

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

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

OTIF/RID/CE/GTP/2012/5

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Original: English

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

Subject: Amended sub-section 1.4.2.2.1 – problems with checking the next inspection
date and interpretation of "point of departure"

Proposal transmitted by Sweden

Summary:

Sub-section 1.4.2.2.1 has been amended and the carrier must in particular ascertain that the date of the next test for tank-wagons, battery-wagons, demountable tanks, portable tanks, tank-containers and MEGCs has not expired. This can be difficult for the carrier, as the provisions in RID for this are only compatible with the inspection of tank-wagons and battery-wagons.

Sweden would like to have an interpretation of "point of departure" in 1.4.2.2.1.

Decision to be taken:

Discussion

Related document:

Standards EN 12972:2007, EN 12561-1.

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Carrier's obligation

1. New requirements for the carrier's obligations were included in RID 2013. Representative checks have been replaced by checks on all wagons. However, the carrier can rely on information and data provided by other participants, although not in connection with the date of the next test for tank-wagons, battery-wagons, demountable tanks, portable tanks, tank-containers and MEGCs.
2. Every tank must be fitted with a corrosion-resistant metal plate permanently attached to the tank in a place readily accessible for inspection. This plate, fitted on tank-wagons, battery-wagons, demountable tanks, portable tanks, tank-containers, tank swap bodies and MEGCs, must give information on the date and type of the most recent test.
3. The date of the next inspection must only be inscribed on tank-wagons and battery-wagons (see 6.8.2.5.2 and 6.8.3.5.11, left-hand column), and then on both sides. For tank-containers and MEGCs, it is still a problem for the carrier to inspect the date of the next test.
4. In Sweden the rail network is electrified and the carrier's personnel cannot easily enter wagons and check the next date of inspection. More than one tank-container might also be loaded on a wagon and if the next inspection date is located on the short end of the tank it can be really difficult to ascertain that the date of the next test has not expired.
5. Therefore, Sweden would support a text in RID as for tank-wagons ("... on both sides of the tank-wagon itself or on a plate") for all types of tank and battery-wagon.

Proposal

6. Does the standing working group of the RID Committee of Experts support the idea of submitting such a proposal to the Joint Meeting for tanks other than portable tanks and UN MEGCs?

Interpretation

7. In the same context Sweden would like to obtain an interpretation of the wording "takes over dangerous goods at point of departure" in 1.4.2.2.1. This is of relevance to the obligation for the carrier to check different cases.
8. Two different situations are taken as examples:
 - a) A tank-container carried on a road vehicle from consignor A in Austria is unloaded at a terminal. Later this container is loaded onto a rail wagon for carriage to consignee B in Belgium.

Is it the responsibility of the rail carrier to carry out obligation 1.4.2.2.1 (d), i.e. is the road/rail terminal the point of departure?
 - b) A tank-container, carried by ship from consignor C in China, is unloaded at a port in Europe. Later this container is loaded onto a rail wagon for carriage to consignee B in Belgium.

Is it the responsibility of the rail carrier to carry out obligation 1.4.2.2.1 (d), i.e. is the port/rail terminal the point of departure?
