

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: German

**RID: Exchange of experiences for recognized experts in accordance with paragraph
6.8.2.4.6 of RID
(Berne, 13 May 2008)**

Proposed topics for discussion transmitted by the Czech Republic

1. Tank code

What is the correct tank code for tanks with a calculation pressure and test pressure of 4 bar and a safety valve set at 2.5 bar – L1.5BN or L4BN?

The Czech Railway Office has instructed that such tanks must be marked with tank code L1.5BN.

For example, sulphuric acid should have tank code L4BN, even though this acid has no vapour pressure.

Railtest proceeds as follows:

The tank is assigned tank code L4BN. For the permitted substance, the test certificate specifies: wagon for the carriage of dangerous goods for which tank code L4BN or a lower level tank code in accordance with 4.3.4.1.2, within the meaning of RID 4.3.2.1, is indicated in Table A of Chapter 3.2 of RID, i.e. LGAV, LGBV, LGBF, L1.5BN with the exception of substances with a gas pressure of more than 175 kPa.

2. Tank-wagon documentation

What should be done with regard to the documentation of tank-wagons, e.g. for wagons belonging to VTG France, which have been re-registered as "37 80 ..." and which are therefore registered in Germany?

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

The tank data sheet, which is part of the documentation of every tank-wagon registered in Germany, cannot be made out with the available documents.

3. Rounding up/down the filling weight

Does the information on the tank plate concerning the filling weight have to be rounded up or rounded down?

In the Czech Republic, the figures are mostly rounded up to the nearest 50 kg, in Germany to the nearest 10 kg and in France to the nearest kg.

This information should be standardised.

4. Negative inspection

Issuing the test certificate in the case of a negative tank inspection result. The certificate must form part of the tank documentation. At the last Joint Meeting, Switzerland withdrew its proposal OTIF/RID/RC/2007/37 to issue a confirmation/reply document in the event of a negative inspection.

We request information concerning the latest status of the mandatory content of the tank documentation.

5. Unification of EN standards and RID

1. Example:

According to standard EN 12561-1, the initial and all periodic inspections are to be indicated on the tank plate.

Question: Is the periodic inspection considered to be "P" (initial and periodic inspection) and "L" (leakproofness test) or is it also considered to be an exceptional inspection (including with regard to the question of the negative result of such an inspection)?

2. Example:

Standard EN 12972 specifically prescribes that a test report must be issued after a successful test and inspection.

6. Sovereign tasks

For information: sovereign tasks of the national authorities in relation to wagon technology and tanks (example: EBA in Germany).

7. Future work

What will happen next with regard to the experts in accordance with RID 6.8.2.4.6?
