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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Joint Meeting of the RID Safety Committee and the  
Working Party on the Transport of Dangerous Goods  
(Geneva, 13-17 September 2004,  
agenda item 7)

**TANKS**

**Chapter 1.4: Obligations of the filler**

**Transmitted by the International Union of Railways (UIC)\***

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

**SUMMARY**

*Executive summary:*

The definition of “filler” in section 1.2.1 also includes the loading of wagons/vehicles and containers with goods in bulk.

Detailed conditions have been set out in Chapter 7.3 for loading and carriage in bulk.

The obligation of the filler in subsection 1.4.3.3, however, only mention the filling of tanks. For this reason, obligations concerning the filling of means of transport for goods in bulk should be added to this subsection.

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\* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2004/15.

**Proposal**

**1.4.3.3** Include a new subparagraph (j) to read:

“(j) he shall, when filling wagons/vehicles, large containers or small containers with goods in bulk, comply with the provisions of Chapter 7.3.”

**Justification**

During discussion of the new Chapter 7.3 at the fortieth session of the RID Committee of Experts, the representative of UIC pointed out that the definition of “filler” in section 1.2.1 also includes the filling of means of transport with goods in bulk, while the filler’s obligations in subsection 1.4.3.3 only refer to the filling of tanks.

Since the RID Committee of Experts was nevertheless of the opinion that the problem should be dealt with by the Joint Meeting, UIC now requests the latter to consider the above proposal.

**Safety implications**

By establishing obligations for the filler of means of transport with goods in bulk, the situation is clarified and safety increased.

**Feasibility and enforceability**

No problem.

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