



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

##### Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Bern, 18–22 March 2013

Item 5(b) of the provisional agenda

##### Proposals for amendments to RID/ADR/ADN: new proposals

### Proposal of amendment to 1.1.3.1 (c), exemption related to the nature of the transport operation

Transmitted by the International Road Transport Union (IRU)<sup>1, 2</sup>

#### Introduction

1. There is an interpretation issue on sub-section 1.1.3.1 (c) regarding the quantity per packaging as specified below.

“The provisions laid down in RID/ADR do not apply to:

(c) The carriage undertaken by enterprises which is ancillary to their main activity, such as deliveries to or returns from building or civil engineering sites, or in relation to surveying, repairs and maintenance, in quantities of not more than 450 litres per packaging and within the maximum quantities specified in 1.1.3.6. Measures shall be taken to prevent any leakage of contents in normal conditions of carriage. These exemptions do not apply to Class 7.

Carriage undertaken by such enterprises for their supply or external or internal distribution does not fall within the scope of this exemption.”

2. The following example demonstrates exactly the daily practice:

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2010-2014 (ECE/TRANS/208, para.106, ECE/TRANS/2010/8, programme activity 02.7(c)).

<sup>2</sup> Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2013/29.

A construction company X from country Y which allows the use of an intermediate bulk container (IBC) with a 3000 litre capacity, filled with 450 litres of UN 1202 fuel, is working on a building site in country Z, which restricts the capacity of each packaging to 450 litres according to the interpretation of exemption 1.1.3.1 (c). Country Y interprets this as the quantity per packaging (content), while country Z interprets this as the receptacle's capacity.

## **Proposal**

3. The IRU proposes to amend the paragraph as follows:

(c) The carriage undertaken by enterprises which is ancillary to their main activity, such as deliveries to or returns from building or civil engineering sites, or in relation to surveying, repairs and maintenance, ~~in quantities of not more than 450 litres per packaging~~ **in packagings of not more than a total capacity of 450 litres**, within the maximum quantities specified in 1.1.3.6. Measures shall be taken to prevent any leakage of contents in normal conditions of carriage. These exemptions do not apply to Class 7.

## **Justification**

4. This solution would serve to harmonise a transport procedure commonly used between Contracting Parties.

## **Enforcement**

5. No difficulties with enforcement are foreseen.

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