

INF.5

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

ITEM 3: “Extra-large tank-containers”

Done: Definition of “extra-large tank-container”

Requirements for tank shell and manlids updated

Open: Load assumptions for such containers under free shunting conditions

How to deal with shunting risks (TE 22 / TE 25)

Main questions to be discussed at JCGE:

How to deal with load cases in rail

Example “container”

- Load for corner castings given in 6.8.2.1.2 - 2g
- Fits F2 (shunting limitations) class wagons in EN 12663

But final operation purely under RU risk management!

Load cases for extra-large tank-containers or even new modular tank-wagon systems, without shunting limitations?

Keep it in the operational responsibility of the RU?

Main questions to be discussed at JCGE:

How to deal with shunting risks

TE 22 / TE 25 currently contain specific tank/wagon requirements for tank-wagons

In intermodal transport, these are fully based on RU risk management

- No real problem in intermodal transport, as there is usually limited shunting
- In single wagon transport (e.g. extra-large tank-container), it has already been agreed to define protection measures
 - Might be linked to processes of RU (e.g. shunting limits) but
 - Might be specific requirement for tank (e.g. thickness of shell)

Loads on wagon/tank in free shunting condition

Risks driven by shunting (TE 22 / TE 25)

New risk-based wording to be agreed on - related to "safety targets"

Wording to be discussed at working group on tank and vehicle technology and RID standing working group in November

We would appreciate ideas, opinions...