

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL**

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**RID: 9<sup>th</sup> Session of the Working Group on Tank and Vehicle Technology**  
(Berne, 14 and 15 May 2008)

**Subject: Minimum distance of 300 mm between the headstock plane and the tank**

**Proposal transmitted by Belgium**

Related documents:

OTIF/RID/CE/2007/13 (Belgium)

OTIF/RID/CE/2007/19 (UIP)

INF.7 from the 44<sup>th</sup> session of the RID Committee of Experts (United Kingdom)

OTIF/RID/CE/2007-A, paragraphs 55 to 57

**Introduction**

1. For the construction of tank-wagons, section 1.2 of UIC leaflet 573 prescribes a minimum distance of 300 mm at both ends of the tank between the headstock plane and the most protruding point at tank extremity. In the event of an impact, this type of construction, which is set back relative to the end of the wagon, improves safety. The UIC leaflet prescribes this for all tank-wagons, i.e. not just for those intended for the carriage of dangerous goods.
2. At present, RID does not contain this requirement.
3. The TSI "Rolling Stock – Freight Wagons" does not contain any requirements on this. Paragraph 4.2.2.6.2 ("Legislation applicable to rolling stock for the transport of dangerous goods") of this TSI refers wholly to RID.

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4. Belgium believes that such a provision is entirely justified in the case of dangerous goods.

### **Proposal**

5. In order to take account of the particular features of the British railway network described in informal document INF.7 from the 44<sup>th</sup> session of the RID Committee of Experts, Belgium proposes to include the following new 6.8.2.1.29:

**"6.8.2.1.29** The minimum distance between the headstock plane and the most protruding point at tank extremity on tank-wagons shall be 300 mm.

With the agreement of the competent authorities of the countries concerned in the transport operation, this requirement may be waived, provided one of the measures prescribed in 6.8.4 (b), special provision TE 25 is applied."

6. Add the following transitional provision to 1.6.3:

**"1.6.3.x** Tank-wagons constructed before 1 January 2011 in accordance with the requirements in force up to 31 December 2010, but which do not conform to the requirements of 6.8.2.1.29 applicable as from 1 January 2011, may still be used."

### **Justification**

7. With the entry into force of European Directives 2001/16 and 2004/50 on the interoperability of the trans-European rail system, the status of the UIC leaflets for European Union States has become less clear. For this reason, Belgium proposes that this requirement, which is useful from a safety perspective, be included in RID.

### **Feasibility**

8. The situation that has existed since the entry into force of UIC leaflet 573 would thus be maintained.
9. In order to benefit from the RIV marking, this requirement had always been mandatory. The vast majority of tank-wagons therefore meet this requirement. However, at the request of UIP (see document OTIF/RID/CE/2007/19), a transitional provision has been provided.
10. The second paragraph of the proposal concerning 6.8.2.1.29 takes account of the special situation in the United Kingdom's national transport (see informal document INF.7 of the 44<sup>th</sup> session of the RID Committee of Experts).

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