

OTIF



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Subject: Proposals for measures to be considered in future

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Introduction

In past years, the Member States have become aware of the danger of the carriage of large quantities of very dangerous products such as chlorine and have introduced new requirements into RID.

Collision: crash elements, RID 6.8.4 (b) special provision TE 22, entry into force on 01.01.2005 (01.01.2007), for old wagons on 01.01.2011.

Protection against overriding of buffers: increasing the wall thickness of tank ends, sandwich covers or protective plates, RID 6.8.4 (b) special provision TE xx, entry into force planned for 01.01.2007, [for old wagons on 01.01.2015].

Attachments of equipment which is welded on: RID 6.8.2.2.1, entry into force on 01.01.2005.

Derailed detection: decision of principle adopted by the 41st session of the RID Committee of Experts, final report A 81-03/511.2004, paragraph 15.

The representative of Switzerland would like to initiate a discussion on two further measures and would like to know the opinion of other delegations.

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1. Position of the wagon in the train

Similarly to the carriage of substances of Class 1, it is conceivable that the requirement in 7.5.3 concerning barrier wagons could be extended to cover very dangerous substances for which the RID Committee of Experts introduced special provisions TE 22 and TE xx.

Section 7.5.3 could be supplemented as follows (new text underlined):

- "= 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,
- = every tank (or group of tanks) for gases of Class 2 with classification codes containing the letter(s) T, TF, TC, TO, TFC or TOC,
- = every tank (or group of tanks) for substances of classes 3 to 8 to which tank code L15CH, L15DH or L21DH is assigned in column 12 of Table A of Chapter 3.2,

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.

(remainder of text unchanged)"

Justification

In accidents, when a product leaks from wagons carrying goods of Class 2 (flammable gases), 3, 4.1, 4.2, 4.3, 5.1 or 5.2, this constitutes a real fire risk for adjoining wagons carrying very dangerous products.

This measure would increase the amount of marshalling work, which, in theory, would mean an increased risk. However, the very tank-wagons that are carrying dangerous substances are equipped in such a way that the dangers inherent in a collision in a marshalling operation are lessened. Viewed in this light, Switzerland considers this to be a useful measure.

2. Four-axle wagons

In principle, the risk of derailment is greater for two-axle wagons than for bogie wagons. A UIC-ERRI investigation in 1999 and 2000 looked at this issue in more depth. It appears that not enough statistical data are available to be able to estimate this risk.

According to information Switzerland has, three new types of suspension have been tested over more than 100,000 km since the UIC-ERRI investigation. In these trials, it was established that certain suspension types tested are more reliable than the UIC suspension with two spring washers with which wagons are currently fitted. The new types of suspension permit a weight of 22.5 tonnes per axle at 120 km/h.

Without requesting the prohibition of two-axle wagons, Switzerland proposes to initiate a discussion and to discuss the question of which type of wagon should be allowed for the carriage of very dangerous goods, such as chlorine, in future, bearing in mind the improvements to the suspension referred to above. An in-depth investigation of the existing wagon fleet would also be interesting.
