

**Economic and Social Council**Distr.: General  
22 December 2016

Original: English

---

**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, 13–17 March 2017

Item 2 of the provisional agenda

**Tanks****Report of the informal working group on the inspection and  
certification of tanks****Transmitted by the Government of the United Kingdom<sup>\*,\*\*</sup>**

1. The informal working group on the inspection and certification of tanks met for a fifth time in London from 13 to 15 December 2016, under the chairmanship of Mr. J. Mairs (United Kingdom). Representatives of Belgium, Finland, France, Germany, the Netherlands, Norway, Poland, Switzerland, the United Kingdom, International Association of the Body and Trailer Building Industry (CLCCR), European Industrial Gases Association (EIGA), International Tank-Container Organization (ITCO), International Union of Private Wagons (UIP), and the Private Wagon Federation (PWF Rail) of Great Britain participated. Apologies were received from the Republic of Ireland, and International Dangerous Goods and Containers Association (IDGCA).

*Appointment, control and monitoring of inspection bodies.*

2. The participants were presented with a preliminary analysis of fifteen returns from the questionnaire used to gather information on how contracting states/parties authorise bodies or approve experts for tank inspection and certification purposes, the controls placed on their activities and how their activities are monitored. In summary, they show that Contracting Parties and States do not yet have a common approach in these areas. This implies that the informal working group is justified in attempting to improve the situation.

---

\* In accordance with the programme of work of the Inland Transport Committee for 2016-2017, (ECE/TRANS/2016/28/Add.1 (9.2)).

\*\* Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2017/22.

The results of the questionnaire will be contained in a separate informal paper to the spring 2017 session.

3. The Netherlands duly delivered on their commitment to develop proposals for 1.8.6 - administrative controls for application of the conformity assessments, type approval certificate issue, and inspections and checks. However, the informal working group decided to return to this section after it had agreed the content of Chapter 6.8, in particular the requirements for type approval (6.8.2.3) and inspections and tests (6.8.2.4).

*Harmonisation of inspection procedures - proposed amendments to 6.8.2.3 and 6.8.2.4*

4. The group focussed attention on proposed amendments to 6.8.2.3 of ADR submitted by France which built on proposals tabled previously by Germany and UIP.

5. During the course of discussions certain fundamental principles were agreed by the informal working group:

(a) The term “competent authority” defined in RID/ADR as being *the authority or authorities or any other body or bodies designated as such in each State and in each specific case in accordance with national law* allows a contraction of the term “competent authority or a body designated by that authority” to be replaced by “competent authority” throughout Chapter 6.8;

(b) In developing Chapter 6.8, the text associated with conformity assessments, inspections and checks should be kept separate from the text dealing with the issue of approvals;

(c) For the type examination the manufacturer shall engage a single inspection body recognized by the competent authority of either the country of manufacture or the first country of registration of the first tank of that type manufactured. This competent authority shall be the only one able to issue the type approval certificate;

(d) For the supervision of manufacture and the initial inspection of tanks, the manufacturer shall engage a single inspection body recognized either by the competent authority of the country of registration, or the country of manufacture;

(e) When tanks are assembled from components manufactured in different locations the inspection body responsible for assessing the complete tank shall verify that all its components conform to the requirements of RID/ADR irrespective of where they have been manufactured;

(f) Under certain circumstances, an entry into service inspection that is proportional to the condition of the tank, to ensure that the requirements of RID/ADR are fulfilled, may be required:

(i) When the initial inspection certificate is issued by an inspection body that is not recognized by the competent authority of the country of registration, in which case an entry into service inspection may be required by the competent authority of the country of registration;

(ii) Where the registration of a tank transfers from one contracting party to another, the competent authority of the contracting party to which the tank is transferred may require an entry into service inspection. In that case the owner/operator of the tank shall engage a single inspection body recognized by the competent authority of the country of registration to perform this entry into service inspection;

(g) To encourage the recognition by other contracting states/parties of appointed inspection bodies by a competent authority, a system of notification to, and listing by, the

UNECE/OTIF secretariats should be developed that includes the names of inspection bodies and the scope of the work they are allowed to perform.

6. The proposed amendments to 6.8.2.3 and 6.8.2.4 based on these principles will be presented to the spring 2017 session of the Joint Meeting in a separate informal paper.

*Improvements to construction and inspection requirements*

7. The group were updated on the good progress and status of work concerning EN 13094 on the design and construction of gravity discharge tanks and EN 12972 on the testing, inspection and marking of metallic tanks, both of which are being revised with a view to inclusion in the 2019 edition of ADR. The group further discussed some residual issues on non-destructive testing from the meeting held in January which will be taken forward separately or discussed further in a future meeting.

8. Amongst other technical matters, the group also discussed the potential to waive the first inspection for EX, FL and AT vehicles and MEMUs under 9.1.2.1. The United Kingdom may submit a working paper to WP.15 for consideration. The group also agreed that separate papers should be put to the Joint Meeting by the Netherlands on rupture pressure of bursting discs in 6.8.2.2.10 and inclusion of provisions for flame arresters in breather devices 6.8.2.2.3.

*Action requested of the Joint Meeting*

9. In order to progress its work the informal working group seeks the endorsement of the Joint Meeting for the principles set out in paragraph 5.

*Proposed further work for the informal working group on tank inspection and certification.*

10. Subject to the consent of the Joint Meeting, the informal working group intends to meet again on 17-19 May 2017 when it will, *inter alia*:

(a) Develop further the proposed text for amending RID/ADR 1.8.6, 1.8.7 and 6.8.2 to achieve greater harmonisation of inspection and approval procedures for tanks for substances of Classes 3 to 9 with tanks for substances of Class 2 based on the principles set out in paragraph 5 above. This text will include proposals for improving the procedures for appointing and monitoring inspection bodies;

(b) Prepare a working paper for the autumn 2017 session of the Joint Meeting containing proposed amendments for the 2019 Editions of RID and ADR; and

(c) Report further on the technical work aimed at improving the construction and inspection requirements for tanks.