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(Bern, 24-28 March 2003)

EMPTY UNCLEANNED MEANS OF TRANSPORT

Transmitted by the Government of Liechtenstein*

The secretariat has received from the Central Office for International Carriage by Rail (OCTI) the proposal reproduced below.

On the basis of informal document INF.19 submitted at the last Joint Meeting (Bern, 18-22 March 2002), it is proposed that a new special provision should be included in Chapter 5.4, to read:

“**Empty tank-vehicles** and empty demountable tanks, empty tank-containers, empty battery-vehicles, empty portable tanks, empty MEGCs, empty tank wagons, empty vehicles and empty containers for carriage in bulk, empty gas receptacles with a capacity of more than 1,000 litres and empty IBCs and empty large packagings, uncleaned, which have contained a dangerous substance, shall be subject to the same requirements as if

* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2003/4.

they were full, unless appropriate measures have been taken to exclude all risks.
Measures are appropriate if the aforementioned vehicles, means of transport, IBCs and large packagings have been cleaned and degassed. In this case, a cleaning certificate must be on board the transport unit or must be attached to the consignment note.”

Justification:

In order to save on cleaning costs and circumvent the provisions of ADR, for example: carriage of passengers or prohibition on using roads or tunnels with transport units subject to marking/labelling, vehicle drivers cover over the orange plates and the placards on the return journey. It is very difficult for the monitoring authorities to check in such cases. A more serious problem arises for the emergency services in the event of an accident. There is no transport document or instructions in writing. The orange plates and the placards have been removed or covered over. A still more serious problem arises when the cleaning has been done illegally. This results in contamination of the water and the environment with unforeseeable consequences. Although transport units carrying empty uncleaned IBCs or empty uncleaned large packagings are not subject to marking/labelling, it is reasonable that they should present a cleaning certificate for cleaning and degassing.

In this context, Liechtenstein upholds the interests of the European Federation of Tankcleaning Organizations Eftco (EFTCO) and its members in France, Italy, Belgium, the Netherlands, Spain and England, which in cooperation with the European Chemical Industry Council (CEFIC) are seeking to establish a standard European cleaning certificate.
