

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

05 March 2012

**Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods**

Bern, 19–23 March 2012

Item 5(b) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN:
new proposals**

C.S.C (Level of Deficiency)

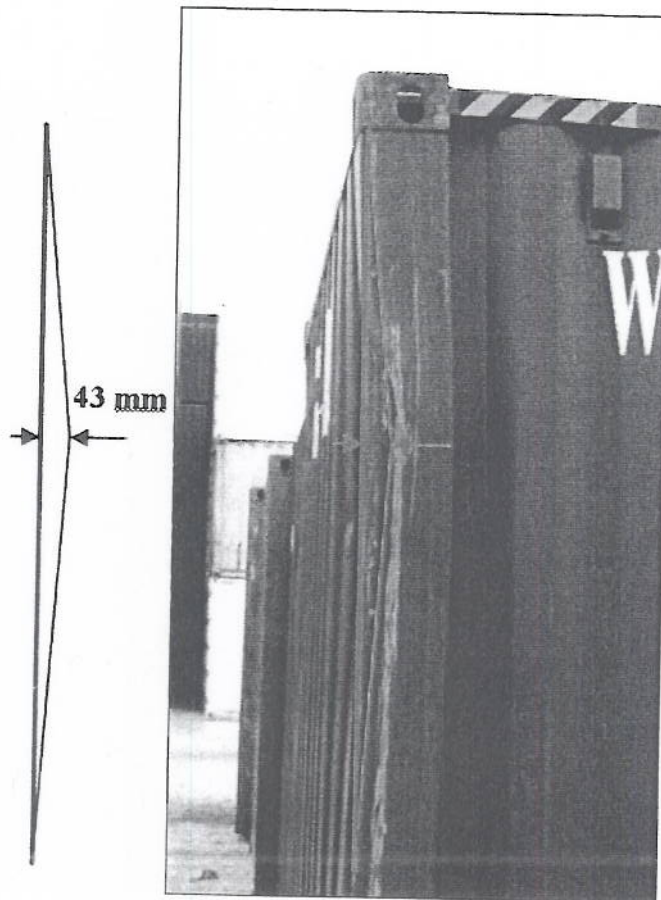
Transmitted by the Government of Spain

STRUCTURALLY SENSITIVE COMPONENT	SERIOUS STRUCTURAL DEFICIENCY
Top rail	Local deformation to the rail in excess of 60 mm or separation or cracks or tears in the rail material in excess of 45 mm in length. Note: On some designs of tank containers the top rail is not a structurally significant component.
Bottom rail	Local deformation perpendicular to the rail in excess of <u>100 mm</u> or separation or cracks or tears in the rail's material in excess of <u>75 mm</u> in length.
Header	Local deformation to the header in excess of <u>80 mm</u> or cracks or tears in excess of <u>80 mm</u> in length.
Sill	Local deformation to the sill in excess of <u>100 mm</u> or cracks or tears in excess of 100 mm in length.
Corner posts	Local deformation to the post exceeding <u>50 mm</u> or tears or cracks in excess of <u>50 mm</u> in length.
Corner and intermediate fittings (Castings)	Missing corner fittings, any through cracks or tears in the fitting, any deformation of the fitting that precludes full engagement of securing or lifting fittings, any deformation of the fitting beyond 5 mm from its original plane, any aperture width greater than 66.0 mm, any aperture length greater than 127.0 mm, any reduction in thickness of the plate containing the top aperture that makes it less than 23.0 mm thick or any weld separation of adjoining components in excess of 50 mm in length.
Understructure	Two or more adjacent cross members missing or detached from the bottom rails. 20% or more of the total number of cross members missing or detached. Note: If onward transportation is permitted, it is essential that detached cross members are precluded from falling free.
Locking rods	One or more inner locking rods are non-functional. Note: Some containers are designed and approved (and so recorded on the CSC Plate) to operate with one door open or removed.

SERIOUS STRUCTURAL DEFICIENCY

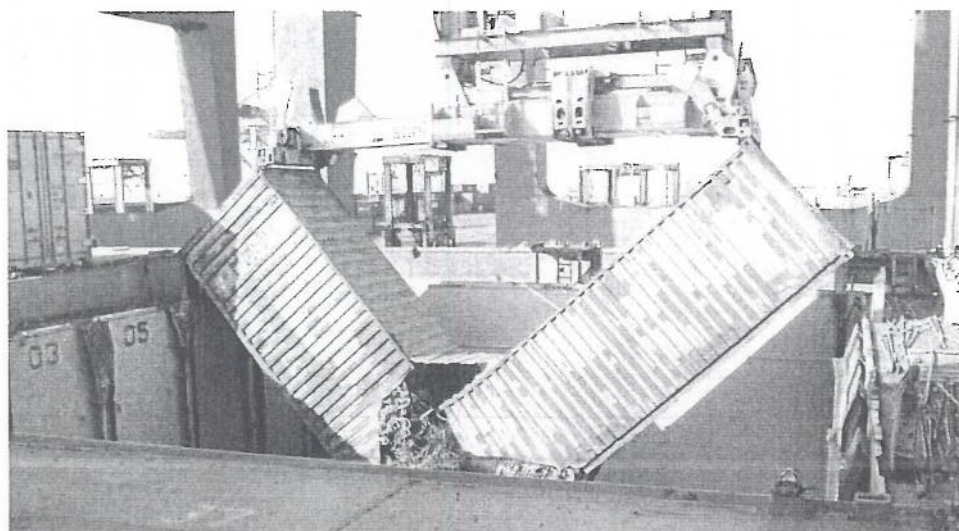
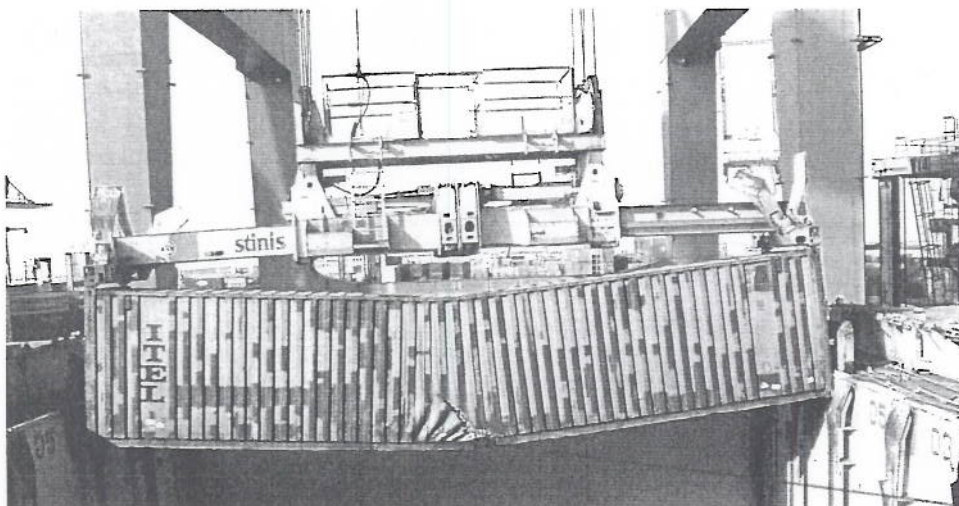


Cualquier deformación en un poste tiene vital importancia. Si un contenedor con un poste deformado coincide en una de las primeras alturas de la pila, al perderse la línea recta que deben formar los postes entre sí, cualquier esfuerzo a bordo de buque puede originar el colapso de ese poste y como todo el "bay" está formando un cuerpo entre sí puede originar un desastre en cadena con pérdida del barco incluida.

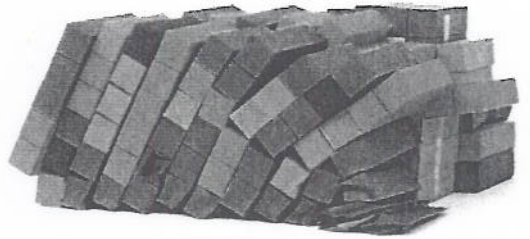


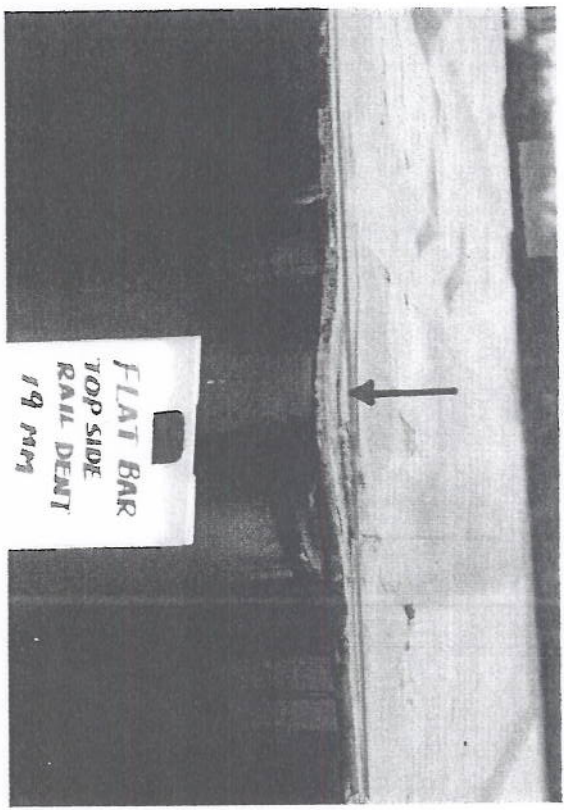
Fuente: elaboración propia

Si las cantoneras eran las originarias de los accidentes más graves en las terminales de contenedores, los postes lo son a bordo de buque.

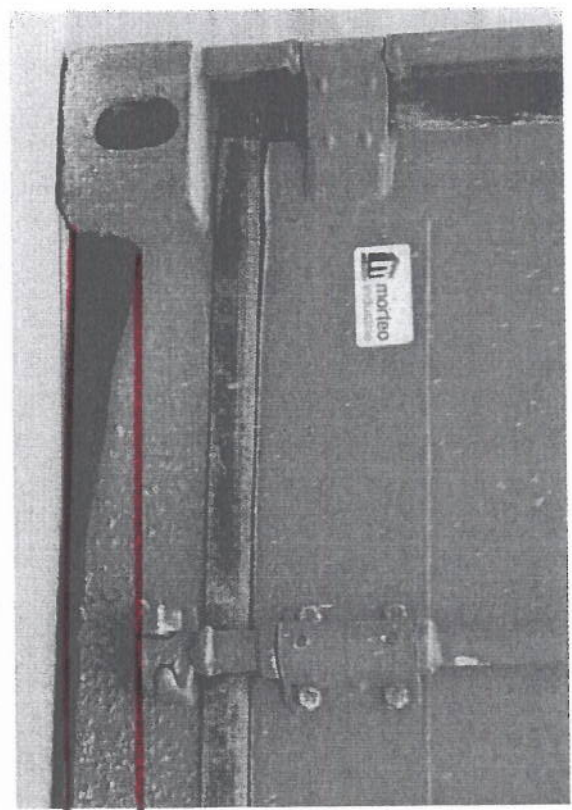


→
BOTTOM
RAIL
100 <
MM.





REPAIR NOT REQUIRED
Flat-bar top side rail dented less than 25 mm (1 in).



REPAIR REQUIRED
Bottom side rail torn and weld broken.

CORROSION (BOTTOM SILL)

