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22 May 2018

(English only)

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

Subject: Maintenance of gas tank-wagons: continuation of the discussion following Austria's presentation at the 8th session of the standing working group

Information from the Netherlands

Introduction

1. At the 8th session of the RID Committee of Experts' standing working group (Utrecht, 20 to 24 November 2017), the representative of Austria presented the result of targeted checks carried out on gas tank-wagons. Serious defects were found on the closing devices of more than 10% of the gas tank-wagons that were checked. It was agreed that the competent authorities should inform their national railway safety authorities (NSA) and present the measures taken at national level at the 9th session of the standing working group. In this informal document, the Netherlands provides information on the steps taken within the Netherlands.
2. The Dutch NSA, The Dutch Human Environment and Transport Inspectorate (ILT), was informed about the results of the Austrian investigation. Special attention was drawn to the fact that part of the presentation was based on defects detected on a train coming from Vlissingen in the Netherlands.
3. After they received the information, the ILT informed the industry and conducted an investigation of the case mentioned in the Austrian presentation. They also looked at the maintenance of the chassis of tank-wagons in a more general sense.

Results

4. With regard to the train coming from Vlissingen, it became clear that at that time, old tank-wagons were used which are currently being phased out. At the same time, 27 gas tank-wagons coming from Vlissingen were inspected. During these inspections, no irregularities were detected.

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5. Based on the ECM regulation, maintenance work can be done by an entity in charge of maintenance (ECM) situated anywhere in Europe. These ECM need to be accredited and supervision of the ECM is a task of the accreditation body. The NSA has no direct supervision task and usually comes into action if problems occur. Because of the fact that Dutch registered wagons can be maintained anywhere in Europe and the NSA has no direct supervision over the ECMs, it is difficult to give a general statement concerning the maintenance of gas tank-wagons.
6. Within the Netherlands, one ECM is allowed to perform activities on tank-wagons intended for the transport of dangerous goods. The NSA has no indication that there are structural problems with this ECM.

Conclusion

7. Based on the results of this investigation and the results of previous inspections, the ILT does not deem it necessary to conduct further investigation into this subject.
 8. As the NSA, it is difficult to oversee the work done by ECMs, because these companies are monitored by the accreditation body.
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