

# RID 2015

## Impact for the wagon keepers

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# RID 2015

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Text of RID 2015 is available on the internet sites of OTIF (F, D, EN) and SPF Mobility (F, NL) :

- <http://www.otif.org/en/publications/rid-2015.html>
- [http://www.mobilit.belgium.be/fr/traficferroviaire/ssicf/marchandisesdangereuses/rid\\_2015/](http://www.mobilit.belgium.be/fr/traficferroviaire/ssicf/marchandisesdangereuses/rid_2015/)



# Chapter 1.2 Definitions

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Operator of a tank-container, portable tank or tank-wagon<sup>6</sup> means any enterprise in whose name the tank-container, portable tank or tank-wagon is registered or approved for transport ;

**6** In the case of a tank-wagon the term "operator" is equivalent to the term "keeper" as defined in Article 2, n) of Appendix G to COTIF (ATMF) and in Article 3s of the Rail Safety Directive (Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings, and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification) and in Article 2s of Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community.



# **RID 2015 – Main points for the keepers/manufacturers**

# Chapter 1.4 : Safety obligations of the participants

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## 1.4.3.5 Tank-wagon operator (keeper)

In the context of 1.4.1, the tank-wagon operator shall in particular:

- (a) ensure compliance with the requirements for construction, equipment, tests and marking;
- (b) ensure that the maintenance of tanks and their equipment ~~is carried out~~ **ensured by an entity certified in accordance with the provisions of Appendix G (ATMF)13 to COTIF** in such a way as to ensure that, under normal operating conditions, the tank-wagon satisfies the requirements of RID until the next inspection;
- (c) have an exceptional check made when the safety of the shell or its equipment is liable to be impaired by a repair, an alteration or an accident.

# Chapter 1.6 Transitional measures

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## Withdraw old gas tank (tank-wagon) from service

**1.6.3.3** Tank-wagons whose **shells** were **built before** the entry into force of the requirements applicable as from **1 October 1978** may still be used if **their wall thickness and items of equipment meet the requirements of Chapter 6.8.**

- For shells intended for **gases of Class 2** :if their items of equipment but **not their wall thickness** meet the requirements of Chapter 6.8

year of construction	may still be used until
Before 1965	31/12/2017 (with the agreement of the competent authority)
1965-1966	31/12/2019
1967-1970	31/12/2021
1971-1975	31/12/2025
1976-1978	31/12/2029

# Chapter 1.6 Transitional measures

## Toxic by inhalation substances

Tank code amended in 2011 : L10 CH became L15CH

### TE 25 added in 2015

**1.6.3.40** For toxic by inhalation substances of UN Nos. 1092, 1238, 1239, 1244, 1251, 1510, 1580, 1810, 1834, 1838, 2474, 2486, 2668, 3381, 3383, 3385, 3387 and 3389, the tank code specified in column (12) of Table A of Chapter 3.2 applicable up to 31 December 2010 may continue to be applied until 31 December 2016 for tank-wagons constructed before 1 July 2011.

**Additionally in this case special provision TE 25 specified for these substances in column (13) of Table A of Chapter 3.2 applicable from 1 January 2015 need not be applied.**

# Chapter 1.6 Transitional measures

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- **1.6.3.32**
- **TE 25** : applicable for tank-wagon constructed from 01/01/ 2007
- ! Tank-wagons for the carriage of gases UN 1017 chlorine, UN 1749 chlorine trifluoride, UN 2189 dichlorosilane, UN 2901 bromine chloride and UN 3057 trifluoroacetyl chloride, whose wall thickness of the ends does not meet the requirements of special provision TE 25 (b), **shall** however **be fitted** with devices in accordance with special provision TE 25 (a), (c) or (d) by **no later than 31 December 2014**.

# Chapter 6.8 construction, equipment, type approval, inspections and tests, and marking of tank-wagons

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## VKM

- 6.8.2.5.2, 6.8.3.5.11
- The following particulars shall be inscribed on both sides of the tank-wagon (on the tank itself or on plates):
  - **vehicle keeper marking or** name of operator ;
  - ...

# Tank-wagons with an automatic coupling device

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It concerns wagons for transport with Russia

- TE 22 : **The requirements of this special provision are deemed to be met by tank-wagons with an automatic coupling device equipped with energy absorption elements capable of absorbing at least 130 kJ at each end of the wagon.**
- TE25, e) : **Protective shield at each end of wagons fitted with automatic couplers**

**If a protective shield is used at each end of the wagon, the following requirements shall apply:**

- **the protective shield shall cover the tank end to a height of at least 1100 mm, measured from the top edge of the headstock, the couplers shall be fitted with anticreep devices to prevent unintentional uncoupling and the protective shield shall, over the entire height of the shield, be at least 1200 mm wide;**
- **the protective shield shall have a minimum wall thickness of 12 mm;**
- **the protective shield and its attachment points shall be such that the possibility of the tank ends being penetrated by the protective shield itself is minimized.**

# Removal reference to UIC leaflet 573

## □ 4.3.3.3.2

When tanks, battery-wagons or MEGCs are handed over for carriage, only the particulars specified in 6.8.3.5.6 applicable to the gas loaded or just discharged shall be visible; all particulars concerning other gases shall be covered up (see ~~UIC leaflet 573~~ **standard EN 15877-1:2012 Railway applications – Marking on railway vehicles. Part 1: Freight wagons**).

# Removal reference to UIC leaflet 573

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- TE 25 a), 9<sup>th</sup> dash :

The device to protect against the overriding of buffers shall permit the attachment of buffers prescribed in ~~UIC leaflet 573~~ **standards EN 12663-2:2010 Railway applications – Structural requirements of railway vehicle bodies – Part 2: Freight wagons and EN 15551:2011 Railway applications – Railway rolling stock – Buffers** and shall not present an obstacle to maintenance work.

# Tank-wagon : Fixation of welded elements

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## 6.8.2.2.1 (new paragraph)

To prevent tearing of the shell due to accidental stresses, welded elements shall be fixed to the tank as follows:

- Underframe connection: securing by means of a pad ensuring distribution of dynamic loads;
- Supports for upper gangway, access ladder, drainage pipes, valve control mechanisms and other load transmission brackets: securing by means of weld-on reinforcement plate;
- Appropriate dimensioning or other protective measures (e.g. designated breaking point).

**= 2.1.10 of UIC leaflet 573.**

# Tank-wagon : stresses withstanding

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**6.8.2.1.2** Tank-wagons shall be constructed as to be capable of withstanding, under the maximum permissible load, the stresses which occur during carriage by rail.<sup>1</sup> As regards these stresses, reference should be made to the tests prescribed by the competent authority.

**<sup>1</sup>This requirement is deemed to be met if**

**– the notified body in charge of verifying compliance with the technical specification for interoperability (TSI) relating to the subsystem "rolling stock – freight wagons" of the rail system in the European Union (Commission Regulation (EU) No 321/2013 of 13 March 2013) or**

**– the assessing entity in charge of verifying compliance with the uniform technical prescriptions**

**(UTP) applicable to the Rolling Stock subsystem: FREIGHT WAGONS – (Ref. A 94-02/2.2012 of 1 January 2014) has successfully evaluated compliance with the provisions of RID, in addition to the requirements of the TSI or UTP mentioned above, and has confirmed this compliance by a relevant certificate.**

# Ongoing discussions (for edition 2017)

# Safety obligations ECM/keepers

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## 1.4.3.5 Tank-wagon operator

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- (b) ensure that the maintenance of tanks and their equipment is ~~carried out~~ **ensured by an entity certified in accordance with the provisions of Appendix G (ATMF)13 to COTIF** in such a way as to ensure that, under normal operating conditions, the tank-wagon satisfies the requirements of RID until the next inspection;
- (c) have an exceptional check made when the safety of the shell or its equipment is liable to be impaired by a repair, an alteration or an accident.

→ **Not in line with «ECM legislation »** : the representatives of UIC and UIP were asked to draft a new proposal. In addition, based on the Administrative Arrangement agreed between OTIF, the European Commission and ERA, it will be verified whether a small working group should deal with this issue (see points 9 to 11 of [report of the 4th session of the Committee of experts' working group](#)).

# Improving the consistency between technical vehicle provisions in RID and other vehicle provisions

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- See [document OTIF/RID/CE/GTP/2015/1](#)
- INTERACTION BETWEEN RID AND ATMF
- IMPROVING CONSISTENCY BETWEEN COTIF APPENDICES C AND G

**ATMF** : technical requirements applicable to all vehicles, including those intended to be used for the transport of dangerous goods

**RID** : is complementary to ATMF and adds some specific requirements for wagons intended to be used for (very) dangerous substances

- Process of coordination between both Committees should be established in order to avoid conflicting or redundant requirements.
- Incorporation of vehicle-related RID requirements in ATMF (PTU)/TSI ???
- **preliminary analysis of possible inconsistencies and/or overlaps should be carried out by a working group composed of experts from these committees (RID et CTE)**

# Derailment detection device (DDD)

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## Background information

**2002** : first discussions on DDD (following the Equipment of 600 wagons in Switzerland).

→ Committee RID decision : impose the use of DDD for some very dangerous goods from 2009.

**2007** : COM asked to delay the decision in order to realize an impact assessment and a consultation → decision delayed to 2012.

**2011** : [report DNV](#)

**2012** : [ERA](#) recommended not to adopt the obligation of using DDD (because other measures are more effective).

→ **Committee RID decision** : new **note in RID 7.1.1 section** :

*Wagons are allowed to be equipped with detection devices which indicate or react to the occurrence of a derailment, provided that the requirements for the authorization for placing into service of such wagons are met.*

*The requirements for placing into service of wagons cannot prohibit or impose the use of such detection devices. The circulation of wagons shall not be restricted on the grounds of the presence or lack of such devices.*

**2014** : Switzerland proposed again to the RID Committee of experts the obligation of the use of DDD for some DG.

→ See **EU Council Decision of 6 May 2014** : carry on discussion on that topic.

→ working group

# Derailment detection device (DDD)

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## Council Decision of 6 May 2014 :

recital (6) : *the European Railway Agency, in cooperation with the relevant bodies, should continue to work on the identification of a sustainable solution to detect derailments and mitigate their effects, including the future implementation of this solution*

+ proposal 14 of annex :

**Provisions relating to compulsory application of derailment detectors in certain wagons**

**The EU will reconsider its position before the next revision of the rules.**

**Postpone the decision**

# Derailment detection device (DDD)

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## Mandate of the working group:

- Analyze the cost and benefits of the installation, use and maintenance of mandatory derailment detectors;
- Identify and analyze the progress made by DDD in terms of operation and safety since September 2009 (date of the previous agreement between EU RISC and TDG committees) including the impact on automatic brake of the train, the probability of false alarm, its use in winter conditions;
- List the alternative measures to the mandatory use of the DDD and their effectiveness (including preventive measures) and evaluate their advantages/disadvantages in terms of cost and safety in comparison with the DDD;
- Analyze the impact of imposing mandatory DDD within the authorization process of railway rolling stock within EU/OTIF countries;

# QUESTIONS ?

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