Instructions RTC, general

Rail Tank Car Specifications – Loading and Unloading

This document outlines the technical, safety, and nomination requirements for loading and unloading of rail tank cars (RTCs) at the terminal. All customers and rail operators must comply with the specifications below to ensure safe and efficient operations.

If you are unsure whether closed or standard loading/unloading applies to your shipment, please contact Customer Service for clarification, as this is product-specific.

Terminal information:

Standic Antwerpen B.V.
Beliweg 3, Port 321
2030 Antwerp, Belgium
Phone: +32(0)33615055
Email: cse-antwerpen@standic.com
The Railway Station Code (UIC & DIUM) is: **(88) 287953 ANTWERPEN-D.S.-ALASKA STANDIC K321** (abbreviation code: AAL STA)

1. Nominations & Pre-Arrival Notification

- All rail tank cars must be properly nominated and accepted by Customer Service prior to arrival.
- Without a valid nomination, railcars will be rejected upon arrival.

Please provide the following at least **48** hours in advance:

- Rail operator responsible for delivery and/or pickup
- RTC number(s)
- Product name + UN number
- Loading class (C or D)
- Gross/net weight
- Estimated arrival time
- Estimated departure time
- Specifics such as nitrogen, temperature, or heating requirements

Send nominations:
✉ *cse-antwerpen@standic.com*

2. General Wagon Requirements

- Only approved rail tank cars (RTCs) in compliance with RID and terminal safety standards are accepted.
- The RTC must be:
    - Fit for the intended product (based on compatibility and tank coating)
    - Fitted with valid inspection and cleaning certificates (if applicable)
    - Clearly marked with UN number, product name, and hazard labels

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3. Technical Requirements – Connections

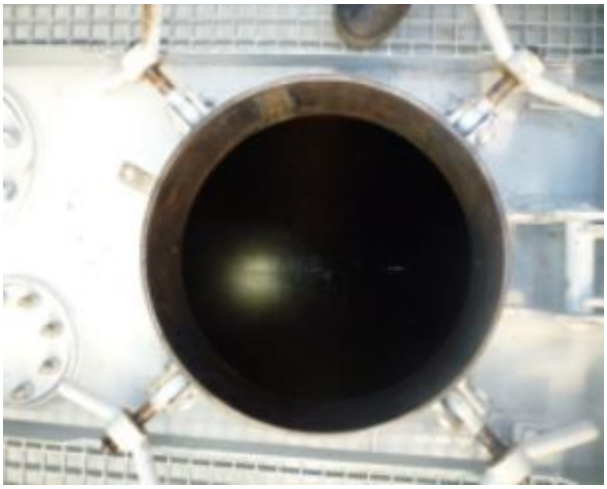
Bottom (un) loading connection:

- 4”, footvalve hydraulically or manually operated, with dual connection DN100

Steam Heating (if required – product specific)

- Heating system: 7 half-pipes, stainless steel
- Maximum Allowable Working Pressure (MAWP): 6 bar
  Test pressure: 9 bar
- Inlet and outlet: DN50 flanged connections
- Steam coupling: Dixon Boss NPSM ¾” – 1”
- Temperature monitoring: Dual temperature gauge required
- Thermal insulation: Full insulation with GRP (Glass Reinforced Plastic) cladding

Manlid DN500 (single compartment)



Superstructure and accessories

- Walkways 600mm wide

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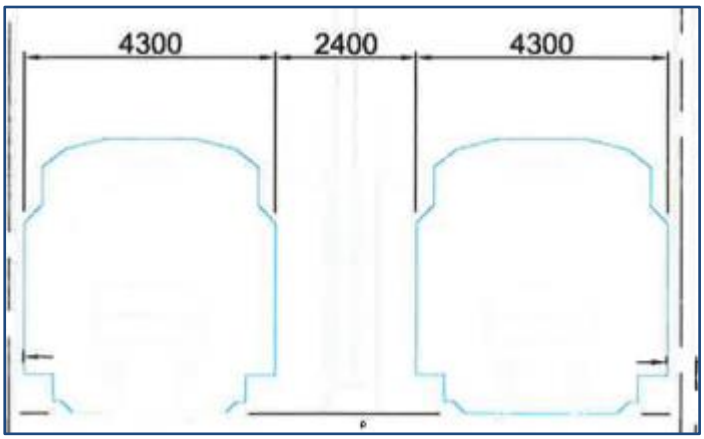
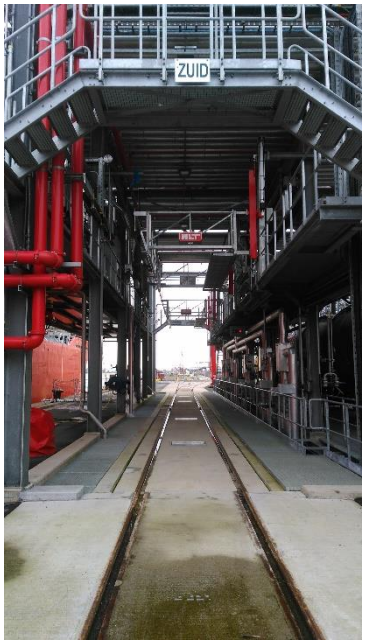
4. Weighbridge Specifications at Standic Antwerpen

- Length: 15 meters (maximum wheelbase of the rail tank car)
- Width: 4.30 meters
- Maximum weight capacity: 100 metric tons

Please ensure your RTC complies with these physical limitations for weighing.





5. Labeling & Safety

- For unloading purposes, each rail tank car must be clearly and properly labeled with:
  - UN number
  - Hazard class labels
  - Product name
  - Emergency contact (if applicable)
- The wagon must be free from visible leaks, corrosion, or external mechanical damage.
- Labels and placards must be clean, intact, and clearly legible.

Damage Classification – Color Labels

Railcars may carry a damage status label, as applied by the wagon owner/operator. These labels indicate fitness for use:

Color	Meaning	Status	Terminal Policy
Blue	Minor damage – safe to unload	Must be sent to workshop after unloading	☑ May be unloaded only – not allowed for loading
Red	Major or structural damage	Not safe for unloading or shunting	✕ Not accepted on site
○ No label	No damage reported	Standard condition	☑ Accepted

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6. **Important Notes**
   - Non-compliant wagons may be rejected at the gate.
   - All costs from delay or return due to non-compliance are for the customer's account.
   - If in doubt, contact Customer Service before dispatch.

Terminal overview (purple = rail connection):