Extra-large tank-containers

RID Committee of Experts’ standing working group

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Chair of the working group on tank and vehicle technology
Extra-large tank-containers

Review of the current situation:

Definition of “extra-large tank-container” adopted for RID/ADR/ADN

Requirements for manlids and the minimum wall thickness – decided

Open

Discussion of external forces under unrestricted shunting conditions
- currently in accordance with 6.8.2.1.2 – 2g

Discussion of risk due to buffer override 300mm, TE 22, TE 25
- currently for combined transport – no requirements
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External forces

Current requirement driven by standard operation in combined transport
• content of containers to be protected
• usually block trains – not shunted
• separate class of flat wagons defined (F2 according to EN 12663)

CEFIC wishes to use extra-large tank-containers in rail transport as tank-wagons

• BASF measured acceleration of 3g and built tanks accordingly
• No common requirements defined in RID/ADR or by UIC or TSI
• Some preliminary discussion with UIC: 3g-4g might be correct
Buffer override protection

Agreed that for single wagons, shunting risks to be considered

but:

• TE 22 and TE 25 are not suitable for standard wagons in combined transport
• BASF said that 300 mm does not improve safety
• CEFIC proposed to discuss longer distance to buffer plate as substitution for TE 22/TE 25 (operational requirement)
• Implementation of DAC might change the situation, see separate UIP document
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To be considered in further discussion

Combined transport should be more specifically recognised in TSI and referenced standards.

- EN 12663-2 (strength requirements for wagons) revision already started

- Development of DAC implementation and decision on UIP proposal OTIF/RID/CE/GTP/2022/6
Proposal – Next Steps

Organise a meeting of the working group on tank and vehicle technology before the next meeting of the standing working group if proposal OTIF/RID/CE/GTP/2022/6 is not accepted, as the sector needs a decision or before the standing working group meeting in 2023 to discuss: Proposals for improvement of RID/ADR, taking into account the outcome of the discussions that have still to take place:

• Revision of EN 12663-2 might fix requirement regarding forces
• Implementation of DAC might change the situation – at least regarding TE 22
Thank you for your attention

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