

**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: Protective measures to prevent damage caused by the overriding of buffers**

**Proposal transmitted by Switzerland**

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## **Introduction**

At the 41<sup>st</sup> session of the RID Committee of Experts, protective measures to prevent damage caused by the overriding of buffers were adopted (see paragraphs 16 to 31 of the final report (document A 81-03/511.2004).

According to Article 32 of the final report however, the text of the transitional provisions for retrofitting tank-wagons and battery-wagons was placed in square brackets (Annex 1 of the final report), with the justification that retrofitting with the devices to protect against the overriding of buffers newly proposed by France is permitted, but these have not yet been defined.

At the last meeting of the Working Group on tank and vehicle technology (Bonn, 21 and 22 April 2005), France submitted a proposal for the design of devices to protect against the overriding of buffers, which was adopted by the majority of the working group. France was asked to submit a revised proposal to the 42<sup>nd</sup> session of the RID Committee of Experts (see paragraphs 8 to 14 of the final report A 81-03/503.2005).

Even though a revised proposal from France concerning devices to protect against the overriding of buffers is not available, the transitional provision contained in square brackets in the final report can be brought into force on 1 January 2007.

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## **Proposal**

In Annex 1 of the final report of the 41<sup>st</sup> session of the RID Committee of Experts (document A 81-03/511.2004), in the amendments to 1.6.3.x (Amendments to enter into force on 1 January 2007), make the following amendments:

- delete the square brackets,
- delete the words "and battery-wagons".

## **Justification**

- Retrofitting a tank-wagon with a protective plate or cover (or with the device to protect against the overriding of buffers) is possible and sensible in the case of these very dangerous gases. Adding provisions to 6.8.4 (b), special provision TE xx (a) at a later stage would only lead to an increase in the protective measures possible. The combination of one of these three measures with the prescribed fitting of crash buffers to wagons leads to a clear improvement in safety. A combination such as this proved its effectiveness in a railway accident in Sweden in February 2005, in which 12 chlorine tank-wagons were involved and none of the product leaked.
  - Special provision TE xx in 6.8.4 (b) only concerns tank-wagons, not battery-wagons.
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