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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)

**PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN**

**6.8.2.2.2, 4th subparagraph - Internal stop-valve control devices**

**6.8.2.2.2, 6th subparagraph - Control devices for the filling and discharge devices**

**Proposal by the Government of Germany**

**Transmitted by the Central Office for International Carriage by Rail (OCTI)\***

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

**Introduction**

Discussions have taken place between the Governments of Austria and Germany to establish the minimum requirements to be satisfied by a technical solution to prevent any unintended opening of the internal stop-valve or the unintended opening of the filling and discharge devices, in order to comply with the general requirements of 6.8.2.2.2, fourth and sixth subparagraphs.

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\* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2004/2.

Both parties agreed on the need to discuss this question at the international level and, if necessary, settle it unequivocally.

**(a) Internal stop-valve control devices**

**Current situation**

The requirements as set out in RID/ADR are worded as follows:

“Internal stop-valve control devices shall be so designed as to prevent any unintended opening through impact or an inadvertent act.”

The question that may be raised is whether for a lever-controlled internal stop-valve (e.g. for a tank-wagon), the counter-force (feedback reaction) of the catch spring of the bottom valve that the lever must surmount, and the adjustment of the lever to open/close at an angle of 180° is sufficient as a possible means of securing against an unintended action, or whether at least two measures are necessary in the event of an unintended action, i.e. two technical safety devices.

An example of a double safety device would be a lever with a check pawl.

In a first step, the lever would be unlocked by means of the locking lever.

In a second step, the internal stop-valve would be operated by the lever.

The working group on tanks is requested to discuss this matter in order to establish a standard conception of the minimum requirements of 6.8.2.2.2, sixth subparagraph, of RID/ADR.

**(b) Control devices for the filling and discharge devices**

**Current situation**

The requirements as set out in RID/ADR are worded as follows:

“The filling and discharge devices (including flanges or threaded plugs) and protective caps (if any) shall be capable of being secured against any unintended opening.”

It may also be asked whether a “chance” or “involuntary” activation of the wheel can be excluded in the case of an oblique pattern globe valve with a switch wheel as an external stop-valve (e.g. for a tank-wagon), or whether here too at least two measures are necessary in the event of an unintended action, i.e. two safety devices, as already described for the internal stop-valve.

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