

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

**OCTI/RID/CE/41/6b)**

8 October 2004

(Original: German)

**RID:** 41<sup>st</sup> Session of the Committee of Experts on the Transport of Dangerous Goods  
(Meiningen, 15 - 18 November 2004)

**Subject:** Special provision W6

**Suggestion transmitted by the Secretariat of OTIF**

#### **SUMMARY**

***Explanatory summary:***

Special provision W6, which relates to flexible IBCs, is assigned to UN Nos. 1442, 2427 (packing groups II and III), 3211 (packing groups II and III) and 3213 (packing group II). However, packing instructions IBC02 and IBC06, which apply to these substances, only permit the use of rigid IBCs.

***Measure:***

Delete the whole of special provision W6 in 7.2.4.

***Related documents:***

None.

For UN Nos. 1442, 2427 (packing groups II and III), 3211 (packing groups II and III) and 3213 (packing group II), special provision W6/V6 is prescribed in column 16 of Table A for carriage in packages.

Special provision W6/V6 prescribes that flexible IBCs shall only be carried in closed wagons/vehicles or closed containers, movable-roof wagons, open wagons or vehicles covered with a sheet or containers covered with a sheet. This special provision was taken over from RID marginal 515 (5)/ADR marginal 51 204 when they were restructured, but in so doing, it was not taken into account that when the new packing instructions from the UN Model Regulations were incorporated, carriage in flexible IBCs was no longer possible.

For this reason, special provision V6 could be deleted from ADR in a corrigendum in respect of the substances mentioned. The wording of special provision V6 would be replaced by "(reserved)", as at the moment, this special provision is only assigned to the substances referred to.

But in contrast to ADR, special provision W6 in RID contains an additional sub-paragraph as follows:

"Measures shall be taken to ensure that the substances in the wagons cannot, in the event of a leak, come into contact with wood or any other combustible material."

On the basis of how special provision W6 is set out, it is not apparent whether this provision applies to all transport or only to transport in flexible IBCs.

However, in comparing special provision W6 with marginal 515 (5), from which it was taken when RID was being restructured, it becomes clear that originally, this provision only applied in connection with carriage in flexible IBCs, as it was linked to the provision for flexible IBCs with a semi-colon.

It is therefore proposed to delete the last sub-paragraph of special provision W6 in a corrigendum to the 2005 edition of RID. As a second step, the Secretariat of OTIF, after discussing this with the UN/ECE Secretariat, would delete the whole of special provision W6/V6 in 7.2.4 and in respect of the above-mentioned substances in column 16 of Table A.

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