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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, 25-28 March 2008
Item 5 (a) of the Provisional agenda

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

**Outcome of the forty-fourth session of the RID Committee of Experts
(Zagreb, 19-23 November 2007)**

**Transmitted by the secretariat of the Intergovernmental Organisation for
International Carriage by Rail (OTIF)**

Introduction

The OTIF secretariat transmits herewith an excerpt from the report of the above-mentioned session of the RID Committee of Experts (document OTIF/RID/CE/2008-A) so that the RID/ADR/ADN Joint Meeting may take a position on the issues left pending. The paragraph numbering reproduces that in document OTIF/RID/CE/2008-A.

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (c)).

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2008/5.

“6.8.2.6

10. The representative of Germany recalled that the standards listed in the table in 6.8.2.6 had to be applied in order to meet the requirements referred to in column 1 of the table. As standards EN 14025:2003 and EN 14025:2008, shown in the first two lines of the table, also applied to tanks for gases, the reference in column 1 should be extended to include 6.8.3.1.

11. The RID Committee of Experts did not think it was urgent to clarify this, as the existing reference to the general provisions of 6.8.2.1 also included tanks for gases. However, the meeting wished the Joint Meeting to check this matter, as 6.8.3.1.1, which only permitted steel shells for compressed, liquefied and dissolved gases, restricted application of the standard to tanks for gases.

Transitional provision for 1.8.6 and 1.8.7 and Chapter 6.2

16. As no text was proposed, the RID Committee of Experts was unable to take a decision on a transitional provision raised by France at the last session of WP.15 concerning the application of the new sections 1.8.6 and 1.8.7 and the new Chapter 6.2 (see also paras. 6 to 9 of the report of the eighty-third session of WP.15¹). If there really was a need for a transitional provision, the Joint Meeting should examine the matter.

4.1.6.14; ISO standard 10297

Document: OTIF/RID/CE/2007/25 (United Kingdom)

17. The issues in document OTIF/RID/CE/2007/25 that still had to be resolved should be submitted to the Joint Meeting (see also para. 50 of the report of the eighty-third session of WP.15¹ and WP.15 informal document INF.16).

Limited quantities

Informal document: INF.3 (UIC)

18. In informal document INF.3, UIC proposed that 3.4.9 should specify whose responsibility it is to affix the marking for limited quantities on wagons and large containers. An amendment to the ADR text was also proposed with the aim of eliminating problems at the road/rail interface.

19. It was noted in the discussion that the obligations of the loader in 1.4.3.1 could not be invoked for Chapter 3.4 because 3.4.1.1 is silent concerning the applicability of these provisions.

20. The RID Committee of Experts was of the view that, following the example of the newly included Chapter 3.5, there should be a discussion at the Joint Meeting on which other parts of

¹ Note by the secretariat: the report of the Working Party on the Transport of Dangerous Goods has been issued as document ECE/TRANS/WP.15/194.

RID should be applied when carrying limited quantities. For carriage in limited quantities, as well as for carriage in exempted quantities, it should be checked which obligations of the participants must be observed.

Questions of interpretation

Informal document: INF.8 (Sweden)

Tank carriage of substances in bulk

67. In point 1 of his informal document INF.8, the representative of Sweden asked whether UN No. 1495 sodium chlorate, which is permitted for carriage in tanks and in bulk, may also, in accordance with special provision VW 8, be carried in bulk in tanks that no longer meet the requirements of Chapter 6.8.

68. The Chairman's view was that, when using a tank with an RID approval, the provisions for carriage in tanks had to be observed, but when using a tank without an RID approval, the provisions for carriage in bulk must be applied, as in this case the tank was regarded as a means of containment like any other. The representative of Sweden was of the view that, in these circumstances, the transport document must clearly indicate that carriage was under the bulk provisions. The Chairman suggested that the representative of Sweden might draft a proposal along these lines.

69. However, in the course of the discussion, it was noted that special provision VW 8 was illogical in one respect, because closed containers are permitted, but not closed wagons. In view of the new BK provisions, it would seem appropriate to review the VW/VV provisions in the Joint Meeting.”
