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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

Bern, 22-25 March 2010
Item 5 (b) of the provisional agenda

PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN

New proposals

Clarification of the obligations of the filler with regard to checking the closures of tank-wagon/tank-vehicle tanks

Proposal by the International Union of Railways (UIC)[1, 2]

Introduction

1. In accordance with 6.8.2.2.2, bottom openings for filling or discharging tanks shall be equipped with at least two or three mutually independent closures, mounted in series, depending on the tank code of the substances to be carried. These comprise:

(a) An external stop-valve and a closing device or

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[1] 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)).

[2] Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2010/5.

(b) An internal stop-valve, an external stop-valve and a closing device.

2. In the context of the obligations on the duties of the filler and in accordance with 1.4.3.3 (f), the filler has only to check the leakproofness of the closing devices.

3. In order to avoid drip leaks, this obligation should be extended to checking the internal and external stop-valve as well.

Proposal

4. Amend 1.4.3.3 (f) to read (amended text is underlined):

"(f) He shall, after filling the tank, check the leakproofness of the ~~closing devices~~ <u>closures</u>;"

Justification

5. The proposed amendment improves the safety of the carriage of dangerous goods in tanks since the filler's obligation to check is extended to checking the internal and external stop-valve as well so that drip leakages can largely be avoided in future.

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