

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the

Working Party on the Transport of Dangerous Goods

Bern, 20-24 March 2023

Item 2 of the provisional agenda

Tanks

20 January 2023

Special provision TE 16 for items of equipment for tanks

Proposal transmitted by the Secretariat of OTIF

Introduction

1. RID Chapter 6.8 contains special provision TE 16 for items of equipment for tanks, which reads as follows:

“**TE 16** No part of the tank-wagon may be of wood, unless this is protected by a suitable coating.”

2. Special provision TE 16 is assigned to the following six oxidizing substances of Class 5.1, packing group I:

UN 1745 Bromine pentafluoride

UN 1746 Bromine trifluoride

UN 1873 Perchloric acid with more than 50% but not more than 72% acid, by mass

UN 2015 Hydrogen peroxide, stabilized or hydrogen peroxide, aqueous solution, stabilized with more than 70% hydrogen peroxide

UN 2015 Hydrogen peroxide, aqueous solution, stabilized with more than 60% hydrogen peroxide and not more than 70% hydrogen peroxide

UN 2495 Iodine pentafluoride.

3. There is no equivalent special provision for tank-vehicles in ADR.

4. Oxidizing substances are not themselves flammable, but can cause a fire when they come into contact with flammable or combustible substances and provide the oxygen necessary for combustion. This is presumably the background to special provision TE 16 (5.3.1, last sentence of Annex XI of RID before restructuring), which was included in RID many decades ago.

5. In RID and ADR, the above substances are also assigned special provision CW/CV 24, which has the same protective aim and reads as follows:

“**CW 24/**

CV 24 Before loading, wagons/vehicles and containers shall be thoroughly cleaned and in particular be free of any combustible debris (straw, hay, paper, etc.).

The use of readily flammable materials for stowing packages is prohibited.”

Discussion

6. In the context of a workshop organised by the European Union Agency for Railways on harmonising the provisions of the Technical Specifications for the Interoperability of Wagons (TSI WAG) and RID, the question has arisen as to whether this special provision is still needed in RID. It seems inconceivable that there are still tank-wagons in operation that are used for the carriage of these substances and have components made of wood.

7. The question also arises as to why this requirement is imposed on tank-wagons, but not on tank-vehicles and container carrying wagons.

8. The Joint Meeting's working group on tanks is asked to consider whether this special provision for equipment is still necessary.
