



INF. 7

8 May 2018

(English only)

RID: 9th Session of the RID Committee of Experts' standing working group
(Berne, 28 to 30 May 2018)

Subject: Correction of 6.8.2.1.23 in document [OTIF/RID/NOT/2019]

Proposal transmitted by the European Union Agency for Railways

References

- RID/ADR/ADN Joint Meeting, March 2018, informal document INF.47, proposal 1
- ECE/TRANS/WP15/AC.1/150 (OTIF/RID/RC/2018-A), paragraph 7
- [OTIF/RID/NOT/2019]

Introduction

1. At its spring session the Joint Meeting adopted a text to replace the first sentence of the first paragraph of 6.8.2.1.23, as follows:

"The ability of the manufacturer to perform welding operations shall be verified and confirmed by either the competent authority or the body designated by this authority. The ability of the maintenance or repair shop to perform welding operations shall be verified and confirmed by the inspection body according to 6.8.2.4.5."

2. In reply to a question raised by the representative of ERA regarding this proposal, the Joint Meeting confirmed that the reference to "welding operations" concerned welding operations performed on the tank itself (see ECE/TRANS/WP15/AC.1/150 (OTIF/RID/RC/2018-A), paragraph 7).
3. The text adopted by the Joint Meeting is reported for adoption in RID 2019 in [OTIF/RID/NOT/2019].

Proposal

4. In Chapter 6.8, the scope of application of the provisions varies depending on the section. It is therefore important that the scope of application of each section should be absolutely clear.
5. ERA proposes to clarify that 6.8.2.1.23 is only applicable to the tank.
6. The second sentence of 6.8.2.1.23 would read:

"The ability of the maintenance or repair shop to perform welding operations on the tank shall be verified and confirmed by the inspection body according to 6.8.2.4.5."

Justification

7. This proposal is justified for the following reasons.
8. As stipulated in Article 1(2) of EC Regulation 445/2011 and Article 1 of ATMF – Annex A (equivalent to Regulation 445/2011), the Entity in Charge of Maintenance (ECM) is responsible for ensuring the safe state of running of the wagon for which it is in charge of maintenance.
9. There is a system of certification to provide evidence that the ECM has established its maintenance system and can meet the requirements laid down in Regulation 445/2011. One of the requirement is to have a procedure to manage joining techniques (including welding and bonding) (Annex III, section II (6c) of Regulation 445/2011).
10. This certificate is awarded by any competent certification body complying with the general criteria and principles set out in Annex II of Regulation 445/2011 and with any subsequent sectoral accreditation schemes (Article 6 of Regulation 445/2011).
11. In practice, this means that for maintenance activities on wagons carrying dangerous goods, this system gives the ECM the responsibility of checking that the workshops concerned are able to perform welding operations.

Impact

12. The adoption of this proposal will clarify the respective roles and responsibilities of stakeholders implementing the legislation applicable to tanks.
13. If not adopted, the current text proposed in [OTIF/RID/NOT/2019] for 6.8.2.1.23 would result two different stakeholders (the ECM and the inspection body according to RID 6.8.2.4.5) being assigned the same responsibility.
