

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, 21–25 March 2011

Item 8 of the provisional agenda

Other business

Question related to Multilateral Agreement M229

Transmitted by the Government of Belgium

Introduction

1. In ADR/RID 2011 the vibration testing of IBC's in accordance with 6.5.6.13 is mandatory and applies to design types for IBC's manufactured after 31 December 2010.
2. Transitional provision 1.6.1.14 states that those IBC's manufactured before 1 January 2011 conforming to a design type which has not passed the vibration test may continue to be used. In this provision, no end date for use is specified.
3. In several countries, the question arose how to fulfil these demands as there was a lack of adequate facilities and instruments to effectively perform the prescribed vibration test according to the specifications in ADR/RID on IBC's exceeding 1500 kg or 2000 kg.
4. In light of this issue the UK has drafted M229 (see Appendix) allowing design type approvals for IBC's to be issued after 1 January 2011 without application of the vibration test.
5. Belgium has withheld from countersigning the agreement because the legal basis of existence of the IBC's constructed according to M229 after the expiration of the mentioned agreement is unclear.

Proposal

6. The Joint Meeting is invited to consider and discuss the above mentioned question and decide on an appropriate way to tackle the issue.

Appendix :

MULTILATERAL AGREEMENT M229

**in accordance with section 1.5.1 of ADR
concerning the vibration testing of Intermediate Bulk Containers (IBCs)**

(1) By derogation from the provisions of section 6.5.6.13 of ADR, IBCs for liquids with a gross mass exceeding 1500 kilograms when filled for test do not need to be vibration tested in accordance with this section. The following conditions shall apply to an IBC that has not been vibration tested by way of this derogation:

(a) The IBC shall have passed all the other appropriate tests for its design type according to the requirements of Chapter 6.5 of ADR;

(b) The IBC primary marking shall be in accordance with 6.5.2 except that the IBC shall be clearly marked "not vibration tested" adjacent to the IBC primary marking.

(c) Approval documents issued by the state authorising the IBC marking shall be endorsed "Issued in accordance with Multilateral Agreement M229".

(2) This Agreement shall be valid until the 31st December 2015 for the carriage on the territories of the ADR Contracting Parties signatory to this Agreement. If it is revoked before that date by one of the signatories, it shall remain valid until the above mentioned date only for carriage in the territories of those contracting parties signatory to this Agreement which have not revoked it.