

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
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**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
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**RID:** 44<sup>th</sup> Session of the Committee of Experts on the Transport of Dangerous Goods  
(Zagreb, 19 - 23 November 2007)

**Subject:** Protective distance in accordance with RID 7.5.3

**Proposal transmitted by Switzerland**

## **Introduction**

A transport undertaking has made a request to authorize the reduction of the protective distance by derogation from the provision of 7.5.3. The undertaking pointed out that its request could be considered as pointless in view of the fact that the text can be interpreted in a way that suits it.

Paragraph (a) prescribes a protective distance of 18 metres and paragraph (b) offers the alternative of a protective distance which must "correspond" to one 4-axle wagon or two 2-axle wagons. The undertaking operates 4-axle wagons which are about 12 metres long from buffer to buffer. In theory, a protective distance of 12 metres would be in conformity with the requirements of RID.

The representative of Switzerland initiated the discussion at the last session of the working group on tank and vehicle technology in Munich and noted that different interpretations were possible.

In the view of Switzerland, 7.5.3 prescribes two alternative protective distances:

- a) 18 metres or
- b) one or two barrier wagons.

The Annex contains diagrams showing all the possible scenarios and what in the view of Switzerland is the correct interpretation of this requirement for protection.

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Alternative (a) is only justified if at least one of the two loads of dangerous goods concerned is carried in a large container (see Annex, diagrams 1, 4 and 5).

Alternative (b) implies the presence of one or two barrier wagons and not the space (distance) corresponding to this or these wagon(s) (see Annex, diagrams 2, 6, 7, 8 and 9).

Diagram 3 poses a problem that the amended text could resolve.

## Proposal

Amend the provision in 7.5.3 to read as follows (new text underlined):

### “7.5.3 Protective distance

Every wagon or large container containing substances or articles of Class 1 and bearing a label conforming to models Nos. 1, 1.5 or 1.6, shall be separated in the direction of the track from wagons or large containers bearing a label conforming to models Nos. 2.1, 3, 4.1, 4.2, 4.3, 5.1 or 5.2 by a protective distance.

The requirement for this protective distance is met if, ~~from the end of the buffer head or end wall of the large container, there is:~~ the space between the buffer head of a wagon or the end wall of a large container and the buffer head of another wagon or the end wall of another large container is:

- a) ~~a minimum distance of~~ at least 18 m, or
- b) ~~a distance corresponding to~~ occupied by two 2-axle wagons or a wagon with 4 or more axles.  
n with 4 or more axles.”

## Justification

This proposal does not introduce any new provisions. It makes the wording of the existing provisions clearer.

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