

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL**

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### **RID/ADR/ADN**

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Berne, 18 - 22 March 2013)

### **Agenda item 5 (b): Proposals for amendments to RID/ADR/ADN – New proposals**

#### **Scope of 5.5.3**

#### **Transmitted by the International Union of Wagon Keepers (UIP)**

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#### **Introduction**

1. In the new version of RID/ADR which entered into force on 1 January 2013, rules were introduced under 5.5.3 "Special provisions applicable to packages and wagons/vehicles and containers containing substances presenting a risk of asphyxiation when used for cooling or conditioning purposes" to cover such transport.
2. In the opinion of UIP, this gives rise to several questions of detail which need to be clarified:
  - (a) As far as UIP is aware, when used for conditioning purposes, nitrogen and argon are not being used as a "refrigerated liquid", as referred to in 5.5.3, but in a stress-relieved condition or under slight overpressure. In the opinion of UIP, the corresponding information in 5.5.3 is misleading or even incorrect and gives rise to the question of the state of aggregation of these gases that is being referred to.
  - (b) If these gases are being used for conditioning purposes at a pressure of less than 2 bar, such consignments are exempted according to RID/ADR 1.1.3.2 (c).

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- (c) From an operational point of view, it is not anticipated that staff will climb onto the tanks of rail tank-wagons, tank-containers and other transport containers, especially if they are approved for dangerous goods transport. In any case, this would only be done under additional provisions and not without prior confirmation of accessibility (measuring of tank atmosphere). This is why the new 5.5.3 should not be applicable to the above-mentioned transport units. The present wording of 5.5.3 is not clear. The types of transport to which the provisions of the new section apply should be defined more precisely.
  - (d) UIP requests confirmation that according to 1.1.3.2 (c), empty cleaned tanks (regardless of whether they are tank-containers, tanks of rail tank-wagons or other tanks) which, for conditioning purposes, are pressurised with inert gases (i.e. nitrogen at a pressure of < 2 bar) will continue to be exempt in future.
3. In summary, UIP believes that the scope of 5.3.3 should be defined more clearly, the reference to refrigerated liquid gases should be checked and the reference to 1.1.3.2 (c) should be clarified.
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