

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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(Madrid, 21 - 25 November 2005)

**Subject: 6.8.2.4.6: Expert for performing tests and inspections on the tanks of tank-
wagons; exchange of experience**

Proposal transmitted by Germany

Summary

6.8.2.4.6 allows tests and inspections on the tanks of tank-wagons to be performed and mutually recognised, in accordance with 6.8.2.4.1, 6.8.2.4.2 and 6.8.2.4.3, by officially recognised experts from a Member State in accordance with RID 6.8.2.4.5. In order to ensure a uniform level of tests and inspections, it is planned to have an exchange of experience at least once a year. To secure this, a standing working group of the RID Committee of Experts should be set up with the aim of harmonising test procedures and ensuring a uniform level of tests and inspections.

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Introduction

In anticipation of the introduction of 6.8.2.4.6 into RID 2005, on 17 July 2002 Germany initiated multilateral special agreement RID 4/2002 on the performance and mutual recognition of tests and inspections on the tanks of tank-wagons in accordance with 6.8.2.4.1, 6.8.2.4.2 and 6.8.2.4.3, with a revised version of the agreement on 13 December 2002. Among other things, it was also set out in this multilateral special agreement that in order to ensure a uniform level of tests and inspections, Germany would organise an exchange of experience at least once a year. By the end of 2003, nine other COTIF Member States had signed the agreement.

On 17 and 18 December 2003, the first exchange of experience was held in Bonn. Although the invitation was sent to all COTIF Member States on time and the date was again announced at the 40th session of the RID Committee of Experts (Sinaia, 17 – 21 November 2003), representatives of only three other signatory States took part in addition to the representatives of Germany. However, all the participants had a positive response to the exchange of experience and were in favour of Germany's organising another exchange. The report of the first exchange of experience was sent to all COTIF Member States.

Owing to the lack of interest, the second exchange of experience scheduled for 8 and 9 December 2004 was cancelled.

In order to terminate the expired multilateral special agreement RID 4/2002 in due form and to make a transition to the new 6.8.2.4.6 in RID 2005, Germany invited the Member States to a further meeting (23 and 24 August 2005). This was also cancelled owing to lack of interest.

From Germany's point of view, this development is regrettable. Germany still considers this exchange of experience to be worthwhile in order that harmonised test procedures and uniform levels of tests and inspections can be ensured in the sensitive area of dangerous goods traffic. In order that this can also be better expressed in RID, Germany proposes to amend the last sub-paragraph of 6.8.2.4.6 accordingly.

Proposal

6.8.2.4.6 Amend the last sub-paragraph to read as follows (the amendment is shown in bold type):

"In order to introduce and to continue to develop harmonised inspection procedures, and in order to ensure a uniform level of inspections, the secretariat of OTIF shall arrange an exchange of experiences at least once every year."

Based on experience with multilateral special agreement RID 4/2002, Germany proposes that for the practical implementation, this work should be carried out by a standing RID Committee of Experts working group.

In addition, the RID Committee of Experts should agree on how ad hoc measures established at short notice can be made accessible to all the Member States' experts.

Justification

In some cases, the provisions of RID and of standard EN 12972 listed in 6.8.2.6 ("Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks") require interpretation or refer to so-called "suitable procedures".

Examples:

- Standard EN 12972 does not specify how heating devices are to be tested.
- For the testing or inspection of attachments to the frame or the chassis, standard EN 12972 refers to "suitable procedures".
- Standard EN 12972 does not contain any requirements on how the third shut-off valve (protective cap, blank flange) is to be tested for leakproofness.
- RID does not lay down any procedure for how the equivalent safety of the equipment, as compared with the tank, is to be demonstrated.
- Implementation of special provision TT 8 (inspection to detect surface cracking on tanks intended for the carriage of ammonia).
- Implementation of assignment of the tank code in accordance with RID 1.6.3.18 and retrofitting with energy absorption elements in accordance with RID 1.6.3.27.
- Laying down conditions under which refitting can be carried out in the context of an exceptional test/inspection without involving the approval authority.
- Laying down uniform assessment criteria for corroded surfaces and uniform repair methods.

In Germany, competent authority instructions concerning the cases listed as examples or complementary data-sheets by the supervisory organisations were introduced, which led to the tests and inspections being unified.

Similarly, this has certainly already been implemented in the other Member States as well. Thus it would be desirable and useful to exchange information on these procedures in such a group and where possible, to lay down harmonised procedures.
