

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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Original: French

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

Subject: Marking in accordance with 6.8.2.5.2

Proposal transmitted by Belgium

Related documents: OCTI/RID/CE/42/4b)
Report A 81-03/501.2006, paragraphs 18 to 20

Introduction

At the 42nd session of the RID Committee of Experts (Madrid, 21 – 25 November 2005), Belgium proposed in document OCTI/RID/CE/42/4b) that when marking tank-wagons with the date of the next test in accordance with 6.8.2.5.2, the marking should differ so that it is possible to tell at a glance whether the next test is a leakproofness test or a hydraulic pressure test. This would be analogous to the date of the test shown on the tank plate in accordance with 6.8.2.5.1. At the time, this proposal was not supported (see report A 81-03/501.2006, paragraphs 18 to 20).

The amendment to 6.8.2.4.3 for the 2009 edition of RID has prompted Belgium to resubmit this proposal.

According to 6.8.2.4.3 of the 2009 edition of RID, the intermediate test and inspection may be carried out up to three months before or after the date fixed. This means that in certain cases (if the next inspection is an intermediate inspection), the date of the next inspection shown on the wagon may be exceeded by up to three months. But in other cases (if the next inspection is a periodic inspection), the date may not be exceeded. This situation will lead to confusion and will make the tasks of the railway undertakings' inspectors more difficult.

For this reason, Belgium proposes to differentiate between these two cases by means of the marking.

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As this proposal is linked to the 2009 amendments to 6.8.2.4.3 and only concerns RID, Belgium asks that this proposal be adopted for the 2009 edition.

Proposal

6.8.2.5.2 Amend the eighth indent in the left-hand column to read as follows:

"– date and type of the next inspection:
"month, year" followed by a "P" when
the inspection is the periodic inspection
in accordance with 6.8.2.4.2, or
"month, year" followed by an "L"
when the inspection is an intermediate
inspection in accordance with
6.8.2.4.3;

Note. Where the periodic inspection
includes a leakproofness test,
only the letter "P" shall be
marked on the plate."

Insert a new transitional provision as follows:

"1.6.3.x The type of the next test ("P" or "L") required by 6.8.2.5.2 need not be added to the tank-wagon until the first test after 1 January 2009 is performed."

Note by the Secretariat: It is proposed to include this new transitional provision as a new subparagraph in 1.6.3.25.

Justification

The tests and inspections carried out by rail transport undertakings in the context of the train check are done by walking along the side of the wagon and inspecting it from the ground. In principle, it is not necessary to climb onto the wagon in order to check the tank plate.

For this purpose, it is very useful to show the date of the next inspection on the tank-wagon.

However, from 2009, there will be a tolerance of three months for the four year period between two consecutive intermediate inspections. If the date is exceeded by three months, the inspector must then climb onto the wagon, look for the tank plate and find the date of the last inspection carried out in order to establish whether it was a periodic inspection or an intermediate inspection and thus to ascertain whether it is a case in which the date may be exceeded by up to three months. This makes the inspection considerably more difficult.

If the proposal above is adopted, the situation would be simplified:

- if the date contains the letter "L", a tolerance of three months beyond the date shown will be accepted;
- if the date contains the letter "P", there is no tolerance beyond the date shown.

Feasibility

No problems, as this date is provided by or under the responsibility of the experts who carry out the tests and inspections.