

## RISSB product for prioritisation

Primary information			
Type of product being suggested:	Standard		
Title of product being suggested:	Rail Tank Cars		
Date of suggestion:	February 2018		
Reason for suggestion:	Recent changes in the US following the mass fatality event at Lac Megantic 2013 calls into question the currency of the current RoA Section 15 standard (circa1995).		
Railway discipline area:	Rolling Stock		
Scope:			
<p>The Australian Railways do not have any industry standards surrounding the modern design principles of RTC wagons and the ongoing use of old and aged RTC assets and this has led to many Dangerous Goods hauls using aging assets in dated designs.</p> <p>The Pressure Vessel design of many of these wagon vessels is unknown and their ongoing safety is assured by Test regimes which have been designed based on their current usage.</p> <p>The fleeting of fluids is an integral part of the safety thinking of many companies as they need more product than can be managed by Road based fleets and these companies need assurance that the wagons are fit for purpose and designed/assessed to modern standards</p> <p>A review and rewrite of RoA Section 15 would move the industry to consider the latest knowledge in the requirements of RTCs coming from the US/Canada (e.g. double containment/enhanced penetration resistance/ECP brake systems or reduced operating speeds) and should also consider the requirements for Isotainers as a viable replacement of for many applications.</p> <p>The Standard should also consider a maximum asset life based on the transportation environment and include sunset clauses like the latest US Standards.</p>			
Objective:			
Modern Standards to provide the Australian Industry a way forward to modernise its aging and outdated RTC fleets for Railway Operators and their customers.			
Hazard identification:			
1	Minimise Accidental Environmental Leaks	6	
2	Minimise mass loss of life events	7	
3	Provide new fleet standards that reflect the product being hauled	8	
4		9	
5		10	

Benefits:
<u>Safety</u>
Currently without a modern standard, customers cannot invest in these expensive assets with confidence leading to aging assets and a migration of traffic to road based alternatives which have a massively increased accident likelihood and frequency and consequence. The RoA Section 15 standard cannot be considered current and has not been reviewed for over 22 years. <a href="https://www.rissb.com.au/wp-content/uploads/2014/08/Sect-15-RAIL-TANK-CARS1.pdf">https://www.rissb.com.au/wp-content/uploads/2014/08/Sect-15-RAIL-TANK-CARS1.pdf</a>
<u>Interoperability<sup>i</sup> / harmonisation<sup>ii</sup></u>
Adopting US standards or alignment would enable leverage of designs and manufacturing routes
<u>Financial</u>
Asset unit cost can be as much as \$700k and hence the business case for renew is difficult for organisations particularly as they believe the AS industry will follow the US at some point
<u>Environmental</u>
Better containment offers better environmental protection
Impacts:
Fleet investment and scrapping of aging and dated assets

i Interoperability - the ability of a process, system or a product to work with other process, systems or products (aka compatible systems through managed interfaces).

ii Harmonisation - the act of bringing into agreement so as to work effectively together (aka uniformity of systems).