

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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RID: 46th Session of the Committee of Experts on the Transport of Dangerous Goods
(Hamburg, 21 - 23 October 2008)

Subject: New provision 6.8.2.1.29 – Alternative linked to loading gauge

Proposal transmitted by the United Kingdom

Related documents:

OTIF/RID/CE/GT/2008-A
OTIF/RID/CE/2008/21

Introduction

1. At the last meeting of the Working Group on Tank and Vehicle Technology, the texts of a new provision 6.8.2.1.29 and a transitional measure in 1.6.3.x were provisionally adopted in square brackets (see OTIF/RID/CE/GT/2008-A paragraphs 5 to 9 and Annex 1).
2. The second paragraph of the new 6.8.2.1.29 provides for an alternative to the requirement for a minimum distance of 300 mm between the headstock plane and the end of the tank. This takes into account the smaller (more restrictive) loading gauge in Great Britain (GB) by permitting buffer override protection approved by the competent authority, which has been a requirement in GB since 1980 and has proved very effective in preventing buffers damaging tanks in derailments.
3. The last sentence of 6.8.2.1.29 proposed linking the use of this alternative to circumstances of loading gauge constraints by referring to the Conventional Rail Infrastructure TSI. The text was placed in square brackets pending confirmation of the best way of limiting this alternative.

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Justification

4. In OTIF/RID/CE/2008/21, the ERA considers the various alternatives and suggests dealing with the issue by reference to the loading gauge. The United Kingdom welcomes the document as a helpful and constructive way forward, and deliberations in the UK had reached a similar conclusion.

Proposal

5. Using the rationale outlined in paragraph 4 of OTIF/RID/CE/2008/21, the United Kingdom proposes the following text for the last sentence of 6.8.2.1.29. In this and the alternative, reference is made to the relevant UIC leaflets. The G1 and W6a freight vehicle gauges are also referred to in the WAG TSI but this applies to the EU whereas through COTIF, RID also applies to Member States outside the EU.

Substitute the last sentence of 6.8.2.1.29 in Annex 1 of OTIF/RID/CE/GT/2008-A with the following sentence:

“This alternative is only applicable to tank-wagons built to a freight vehicle gauge smaller than G1 as specified in UIC Leaflet 505-1 (Railway transport stock – Rolling stock construction gauge)*.”

Footnote* Edition of May 2006

Delete the square brackets around 1.6.3.x and 6.8.2.1.29.

6. The United Kingdom prefers the above proposal. However the following text is offered as an alternative if the consensus is for the approach mentioned in the second bullet point of paragraph 4 of OTIF/RID/CE/2008/21.

Substitute the last sentence of 6.8.2.1.29 in Annex 1 of OTIF/RID/CE/GT/2008-A with the following sentence:

“This alternative is only applicable to tank-wagons built to a maximum freight vehicle gauge of W6a as specified in UIC Leaflet 503 (Continental wagons running in Great Britain (via the Channel Tunnel and on Network Rail infrastructure – General conditions (reference profile, axle load, etc.) for the acceptance, in international traffic with Great Britain, of 2-axle and bogie wagons registered with other UIC member RUs)*.”

Footnote* Edition of March 2007

Delete the square brackets around 1.6.3.x and 6.8.2.1.29.
