

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

14 February 2020

Bern, 16-20 March 2020

Item 5 (b) of the provisional agenda

Proposals for amendments to RID/ADR/ADN:

new proposals

Comment on document ECE/TRANS/WP.15/AC.1/2020/20 : Supplementary information from the informal working group on the inspection and certification of tanks: Proposed amendments to Chapter 6.8 and to Sections 1.8.7 and 1.8.6

Transmitted by the Government of Belgium

Summary

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| Executive summary: | The concept of entry into service verification is in conflict with the vehicle authorization process in the frame of the 4th railways package |
| Action to be taken: | Delete left column in RID 6.8.1.5.5 concerning the entry into service verification |
| Related documents: | ECE/TRANS/WP.15/AC.1/2020/20 : Supplementary information from the informal working group on the inspection and certification of tanks: Proposed amendments to Chapter 6.8 and to Sections 1.8.7 and 1.8.6 OTIF/RID/CE/GTP/2019-A : 11th Session of the RID Committee of Experts' standing working group (paragraphs 17 to 23) |

Introduction

1. During the RID Committee of Experts' standing working group in November 2019, Belgium asked, in document OTIF/RID/CE/GTP/2019/3, the opinion (specifically for tank-wagons) of the participants about informal document INF.19/rev.1 which contains the texts proposed by the working group on the inspection and certification of tanks at the joint meeting of September 2019.

2. UIP and ERA presented informal documents INF.7 and INF.11 respectively. Both expressed concerns about the entry into service verification. They were against the inclusion of this verification in RID or wished at least to limit the scope of the entry into service verification. For more information, see points 18 to 21 of the report OTIF/RID/CE/GTP/2019-A.

3. Therefore Belgium proposes not to introduce the entry into service verification for the tank-wagons.

4. If some participants consider that this verification is really necessary, then we propose as alternative to foresee an equivalent verification in section 1.8.1 (Administrative controls of dangerous goods).

Proposals

5. Delete left column in RID 6.8.1.5.5 (text of informal document INF.6)

6.8.1.5.5 *Entry into service verification according to 1.8.7.5*

NOTE: The competent authority shall respect reciprocal recognition agreements between RID Contracting States/Contracting Parties of ADR when considering entry into service verifications.

(ADR:) The competent authority of the country of first registration may require an entry into service verification of the tank-vehicle to verify conformity with the applicable requirements.

When the country of registration of a tank-vehicle is changed, the competent authority of the Contracting Party to ADR to which the tank-vehicle is transferred may require an entry into service verification.

~~(RID:) The competent authority of the country of first registration may require an entry into service verification of the tank wagon to verify conformity with the applicable requirements.~~

~~When the country of registration of a tank wagon is changed, the competent authority of the RID Contracting State to which the tank wagon is transferred may require an entry into service verification.~~

The competent authority of the country of first registration may require an entry into service verification of the tank-container to verify conformity with the applicable requirements.

When the country of registration of a tank-container is changed, the competent authority of the RID Contracting State/Contracting Party to ADR to which the tank-container is transferred may require an entry into service verification.

Justification

6. The concept of entry into service verification is in conflict with the vehicle authorization process in the frame of the 4th railways package (one-stop-shop for the European countries).
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