



OTIF/RID/CE/GTP/2020/12

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RID: 12th Session of the RID Committee of Experts' standing working group
(Video-conference, 24 to 26 November 2020)

Subject: Use of dry break coupling

Joint document transmitted by the Netherlands and the International Union of Wagon Keepers (UIP)

1. For the September 2013 session of the Joint Meeting, the Netherlands submitted informal document INF.29 asking for clarification on the use of dry break couplings in relation to RID/ADR 6.8.2.2.2. The following two issues were pointed out in that informal document:
 - The use of dry break couplings as a second closure;
 - The compliance of this type of closure with RID/ADR 6.8.2.2.2 because the position and/or direction of closure is not clearly apparent.
2. Informal document INF.29 was discussed in the working group on tanks, which met in parallel with the 2013 September meeting of the Joint Meeting. The report of the working group on tanks (ECE/TRANS/WP.15/AC.1/132/Add.1) noted the following result of the discussion:

"24. The Working Group considered the document from the Netherlands and recalled that in the past a positive advice had been given on the use of dry break couplings based on a question raised by Austria. The Working Group confirmed that the use of dry break couplings is acceptable from a technical point of view as a second or third closure in series in accordance with 6.8.2.2.2. The nature of this coupling is that the "male coupling" on the tank is always closed unless connected to a matching "female coupling" and hence the requirements of 6.8.2.2.2 were deemed to be complied with. It was pointed out that some of these couplings are approved according to EN 14432. The Working Group recognized that there could be room to improve the current wording to take these kinds of couplings into account in more detail and invited interested parties to submit a proposal at a later session if they felt it necessary."

3. This discussion made it clear that the working group on tanks is of the opinion that dry break couplings can be used as a second or third closure in series. It is less direct in answering the second issue relating to the visibility of the position of the coupling. Based on this answer, the Netherlands and UIP are of the opinion that the Joint Meeting considered that this type of coupling complies with 6.8.2.2.2, bearing in mind the design of the coupling.
4. The Joint Meeting endorsed all the decisions and conclusions of the working group on tanks mentioned in the report (ECE/TRANS/WP.15/AC.1/132/Add.1) that are intended to provide advice for the RID Committee of Experts' standing working group. However, no formal decision on this issue has been taken. No amendments have so far been adopted as a result of the conclusions of the working group on tanks.
5. The Netherlands and UIP are of the opinion that RID could benefit from clarification in the form of a footnote to the current text. The RID Committee of Experts' standing working group is therefore invited to discuss the following proposal.

Proposal

6. Add a reference to the following footnote at the end of the seventh paragraph of RID 6.8.2.2.2:

") The mode of operation of dry break coupling systems and similar systems is self-closing. If not connected with a female part, these couplings are closed. Consequently, an open/closed indicator is not necessary."*
