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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, 13-17 October 2003)

**CHAPTER 1.9: TRANSPORT RESTRICTIONS BY THE
COMPETENT AUTHORITIES**

**Proposal submitted by the Central Office for International
Carriage by Rail (OCTI)***

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

* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2003/71.

Introduction

A meeting of the RID Committee of Experts working group on Chapter 1.9 of RID was held in Würzburg on 23 and 24 June 2003. The working group's mandate was to ensure that the chapter was brought into line with Chapter 1.9 of ADR and to establish a standard international procedure. Representatives of the following States took part in the discussions: Austria; Belgium; France; Germany; Netherlands; Spain; Switzerland; United Kingdom. Also represented were: International Union of Railways (UIC); International Rail Transport Committee (CIT); International Union of Private Wagons (UIP); European Chemical Industry Council (CEFIC).

A proposal by Germany served as the core document. Overall, it made provision for bringing the text of Chapter 1.9 of RID into line with Chapter 1.9 of ADR. This alignment was specially welcomed by the participants.

It was, however, pointed out that, while not modifying the content, the different texts should be put in a better order so as to make them easier to understand. The participants in the working group requested OCTI to submit the changes, which were drafting changes only, to the RID/ADR/ADN Joint Meeting and to recommend it to adopt them.

The full report of this meeting of the working group can be found in document A 81-03/508.2003 which will be available early in September once it has been approved by the participants.

Proposal

1.9.2 Read:

“(RID): A member State may apply, for the international carriage of dangerous goods by rail on its territory;

(ADR/ADN): A Contracting Party may apply to vehicles/vessels engaged in the international carriage of dangerous goods by road/inland waterway on its territory;

(RID/ADR/ADN): Certain additional provisions not included in RID/ADR/ADN, provided that those provisions

- are those referred to in section 1.9.2,
- do not conflict with (RID:) section 1.1.2 (b)/(ADR/ADN:) Article 2, paragraph 2 of the Agreement, and
- are contained in its domestic legislation applying equally (RID:) to the domestic carriage of dangerous goods by rail on the territory of that member State.

(ADR/ADN:) to vehicles/vessels engaged in the domestic carriage of dangerous goods by road/inland waterway on the territory of that Contracting Party.”

1.9.3 (a) Read:

“(a) Additional safety requirements or restrictions concerning transport operations/vehicles/vessels

- using certain structures such as bridges or tunnels,
- using combined transport modes such as ferries,
- entering or leaving ports (RID/ADR:) stations (RID/ADR/ADN:) or other transport terminals.”

The working group came to the agreement that stations should also be included in ADR. The representative of Austria drew attention in this regard to cases which had occurred in the past when access roads to stations had been subject to prohibitions and had thus prevented the transfer of traffic to the railways.

1.9.3 (c) Add “or excluded routes” after “routeing”.

Justification: This change should enable the competent authorities also to list excluded routes/lines.

In ADR/ADN replace “parking” by “temporary storage”.

Justification: Use of the terminology employed in the definition of “carriage”.

1.9.4 Insert after “of the additional provisions” “, in general in advance,”.

Justification: The wording is an endeavour to ensure that transport companies are informed in time.
