

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

**OTIF/RID/CE/GTP/2014/7**

2 April 2014

Original: German

**RID:** 3<sup>rd</sup> Session of the RID Committee of Experts' standing working group  
(Berne, 20 and 21 May 2014)

**Subject:** Sub-section 1.1.3.3

**Proposal transmitted by the Secretariat**

## **Introduction**

1. In the 2013 edition of RID/ADR, 1.1.3.3 reads as follows (left-hand column: ADR text, right-hand column: RID text)

### **1.1.3.3 Exemptions related to the carriage of liquid fuels**

The provisions laid down in ADR do not apply to the carriage of:

- (a) Fuel contained in the tanks of a vehicle performing a transport operation and destined for its propulsion or for the operation of any of its equipment.

The fuel may be carried in fixed fuel tanks, directly connected to the vehicle's engine and/or auxiliary equipment, which comply with the pertinent legal provisions, or may be carried in portable fuel containers (such as jerricans).

The total capacity of the fixed tanks shall not exceed 1500 litres per transport unit and the capacity of a tank fitted to a trailer shall not exceed 500 litres. A maximum of 60 litres per transport unit may be carried in portable fuel containers. These restrictions shall not apply to vehicles operated by the emergency services;

The requirements of RID do not apply to the carriage of fuel contained in fuel tanks of a means of transport where it is destined for its propulsion or the operation of any of its equipment (e.g. cooling systems). The fuel cock between the engine and the fuel tank of motorcycles and pedal cycles with an auxiliary engine, whose tanks contain fuel, shall be closed during carriage. In addition, these motorcycles and pedal cycles with an auxiliary engine shall be loaded upright and secured against falling.

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

- (b) Fuel contained in the tanks of vehicles or of other means of conveyance (such as boats) which are carried as a load, where it is destined for their propulsion or the operation of any of their equipment. Any fuel cocks between the engine or equipment and the fuel tank shall be closed during carriage unless it is essential for the equipment to remain operational. Where appropriate, the vehicles or other means of conveyance shall be loaded upright and secured against falling.

2. In connection with the adoption of proposal OTIF/RID/RC/2014/8 – ECE/TRANS/WP.15/AC.1/2014/8 submitted by VESF (European Association of Road Milling Enterprises) at the last Joint Meeting (Berne, 17 to 21 March 2014), a new sub-paragraph was integrated into 1.1.3.3 concerning the exemption of fuel contained in the tanks of non-road mobile machinery carried as a load, as follows:

(RID:)

- 1.1.3.3** After "to the carriage of", insert a colon.

The subsequent text becomes paragraph (a).

Add the following paragraphs (b) and (c):

"(b) (Reserved)

- (c) fuel contained in the tanks of non-road mobile machinery as defined in Article 2 of Directive 97/68/EC\* which is carried as a load, when it is destined for its propulsion or the operation of any of its equipment. The fuel may be carried in fixed fuel tanks connected directly to the vehicle engine and/or equipment and which meet the legal requirements. Where appropriate, this machinery shall be loaded upright and secured against falling.

\* Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (Official Journal of the European Communities No. L 059 of 27 February 1998.)

(ADR:)

- 1.1.3.3** Add a new paragraph (c) to read as follows:

"(c) fuel contained in the tanks of non-road mobile machinery as defined in Article 2 of Directive 97/68/EC\* which is carried as a load, when it is destined for its propulsion or the operation of any of its equipment. The fuel may be carried in fixed fuel tanks connected directly to the vehicle engine and/or equipment and which meet the legal requirements. Where appropriate, this machinery shall be loaded upright and secured against falling.

\* Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (Official Journal of the European Communities No. L 059 of 27 February 1998.)

3. In ADR, the subjects regulated are divided between paragraphs (a), (b) and (c) as follows:
  - (a) Fuel contained in the tanks of a vehicle performing a transport operation;
  - (b) Fuel contained in the tanks of vehicles or of other means of conveyance which are carried as a load;
  - (c) Fuel contained in the tanks of non-road mobile machinery which is carried as a load.
4. In RID, this separation is not as clear. The new paragraph (a) deals with two different things:
  - In the first sentence, fuel contained in the tanks of a means of transport where it is destined for its propulsion or the operation of any of its equipment (e.g. cooling systems) is exempt. According to the definition in 1.2.1, a means of transport is a vehicle or wagon for carriage by road or rail. Bearing in mind this definition, this exemption would also apply to refrigerated wagons and to vehicles carried as a load. Diesel operated traction units would not come under this exemption.
  - The second sentence contains additional provisions that must be observed when carrying motorcycles and pedal cycles with an auxiliary engine.
5. Inclusion of the new paragraph (c) should be used to make clear in RID what is regulated in 1.1.3.3.

### Proposal

6. Amend 1.1.3.3 to read as follows:

#### **"1.1.3.3 Exemptions related to the carriage of liquid fuels**

The requirements of RID do not apply to the carriage of:

- (a) Fuel contained in the tanks of [locomotives and] wagons performing a transport operation and destined [for its propulsion or] for the operation of any of its equipment (e.g. refrigerating equipment).
- (b) Fuel contained in the tanks of vehicles or of other means of conveyance (such as boats) which are carried as a load, where it is destined for their propulsion or the operation of any of their equipment. Any fuel cocks between the engine or equipment and the fuel tank shall be closed during carriage unless it is essential for the equipment to remain operational. Where appropriate, the vehicles or other means of conveyance shall be loaded upright and secured against falling.
- (c) [as decided by the RID/ADR/ADN Joint Meeting; see paragraph 2]".

7. By analogy, 1.1.3.2 (a) should also be amended as follows:

#### **1.1.3.2 Amend paragraph (a) to read as follows:**

"(a) gases contained in the tanks of [locomotives and] wagons performing a transport operation and destined [for its propulsion or] for the operation of any of its equipment (e.g. refrigerating equipment);".

8. In both text proposals, locomotives have been placed in square brackets for the time being, because in the Secretariat's view, the fuel contained in locomotives does not at present come under the exemption in 1.1.3.3.