measures are particularly important for tank-wagons and tank-containers, as they offer a certain degree of investment protection.

Chapter 1.8 deals with administrative controls of dangerous goods and supporting compliance with the safety provisions. All undertakings that are assigned safety obligations in connection with the transport of dangerous goods must appoint a dangerous goods safety adviser whose task is to minimise the risks to persons, property and the environment arising from the transport of dangerous goods and associated activities. In particular, the safety adviser must ensure compliance with the provisions for the carriage of dangerous goods in the undertaking and define suitable measures for this purpose.

This chapter also contains provisions for notifications of occurrences involving dangerous goods (see also section 6.2.3).

This Chapter also describes the tasks of the RID Contracting State's competent authority when approving inspection bodies, and the inspection bodies' obligations. Among other things, inspection bodies are responsible for conformity assessment and the inspection of tanks for the carriage of dangerous goods.

Chapter 1.9 sets out the possibilities and conditions for restrictions on carriage imposed by the competent authorities of the RID Contracting States. These provisions are intended to prevent an RID Contracting State from adopting regulations for the international carriage of dangerous goods by rail on its territory that deviate from RID, or from completely prohibiting the carriage of dangerous goods by rail.

Chapter 1.10 was added to the dangerous goods regulations after the terrorist attacks of 11 September 2001 and contains measures and precautions to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property and the environment.

Chapter 1.11 deals with the internal emergency plans for marshalling yards, which are intended to ensure that in the event of an accident or incident in marshalling yards, all parties involved co-operate in a coordinated way and the consequences of the accident or incident for human life or the environment are minimised. Due to the accumulation of a wide variety of dangerous goods in marshalling yards, these emergency plans are of great importance for safety.

#### **4.2 Part 2 – Classification**

RID is divided into several classes of dangerous goods; this class division is globally harmonised and covers all modes of transport. Part 2 contains provisions with which the various dangerous goods can be assigned to the individual classes, UN numbers and packing groups. The UN number is a four digit number that is used worldwide and for all transport modes. By means of the UN number, the name of goods can be identified relatively easily in the various languages. Part 2 is primarily aimed at industries that circulate dangerous goods, such as the chemical industry.

#### **4.3 Part 3 – Dangerous Goods Lists**

Part 3 is the most important part of RID. It contains the lists of dangerous goods showing the applicable conditions of carriage. Part 3 also contains special provisions applicable to certain dangerous goods, as well as exemptions that might apply to small quantities of dangerous goods.

#### **4.4 Part 4 – Use of packagings and tanks**

Part 4 governs the use of packagings and tanks. This part is aimed at those who pack dangerous goods or fill tanks with them. Based on packing instructions and tank codes, which can be read from Table A in Part 3, the packer can select suitable packagings or the filler can select suitable tanks.

These provisions are harmonised globally and across all modes of transport in order to avoid repacking or refilling. This does not apply to packagings and tanks that are only used in land transport. These are only harmonised with the provisions for other modes of land transport.

#### **4.5 Part 5 – Consignment**

Part 5 contains the provisions concerning consignment. It is aimed at those who prepare dangerous goods for consignment.

Part 5 governs which danger labels must be affixed to packages and which placards and markings must be affixed to wagons or containers. It also sets out the information to be provided in the transport document. The danger labels, the placards, the orange-coloured marking and the information in the transport document are very important because in the event of an incident or accident, they can provide the emergency services with important information about the dangerous goods being carried.

In particular, the danger labels and placards and the main information in the transport document are harmonised globally and across all modes of transport.

#### **4.6 Part 6 – Requirements for the construction and testing of packagings, tanks and containers for carriage in bulk**

Part 6 contains requirements for the construction, approval and testing of packagings, tanks and containers for carriage in bulk used for the carriage of dangerous goods. This part is aimed at the industry that manufactures dangerous goods containment systems. For example, it contains information on the materials to be used and requirements for tests that the packagings

and tanks must pass. For reusable packagings and tanks, there are regulations on periodic inspections.

These requirements are harmonised globally and across all modes of transport. This does not apply to packagings and tanks that are only used in land transport. These are only harmonised with the provisions for other modes of land transport.

#### **4.7 Part 7 – Provisions concerning the conditions of carriage, loading, unloading and handling**

Part 7 is aimed at the rail transport undertaking. It contains provisions concerning the carriage, unloading, loading and handling of dangerous goods. These include, for example, provisions on the equipment of wagons used for the carriage of dangerous goods. Part 7 also contains provisions for carriage as colis express (express goods). This part includes statements about which dangerous goods may also be carried in passenger trains and in what quantities.

### **5. Other provisions to be observed**

RID already contains very precise provisions. However, the existing level of regulatory detail is not sufficient, particularly with regard to the provisions concerning the construction of gas receptacles and tanks. For these, reference is made to standards whose application is mandatory. The Joint Meeting's working group on standards ensures that none of the standards referred to contradict the provisions of RID.

In addition to references to standards, RID also contains references to the International Railway Solutions of the International Union of Railways (UIC), which are at least partially of a standardising nature for the purposes of RID.

In the near future, the technical vehicle requirements which apply to wagons for the carriage of dangerous goods and which are currently set out in RID are to be transferred to the Uniform Technical Prescriptions (UTP) and the Technical Specifications for Interoperability (TSI). RID should then only contain protective aims that refer to the provisions of the UTPs and TSIs.

### **6. National structures for the application of RID**

In order for the provisions of RID to be applied, various preparations must be made at national level.

#### **6.1 Translation**

Firstly, RID must be translated into the national language(s) so that users can understand the law and apply it correctly. In addition to the working languages of OTIF (English, French and German), the part of the regulations that originates from the UN Recommendations on the Transport of Dangerous Goods (see section 2) is also available in other working languages of the United Nations (Arabic, Chinese, Russian and Spanish).

#### **6.2 Determining the competent authority(ies)**

The competent authority is referred to in various places. According to the definition in RID 1.2.1, the competent authority is "the authority or authorities or any other body designated as such in each State and in each specific case in accordance with domestic law". In accordance with RID 1.8.4, the RID Contracting States must communicate to the Secretariat of OTIF the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement RID, referring in each case to the relevant requirement of RID and giving the addresses to which the relevant applications must be made. The Secretariat



of OTIF publishes this information on its website under Reference texts > RID 2023 > Notifications from the Member States > 1.8.4: List of competent authorities and bodies designated by them.

The tasks assigned to the competent authority under RID are diverse. The following are some examples of these tasks:

- Laying down supplementary provisions to RID, e.g. provisions for carriage in densely populated or environmentally sensitive areas (see section 6.2 below),
- Carrying out checks during the carriage of dangerous goods,
- Approving the continuation of carriage after establishing an infringement of the provisions, or prohibiting onward transport.
- Reporting infringements to the competent authority of the country in which the undertaking that committed the infringement has its place of business,
- Organising examinations for dangerous goods safety advisers and issuing training certificates,
- Receiving reports of accidents and incidents (see section 6.4 below),
- Approving inspection bodies for the performance of conformity assessments, periodic inspections, intermediate inspections, exceptional inspections, entry into service verifications (see section 6.2.9 below).

These examples show that the competent authority needs sufficient expertise to ensure compliance with the regulations and to ensure the safe transport of dangerous goods.

The competent authorities of the RID Contracting States must communicate the following information to the Secretariat of OTIF:

### **6.2.1 Additional provisions**

An RID Contracting State may apply to the international carriage of dangerous goods by rail on its territory certain additional provisions not included in RID. The possible additional provisions are described in RID 1.9.2. They must not contradict the regulatory content of RID.

The OTIF Secretariat publishes the additional provisions notified by the RID Contracting States on its website.

### **6.2.2 Temporary derogations**

According to RID 1.5.1.1, the competent authorities of the RID Contracting States may agree directly among themselves to authorise certain transport operations in their territories by temporary derogation from the requirements of RID. The competent authority which has taken the initiative with respect to the temporary derogation must notify the text of the derogation to the Secretariat of OTIF. These temporary derogations only apply to transport operations in the RID Contracting States that have signed the agreement.

The possibility of temporary derogations is used in particular for provisions for which consensus has already been reached at international level but which have not yet entered into force.

### **6.2.3 Notifications of occurrences involving dangerous goods**

According to RID 1.8.5.1, if a serious accident or incident takes place during the carriage of dangerous goods, the carrier or if the case may be the railway infrastructure manager must ascertain that a report conforming to the model prescribed in RID 1.8.5.4 is made to the competent authority of the RID Contracting State concerned.

As a rule, these accident reports are discussed at the RID Committee of Experts and its standing working group in order to learn lessons from accidents and incidents and to adapt the regulations if necessary. In the past, the analysis of accident reports has led to the inclusion in RID of additional requirements for the construction of tank-wagons.

### **6.2.4 Derogations in the transferral of obligations in accordance with RID 1.4.2 and 1.4.3**

According to RID 1.4.1.3, an RID Contracting State may in its domestic legislation transfer the obligations falling to a specific participant in accordance with 1.4.2 and 1.4.3 to one or several other participants. Up to now, none of the Member States have made use of this possibility.

### **6.2.5 Agreements between RID Contracting States for sections of a journey on which a wagon is conveyed other than by rail haulage**

According to RID 1.1.4.5.2, the RID Contracting States concerned may agree to apply the requirements of RID, supplemented, if they consider it necessary, by additional requirements, to a section of a journey on which a dangerous goods wagon is conveyed otherwise than by rail haulage. The RID Contracting State that initiated conclusion of the agreement must notify the Secretariat of OTIF of the text of the agreement.

The Baltic Sea countries Denmark, Germany, Estonia, Finland, Latvia, Lithuania, Poland and Sweden have signed the Memorandum of Understanding for the Transport of Packaged Dangerous Goods in the Baltic Sea, in which it is agreed that the provisions of RID may be applied instead of the provisions of the IMDG Code for the carriage of dangerous goods wagons on Ro-Ro ships. This agreement is published on OTIF's website.

### **6.2.6 Guidelines for the use of electronic transport documents**

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

Guidelines published on OTIF's website set out how the equivalence required by RID can be achieved, in particular to ensure that in the event of an accident, the emergency services immediately have all the necessary information on the dangerous goods involved. The RID Contracting States inform the Secretariat of OTIF of the application of the guidelines and the trusted parties it has nominated.

### **6.2.7 Derogations from the language requirements for the transport document**

According to RID 5.4.1.4.1, the transport document must be filled out in one or more languages, one of which must be English, French or German. For carriage to or through an SMGS Contracting State, the information in the transport document must also be entered in Russian or Chinese in accordance with RID 1.1.4.6. The countries concerned in the transport operation may, however, conclude agreements laying down different language requirements. Belgium and the Netherlands have made use of this derogation and allow the use of Dutch as the only language for consignments between the two countries.

### 6.2.8 List of technical codes recognised by the competent authority

According to RID 6.2.5 and 6.8.2.7, the competent authority may recognise the use of technical codes for the construction and testing of pressure receptacles or RID tanks. These recognised technical codes must be published on OTIF's website.

The aim of recognising technical codes is to take account of scientific and technical progress more quickly. They can be useful if no corresponding international standard is referenced in RID or if a referenced standard does not cover certain aspects. Technical codes must be withdrawn if the regulatory content is covered by an international standard which is referred to in RID.

### 6.2.9 List of inspection bodies approved by the competent authorities of the RID Contracting States

The competent authority of each RID Contracting State must keep an up-to-date list of the inspection bodies it has approved. This list must provide information on the name and address of the inspection body, the areas of activity for which the inspection body is approved, the accreditation carried out and the mark or stamp of the inspection body. This list is referred to on OTIF's website.

The competent authorities also have the option of recognising an inspection body that has already been approved by another competent authority.

## 7. OTIF's Website

Various information on RID is available on OTIF's website ([www.otif.org](http://www.otif.org)):

- The current edition of RID can be viewed in the working languages of OTIF (German, English and French) under Reference texts > RID 2023 ([http://otif.org/en/?page\\_id=1105](http://otif.org/en/?page_id=1105)). An unofficial Russian version is also available. The same page contains links to the official translations in the national languages of the RID Contracting States.

Older editions of RID can also be viewed via the same access.

- At each meeting of the standing working group, the Member States have the opportunity to ask questions on the interpretation of RID. Some of these questions lead to an amendment to the text of RID; however, for other questions, an interpretation agreed by the standing working group is published on the website. These can be consulted under Reference texts > RID 2023 > List of RID interpretations ([http://otif.org/en/?page\\_id=7314](http://otif.org/en/?page_id=7314)).
- The notifications from the RID Contracting States referred to in section 6 above are summarised under Reference texts > RID 2023 > Notifications from the Member States ([http://otif.org/en/?page\\_id=176](http://otif.org/en/?page_id=176)). The RID Contracting States are responsible for the accuracy of the information.
- Under Reference texts > RID 2023 > Guidelines ([http://otif.org/en/?page\\_id=1103](http://otif.org/en/?page_id=1103)), guidelines that have been drafted or recognized by the RID Committee of Experts and that support users in complying with the provisions of RID can be found.
- The preparatory activities that subsequently lead to an amendment of RID are listed under Activities > Dangerous Goods ([http://otif.org/en/?page\\_id=112](http://otif.org/en/?page_id=112)).

Under Activities > Dangerous Goods > RID/ADR/ADN Joint Meeting ([http://otif.org/en/?page\\_id=136](http://otif.org/en/?page_id=136)) can be found the documents dealt with in the RID/ADR/ADN Joint Meeting. The division of labour at the meeting, which is organised

jointly by the UNECE and OTIF Secretariats, means that OTIF publishes the German versions of the documents, while UNECE publishes the English, French and Russian versions on its website. For this reason, only the German documents can be found under the link provided. For the other language versions, a link to the UNECE website is given.

The documents of the RID/ADR/ADN Joint Meeting's ad hoc working group on the harmonisation of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods can be found under Activities > Dangerous Goods > WG Harmonisation ([http://otif.org/en/?page\\_id=1068](http://otif.org/en/?page_id=1068)). These documents are also available on OTIF's website in German only. For the other language versions, a link to the UNECE website is given.

The proposed texts for the RID Committee of Experts are available in all three working languages under Activities > Dangerous Goods > RID Committee of Experts ([http://otif.org/en/?page\\_id=138](http://otif.org/en/?page_id=138)). The documents of the RID Committee of Experts' standing working group, which carries out the preparatory work, are available under Activities > Dangerous Goods > Standing Working Group ([http://otif.org/en/?page\\_id=140](http://otif.org/en/?page_id=140)). To deal with technical issues relating to the construction of wagons and tanks for the carriage of dangerous goods, the RID Committee of Experts has mandated the working group on tank and vehicle technology, whose documents can be found under Activities > Dangerous Goods > WG Tank and Vehicle Technology ([http://otif.org/en/?page\\_id=144](http://otif.org/en/?page_id=144)).

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. This is a working group organised jointly by the European Commission and the Technical Interoperability and RID Departments of the OTIF Secretariat. The documents of this coordinating group can be found under Activities > Dangerous Goods > Joint Coordinating Group of Experts ([http://otif.org/en/?page\\_id=563](http://otif.org/en/?page_id=563)).

All depositary notifications of amendments to RID are available under Activities > Dangerous Goods > Notifications ([http://otif.org/en/?page\\_id=146](http://otif.org/en/?page_id=146)).

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