

Dangerous Goods – Rail Conditions of Acceptance

Synopsis

This document mandates additional requirements for the carriage of **dangerous** goods by rail in Great Britain.

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Issue record

Issue	Date	Comments
One	December 2002	Original document Replaced GO/RT3420/1 Dangerous Goods - Rail Conditions of Acceptance, Issue 1
Two	05 April 2008	Replaces issue one

Revisions have not been marked by a vertical black line in this issue because the document has been revised throughout.

Superseded documents

This Railway Group Standard does not supersede any other Railway Group documents.

Supply

Controlled and uncontrolled copies of this Railway Group Standard may be obtained from the Corporate Communications Department, Rail Safety and Standards Board, Evergreen House, 160 Euston Road, London NW1 2DX, telephone 020 7904 7518 or e-mail enquiries@rssb.co.uk. Railway Group Standards and associated documents can also be viewed at www.rgsonline.co.uk.

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Part 1 Purpose and Introduction

1.1 Purpose

- 1.1.1 This document mandates additional requirements for the carriage of **dangerous** goods by rail in Great Britain.

1.2 Introduction

1.2.1 Background

- 1.2.1.1 The carriage of **dangerous** goods by rail is principally covered by the Carriage of **Dangerous** Goods and Use of Transportable Pressure Equipment Regulations (CDG 2007). These in turn make reference to the Regulations concerning the International Carriage of **Dangerous** Goods by Rail (RID).
- 1.2.1.2 The requirements of this document are in addition to the requirements of CDG2007 and are imposed because
- a) The requirements of RID, mandated by CDG 2007, for parcels services are based on the assumption that separate accommodation is available on all trains for parcels traffic. This is not so in Great Britain.
 - b) As a response to accidents that have occurred in North America Great Britain has over the past twenty years applied certain prohibitions on the mixing of **dangerous** goods on trains and segregation of other types of **dangerous** goods on freight trains.
 - c) The requirements of RID, mandated by CDG 2007, for the carriage of flammable liquids by piggyback freight services assumes that the road tanker vehicles involved will be constructed to ADR requirements. This is not so in Great Britain, where historically different construction standards apply to the tanks of some road tanker vehicles.

1.2.2 Principles

- 1.2.2.1 The requirements of this document are based on the principle that the infrastructure manager and railway undertakings are compliant with the requirements of CDG 2007.

1.2.3 Supporting documents

- 1.2.3.1 The following Railway Group documents support this Railway Group Standard:
- a) GO/GN3676 Guidance on the Carriage of **Dangerous** Goods by Rail, Issue 1.

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Part 2 Requirements for Railway Undertakings

2.1 Carriage by Passenger Services

2.1.1 Class 1 – Explosives

2.1.1.1 Except for railway fog signals, explosives shall not be carried by passenger services.

2.1.2 Class 2 - Gases

2.1.2.1 Only the following flammable gases of Class 2.1 shall be accepted and packages shall not exceed 300 g of flammable gas per package:

- a) lighters or lighter refills (UN 1057)
- b) aerosols (UN 1950)
- c) receptacles, small, containing gas (gas cartridges) (UN 2037).

2.1.3 Class 3 – Flammable Liquids

2.1.3.1 Packages of the following flammable liquids shall be limited to the following quantities:

- a) substances of packing group I with no subsidiary hazard: not more than 1 litre per package
- b) substances of packing group II: not more than 5 litres per package
- c) substances of packing group III: not more than 20 litres per package.

2.2 Carriage by Freight Services

2.2.1 All classes

2.2.1.1 The prohibitions on mixing of specified **dangerous** goods on the same train and the minimum separation distances required between specified **dangerous** goods detailed in GO/RT3052/2 shall be applied to mitigate the risk in the event of an accident or incident.

2.2.2 Class 3 – Flammable Liquids

2.2.2.1 Substances of packing groups I and II shall not be accepted in vented, non-pressure road tank vehicles for carriage on piggyback services unless the tanks of those road vehicles are designed and constructed in accordance with the requirements of the European Agreement concerning the International Carriage of **Dangerous** Goods by Road (ADR).

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Part 3 Application of this document

3.1 Application - infrastructure managers

3.1.1 There are no requirements applicable to infrastructure managers.

3.2 Application - railway undertakings

3.2.1 Scope

3.2.1.1 The requirements of this document relate the carriage of specified **dangerous** goods.

3.2.2 Exclusions from scope

3.2.2.1 There are no exclusions from the scope specified in clause 3.2.3 for railway undertakings.

3.2.3 General compliance date for railway undertakings

3.2.3.1 This Railway Group Standard comes into force and is to be complied with from 07 June 2008, except as specified in section 3.2.4. Where the dates specified in section 3.2.4 are later than the above date, this is to allow railway undertakings sufficient time to achieve compliance with the specified exceptions.

3.2.3.2 After the compliance dates or the date by which compliance is achieved if earlier, railway undertakings are to maintain compliance with the requirements set out in this Railway Group Standard. Where it is considered not reasonably practicable to comply with the requirements, authorisation not to comply should be sought in accordance with the Railway Group Standards Code.

3.2.4 Exceptions to general compliance date

3.2.4.1 There are no exceptions to the general compliance date specified in clause 3.2.3 for railway undertakings.

3.3 Health and safety responsibilities

3.3.1 Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

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Definitions

Defined term

Class 2 – flammable gases

Substances assigned to this particular Class in the Regulations concerning the International Carriage of **Dangerous** Goods by Rail (RID)

Class 3 – flammable liquids

Substances assigned to this particular Class in the Regulations concerning the International Carriage of **Dangerous** Goods by Rail (RID)

Freight Service

Carriage by trains intended to carry freight. Another mode of transport may be used before or after rail carriage.

Package

The complete product of the packing operation, including receptacles for gases.

Packing Group

A group that, for packing purposes, certain substances are assigned to according to the degree of danger they present:-

Packing group I: substances presenting high danger,

Packing Group II: substances presenting medium danger,

Packing Group III: substances presenting low danger.

Passenger Service

Carriage by trains intended to carry passengers and parcels.

Piggyback

The carriage of road vehicles on rail wagons.

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References

The Catalogue of Railway Group Standards and the Railway Group Standards CD-ROM give the current issue number and status of documents published by RSSB. This information is also available from www.rgsonline.co.uk.

Documents referenced in the text

RGSC 01 The Railway Group Standards Code

Railway Group Standards

GO/RT3053/C Working Manual for Rail Staff – Handling and Carriage of **Dangerous** Goods – Section C – Marshalling, Movement and Loading

GO/RT3053/2 Working Manual for Rail Staff – Handling and Carriage of **Dangerous** Goods – Appendix 2 – Bulk Traffic **Dangerous** Goods – Wagon and Container Separation Distance Requirements/Prohibitions

RSSB documents

GO/GN3676 Guidance on the Carriage of **Dangerous** Goods by Rail

Other references

The Carriage of **Dangerous** Goods and Use of Transportable Pressure Equipment Regulations 2007 (CDG 2007)

Regulations concerning the International Carriage of **Dangerous** Goods by Rail (RID)

European Agreement concerning the International Carriage of **Dangerous** Goods by Road (ADR)