



Organisation intergouvernementale pour les transports internationaux ferroviaires  
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr  
Intergovernmental Organisation for International Carriage by Rail

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**INF. 3**

31/08/2021

Original: English

**Joint Coordinating Group of Experts**  
(Video conference, 7 and 8 September 2021)

**Agenda item 3: Review of and report on the list of priority items agreed at the previous meeting**

**1 b – Design and construction of vehicles: specification method; functional/technical solutions**

**ITEM 3: Other input since 2017: BASF study on extra-large tank-containers**

**Transmitted by UIP**

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JCGE

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## JCGE – Web Meeting

7.+ 8.9.2021

ITEM 3: 6.8.3.1.6

### Extra Large Container



### STATUS OF DISCUSSION EXTRA LARGE TANKCONTAINER

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Joint Meeting agreed on additional requirements regarding pressure tight manlids to be implemented in RID for Extra Large Tankcontainers, but

- Definition of such containers is missing!

Shall be proposed from "Rail sector" means "Standing WG RID"

- Still valid proposal from ITCO: 40.000 l, supported by UIP

Still open:

- Wall thickness requirements (compared to tank wagons)
- Protection mechanism acc. risks of buffer override (TE22/25)
- Operational requirements (free shunting, loading, ...)



## JCGE-DISCUSSION

### EXTRA LARGE TANKCONTAINER

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Wall thickness requirements > RID work item

Use case “free shunting” and related requirements to be discussed

- ADR/RID - max. acceleration to be considered: 2g – usually no free shunting
- Flatwagons (container carrier) usually build in F2 acc. EN 12663 (no or at least limited shunting)

CEFIC/BASF require “use as railtankwagons”

- Shunting loads/forces?
- Operational risks of such free shunting – see TE 22/TE 25 discussion?



## JCGE-DISCUSSION

### EXTRA LARGE TANKCONTAINER

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**Shunting loads/forces:**

- ADR/RID - max. acceleration to be considered usually no free shunting 2g
- CEFIC/BASF measurement resulted in up to with partially braked shunting hills 3g
- Accelerations in tests for freight wagons (F1) 5-8 g

Special class of such modular units to be considered?

And its “not only linked to BTC” as modular approach is developing

EN 12663 will be revised and this needs to be discussed!



## JCGE-DISCUSSION

### EXTRA LARGE TANKCONTAINER

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#### **Risks of such free shunting**

All Requirements TE22/TE25 in RID defined after shunting accidents with accidental speeds > 20 km/h

Means:

#### Same risk as railtankwagons – risk barriers needed

- Just copy TE 22 does not work in intermodal business
- Placing of containers with distance to buffer plates 1-3 m proposed, but its purely operational, where to put such requirements?
- TE 25 may be dealt with in RID by stronger tank ends (RID-discussion)

#### Position of JCGE required



## JCGE-DISCUSSION

### EXTRA LARGE TANKCONTAINER

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As well still open :

- Transport without specific requirements on the degree of filling



## SUMMARY

### EXTRA LARGE TANKCONTAINER

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Issues for coordination between RID and TSI:

How to deal with upcoming “modular approach” in TDG, but as well in general ?

- How to deal with design requirements/markings etc. for intermodal TDG-wagons, when to be used as other freight wagons – poorly regulated in TSI and Standards
- How to deal with additional protection requirements (as TE 22/25) in intermodal transport? (see separate presentation)



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Thank you very much