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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, 22-26 March 2010
Item 5 (a) of the provisional agenda

PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN

Pending issues from the forty-seventh session of the RID Committee of Experts
(Sofia, 16 – 20 November 2009)

Information from the secretariat of the Intergovernmental Organisation
for International Carriage by Rail (OTIF)^{1, 2}

1. At the forty-seventh session of the RID Committee of Experts (Sofia, 16 – 20 November 2009), some questions concerning the 2011 amendments to RID could not be dealt with because they concerned all the land transport modes. In these cases, the RID Committee of Experts said it wished the Joint Meeting in March 2010 to deal with these questions beforehand, so that WP.15 and the RID Committee of Experts can finally adopt the 2011 amendments in May 2010.

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/2010/13.

2. Reproduced below are the extracts from the report of the forty-seventh session of the RID Committee of Experts (document OTIF/RID/CE/2009-A) dealing with these unresolved issues.

1.6.3.39 and 1.6.4.40

Informal document: INF.16 (Sweden)

3. In informal document INF.16, Sweden proposed that the date of 1 January 2010 in 1.6.3.39 and 1.6.4.40 should be replaced by 1 July 2010 to take account of the general six-month transitional provision in 1.6.1.1. It was also proposed to correct the reference to the third sub-paragraph of 6.8.2.2.3. Both these amendments, which had already been adopted by WP.15 (see informal document INF.24, paragraph 23), were adopted by the RID Committee of Experts.

4. With regard to the further-reaching proposal to set a time limit for both the transitional provisions, the representative of Sweden was asked to submit an official proposal to the next Joint Meeting. In that proposal, the time limit in the transitional provisions in 1.6.3.15 and 1.6.4.17 should also be taken into account. This was introduced in connection with the requirement in 6.8.2.2.3 that for substances of Class 3, vacuum valves must prevent the immediate passage of flame into the tank.

Toxic by inhalation substances

Informal documents: INF.15 (France)
INF.20 (France)

5. In informal document INF.20, France listed four toxic by inhalation substances to which tank code L15CH should be assigned, instead of L10CH, in accordance with a decision of principle by the Joint Meeting. As requested by the Joint Meeting, in INF.15 France also submitted proposed wording for transitional provisions to allow the continued use of tanks with tank code L10CH until 31 December 2016.

6. Both these proposals, which had already been adopted by WP.15 (see informal document INF.24, paragraphs 26 and 27), were adopted by the RID Committee of Experts. The RID Committee of Experts confirmed the secretariat's remark in the German version of document OTIF/RID/CE/2009/11 that the amended tank code for toxic by inhalation substances must also be taken into account in the rationalised approach for the allocation of tank codes to substance groups in 4.3.4.1.2, and asked the Joint Meeting's tank working group to discuss this consequential amendment.

Adaptation and deletion of transitional measures in Chapter 1.6

1.6.1.17

7. The representative of the United Kingdom was of the view that the transitional provision in 1.6.1.17 could not be deleted, because the new 1.6.1.19 prolonged the transitional provision in 1.6.1.17 by another two years. He was asked to prepare an official proposal for the next Joint Meeting. Until then, the amendment to 1.6.1.17 was placed in square brackets.

1.6.3.18

8. The secretariat pointed out that the problem described concerning the required consistency with the marking provisions also concerned other transitional provisions, in which it was not explained which construction provision could be derogated from (e.g. 1.6.3.5, 1.6.3.6, 1.6.3.22). The current wording of these transitional provisions would allow tank-wagons and tank-containers to continue to be used without any subsequent marking. The RID Committee of Experts asked the Joint Meeting's tank working group to deal with this issue. Until then, the secretariat's proposed amendment would remain in square brackets.

9. The representative of the Netherlands thought the transitional provisions in 1.6.3.1, 1.6.3.3 and 1.6.3.4 should also be deleted, as they would apply to tank-wagons built before 1 January 1978 or before 1 January 1988.

10. The Chairman explained that before any transitional provisions were deleted, where it was not clear which construction provisions could be derogated from, there would have to be a careful examination of whether any tank-wagons were affected which were built on the basis of the provisions applicable at the time of construction, but whose useful life had not yet come to an end. The RID Committee of Experts mandated the working group on tank and vehicle technology to check the transitional provisions relating specifically to tank-wagons and asked the Joint Meeting's tank working group to carry out a corresponding review of the common transitional provisions.
