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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Safety Committee and the  
Working Party on the Transport of Dangerous Goods  
(Geneva, 13-23 September 2005)

**NEW PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN**

**Part 1 of RID/ADR**

**Chapter 1.1**

**Transmitted by the Government of the United Kingdom \*/**

**SUMMARY**

Executive Summary:	To permit the carriage of uncleaned static tanks which have contained dangerous goods, which are not designed for transport and which cannot in practice meet the requirements of RID/ADR.
Action to be taken:	Amend paragraph 1.1.3.1(b)
Related documents:	None.

**Introduction**

The United Kingdom, among other Contracting Parties/Member States, has derogations from EU Directives 96/49/EC and 94/55/EC to permit the carriage of empty uncleaned static storage tanks which do not fully meet the requirements of RID/ADR. The tanks in question have been designed for storage, not transport, purposes and in many cases will not meet the construction, examination, testing and certification requirements for carriage.

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\*/ Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2005/58.

Suspecting that this is a problem common to a number of countries, and seeking to harmonize practice and ease enforcement, the United Kingdom therefore proposes that the text of Chapter 1.1 be clarified as follows.

**Proposal**

In 1.1.3.1(b), after “internal or operational equipment”, insert “and uncleaned empty static tanks (other than pressure vessels referred to in 1.1.3.2(f))”.

**Justification**

The United Kingdom is of the opinion that it was never intended that such tanks should come within the scope of RID/ADR, and that in practice they should be considered to be “machinery or equipment” within the context of 1.1.3.1(b). The text of RID/ADR is, however, ambiguous, especially as 1.1.3.2(f) specifically mentions such an exemption for gases in a way that is not done for other substances.

The United Kingdom considers that it is not realistic to require such static tanks to be subject to the provisions of RID/ADR. Any risks involved in their carriage uncleaned are in practice likely to be infinitesimal, and less damaging to the environment than requiring the tanks to be fully purged before transport, which is the only practical alternative.

**Safety implications**

None or negligible, and outweighed by potential environmental benefits.

**Feasibility**

The introduction of the proposed change will cause no problem, and will create a situation which is more realistic than that which prevails at present.

**Enforceability**

No problem of enforceability is foreseen. Enforcement agents will have no difficulty distinguishing a static tank from one designed for carriage.

**Consequential amendments**

None.

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