

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL**

**OTIF/RID/CE/EE/2008-A**

**3 July 2008**

Original: German

**TO THE GOVERNMENTS OF THE MEMBER STATES OF OTIF**

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**Report of the 3<sup>rd</sup> session of the exchange of experiences for recognised experts  
in accordance with RID 6.8.2.4.6**

**(Berne, 13 May 2008)**

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1. The third exchange of experiences for recognised experts in accordance with RID 6.8.2.4.6 was held on 13 May 2008 at the headquarters of OTIF in Berne.
2. The following States took part in the discussions at this meeting: Austria, Belgium, Croatia, Czech Republic, France, Germany, Netherlands, Spain, Sweden, Switzerland and United Kingdom.

#### **Chairman of the exchange of experiences**

3. As decided at the 43<sup>rd</sup> session of the RID Committee of Experts (Helsinki, 2 – 5 October 2006) (see report OTIF/RID/CE/2006-A, paragraph 79), Mr Stefan Dernbach (Germany) chaired this working group.

#### **ITEM 1: Adoption of the agenda**

4. The provisional agenda A 81-03/503.2008 (3 April 2008), which had been sent to the meeting participants, was adopted as set out in informal document INF.1.

#### **ITEM 2: Tank codes**

Document: OTIF/RID/CE/EE/2008/8 (Switzerland)

5. Switzerland's document raised the question of which tank code should be assigned to hermetically closed tank-wagons for the carriage of bitumen of UN numbers 3256 and 3257 with a test pressure of 2.6 bar, a working pressure of 2.0 bar and a calculation pressure of 4.0 bar. In Switzerland, old tank-wagons had been assigned tank code LGBH.
6. The discussion revealed that tank code LGBH can no longer be assigned to new tank-wagons and that tanks for the carriage of bitumen are assigned very different tank codes in the various countries (LGBV, LGBF, LGBN, L4BN), but this did not present any operational problems in practice.

#### **ITEM 2.1: Tank codes for tanks with a calculation pressure and test pressure of 4 bar and a safety valve set at 2.5 bar**

Document: OTIF/RID/CE/EE/2008/1 (Czech Republic), point 1

7. In his document, the representative of the Czech Republic raised the question of which tank code should be assigned to a tank with a calculation pressure and test pressure of 4 bar and a safety valve set at 2.5 bar (L1.5BN or L4BN).
8. The discussion revealed that this problem also was only an issue for older tanks. For tank code L4BN, the working pressure and the pressure at which the safety valve should open would have to be increased to 3 bar. Another possibility would be to restrict the substances allowed to be carried in the tank, although this would be a problem in so far as 4.3.4.1.2 (Rationalized approach for assignment of tank codes to groups of substances) sets out the substances that are permitted for carriage.

**ITEM 2.2: The design of the flame trap on LGBF and references to relevant standards**

Document: OTIF/RID/CE/EE/2008/9 (Sweden)

9. In his document, the representative of Sweden pointed out that there are no requirements in Chapter 4.3 or Chapter 6.8 concerning the placing and functionality of flame traps. RID made no reference to standard EN 12874, which contained performance requirements, test methods and restrictions on use.
10. The representative of Sweden was asked to submit this problem to the Joint Meeting's tank working group, as it concerned the construction of both RID and ADR tanks.

**ITEM 2.3: The selection of a tank on tank-code and other criteria**

11. This agenda item concerning the compatibility of the tank with the substances to be carried, which was also suggested by Sweden, should also be discussed by the Joint Meeting's tank working group on the basis of a document from Sweden.

**ITEM 3: Standards**

**ITEM 3.1: Unification of EN standards and RID**

Document: OTIF/RID/CE/EE/2008/1 (Czech Republic), point 5

12. The representative of the Czech Republic pointed out that the Member States were not meeting their obligation in accordance with RID 6.8.2.7 to notify the Secretariat of OTIF of the technical codes recognised by the Member State so that they could be published on OTIF's website. He said he would like RID to contain more references to modern standards, whose wording was better aligned with RID.
13. It was noted that in RID 2009, 6.8.2.6 would contain considerably more references to standards with dates on which they would have to, or could be, applied.

**ITEM 3.2: Application of standard EN 14025 "Tanks for transport of dangerous goods. Metallic pressure tanks. Design and construction"**

**ITEM 3.2.1: Use of materials in conjunction with standard EN 13445**

Document: OTIF/RID/CE/EE/2008/7 (Germany)

14. In his document, the representative of Germany explained the problems surrounding the use of structural steels in the construction of pressure tanks. As standard EN 14025 "Metallic pressure tanks", which is referred to in RID, does not contain a reference to standard EN 10025 "Hot rolled products of structural steels", an individual approval was necessary in accordance with standard EN 13445-2 "Unfired pressure vessels – Part 2: Materials", which was referred to "normatively" in standard EN 14025.
15. The group confirmed this approach, but said that this problem should be dealt with in the Joint Meeting's tank working group, as it concerned the approval of tanks.

### **ITEM 3.2.2: Demonstrating resistance to external excess pressure in conjunction with standard EN 13445**

Document: OTIF/RID/CE/EE/2008/4 (Germany)

16. The representative of Germany explained the difficulty in implementing measurement of the out-of-roundness of a tank which, according to standard EN 14025, had to be carried out in accordance with standard EN 13445.
17. The group was of the view that standard EN 14025 should be complete and not refer to other standards. A proposal to this effect should be submitted to the Joint Meeting's working group on standards. Until standard EN 14025 was revised, the group was in favour of using the method of measurement contained in the "informative" Appendix D of this standard or the existing technical code.

### **ITEM 3.2.3: Size of inspection openings**

Document: OTIF/RID/CE/EE/2008/3 (Germany)

18. In his document, the representative of Germany raised the question of whether a diameter of 500 mm was sufficient for tank manholes in accordance with standard EN 14025 or whether the diameter should be at least 575 mm in order to permit access with full rescue facilities including self contained breathing apparatus.
19. As standard EN 14025 is referred to in RID, the Joint Meeting's tank working group should provide clarification on the minimum diameter that should be used on new-builds.

Document: OTIF/RID/CE/EE/2008/8 (Switzerland)

20. In his document, the representative of Switzerland asked under what conditions single locking bolt closures can still be allowed in view of the minimum test pressure of 4 bar prescribed for dome covers (see RID 6.8.2.2.4).
21. It was pointed out that 1.6.3.29 permits the continued use of tank-wagons whose dome covers are not designed for a test pressure of 4 bar. However, various delegations said that in their countries, old tank-wagons were being refitted irrespective of the transitional provision.

### **ITEM 3.2.4: EN standards for pieces of equipment**

Document: OTIF/RID/CE/EE/2008/6 (Germany)

22. In his document, the representative of Germany asked who was responsible for testing fittings and what the procedure was in cases where 6.8.2.6 did not list any standard relating to the piece of equipment being used.
23. The discussion revealed that depending on the wording of the design type approval, completely different procedures were used in the various States. In some States, a certificate issued by the expert was sufficient, while in other States, competent authority approval was required. As no agreement could be reached, it was suggested that a document setting out the various approaches be prepared for the next meeting.

#### **ITEM 4: Inspections**

##### **ITEM 4.1: Internal inspection of the condition of tank-wagons in the course of the intermediate inspections and the periodic inspections**

Document: OTIF/RID/CE/EE/2008/2 (Spain), point 1

24. The representative of Spain explained the provisions for the periodic inspection of tank-wagons used in Spain, which were more restrictive than those in RID.
25. The group did not share Spain's view, as RID 6.8.2.4 and 6.8.3.4 contained clear rules on the deadlines for inspections. These had to be applied at least to tank-wagons not used in Spain.

Document: OTIF/RID/CE/EE/2008/8 (Switzerland)

26. The representative of Switzerland referred to the difficulties in carrying out the hydraulic pressure test on insulated tank-wagons. As rainwater that had got into the insulation was pressed out in the pressure test as a result of the increase in the volume of the tank, it was only possible to tell whether the tank was not leakproof after a long period had elapsed.
27. In various countries, a possible drop in pressure was observed on the manometer in these cases. However, this could lead to lengthy periods of immobilisation, as small cracks only cause a barely measurable drop in pressure.

##### **ITEM 4.2: External inspection of the condition of the tank-wagon and determination of acceptable level of corrosion**

Document: OTIF/RID/CE/EE/2008/2 (Spain), point 3

Informal document: INF.2 (Spain)

28. The representative of Spain explained that in connection with the inspection that has to be carried out every eight years, an inspection of the external condition of the tank-wagon had to be performed (see 6.8.2.4.2). As RID did not contain any criteria for an acceptable level of external corrosion, a tank-wagon with external corrosion would have to be rejected.
29. The discussion revealed that a distinction should be made between corrosion resulting from weathering and corrosion resulting from the products carried. Where corrosion was due to weathering, only a certain increase each year could be expected. If the minimum wall thickness was likely to be undercut within the period up to the next inspection, the external corrosion would have to be repaired.

Document: OTIF/RID/CE/EE/2008/8 (Switzerland)

30. The representative of Switzerland drew the meeting's attention to the fact that for tank-wagons for the carriage of bitumen products, corrosion might form under the layer of bitumen, which might cause the minimum wall thickness to be undercut.
31. The representative of Austria explained that in his country, the layer of bitumen was usually removed from the ends of the tank for the inspection.
32. The representative of Belgium explained that in his country, the bitumen was removed from around the welded connections to the extent that an ultrasound device could be used.

### **ITEM 4.3: Negative inspections**

Document: OTIF/RID/CE/EE/2008/1 (Czech Republic), point 4

33. In reply to the question asked in the document from the Czech Republic, the representative of Switzerland informed the meeting that the Joint Meeting had not adopted his proposal to issue confirmation/reply documents, but that the 2009 edition of RID would include a provision according to which inspection certificates would also have to be issued for negative inspections and these would become part of the tank documentation (amended second sentence in RID 6.8.2.4.5 and 6.8.3.4.16).

### **ITEM 4.4: Member States' schedules of fees for tests and inspections in accordance with RID 6.8.2.4 and 6.8.3.4**

Document: OTIF/RID/CE/EE/2008/5 (Germany)

34. There was a short and controversial discussion on the proposal presented by the representative of Germany to issue a standard schedule of fees for tests and inspections in accordance with RID. While on the one hand it was considered that liberalisation of the testing and inspection of tank-wagons must be attended by accompanying measures, on the other hand it was feared that a standard schedule of fees might be in breach of competition law.

### **ITEM 5: Earth connection between the bogie and the superstructure and the bogie axles (criteria)**

Document: OTIF/RID/CE/EE/2008/2 (Spain), point 2

Informal document: INF.2 (Spain)

35. It was established that UIC leaflet 533 concerning electrical earthing applies to all railway wagons and contains specific requirements for wagons used for the carriage of dangerous goods. The earthing connection shown in Spain's informal document INF.2 between the tank and the subframe with a cable was not considered necessary, as the screwed connection provided sufficient electrical contact. This was ensured during the inspection by measuring the resistance to earth.

### **ITEM 6: Dealing with modifications to/refurbishment of tanks**

36. This agenda item was postponed to a later meeting.

### **ITEM 7: Rounding up/down the filling weight**

Document: OTIF/RID/CE/EE/2008/1 (Czech Republic), point 3

37. In reply to the question raised by the representative of the Czech Republic concerning the rounding up or down of the filling weight on the tank plate, it was confirmed that there are no rules on this. However, the group agreed that the weight should be rounded to the nearest 10 kg.

### **ITEM 8: Tank approval numbering systems in the Member States**

38. With regard to this question, it was decided that the various States should put their systems in writing and send them to the Secretariat.

**ITEM 9: Tank-wagon documentation**

Document: OTIF/RID/CE/EE/2008/1 (Czech Republic), point 2

39. In his document, the representative of the Czech Republic set out the difficulties in connection with issuing a tank data sheet for re-registered tank-wagons.
40. It was noted that the registration of tank-wagons is dealt with in the legal requirements for railways. Approval of the tank depended on the tank-wagon being registered. So for example, the tank of a tank-wagon registered in Germany with a French design type approval must conform to the French approval and be maintained in accordance with it.

**ITEM 10: Sovereign tasks**

Document: OTIF/RID/CE/EE/2008/1 (Czech Republic), point 6

41. At the request of the representative of the Czech Republic, this item of the agenda was deferred for the time being.

**ITEM 11: Organisation of future work**

Document: OTIF/RID/CE/EE/2008/1 (Czech Republic), point 7

42. It was agreed that the next meeting of the exchange of experiences for experts in accordance with 6.8.2.4.6 would be held in May 2009, again in Berne, unless the Secretariat received an invitation to hold it elsewhere. The meeting would only be held if there were a sufficient number of topics for discussion. Delegations were therefore asked to send the Secretariat proposed topics for discussion in good time. In so doing, it should be remembered that proposed topics concerning the approval of tanks and hence road transport should be submitted directly to the Joint Meeting to be dealt with in the tank working group.

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