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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

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  
(Bern, 24-28 March 2003)

**PROPOSALS FOR AMENDMENTS TO RID AND ADR**

**5.4.1.1.1: Prescribed information**

**5.4.1.1.6: Simplification of information concerning empty means of containment**

**Transmitted by the Government of Austria\***

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

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## SUMMARY

**Executive summary:** The information prescribed in accordance with 5.4.1.1.1 does not take account in (e) of carriage in bulk or in tanks or in (f) (for ADR) of the carriage of empty, uncleaned means of containment; the latter case is regulated in 5.4.1.1.6 in a much more complicated form than in the Model Regulations, the IMDG Code or the ICAO Technical Instructions. Gaps need to be filled and the procedure simplified.

**Action to be taken:** Amendments of 5.4.1.1.1 (e) and in ADR of (f), as well as 5.4.1.1.6.

**Related documents:** TRANS/WP.15/AC.1/90-OCTI/RID/GT-III/2002-B, para. 41.

## Introduction

The representative of Austria had proposed in document INF.10 for the RID/ADR Joint Meeting of 9-12 September additional examples of information to be entered in the transport document. Insofar as these examples concerned information on empty uncleaned means of containment, in accordance with 5.4.1.1.6, some delegations were of the opinion that it would be preferable to amend the existing requirement for cases in which the last load should be entered. It would be more practical to enter the last load in accordance with the requirements for other dangerous goods.

In considering the matter, it may be noted that the complicated drafting of 5.4.1.1.6 is due to the fact that information concerning the means of containment used for carriage in bulk and carriage in tanks also needs to be included; this is because provision for information for full capacity carriage in 5.4.1.1.1 (e) of ADR is made only for carriage in packages, but not for carriage in bulk or in tanks. This information has not been included at all in RID - no doubt because of the article 13 of the CIM Uniform Rules - although its inclusion would not be in contradiction with article 13. If the information in the two regulations concerning the means of containment involved in full capacity carriage were supplemented, it would only be necessary in 5.4.1.1.6 to replace the entry concerning the quantity required in 5.4.1.1.1 (f) for ADR and in article 13 of the CIM Uniform Rules for RID by a reference to the empty uncleaned state of the means of containment; the wording of this reference could be taken from examples to be found in the Model Regulations or in the requirements for shipping and air traffic (see UN 5.4.1.4.3 b, IMDG Code 5.4.1.1.10, ICAO Technical Instructions 5.4.1.3 a 1, IATA-DGR 8.1.6.2.2 g).

At the same time it would be possible to fill a gap in 5.4.1.1.1 (f) of ADR, since, as things stand, empty uncleaned means of containment are not expressly excluded from the obligation of entering the quantity.

## **Proposal**

### **I.**

#### **5.4.1.1.1**

Paragraph (e), read:

**<RID:>**

- “(e) Information on means of containment:
- for carriage in packages, the number and a description of the packages;
  - for carriage in bulk, the reference ‘WAGON’, ‘LARGE CONTAINER’ or ‘SMALL CONTAINER’;
  - for carriage in tanks, the entry ‘TANK WAGON’, ‘REMOVABLE TANK’, ‘PORTABLE TANK’, ‘TANK-CONTAINER’, ‘BATTERY WAGON’ or ‘MEGC’;
  - for carriage in rail-road transport in accordance with 1.1.4.4, the entry ‘TANK-VEHICLE’, ‘DEMOUNTABLE TANK’ or ‘BATTERY-VEHICLE’.”

**<ADR:>**

- “(e) Information on means of containment:
- for carriage in packages, the number and a description of the packages;
  - for carriage in bulk, the entry ‘VEHICLE’ or ‘CONTAINER’;
  - for carriage in tanks, the entry ‘TANK-VEHICLE’, ‘DEMOUNTABLE TANK’, ‘PORTABLE TANK’, ‘TANK-CONTAINER’, ‘BATTERY-VEHICLE’ or ‘MEGC’.”

### **II.**

**<ADR only:>**

**5.4.1.1.1 (f), read:**

- “(f) with the exception of empty means of containment, uncleaned, the total quantity ... (remainder unchanged)”.

**III.**

**5.4.1.1.6 Read:**

<RID:>

**“5.4.1.1.6 Special provisions for empty uncleaned packagings, wagons, containers, tanks, battery wagons and MEGCs**

For means of containment in accordance with 5.4.1.1.1 (e), which contain the residue of dangerous goods other than those of Class 7, the indication of the quantity shall be replaced by ‘EMPTY, UNCLEANNED’ or ‘RESIDUES OF THE PREVIOUS CONTENTS’.

When empty tank wagons, battery wagons, movable tanks, portable tanks, tank-containers, MEGCs, uncleaned, and empty wagons and containers, uncleaned, as well as empty tank-vehicles, demountable tanks and/or battery-vehicles, uncleaned, are carried in rail-road traffic according to 1.1.4.4 to the nearest suitable place where cleaning or repair can be carried out, in accordance with the provisions of 4.3.2.4.3 or 7.5.8.1, the following additional entry shall be included in the consignment note:

‘CARRIAGE IN ACCORDANCE WITH 4.3.2.4.3’ or

‘CARRIAGE IN ACCORDANCE WITH 7.5.8.1’.”

<ADR:>

**“5.4.1.1.6 Special provisions for empty uncleaned packagings, vehicles, containers, tanks, battery-vehicles and MEGCs**

For means of containment in accordance with 5.4.1.1.1 (e), which contain the residue of dangerous goods other than those of Class 7, the indication of the quantity in accordance with 5.4.1.1.1 (f) shall be replaced by ‘EMPTY, UNCLEANNED’ or ‘RESIDUES OF THE PREVIOUS CONTENTS’.

When empty tanks, battery-vehicles or MEGCs, uncleaned, are carried to the nearest suitable place where cleaning or repair can be carried out, in accordance with the provisions of 4.3.2.4.3 or 7.5.8.1, the following additional entry shall be included in the transport document:

**‘CARRIAGE IN ACCORDANCE WITH 4.3.2.4.3’ or ‘CARRIAGE IN ACCORDANCE WITH 7.5.8.1’.”**

**Justification**

Safety: The additions and simplifications proposed have a positive effect on safety.

Feasibility: Alignment with shipping and air traffic will facilitate implementation.

Transitional measures: The possible need for such measures should be considered in relation to the date of adoption and entry into force of the amendments.

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