

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: 1st Session of the RID Committee of Experts' standing working group
(Riga, 12 – 15 November 2012)

Subject: Protective distance between dangerous goods wagons and wagons with a load
that could move longitudinally

Proposal transmitted by Belgium

<i>Summary:</i>	Prohibit certain loads on wagons next to dangerous goods wagons.
<i>Decision to be taken:</i>	Add a rule on the protective distance to RID 7.5.3.
<i>Related document:</i>	Report in accordance with 1.8.5 concerning the accident in Godinne on 11 May 2012 (document OTIF/RID/CE/GTP/2012/1)

Introduction

1. In a collision on a main route that occurred in Belgium on 11 May 2012, an L10BH tank was penetrated by some steel girders.

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Godinne, 11 May 2012. The tank-wagon was not carrying an RID product!

2. In another accident that happened in Glons on 5 March 2010, the movement of steel sheets was also observed:



Glons, 5 March 2010 – an empty flat wagon between the wagon loaded with sheet steel and the tank-wagon

3. Like all loads, this type of load is subject to rules on loading and the securing of loads. Each railway undertaking may develop its own rules, but the majority of RUs follow the UIC loading guidelines referred to in the GCU (General Contract of Use of Wagons) – *Art. 29 of the GCU: The RUs shall ensure that shippers comply with the UIC loading guidelines in force.*
4. Point 5.5 of volume 1 of these guidelines describes the loading principles for loads that might be subject to longitudinal movement. Volume 2 describes the way each type of goods should be loaded.
5. The purpose of these loading provisions is to prevent these objects moving in normal conditions of transport, but they do not guarantee that such loads stay in place in the event of an operational accident, such as main line collisions.
6. Belgium believes that in view of the risks of tanks being penetrated in the event of an accident, the transport of wagons without end walls carrying objects that might be subject to longitudinal movement (such as steel billets, steel rods and other bundles of metal sections, steel slabs, etc.) next to tank-wagons containing dangerous goods should be prohibited.

7. There are alternative ways of carrying objects that might slide, e.g. in flat containers (containers fitted with end walls or supports provided specifically to carry steel products (slabs, sheets, etc.).

Proposal

8. Amend and supplement 7.5.3 as follows (amendments are underlined):

"7.5.3 Protective distance

7.5.3.1 Every wagon or large container containing substances or articles of Class 1 and bearing a label conforming to models Nos. 1, 1.5 or 1.6, shall be separated on the same train from wagons or large containers bearing a label conforming to models Nos. 2.1, 3, 4.1, 4.2, 4.3, 5.1 or 5.2 by a protective distance.

The requirement for this protective distance is met if the space between the buffer head of a wagon or the end wall of a large container and the buffer head of another wagon or the end wall of another large container is:

(a) at least 18 m, or

(b) occupied by two 2-axle wagons or a wagon with 4 or more axles.

7.5.3.2 Every tank-wagon containing dangerous goods shall be separated on the same train by at least one wagon from wagons with a load which, in the event of an impact due to an accident, might be subject to longitudinal movement, with the consequent risk of penetration of a tank."

Justification

Safety impact

9. Notwithstanding compliance with existing measures concerning the securing of loads, the aim of this measure is to prevent the risk of a tank being penetrated, which is likely to occur as the result of a collision with the load of an adjoining wagon following longitudinal movement of the load. Safety is therefore improved.

Feasibility

10. The types of transport envisaged are quite specific, generally involving metallurgical products. Setting up organisational measures to ensure that this new restriction in the composition of trains is complied with will require a dialogue between carriers and their customers. The general 6 month transitional provision should be sufficient to make the necessary organisational arrangements.
11. Another alternative is to carry these objects in wagons or containers with an end wall that is higher than the height of the load.

Applicability

12. It is possible for the application of this new measure to be checked by carriers and the inspection authorities.