



INF. 4

18 November 2020

(English only)

RID: 12th Session of the RID Committee of Experts' standing working group
(Video-conference, 24 to 26 November 2020)

Subject: Progress report on the work on a new marking for carrying wagons fitted with reinforced spigots

Proposal transmitted by the International Union of Railways (UIC)

Background

1. At the 18th session of the RID Committee of Experts' working group on tank and vehicle technology (video-conference, 6 and 7 October 2020), the safety assessment of the risk analysis submitted by BASF on extra-large tank-containers was dealt with. Under the topic "Marking of carrying wagons fitted with reinforced spigots", it was reported that (final report of the 18th session of the RID Committee of Experts' working group on tank and vehicle technology (OTIF/RID/CE/GTT/2020-A)):
 37. *The aim of marking carrying wagons fitted with reinforced spigots was to prevent extra-large tank-containers from being loaded onto unsuitable carrying wagons. At the last session of the working group, there was also a discussion on the marking of carrying wagons that have two external solebars (see report OTIF/RID/CE/GTT/2019-A, paragraph 45).*
 38. *The representative of UIC said he would be submitting a progress report on the work on a new marking for carrying wagons fitted with reinforced spigots to the 12th session of the RID Committee of Experts' standing working group (video-conference, 24 to 26 November 2020). He would also provide information in the report on when a marking could be expected.*
2. In this informal document, UIC reports to the RID Committee of Experts' standing working group on the above paragraph 38.

3. UIC has checked whether International Railway Solutions IRS 50592 and IRS 50571-4 (edition April 2020) need to be changed to accommodate the BASF's operation of extra-large tank-containers.

Conclusions

4. UIC concludes as follows:
 - (a) Having evaluated all the information from BASF;
 - (b) Considering that UIC has already added special markings for the type of carrying wagons and tank-containers under discussion (heavy duty container with a maximum gross mass of more than 36 tonnes) to the latest edition of IRS 50571-4 (April 2020);
 - (c) Considering that, if the competent authorities decide that BASF has proven that the proposed types of wagons and tank-containers are compliant (in other words, that all constraints have been taken into account and the right tests have been carried out properly);
 - (d) UIC concludes that no changes are needed to IRS 50592 and IRS 50571-4.
 - (e) It should be noted that this means that BASF has to conform to this latest edition of IRS 50571-4, which came out after the introduction of the heavy duty tank-containers and carrying wagons.
 - (f) If the RID Committee of Experts' standing working group decides otherwise, UIC will determine the consequences – if any – for the relevant IRSs based on a review of that decision.
5. It must be stressed that for consideration (c) the following point A applies:
 - A. According to BASF, BASF wagons equipped with the corresponding tank-containers can be marshalled on the shunting hump without any special precautions. This means that impact speeds of 12 km/h in the shunting yard with these wagons are possible. The RID Committee of Experts' standing working group asked BASF to provide information to the next session of the standing working group (24-26 November 2020) on how it carried out this test according to the TSI Wagon of 2013.

For consideration (e) the following point B applies:

- B. For the markings to be applied, we are not able to say from a technical point of view whether having the IRS 50571-4 markings applied through BASF's wagon maintenance process is acceptable.
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