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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**

Geneva, 17-27 September 2013

Item 5 (a) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN:
pending issues****Gas cylinders in ships and aircrafts****Transmitted by the Governments of France and Sweden^{1,2}***Summary*

Executive summary:	The aim of this proposal is to permit transport by road and rail of cylinders that are used on board of ships and aircrafts.
Action to be taken:	Introduce a new special provision in Chapter 3.3.
Related documents:	ECE/TRANS/WP.15/AC.1/2013/22 INF.38 of the Joint meeting in March 2013 ECE/TRANS/WP.15/AC.1/130, para 59 (Report of the Joint meeting in March 2013)

¹ Conformément au programme de travail du Comité des transports intérieurs pour la période 2010-2014 (ECE/TRANS/208, par. 106, et ECE/TRANS/2010/8, activité 02.7 c)).

² Diffusée par l'Organisation intergouvernementale pour les transports internationaux ferroviaires sous la cote OTIF/RID/RC/2013/53.

Introduction

1. At the Joint meeting in Bern in March 2013, Sweden presented document ECE/TRANS/WP.15/AC.1/2013/22, in order to solve a problem with the carriage of non-conforming gas cylinders used in ships and aircrafts.
2. France had submitted INF.38 which gave some support to Sweden's document but also requested that other gases than gases with classification codes 1A and 1O, should be included in the proposal.
3. The representative from the European Union raised concerns since the proposal from Sweden only dealt with gas cylinders approved by the US Department of Transportation (D.O.T.-approved). This view was also shared by France in INF.38.
4. France and Sweden, in cooperation with EIGA, were asked by the Joint meeting to submit a revised proposal to the next Joint meeting in September 2013 (see ECE/TRANS/WP.15/AC.1/130, para 59).
5. In order to clarify which types of cylinder approvals and which gases that may occur in ships and aircrafts, EIGA have consulted its members.
6. Taking the above comments into account, and also based on the information provided by EIGA, France and Sweden propose the following new special provision to be introduced in Chapter 3.3.

Proposals

7. Introduce a new special provision in Chapter 3.3, to read as follows:

“6XX Cylinders not conforming to the provisions of Chapter 6.2 which are used on board of a ship or aircraft, may be carried for the purpose of filling provided the following conditions are met:

 - (a) The cylinders shall be designed and constructed in accordance with a standard recognized by the competent authority of the country of approval;
 - (b) The cylinders shall be carried with a valve protection in conformity with sub-section 4.1.6.8;
 - (c) The cylinders shall be marked and labelled in conformity with sections 5.2.1 and 5.2.2;
 - (d) All relevant requirements with regard to filling requirements of P200 shall be fulfilled; and
 - (e) The following entry shall be made in the transport document: “Carriage in accordance with Special Provision 6XX”.”.
8. Add SP 6XX against all entries for gases in Table A of Chapter 3.2 with classification codes 1A, 1O, 1F, 2A, 2O, 2F or 4F.

Justification

9. Safety will be enhanced by permitting the carriage of these cylinders to filling centres which have the necessary expertise.
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