

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: 3rd Session of the RID Committee of Experts' standing working group
(Berne, 20 and 21 May 2014)

Subject: Transitional measures concerning old tank-wagons intended for the carriage of
gases

Proposal transmitted by France

Related documents

- Informal document INF.10 from the 1st session of the standing working group (Riga, 12 - 15 November 2012);
- OTIF/RID/CE/GTP/2012-A, paragraphs 16 to 20;
- OTIF/RID/CE/GTP/2013/17;
- OTIF/RID/CE/GTP/2013-A, paragraphs 7 to 9;
- Informal document INF.53 from the RID/ADR/ADN Joint Meeting (Berne, 17 - 21 March 2014), paragraphs 3 to 5.

Introduction

1. At the RID/ADR/ADN Joint Meeting (Berne, 17 - 21 March 2014) and during the discussions on the proposal from Germany in document ECE/TRANS/WP.15/AC.1/2014/1, aimed at limiting the service life of tank-vehicles intended for the carriage of gases built before 1 October 1978, the working group on tanks expressed its regret that the RID Committee of Experts' standing working group had adopted similar provisions for tank-wagons.

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2. The working group on tanks also noted that these provisions did not provide for a transitional measure for tank-wagons intended for the carriage of gases built before 1 January 1967, which means that they will have to be removed from service as soon as these new provisions enter into force, i.e. 1 July 2015.
3. The working group on tanks invited the RID Committee of Experts' standing working group to develop a transitional measure for these old tank-wagons to allow the gradual implementation of these new provisions.
4. The obligation to withdraw old tanks from service is an important development in RID, which must be carried out without disrupting transport and which must therefore provide a real transitional period allowing the replacement of these tanks in acceptable conditions, and giving owners and builders the time to comply with this measure.
5. In addition, a number of these older wagons have recently undergone costly modifications to comply with special provisions TE 22 and TE 25 (anti-crash buffers, devices to protect against the overriding of buffers).

Proposal

6. This is why, on the basis of the provisions adopted in November 2013 by the RID Committee of Experts' standing working group, France proposes to introduce two new transitional measures as follows.
 7. After 1.6.3.3 (see document OTIF/RID/CE/GTP/2013/17), add:
 - "**1.6.3.3.1** Tank-wagons which are intended for the carriage of gases of Class 2 and whose shells were built before 1 January 1965 may still be used until 31 December 2017 if their items of equipment but not their wall thickness meet the requirements of Chapter 6.8.
 - 1.6.3.3.2** Tank-wagons which are intended for the carriage of gases of Class 2 and whose shells were built between 1 January 1965 and 31 December 1966 may still be used until 31 December 2019 if their items of equipment but not their wall thickness meet the requirements of Chapter 6.8."
 8. Renumber **1.6.3.3.1** to **1.6.3.3.3** (see document OTIF/RID/CE/GTP/2013/17) as **1.6.3.3.3** to **1.6.3.3.5**.
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