

# CHANGES IN RID

entering into force on 1 January 2023

## Guidelines

The new provisions of the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) shall enter into force on the 1<sup>st</sup> of January 2023<sup>1</sup>. The new rules shall be applied after a transition period of 6 months. However, for most of the changes listed below, there are long or even indefinite transitional provisions. The UIP Guidelines should facilitate the understanding of those changes relevant to Keepers and ECM of tank wagons. RID applies to the international carriage of dangerous goods by rail between the 44 existing RID Contracting States in Europe, Asia and North Africa. In the Member States of the European Union, RID applies to national and international transport.

### Points 1.8.6, 1.8.7 and 6.8.1.5.5 – Harmonisation of procedures on approval and inspection

- Harmonisation of procedures for the approval of inspection bodies and tanks.
  - > In the past, only regulations for Class 2 were cited to serve the RID-wide implementation of the provisions of Directive 2010/35/EU on transportable pressure equipment (TPED).
  - > A few years ago, "UIP's request for mutual recognition of approvals and inspections" and the UK's problems with imported tanks from South Africa led to the foundation of the so-called "London Working Group". This group worked for more than 5 years to define regulations that would enable this and create more transparency.
- A distinction is now made between the design approval, issued by an accredited inspection body, and the type approval certificate, issued by a competent authority.
  - > Accreditation of newly approved inspection bodies is performed according to EN 17020. But Inspection bodies (replacing older wording "experts") accredited based on national rules can continue to work in the same scope until 2032.
  - > Accredited inspection bodies have to be listed in a national register. Other countries can then also recognise them for inspections in their territory without the need for a renewed accreditation.

- Acc. to 6.8 initial, intermediate, and periodic inspections can still be performed by an inspection body approved or recognised by the competent authority of both, the country where the inspection takes place and the country of registration.
  - > The same applies to approvals but the impact for tank wagons should be negligent as with the 4<sup>th</sup> Railway Package the ERA now also has the authority to assess RID approvals. Acc. to 6.8.1.5.5, in this case, the ERA authorisation shall be sufficient and no entry into service verification shall be required.
  - > However, the country of registration may require an entry into service verification to assess the conformity of tanks from third countries.

### Point 4.3.2.3.7 – Clarifications on dates if the inspection is due and use of tanks after this period

- The basis for all dates and deadlines is now amended to the "date specified for the next inspection".
  - > The provisions now also clarify that within the 3 months after the date for the intermediate inspection, similar to the provisions on periodic inspections, a refilling of the tank is not allowed in this period.

<sup>1</sup> For further information on the notification of amendments to RID visit [http://otif.org/en/?page\\_id=7306](http://otif.org/en/?page_id=7306)

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## Points 1.2.1, 6.8.2.2.4 and 6.8.2.1.18 – Extra-large tank-containers

- 1.2.1 defines extra-large tank-containers as tank containers with a capacity of more than 40 000 litres.
- Acc. to 6.8.2.2.4 their openings shall generally be provided with closures designed for a test pressure of at least 0.4 MPa (bar).
- Acc. to 6.8.2.1.18 they shall have a minimum wall thickness of 4.5 mm.
  - > Containers that do not meet these new requirements may continue to be operated indefinitely. However, this is not the end of the discussion, as the topics:
    - Design of their fastenings
    - Requirements to protect against risks in the event of increased impact speeds such as TE 22 and TE 25
    - Requirements when they are to be operated in single wagonload traffic and after the deployment of Digital Automatic Couplers.
  - > These topics will be further discussed in the coming two years.

## Point 4.3.3.2 – Use of folding panels

- Following an earlier decision in ADR, 4.3.3.2 has now also been deleted from RID without replacement.
  - > This means that several gases may be marked on the tank with their load limits.
  - > In addition, it is also possible to mark all the substances authorised for carriage with their load limit grid without these folding panels.
  - > It was accepted that the needed transport data can also be found in the transport document and that emergency services can also find them on the orange-coloured plates.

## Point 6.8.2.2 – Dry break couplings

- Dry break couplings are allowed as 2<sup>nd</sup> and 3<sup>rd</sup> closures. An open/closed indicator is not necessary.

## Point 6.8.3.2.9 – tanks voluntarily fitted with safety valves

- In deviation to the new requirements in ADR for tanks intended for the carriage of compressed or liquefied gases and for tank containers, rail tank wagons continue to only voluntarily be fitted with pressure relief valves.
  - > But if so, the requirements for such valves have been harmonised with new requirements of the ADR.
  - > Tanks fitted with such safety valves must then however display the SV marking as set out in point 6.8.3.2.9.6.
  - > Since such tanks are in the RID area primarily operated hermetically closed the effect of these new rules should be limited.

## New TE 26 – tanks intended for the carriage of flammable refrigerated liquefied gases

- Shall be equipped with a quick closing automatic stop-valve.
  - > Concerns only newly built tanks.

## Deletion of TT4 for tanks intended for the transport of hydrogen fluoride

- This former requirement to check the corrosion resistance of such tanks has been deleted.
  - > No safety gain was found and this requirement had never been included in ADR.

## Point 6.9 – tanks made of fibre-reinforced plastics (FRP)

- Extensive stipulations have been introduced.
  - > If they will be relevant for tank wagons in the future remains yet to be seen.