

OTIF



ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES

ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBahnVERKEHR

INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL

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RID/ADR

Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Bern, 7 - 11. March 2005)

Interpretation of RID/ADR

Below, the Secretariat of OTIF has put together an abstract of the report of the RID Committee of Experts concerning questions of interpretation which were dealt with at the last session of WP.15 (see report of that meeting in document TRANS/WP.15/181, paragraphs 12 to 29) on the basis of informal document INF.9 prepared by the UN/ECE Secretariat. This UN/ECE informal document was also previously submitted to the RID/ADR Joint Meeting as informal document INF.18, but it could not be dealt with there owing to the lack of time.

Abstract of the report of the 41st session of the RID Committee of Experts on the Transport of Dangerous Goods (Meiningen, 15 - 18 November 2004)

Interpretation of RID/ADR

Document: OCTI/RID/CE/41/6I) (Secretariat)

76. This document contained comments from WP.15 on certain question of interpretation which also concerned RID. The RID Committee of Experts took the following views on these questions concerning transport operations prior to or following carriage by air or sea.

Marking of packages

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77. The RID Committee of Experts shared the view of WP.15 and explained that it was not prohibited to affix additional markings in accordance with RID/ADR, but that this was not an obligation.

Limited quantities

78. The Chairman noted that in this case, it was a matter of replacing the marking (diamond shaped) of RID/ADR with markings in accordance with the IMDG Code or the ICAO Technical Instructions ("LIMITED QUANTITIES").
79. The RID Committee of Experts was of the view that these questions of interpretation should be dealt with by the Joint Meeting for all inland transport modes jointly on the basis of a written proposal. In discussion, the following particular points were raised:
- If a substance is carried in limited quantities in accordance with the IMDG Code or the ICAO Technical Instructions, it may also be carried by road or rail beforehand or subsequently in accordance with the limited quantity provisions.
 - It is not clear whether the exemptions in accordance with the IMDG Code and the ICAO Technical Instructions are exemptions in accordance with Chapter 3.4 of RID/ADR and to what extent packages must meet the requirements of Chapter 3.4 of RID/ADR.
 - If according to the provisions of the IMDG Code or the ICAO Technical Instructions it is possible completely to exempt substances of classes 1 to 8 which are nevertheless classified as dangerous according to RID/ADR, the relief available under 1.1.4.2.1 does not apply and the provisions of RID/ADR must be observed.
 - It is not possible to see from the transport document whether substances are being carried in limited quantities.

Excepted quantities and consumer commodities

80. The representative of Austria noted that the concept of consumer commodities was unknown in RID/ADR, as it was not a recognized legal concept in this context.
81. The RID Committee of Experts considered that this question required further clarification, which should be discussed in the Joint Meeting. These were completely different systems which were not covered by 1.1.4.2.1.

Aquatic and marine pollutants

82. The representative of Germany was of the view that differences between aquatic and marine pollutants would remain until the criteria of GHS (Globally Harmonized System for the classification and labelling of chemical products) were implemented for all the transport modes. These criteria would be incorporated into the IMDG Code in 2007 with a transitional period up to 2008. Until then, one would have to live with this unsatisfactory situation.
