

## Economic Commission for Europe

### Inland Transport Committee

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

Ninety-sixth session

9 April 2014

Geneva, 6–9 May 2014

Item 5 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting

### Additive devices – transitional provision for ADR 2015

#### Transmitted by the Government of Belgium

##### *Summary*

<b>Executive summary:</b>	Amendments proposed to transitional provision 1.6.3.44 and SP 664 for inclusion in ADR 2015
<b>Action to be taken:</b>	Decide on adoption of amendments to 1.6.3.44 and SP 664 for ADR 2015
<b>Reference documents:</b>	INF.25 (Belgium) and INF.53 (Report Tanks Working Group) (RID/ADR/ADN Joint Meeting March 2014)

1. At its March session, the Joint Meeting RID/ADR/ADN the Tanks Working Group discussed INF.25 by Belgium, in which several issues with the adopted text and transitional measure for additive devices, to be included in ADR 2015, were highlighted:

(a) The necessity or opportunity to refer to the country where the tank type approval was issued in 1.6.3.44, instead of the country of use.

(b) The necessity or opportunity to include the testing requirements along with the construction and approval requirements in 1.6.3.44.

(c) The necessity or opportunity to add safety advisers to the exemption for training in SP 664 for the additive, as was done for drivers.

2. The Tanks Working Group concluded the following (excerpt from report):

#### ***“Item 3: INF.25 (Belgium) – Transitional measure for additive devices***

11. *The Working Group considered the items of INF.25 which fell within the remit of their work. After a discussion, the Working Group concluded the following:*

- *The transitional measure 1.6.3.44 should also allow the competent authority to cover testing requirements in the national approval.*
- *Instead of asking the approval for continued use of additive devices not conforming to SP 664 in every country of use, it was preferable to ask this approval only from the competent authority in charge of the type approval of the tank in question.*
- *The term “agreement” is preferable instead of the word “approval” in 1.6.3.44.*
- *The transitional measure should be redrafted to allow a further use of existing systems until the next intermediate or periodic inspection, at which time their conformity with*

*SP 664 will be assessed and they are either discontinued from further use or the subject of an approval from the competent authority as set out above.*

*Alternatively, several experts were of the opinion that it was preferable to delete the requirement for a competent authority approval for further use of the existing additive devices not conforming to SP 664 altogether.*

*12. The representative of Belgium agreed to communicate this to the next WP.15 meeting in the form of a proposal for amendment of 1.6.3.44 for the ADR 2015 version.”*

3. Following these conclusions, Belgium drafted the following proposals for consideration:

## **Proposals**

4. Proposal 1: amend 1.6.3.44 for ADR 2015 to read as follows:

“1.6.3.44 Fixed tanks (tank-vehicles) and demountable tanks intended for the carriage of UN Nos. 1202, 1203, 1223, 3475 and aviation fuel classified under UN Nos. 1268 or 1863, equipped with additive devices designed and constructed before 1 July 2015 in accordance with the provisions of national law, but which do not, however, conform to the construction, ~~and approval~~ and testing requirements of special provision 664 of Chapter 3.3 applicable as from 1 January 2015, may continue to be used until their first intermediate or periodic inspection after 1 July 2015. After this date, they shall only be used with the ~~approval~~ agreement of the competent ~~authorities~~ authority ~~in the countries of use~~ which issued the type approval.”.

5. Proposal 2: amend SP 664 (f) for ADR 2015 to read as follows:

(f) Training of drivers and safety advisers

Drivers who have been trained in accordance with 8.2.1 for carriage of this substance in tanks need no additional training for the carriage of the additives. Safety advisers who have been trained for the carriage of this substance in accordance with 1.8.3.13, need no additional training for the carriage of the additives ;

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