

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)

Subject: Size of manhole and inspection openings

Proposed topic for discussion transmitted by Germany

The problem

EN 14025 has the following to say concerning the size of manhole and inspection openings:

6.3.5.3 Manhole and inspection openings

6.3.5.3.1 General

The shell ... shall be fitted with a means of access to allow inspection of the interior. The means of access shall be

- manhole or*
- for tanks or compartments of tanks with a capacity less than 3 000 l ...*

When designing manhole openings, due regard shall be taken of the need to allow access with full rescue facilities including self contained breathing apparatus. Manholes shall be large enough to permit the entry and the rescue of persons.

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6.3.5.3.3 **Size of openings**

The diameters of openings shall be not less than 500 mm.

The minimum diameter possible for full rescue facilities with self contained breathing apparatus shall be 575 mm for circular manholes or for elliptical manholes, 575 mm above the principal axis.

According to current approval practice, the opening has a diameter of 500 mm (EN 12561-6:2002 Nos. 5 and 8). RID does not contain any requirements for the minimum diameter, but prescribes openings that are big enough to allow the internal inspection (6.8.2.2.4). The requirement in standard EN 14025 that the manhole **must** be big enough to enable persons to be rescued and the statement that the minimum diameter for access with full rescue facilities is 575 mm raise the question as to whether the minimum size of $D = 500$ mm also referred to for new designs is still sufficient.

Discussion

Procedure used in other States; consistent approach?
