

**INF. 9**

15 May 2018

Original: German

**RID:** 9<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Berne, 28 - 30 May 2018)

**Subject:** Continued use of tank-wagons for the carriage of gases of Class 2 in accordance with the transitional provisions in RID 1.6.3.3.2 to 1.6.3.3.5

### Information from Germany

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1. At the 8<sup>th</sup> session of the RID Committee of Experts' standing working group (Utrecht, 20 to 24 November 2017), it was agreed that the measures taken at national level and by the international associations would be presented at the 9<sup>th</sup> session of the standing working group in order that a decision could be taken on how to proceed (see also paragraph 39 of report OTIF/RID/CE/GTP/2017-A).

### Situation in Germany

2. In 2008 to 2017, inspectors of Germany's Federal Office for Railways (EBA) inspected 22,761 tank-wagons and recorded them in the database of dangerous goods inspections. Of the tank-wagons that were inspected, 5,706 gas tank-wagons come under the transitional provisions of RID 1.6.3.3.2 to 1.6.3.3.5 (year of construction up to 1978).
3. For tank-wagons of an older design type, the percentage that gave cause for complaint in the period covered was between 12% and 20%. Tank-wagons built from 1979 onwards gave cause for complaint in 6% to 11% of cases.
4. In inland transport and export, there were around half as many complaints as in import and transit traffic.
5. On older tank-wagons, the main defect noted was "internal stop-valve of GESTRA design type not locked (cam-lock bolt)". In each case, this was an infringement of the provisions of RID 4.3.3.4.3 (c) or 4.3.2.4.2.

## Measures

6. Based on this analysis, EBA will carry out targeted “gas tank-wagon” checks throughout Germany in 2018. In these targeted checks, the EBA’s dangerous goods inspectors will focus primarily on gas tank-wagons. As soon as the targeted checks have been carried out, the relevant information can be provided.
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