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ECONOMIC COMMISSION FOR EUROPE

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Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Geneva, 13-17 September 2004,
agenda item 7)

TANKS

Chapters 1.3 and 4.3: Filling of tanks

Discussion document submitted by the International Union of Railways (UIC)*

The secretariat has received from the Central Office for International Carriage by Rail (OCTI) the proposal reproduced below.

The RID Committee of Experts at its fortieth session (Sinaia, 17 to 21 November 2003) decided, on the model of the requirements for the training of vehicle crews in Chapter 8.2 of ADR, to include additional requirements in Chapter 1.3 of RID for certain categories of railway personnel. The persons primarily concerned have an important safety role to play in the carriage of dangerous goods by rail (for example, inspectors, shunting personnel, drivers and traffic operators).

* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2004/16.

The representative of UIC pointed out on several occasions during the discussion that most of the irregularities (more than 90%) occurring during the carriage of dangerous goods by rail are small leaks (drips) from tank-wagons. In the majority of cases they are not incidents that require reporting in the sense of section 1.8.5. These small leaks can, however, lead to considerable disturbances in railway services, particularly in shunting.

Further research has shown that many such leaks could have been avoided by means of better monitoring requirements for tank-filling. The existing requirements of section 4.2 and subsection 4.3.3.3 should be regarded as inadequate. As a result of the considerable differences in the procedures applied in practice, safety is not always adequately ensured.

The following issues are involved:

- How to monitor the leakproofness of the valves of a bottom discharge tank-wagon.
- How to monitor the leakproofness of the closures in the upper section of the dip tube of a top discharge tank-wagon (see 4.3.2.3.3 and 4.3.2.3.4).

UIC is also of the opinion that tank filler personnel have a safety function as important as that of the categories of railway personnel referred to above. For this reason, additional requirements should be established in Chapter 1.3 for filler personnel also. Such requirements already exist generally in section 8.2.3 of ADR.

For this reason, UIC requests the Joint Meeting to consider the following issues:

- Are these issues which primarily concern RID, or do additions also need to be made to ADR?
- Do the provisions of 4.3.2.3.3 and 4.3.2.3.4 need further additions to ensure that more standard and optimum technical safety procedures are prescribed? In this context, it should be noted that requirements of this nature for filling tank-wagons for liquefied gases already exist in subsection 4.3.3.4 of RID.
- What additional requirements should be provided for training filler personnel?

Documentation: Schedule T 015 of the Association for accident prevention in the chemical industry: tank-wagons, decanting of liquids.
