

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

**INF.3**

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(Sofia, 16 - 20 November 2009)

**Subject: Chapter 1.6: Transitional measures**

**Proposal transmitted by Belgium**

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## **Background**

1. During its meeting of September 2009, the RID/ADR/ADN Joint Meeting decided to introduce the following new transitional measures:
  - 1.6.3.38 *Tank-wagons and battery-wagons designed and constructed in accordance with standards applicable at the time of their construction (see 6.8.2.6 and 6.8.3.6) according to the provisions of RID which were applicable at that time may still be used unless restricted by a specific transitional measure.*
  - 1.6.4.36 *Tank-containers and MEGCs designed and constructed in accordance with standards applicable at the time of their construction (see 6.8.2.6 and 6.8.3.6) according to the provisions of RID which were applicable at that time may still be used unless restricted by a specific transitional measure.*
2. These texts were adopted very late in the meeting, and there was no time left to take care of any consequential amendments in the already existing transitional measures. The meeting suggested that these consequential amendments could be brought forward directly at the WP.15 and the RID Committee of Experts level.

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### **Problem encountered**

3. The transitional measures mentioned above were developed by the tank working group. That is the reason why no new text has been proposed for the pressure receptacles. As a result of this, the (new) transitional measures for tanks are more restrictive than (the already existing) 1.6.2.5 for pressure receptacles, without any reason.

### **Proposal**

4. Bring sub-section 1.6.2.5 in line with the newly adopted 1.6.3.38 and 1.6.4.36, as follows (the new text is in bold and underlined):

“**1.6.2.5** Pressure receptacles and their closures designed and constructed in accordance with standards applicable at the time of their construction (see 6.2.4) according to the provisions of RID which were applicable at that time may still be used **unless restricted by a specific transitional measure.**”

### **Justification**

5. Consequential amendments made necessary in order to obtain uniformity with previous decisions.

### **Safety implications**

None.

### **Feasibility**

This proposal does not present any problems of implementation nor negative consequences.

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