

# Extra-large tank-containers

**RID Committee of Experts' standing working group**

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# Extra-large tank-containers

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## Review of the current situation:

Definition of “extra-large tank-container” adopted for RID/ADR/ADN

Requirements for manlids and the minimum wall thickness – decided

Open

Discussion of external forces under unrestricted shunting conditions

- currently in accordance with 6.8.2.1.2 – 2g

Discussion of risk due to buffer override 300mm, TE 22, TE 25

- currently for combined transport – no requirements

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## External forces

Current requirement driven by standard operation in combined transport

- content of containers to be protected
- usually block trains – not shunted
- separate class of flat wagons defined (F2 according to EN 12663)

CEFIC wishes to use extra-large tank-containers in rail transport as tank-wagons

- BASF measured acceleration of 3g and built tanks accordingly
- No common requirements defined in RID/ADR or by UIC or TSI
- Some preliminary discussion with UIC: 3g-4g might be correct

## Buffer override protection

Agreed that for single wagons, shunting risks to be considered

but:

- TE 22 and TE 25 are not suitable for standard wagons in combined transport
- BASF said that 300 mm does not improve safety
- CEFIC proposed to discuss longer distance to buffer plate as substitution for TE 22/TE 25 (operational requirement)
- Implementation of DAC might change the situation, see separate UIP document

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## To be considered in further discussion

Combined transport should be more specifically recognised in TSI and referenced standards.

- EN 12663-2 (strength requirements for wagons) revision already started
- Development of DAC implementation and decision on UIP proposal OTIF/RID/CE/GTP/2022/6

## Proposal – Next Steps

Organise a meeting of the working group on tank and vehicle technology

before the next meeting of the standing working group if proposal OTIF/RID/CE/GTP/2022/6 is not accepted, as the sector needs a decision

or

before the standing working group meeting in 2023 to discuss:

Proposals for improvement of RID/ADR, taking into account the outcome of the discussions that have still to take place:

- Revision of EN 12663-2 might fix requirement regarding forces
- Implementation of DAC might change the situation – at least regarding TE 22

# Thank you for your attention



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