



ORGANISATION INTERGOUVERNEMENTALE POUR LES TRANSPORTS INTERNATIONAUX FERROVIAIRES
ZWISCHENSTAATLICHE ORGANISATION FÜR DEN INTERNATIONALEN EISENBAHNVERKEHR
INTERGOVERNMENTAL ORGANISATION FOR INTERNATIONAL CARRIAGE BY RAIL

OTIF/RID/CE/GTP/2014-B

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**TO THE GOVERNMENTS OF THE MEMBER STATES OF OTIF AND
TO REGIONAL ORGANISATIONS WHICH HAVE ACCEDED TO COTIF**

**Final report of the 4th session of the RID Committee of Experts'
standing working group**

(Madrid, 17 – 20 November 2014)

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ITEM 1: Approval of the agenda

Document: A 81-03/507.2014 (Secretariat)

Informal document: INF.1 (Secretariat)

1. The meeting adopted the provisional agenda set out in the invitation letter A 81-03/507.2014 dated 12 September 2014, with the list of documents published by the Secretariat in informal document INF.1.

ITEM 2: Presence

2. The following RID Contracting States took part in the work of the 4th session of the standing working group (see also Annex III):

Belgium, Croatia, Czech Republic, Denmark, Finland, France, Georgia, Germany, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Poland, Spain, Sweden, Switzerland and the United Kingdom.

The European Commission, the European Railway Agency (ERA) and the Organization for Cooperation of Railways (OSJD) were also represented.

Russia took part as an OTIF Member State which does not apply RID.

The following non-governmental international organisations were represented: European Chemical Industry Council (CEFIC), International Dangerous Goods and Container Association (IDGCA), International Union of Railways (UIC), International Union of Wagon Keepers (UIP) and International Union of Combined Road-Rail Transport Companies (UIRR).

3. At the 1st session of the standing working group, Mr Helmut Rein (Germany) was elected Chairman until further notice and Mrs Caroline Bailleux (Belgium) was elected deputy Chairman.

ITEM 3: Interpretation of RIDCarrier's obligation to inform the driver of the position of dangerous goods in the train

Document: OTIF/RID/CE/GTP/2014/19 (Sweden)

Informal documents: INF.2 (Russia)
INF.5 (UIC)

4. According to 4.2.3.4.3 of decision 2011/314/EU concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the trans-European conventional rail system, the locomotive driver must be informed of the presence and position of dangerous goods in the train. As this had not so far been covered in RID, the representative of Sweden had submitted his document in order to gauge the Member States' views on whether such requirements should be included in RID (e.g. in 1.4.2.2.1 or 5.4.3.3).
5. In informal document INF.2, the representative of Russia explained that in the CIS States, a code has to be entered in the consignment note, which differed depending on the class or emergency card number of the dangerous goods being carried. He said that this procedure was complicated and should be simplified in future.

6. The representative of UIC explained that UIC leaflet 472 **set out a harmonised method for issuing** a braking sheet and **the consist list for the composition of the train**. While the braking sheet indicated generally the presence of dangerous goods in the train, the consist list **indicated** which dangerous goods there were and where they were situated in the train.
7. The standing working group agreed that the carrier should be assigned the additional obligation of providing the locomotive driver with information on the position of dangerous goods in the train. Opinions differed as to whether this obligation should appear as a new subparagraph in 1.4.2.2.1 or in connection with the instructions in writing in 1.4.2.2.6 and also in 5.4.3.3. Irrespective of where this was placed in the regulations, a Note should be included to point out that this obligation is deemed to have been met if UIC leaflet 472 is applied.
8. Based on the discussions, the representative of UIC was asked to submit a proposed text to the next session of the working group, together with the edition of UIC leaflet 472 that enters into force on 1 January 2015.

ITEM 4: Proposals for amendments to RID

A. Pending issues

Entity in Charge of Maintenance (ECM)

Document: OTIF/RID/CE/GTP/2014/11 (UIC)

9. The Chairman recalled that at the last session of the working group, proposal 1 in the document had been adopted and had led to an amendment to the tank-wagon operator's obligations in 1.4.3.5 (b) of the 2015 edition of RID (see report OTIF/RID/CE/GTP/2014-A, paragraphs 34 and 35 and Annex I). According to this amendment, the tank-wagon operator has the obligation to **assign** an entity in charge of maintenance (ECM) and to monitor it in such a way as to ensure that the tank-wagon satisfies the requirements. If the ECM were included in RID with the obligation of ensuring not just the maintenance of the sub-frame, but also the maintenance of the tank, the tank-wagon operator's obligation could be limited to **assigning** the ECM.
10. In a preliminary discussion, various delegates expressed the following positions:
 - It is not necessary to provide further requirements in RID, as what is said in the amended RID 1.4.3.5 (b) and ATMF is sufficient.
 - The tank-wagon operator should maintain overall responsibility, even if the ECM is responsible for maintenance.
 - The ECM's responsibility should not just be limited to the periodic inspection, but should also cover the exceptional check.
11. The representatives of UIC and UIP were asked to draft a joint proposal for the next meeting of the working group. Those delegations that were interested were asked to send any comments they might have to both representatives. In addition, based on the Administrative Arrangements agreed between OTIF, the European Commission and ERA, it will be verified whether a small working group should deal with this issue.

Standard reference for checks in the carriage of dangerous goods in tanks

Documents: OTIF/RID/CE/GTP/2014/15 (Italy)
OTIF/RID/CE/GTP/2014/23 (Italy)

Informal documents: INF.6 (UIC)
INF.13 (CEFIC)

12. The representative of Italy introduced his document 2014/23, which he had prepared on the basis of the comments received in connection with the proposal in 2014/15. Based on the CEFIC checklists for the filling and emptying of tank-wagons for liquids, this new document proposed checklists for the filling and emptying of liquefied gas tank-wagons. In addition, a new 5.4.1.2.6 would require information in the transport document indicating who had carried out the checks.
13. The representatives of UIC and CEFIC provided comments on Italy's proposals in documents INF.6 and INF.13. When these informal documents were introduced, the following points were highlighted:
 - The new provision, which would lead to a great deal of work for the filler, the unloader and the carrier, only affected the rail mode, which might distort competition with road transport.
 - The obligations listed in RID were assigned to legal persons and not to natural persons. The question arose as to what relationship would emerge from the proposed text between the control authorities and natural persons.
 - The extent to which safety would be improved by signing documents was not evident.
 - In contrast to drip leaks that had occurred in the past in the carriage of liquids, very few problems had so far been noted in the carriage of liquefied gases. In addition, 4.3.3.4 already contained control measures for liquefied gas tank-wagons, and it was not clear what effect the proposed texts would have on this sub-section.
- 13a. However, the Chairman pointed out that according to the 2013 Annual Report of the German Federal Office for Railways (EBA), the failure rate for compressed gas tank-wagons was twice as high as for tank-wagons for other dangerous goods.
14. The working group agreed to entrust an informal working group with examining this proposal. The working group would be hosted by Italy and would be made up of representatives from interested Member States and the representatives of CEFIC and EIGA. In so doing, the following points should be taken into account:
 - On the basis of statistical surveys carried out by the control authorities, the problems that exist in practice should be checked and the extent to which these problems can be resolved by amending the regulations, particularly in terms of the obligations of the participants or the introduction of checklists.
 - It should be discussed whether it is worthwhile including further guidelines in addition to the control measures specified in 4.3.3.4, so that the participants can act safely.
 - Since 1 January 2013, RID has prescribed that **the carrier has to carry out** the checks listed in 1.4.2.2.1 **each time** before dangerous goods **are accepted for carriage** and not just on the basis of samples. **This is not the case in road transport. Acceptance for carriage** means that the carrier has ascertained that the checks have been carried out successfully. It must be examined whether providing a signature is a useful measure that is compatible in conjunction with the rest of the regulations. **UIC was of the view that this**

might have negative consequences on complying with the obligations of the preceding participants.

Loading tank-containers onto pocket wagons

Document: OTIF/RID/CE/GTP/2014/18 (Germany)

15. The representative of Germany reported on an incident that had occurred when a tank-container was being transhipped from a road vehicle onto a pocket wagon (carrying wagon for the carriage of semi-trailers), in which the fittings cabinet on the underpart of the tank-container was damaged on the supporting frame for the semi-trailer. As similar incidents could also occur in future, he raised the question of whether handling instructions should be included in Part 7 of RID.
16. The representatives of France and the Netherlands were of the view that this was a problem that could be resolved in the context of training in accordance with Chapter 1.3. Task-related instructions for personnel involved in loading and unloading could perhaps be provided. The representative of Sweden thought the solution might be to use cameras or staff to guide operations.
17. Bearing in mind the comments made, the representative of Germany was asked to submit a specific proposal for amendment.

Extending the requirement for crash buffers

Documents: OTIF/RID/CE/GTP/2013/13 (Netherlands)
OTIF/RID/CE/GTP/2013/15 (Netherlands)

Informal document: INF.6 from the 3rd session of the standing working group (Netherlands)

18. The 2nd session of the standing working group (Copenhagen, 18 – 22 November 2013) discussed a proposal from the Netherlands to extend TE 22 (fitting crash-buffers) to less dangerous substances. The representative of the Netherlands was asked to demonstrate the positive effects of such a measure on the basis of a cost/benefit analysis (see report OTIF/RID/CE/GTP/2013-A, paragraphs 47 to 52).
19. The cost/benefit analysis set out in informal document INF.6 from the 3rd session of the standing working group assumed that 86,400 tank-wagons would be retrofitted at a cost of 7,500 € per tank-wagon. The total cost of the measures would therefore be 648 million €. Bearing in mind the savings from accidents that would be avoided, this would take about 25 years to amortise.
20. Those delegations that spoke on this issue did not think that retrofitting was justifiable based on the cost scenario described in informal document INF.6. According to the representative of UIP, the cost/benefit analysis did not include any capitalisation or maintenance costs, which would result in an even longer amortisation period.
21. However, it was also noted that with better data on the causes and consequences of accidents, this measure or other measures to protect against the overriding of buffers could be reconsidered. Using other measures to increase the energy absorption was not ruled out either.

B. New proposals

Obligations of the loader and unloader

Document: OTIF/RID/CE/GTP/2014/17 (Sweden)

22. In his document, the representative of Sweden pointed out that in conformity with the definition of loader in 1.2.1, bulk containers, MEGCs, tank-containers and portable tanks should also be listed in the loader's obligations in 1.4.3.1.1 (c) in addition to the wagons and small and large containers that were already referred to. The same was true of 7.5.1.2, where small containers and MEGCs should be added.
23. Although the working group supported this part of the proposal in principle, it asked the representative of Sweden to submit it to the Joint Meeting, as it did not concern rail transport alone. In particular, the Joint Meeting should check whether it was necessary to add "or onto (a wagon/a vehicle)" to 1.4.3.1.1 (c). It should also check whether the Note at the beginning of RID Chapter 7.5 and at the beginning of ADR 7.5.1 would still be necessary if the proposed addition were inserted.
24. The working group adopted the part of the proposal that only concerned RID. This was to refer to road vehicles in the definitions of loader and unloader in 1.2.1 and in the loader's obligations in 1.4.3.1.1 (c), as in 7.5.1.2, in order to take account of piggyback transport. It also decided to include a definition of "road vehicle" in 1.2.1 based on the definition in the ADR Agreement, and in the provisions concerning piggyback transport in 1.1.4.4 to replace "transport unit" and "trailer" by the term "road vehicle" (see Annex I).

Protective distance

Document: OTIF/RID/CE/GTP/2014/20 (Austria)

25. The working group added road vehicles to Austria's proposal also to refer to **portable** tanks, tank-containers and MEGCs in 7.5.3, and adopted it (see Annex I). However, the question was raised as to whether the term "wall" for portable tanks, tank-containers, MEGCs and road vehicles is sufficiently clear to determine the protective distance. This issue could be returned to later on the basis of a proposal.

Information in the transport document for the carriage of wastes

Document: OTIF/RID/CE/GTP/2014/21 (Switzerland)

26. In his document, the representative of Switzerland proposed to include an additional example with the hazard identification number in 5.4.1.1.3, which deals with the information in the transport document for the carriage of wastes.
27. The working group adopted this proposal with editorial amendments (see Annex I):

ITEM 5: Harmonisation of RID and SMGS Annex 2

Documents: OTIF/RID/CE/GTP/2014/3 (Secretariat)
OTIF/RID/CE/GTP/2014/16 (Secretariat)

Informal document: INF.3 (Secretariat)

28. The Secretariat explained the working methods of the OSJD bodies, according to which the final decisions for an updated edition of SMGS Annex 2 are taken at the autumn session of the OSJD Commission for Transport Law at the end of each biennium. In addition, the OSJD bodies adopt the principle of unanimity. For these reasons, informal document INF.3 contained final decisions that might change the information in documents 2014/3 and 2014/6.

Chapter 6.8 – Taking over the RID provisions for tank-containers

29. The Secretariat informed the working group of the final decision on taking over the construction and testing requirements for tank-containers from Chapter 6.8 of RID. Two divergent provisions for tank-containers in traffic on 1520 mm gauge railway lines would now be included in SMGS Annex 2, Chapter 4.3, as a new 4.3.2.1.8. One of them concerned the ability to absorb a longitudinal inertial load of 4 times the gross mass, rather than twice the gross mass as in RID (each multiplied by the acceleration due to gravity, see 6.8.2.1.2), and the other concerned the lower value of the design temperature range of -40 °C instead of -20 °C in RID (6.8.2.1.8).

Language regime for consignments into or through the territory of an RID Contracting State

30. The working group noted the decision of the OSJD Commission for Transport Law not to include a provision concerning the language regime for carriage into or through the territory of an RID Contracting State, which should be analogous to the newly adopted 1.1.4.6 in the 2015 edition of RID.
31. As the new RID 1.1.4.6 simplifies matters for the RID Contracting States on the border between the two legal regimes, at least for west-east traffic, the national representatives agreed that this newly arisen asymmetrical situation did not require any consequential amendments in RID. However, efforts should continue in the next biennium to include a similar provision in SMGS Annex 2.
32. In reply to a question from Belgium as to how to deal with consignments from an RID Contracting State to a Contracting State of both legal regimes, the Chairman said that RID and Directive 2008/68/EC prescribed the application of RID for such consignments.

Definitions of "full load" and "wagon load"

33. The working group agreed that the two terms "*full load*" and "*wagon load*" referred to the exclusive use of a large container/wagon by a single consignor, although the large container/wagon need not be loaded with only a single dangerous substance or article.
34. Several delegations questioned the need to use both definitions in parallel. It was suggested that the possibility of also using the term "*full load*" for wagons should be checked. However, as the term "*wagon load*" is used in other COTIF Appendices, it would have to be pointed out in a Note to "*full load*" that in other COTIF Appendices, the term "*wagon load*" is used as an equivalent. The Secretariat would prepare an appropriate proposal for the next session.
35. For the next session of the RID/ADR/ADN Joint Meeting, the representative of the United Kingdom was asked to check whether **there was still felt to be a need for certain dangerous goods to be required to be carried as a "full load" in all places in the regulations concerned.**

36. In addition, the representative of UIC was asked to check whether the term "*wagon load*" is still used in practice in rail transport.

4.3.2.2 – Degree of filling

37. The Secretariat informed the working group of the decision taken by the OSJD Member States not to take over from RID for the time being the wording of 4.3.2.2.1 and 4.3.2.2.2 concerning the degree of filling.
38. The representative of Russia explained that the wording of both paragraphs in RID did not take any account of carriage under extreme climatic conditions. Instead of a fixed value of 50 °C for the maximum mean temperature of the goods loaded, he proposed that, following the example of the calculation formulae for portable tanks in Chapter 4.2, the variable t_r be used. While it was true that 4.2.1.9.4.1 of Chapter 4.2 set the maximum mean temperature of the goods loaded at 50 °C, for carriage under extreme climatic conditions, the competent authority could prescribe a lower or higher temperature.
39. In addition, the representative of Russia provided information about measurements carried out on 18 July 2014 in Russia (Siberia, Urals, Caucasus), Kazakhstan, Tajikistan, Kyrgyzstan and other central Asian countries which showed that the maximum mean temperature of the goods loaded was 36 °C. He pointed out that in Russia, the degree of filling was differentiated on the basis of the countries transited and the country of destination.
40. As some delegations said they wished to discuss this issue at the RID/ADR/ADN Joint Meeting as well, the Secretariat will prepare a suitable proposal for the working group on tanks. The working group on tanks should consider the question of which specifications concerning the maximum mean temperature of the goods loaded should be taken into account and should **check whether the concept in 4.2.1.9.4.1 should also be introduced into Chapter 4.3 for RID/ADR tanks. In so doing, the working group should also try to make the wording of 4.2.1.9.4.1 clearer.**
41. In view of past accidents caused by the overfilling of tanks, the Chairman and the representative of the Netherlands asked that extreme care be taken in **considering whether there should be any** amendment to the provisions of 4.3.2.2.

Marking wagons with the emergency card number in accordance with SMGS Annex 2

42. The representative of Latvia confirmed that the question of marking wagons with the emergency card number would be dealt with in the next biennium and that it was in the interests of all States situated on the crossover point between the two legal regimes to provide the emergency card number mandatorily on a separate white plate for consignments of wagons into or through the territory of RID States.

Special provision 665

43. The working group noted the decision not to adopt at the moment special provision 665 concerning the carriage of coal in bulk for SMGS Annex 2.
44. The representative of Russia would prepare a document for the Sub-Committee of Experts on the Transport of Dangerous Goods with questions on the classification criteria and on determining the upper temperature limit.
45. The Chairman pointed out that at its 97th session (Geneva, 3 – 7 November 2014), WP.15 had also decided to discuss this issue again at the UN Sub-Committee of Experts (see informal document INF.9, paragraphs 42 to 46).

1.1.4.4.1, footnote 3)

46. The working group adopted the Secretariat's proposal to delete footnote 3) to RID 1.1.4.4.1 in order to avoid duplicating the definition of "ADR" in 1.2.1 (see Annex I).

Special provision 300

47. The working group was informed about a possible proposal to the UN Sub-Committee of Experts to broaden the application of special provision 300 to UN numbers 1386 SEED CAKE with more than 1.5% oil and not more than 11% moisture, and 2217 SEED CAKE with not more than 1.5% oil and not more than 11% moisture.
48. The representative of the United Kingdom suggested that this issue should be dealt with in connection with the document Germany had already submitted to the UN Sub-Committee of Experts (ST/SG/AC.10/C.3/2014/80) concerning the classification of seed cake.

Future work

49. The Chairman thanked the Secretariat for the extensive reports it had produced and for the work it had carried out in the OSJD bodies. The Secretariat was asked to continue the work on harmonising the two sets of regulations.

Special provision CW 36

Informal document: INF.12 (Russia)

50. The representative of Russia introduced his proposal to assign special provision CW 36 to UN number 2211 POLYMERIC BEADS, EXPANDABLE, evolving flammable vapour. The background to this proposal was an incident in a port in Russia in which ignition occurred and a subsequent explosion when a container was being unloaded.
51. The Secretariat drew attention to the fact that special provision CW 36 only concerned packages. However, as this substance may also be carried in bulk, it should be checked whether it was necessary to prescribe additional provision AP 5 for carriage in bulk. AP 5 prescribed the marking for sheeted wagons or closed containers laid down in special provision CW 36.
52. The representative of Finland reminded the meeting that for the 2012 edition of the IMDG Code, a special provision 965 had been adopted, which prescribed suitable ventilation and a warning sign with the words "CAUTION – MAY CONTAIN FLAMMABLE VAPOR" for the carriage of substances that can evolve flammable vapours.
53. The representative of Russia was asked to submit a more developed proposal to the next RID/ADR/ADN Joint Meeting, bearing in mind the information above and document ST/SG/AC.10/C.3/2014/77 for the UN Sub-Committee of Experts concerning classification provisions for UN numbers 2211 and 3314.

ITEM 6: Information from the European Railway Agency (ERA)

Informal document: INF.14 (ERA)

54. The representative of ERA informed the working group about ERA's current work in connection with the carriage of dangerous goods by rail.

Risk management in the context of inland transport of dangerous goods

55. Among other things, the representative of ERA reported on two workshops on "risk management in the context of inland transport of dangerous goods" and a plan of future work presented to the RID/ADR/ADN Joint Meeting in September 2014 setting out the aims to be achieved, workshop dates and organisational issues. In order to simplify the work of participating experts, ERA was developing an extranet work area. To obtain access rights, those experts who were interested **would be asked by ERA to register as soon as the workspace has been established.**
56. The representative of Switzerland asked about the status of these workshops. The representative of ERA explained that it was not an informal working group of the Joint Meeting, but it was open to all RID/ADR/ADN Joint Meeting participants to take part actively. The Joint Meeting would be kept informed of the results.
57. The next workshop would be held from 17 to 19 February 2015 in Valenciennes.

D-Rail Project

58. The representative of ERA also summarised the results of the EU's D-Rail research project, which had been presented in Stockholm on 12 November 2014. He underlined that a new prototype of a preventive electronic derailment detector was being developed, which would both help prevent derailments and reduce the damage caused by derailments.
59. The representative of the United Kingdom asked how this device got its energy supply and whether the energy supply caused a safety problem in view of the potentially explosive atmosphere in the **vicinity of the wagon, e.g. in petroleum depots.**
60. The Chairman added that in the past, Germany had also preferred an electronic derailment detector, but that at that time, an electronic system had been considered technically unfeasible. He suggested that this issue should be analysed in view of the latest developments in the area of energy generation/supply and data transmission and also in relation to explosion protection in the RID Committee of Experts' working group on the detection of derailments.
61. The representative of UIC said he was prepared to present the results of the D-Rail project at the next session of the working group on the detection of derailments.

ITEM 7: Information on work relating to vehicle technology provisionsWorking group on the detection of derailments

Document: [OTIF/RID/CE/GTDD/2014-A] (Secretariat)

62. The Chairman of the RID Committee of Experts' working group on the detection of derailments introduced the second draft of the report of its 1st session produced by the Secretariat (Rome, 13 – 15 October 2014). He explained that the draft report would be approved at the next session of the working group on the detection of derailments, which would be held in Berne from 24 to 26 February 2015.

63. The working group noted the information concerning the work on the detection of derailments and the draft report.

Improving the consistency between technical vehicle provisions in RID and other vehicle provisions

64. In a presentation, the Secretariat introduced the European Commission's and the OTIF Secretariat's joint considerations on improving consistency between the technical vehicle provisions of RID and other vehicle provisions. These considerations were based on an analysis carried out in March 2013, on behalf of the European Commission, of the overlaps and correlations between the railway legislation and the dangerous goods legislation of the European Union.
65. Overlaps between dangerous goods law and general railway law arose particularly in the vehicle-related provisions in 6.8.2.1.29 and 6.8.3.1.6 and in special provisions TE 22 and TE 25 of 6.8.4. These had become evident in the present discussions on derailment detectors and the entity in charge of maintenance (ECM).
66. One possible solution might be to coordinate the adoption of technical vehicle provisions in connection with the transport of dangerous goods between the Committee of Technical Experts and the RID Committee of Experts, in order to check the compatibility of vehicle provisions specific to dangerous goods with the general vehicle provisions.
67. **Conflicts** and overlaps between RID and ATMF (Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic) should first be analysed by a working group consisting of experts from the Committee of Technical Experts and the RID Committee of Experts. There should then be a political discussion on the basis of the working group's results.
68. In the discussion that followed, the Chairman pointed out that the intrinsic properties of dangerous goods in RID were taken into account either in terms of requirements concerning the means of containment, technology or operations. He explained that Parts 8 and 9 of ADR contained provisions relating to vehicles that went beyond the usual requirements for motor vehicles. For example, requirements concerning the tipping stability of vehicles had been developed for ADR before they had been taken over for other road traffic. He reminded the meeting that a joint meeting of the European Commission's Dangerous Goods and RISC Committees had already taken place some years ago at which there had been such coordination.
69. The representative of Belgium explained that clarification of the approval procedure was useful, but that technical provisions relating to the dangerous goods should remain in RID.
70. The representative of UIC recalled that in the past, when UIC leaflet 573 had been replaced by a European standard, a technical provision had been lost that had not been contained in the TSI either. This had then had to be covered in 6.8.2.2.1 of the 2015 edition of RID.
71. The representative of the Netherlands pointed out that for safety in the carriage of dangerous goods, it might be necessary to lay down requirements that did not concern the tank. As the bodies responsible for the dangerous goods provisions would have to justify themselves in the event of an accident involving dangerous goods, responsibility for these provisions would also have to remain with the RID Committee of Experts.

ITEM 8: Any other businessCorrigendum to the notification texts OTIF/RID/NOT/2015

Informal document: INF.4 (Secretariat)

72. The working group approved the Secretariat's draft corrigendum to the notification texts OTIF/RID/NOT/2015 dated 30 June 2014.

Explanatory Report on Appendix C to COTIF

Document: OTIF/RID/CE/GTP/2014/22 (Secretariat)

73. The working group adopted the amendments to the Explanatory Report on Appendix C to COTIF presented by the Secretariat (see Annex II).
74. In connection with this, the representative of Sweden pointed out that his country would soon be ratifying COTIF 1999.

Decisions of the 97th session of WP.15

Informal documents: INF.7 (Secretariat)
 INF.8 (Secretariat)
 INF.9 (Secretariat)
 INF.11 (IDGCA)

75. The working group noted the decisions of the 97th session of WP.15 (Geneva, 3 – 7 November 2014) set out in informal document INF.9. The following subjects were discussed in more depth.

Flexible bulk containers

76. The Secretariat informed the working group that the provisions for the carriage of flexible bulk containers had been adopted for the 2017 edition of ADR.
77. When discussing the texts prepared by the Secretariat in informal document INF.7 for inclusion in the 2017 edition of RID, the question arose as to whether, for the height/width ratio of flexible bulk containers, 7.3.2.10.4 should prescribe the value of 1.2 originally planned for RID, or the more conservative value of 1.1 adopted for ADR.
78. While some delegations were of the view that the value of 1.1 should also be adopted for RID in order to avoid problems in multimodal transport, the representative of UIC pointed out that in transport where there was no change of mode, this value could lead to unnecessary restrictions.
79. The working group provisionally adopted the provisions for the carriage of flexible bulk containers with the value of 1.1 in 7.3.2.10.4 (see Annex I). For the next session, the representative of UIC should look into the possible disadvantages for rail transport this value might cause.

Holding time for refrigerated liquefied gases in tanks

80. The working group adopted the provisions concerning the holding time for refrigerated liquefied gases in tanks proposed by the Joint Meeting's working group on tanks (Berne, 17 – 21 March 2014), which were adopted by the Joint Meeting (see Annex I).

81. The representative of UIC suggested that a specific format (DD/MM/YYYY) should be prescribed for the date in 5.4.1.2.2 (d) which would also be suitable for electronic data processing. He would prepare a proposal for the next RID/ADR/ADN Joint Meeting.

Retirement of Mrs Geneviève Pompidor (France)

82. The Chairman thanked Mrs Geneviève Pompidor (France) for her many years of active participation in the work of the RID Committee of Experts and for her outstanding and significant contributions. On behalf of the RID Committee of Experts, the chairman wished Mrs Pompidor a long, healthy and happy retirement.

Thanks

83. The Chairman thanked the Secretariat for the good preparation of the documents, which had considerably simplified the chairmanship of this meeting. He thanked the interpreters for the usual good quality of the interpretation.
84. On behalf of all the delegations, the representatives of Belgium and France thanked the Chairman for his conduct of the negotiations.

Next session

85. The 5th session of the RID Committee of Experts' standing working group will provisionally be held from 23 to 27 November 2015 in Croatia.

Texts adopted by the 4th session of the RID Committee of Experts' standing working group**PART 1****Chapter 1.1**

1.1.4.4.1 Amend "Transport units and trailers" to read:

"Road vehicles".

[Reference document: OTIF/RID/CE/GTP/2014/17, as amended]

Delete footnote 3.

[Reference document: OTIF/RID/CE/GTP/2014/16]

1.1.4.4.2 In the heading and in paragraphs (a) and (b), replace "transport units or trailers" by:

"road vehicles".

[Reference document: OTIF/RID/CE/GTP/2014/17, as amended]

1.1.4.4.4 In the heading, replace "transport units or trailers" by:

"road vehicles".

[Reference document: OTIF/RID/CE/GTP/2014/17, as amended]

Chapter 1.2

1.2.1 Under the definition of "**Bulk container**", insert the following definition:

"**Flexible bulk container**" means a flexible container with a capacity not exceeding 15 m³ and includes liners and attached handling devices and service equipment;"

[Reference document: informal document INF.7]

Amend the definition of "**CGA**" to read as follows:

"**CGA**" means the Compressed Gas Association (CGA, 14501 George Carter Way, Suite 103, Chantilly VA 20151, United States of America);".

[Reference document: informal document INF.9]

In the definition of "**loader**", in paragraph (b), replace "or *portable tank*" by:

", *portable tank* or *road vehicle*".

[Reference document: OTIF/RID/CE/GTP/2014/17]

In the definition of "**Piggyback transport**", replace "transport units or trailers within the meaning of ADR" by:

"road vehicles within the meaning of ADR".

In the definition of "**Piggyback transport**", replace "transport units within the meaning of ADR" by:

"road vehicles within the meaning of ADR".

[Reference document: OTIF/RID/CE/GTP/2014/17, as amended]

In the definition of "**unloader**", in paragraph (a), replace "or portable tank" by:

", portable tank or road vehicle".

[Reference document: OTIF/RID/CE/GTP/2014/17]

Insert the following new definitions in alphabetical order:

"**Flexible bulk container**", see "Bulk container";".

[Reference document: informal document INF.7]

"**Holding time**" means the time that will elapse from the establishment of the initial filling condition until the pressure has risen due to heat influx to the lowest set pressure of the pressure limiting devices(s) of tanks intended for the carriage of refrigerated liquefied gases.

NOTE: For portable tanks, see 6.7.4.1."

[Reference document: informal document INF.8]

"**Road vehicle**" means motor vehicle, articulated vehicle, trailer or semi-trailer within the meaning of ADR;".

[Reference document: OTIF/RID/CE/GTP/2014/17, as amended]

Chapter 1.4

1.4.3.1.1 In paragraph (c), after "small container", insert:

"or when loading a road vehicle onto a wagon".

[Reference document: OTIF/RID/CE/GTP/2014/17, as amended]

Chapter 1.6

1.6.3 Add a new transitional provision to read as follows:

"1.6.3.xx Tank-wagons for refrigerated liquefied gases constructed before 1 July 2017 in accordance with the requirements in force up to 31 December 2016 but which do not conform to the requirements of 6.8.3.2.10, 6.8.3.2.11 and 6.8.3.5.4 applicable from 1 January 2017 may continue to be used until the next inspection after 1 July 2017. Until this time, to meet the requirements of 4.3.3.5 and 5.4.1.2.2 (d), the actual holding times may be estimated without recourse to the reference holding time."

[Reference document: informal document INF.8]

1.6.4 Add a new transitional provision to read as follows:

"1.6.4.xx Tank-containers for refrigerated liquefied gases constructed before 1 July 2017 in accordance with the requirements in force up to 31 December 2016 but which do not conform to the requirements of 6.8.3.4.10, 6.8.3.4.11 and 6.8.3.5.4 applicable from 1 January 2017 may continue to be used until the next inspection after 1 July 2017. Until this time, to meet the requirements of 4.3.3.5 and 5.4.1.2.2 (d), the actual holding times may be estimated without recourse to the reference holding time."

[Reference document: informal document INF.8]

PART 3

Chapter 3.2

Table A

| UN No. | Col- umn | Amendment |
|--------|-------------|---|
| 1003 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1038 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1073 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1334 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 1350 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 1454 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 1474 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 1486 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 1498 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 1499 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 1913 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |

| UN No. | Column | Amendment |
|--------|--------|---|
| 1942 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 1951 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1961 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1963 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1966 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1970 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1972 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 1977 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 2067 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 2187 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 2201 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 2213 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 2591 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 3077 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 3136 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 3158 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 3311 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |
| 3312 | (18) | Delete: "CW30". [Reference document: informal document INF.8] |

| UN No. | Column | Amendment |
|-----------------|--------|---|
| 3377 | (10) | Add: "BK3". [Reference document: informal document INF.7] |
| 3378, PG III | (10) | Add: "BK3". [Reference document: informal document INF.7] |

PART 4

Chapter 4.3

4.3.2.1.7 Replace "6.8.3.4.16" by:

"6.8.3.4.18".

[Reference document: informal document INF.8]

4.3.3 Add the following new sub-section:

4.3.3.5 The actual holding time shall be determined for each journey of a tank carrying a refrigerated liquefied gas on the basis of the following:

- (a) The reference holding time for the refrigerated liquefied gas to be carried (see 6.8.3.4.10) as indicated on the plate referred to in 6.8.3.5.4;
- (b) The actual filling density;
- (c) The actual filling pressure;
- (d) The lowest set pressure of the pressure limiting device(s);
- (e) The deterioration of the insulation*.

NOTE: ISO 21014:2006 "Cryogenic vessels – Cryogenic insulation performance" details methods of determining the insulation performance of cryogenic vessels and provides a method of calculating the holding time.

The date (or time) by which the actual holding time will be exceeded shall be provided on the transport document (see 5.4.1.2.2 (d)).

Tanks shall not be offered for carriage:

- (a) In an ullage condition liable to produce an unacceptable hydraulic force due to surge within the shell;
- (b) When leaking;
- (c) When damaged to such an extent that the integrity of the tank or its lifting or securing arrangements may be affected;
- (d) Unless the service equipment has been examined and found to be in good working order;

- (e) Unless the actual holding time for the refrigerated liquefied gas being carried has been determined;
- (f) Unless the duration of carriage, after taking into consideration any delays which might be encountered, does not exceed the actual holding time;
- (g) Unless the pressure is steady and has been lowered to a level such that the actual holding time may be achieved*.

* Guidance is provided in the European Industrial Gases Association (EIGA) document "Methods to prevent the premature activation of relief devices on tanks" available at www.eiga.eu."

[Reference document: informal document INF.8]

PART 5

Chapter 5.4

5.4.1.1.3 At the end of the fourth indent, replace the full stop by:

"or" and add the following sub-paragraph:

"when a marking in accordance with 5.3.2.1 is prescribed:

- "336, UN 1230 WASTE METHANOL, 3 (6.1), II" or
- "336, UN 1230 WASTE METHANOL, 3 (6.1), PG II". "

[Reference document: OTIF/RID/CE/GTP/2014/21, as amended]

5.4.1.2.2 (d) Amend to read as follows:

"(d) In the case of tank-wagons and tank-containers carrying refrigerated liquefied gases the consignor shall enter in the transport document the date (or time) by which the actual holding time will be exceeded."

[Reference document: informal document INF.8]

PART 6

Chapter 6.1

6.1.3.1 In paragraph (a) (i), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11."

[Reference document: informal document INF.7]

Chapter 6.2

6.2.2.7.2 In paragraph (a), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11."

[Reference document: informal document INF.7]

6.2.2.9.2 In paragraph (a), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11;".

[Reference document: informal document INF.7]

Chapter 6.3

6.3.4.2 In paragraph (a), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11;".

[Reference document: informal document INF.7]

Chapter 6.5

6.5.2.1.1 In paragraph (a), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11."

[Reference document: informal document INF.7]

Chapter 6.6

6.6.3.1 In paragraph (a), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11."

[Reference document: informal document INF.7]

Chapter 6.7

6.7.2.20.1 In paragraph (c) (i), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant

requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11;".

[Reference document: informal document INF.7]

6.7.3.16.1 In paragraph (c) (i), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11;".

[Reference document: informal document INF.7]

6.7.4.15.1 In paragraph (c) (i), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11;".

[Reference document: informal document INF.7]

6.7.5.13.1 In paragraph (c) (i), amend the second sentence to read as follows:

"This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11;".

[Reference document: informal document INF.7]

Chapter 6.8

6.8.3.2.15 At the end, add the following sentence:

"For type testing of the effectiveness of the insulation system, see 6.8.3.4.11."

[Reference document: informal document INF.8]

6.8.3.4 Insert the following paragraphs 6.8.3.4.10 and 6.8.3.4.11:

"Holding times for tanks carrying refrigerated liquefied gases

6.8.3.4.10 The reference holding time for tanks carrying refrigerated liquefied gases shall be determined on the basis of the following:

- (a) The effectiveness of the insulation system, determined in accordance with 6.8.3.4.11;
- (b) The lowest set pressure of the pressure limiting device(s);
- (c) The initial filling conditions;
- (d) An assumed ambient temperature of 30 °C;
- (e) The physical properties of the individual refrigerated liquefied gas intended to be carried.

- 6.8.3.4.11** The effectiveness of the insulation system (heat influx in Watts) shall be determined by type testing the tanks. This test shall consist of either:
- (a) A constant pressure test (for example at atmospheric pressure) during which the loss of refrigerated liquefied gas is measured over a period of time; or
 - (b) A closed system test during which the rise in pressure in the shell is measured over a period of time.

When performing the constant pressure test, variations in atmospheric pressure shall be taken into account. When performing either test corrections shall be made for any variation of the ambient temperature from the assumed ambient temperature reference value of 30 °C.

NOTE: ISO 21014:2006 "Cryogenic vessels – Cryogenic insulation performance" details methods of determining the insulation performance of cryogenic vessels and provides a method of calculating the holding time.

Renumber the existing paragraphs **6.8.3.4.10** to **6.8.3.4.16** as **6.8.3.4.12** to **6.8.3.4.18**.

[Reference document: informal document INF.8]

- 6.8.3.4.12** (former 6.8.3.4.10) Replace "6.8.3.4.14" by:
"6.8.3.4.16".

[Reference document: informal document INF.8]

- 6.8.3.4.16** (former 6.8.3.4.14) Replace "6.8.3.4.15" by:
"6.8.3.4.17".

[Reference document: informal document INF.8]

- 6.8.3.4.18** (former 6.8.3.4.16) Replace "6.8.3.4.10 to 6.8.3.4.15" by:
"6.8.3.4.12 to 6.8.3.4.17".

[Reference document: informal document INF.8]

- 6.8.3.5.4** Amend to read as follows:

- "6.8.3.5.4** On tanks intended for the carriage of refrigerated liquefied gases:
- the maximum working pressure allowed;
 - reference holding time (in days or hours) for each gas¹⁹;
 - the associated initial pressures (in bar gauge or kPa gauge)¹⁹."

[Reference document: informal document INF.8]

- 6.8.3.5.10** In the last but one indent, replace "6.8.3.4.10 to 6.8.3.4.13" by:
"6.8.3.4.12 and 6.8.3.4.15".

[Reference document: informal document INF.8]

- 6.8.3.5.11** In the last indent of the left-hand column, replace "6.8.3.4.13" by:
"6.8.3.4.15".

[Reference document: informal document INF.8]

Chapter 6.11

- 6.11.2.3** In the Table add the following new row:
"

| | |
|-------------------------|------|
| flexible bulk container | BK 3 |
|-------------------------|------|

"

[Reference document: informal document INF.7]

- 6.11** Add a new section 6.11.5 to read as follows:

"6.11.5 Requirements for the design, construction, inspection and testing of BK 3 flexible bulk containers

6.11.5.1 Design and construction requirements

- 6.11.5.1.1** Flexible bulk containers shall be sift-proof.

- 6.11.5.1.2** Flexible bulk containers shall be completely closed to prevent the release of contents.

- 6.11.5.1.3** Flexible bulk containers shall be waterproof.

- 6.11.5.1.4** Parts of the flexible bulk container which are in direct contact with dangerous goods:

- (a) shall not be affected or significantly weakened by those dangerous goods;
- (b) shall not cause a dangerous effect, e.g. catalysing a reaction or reacting with the dangerous goods; and
- (c) shall not allow permeation of the dangerous goods that could constitute a danger under normal conditions of carriage.

6.11.5.2 Service equipment and handling devices

- 6.11.5.2.1** Filling and discharge devices shall be so constructed as to be protected against damage during carriage and handling. The filling and discharge devices shall be secured against unintended opening.

- 6.11.5.2.2** Slings of the flexible bulk container, if fitted, shall withstand pressure and dynamic forces, which can appear in normal conditions of handling and carriage.

- 6.11.5.2.3** The handling devices shall be strong enough to withstand repeated use.

6.11.5.3 Inspection and testing

6.11.5.3.1 The design type of each flexible bulk container shall be tested as provided for in 6.11.5 in accordance with procedures established by the competent authority allowing the allocation of the mark and shall be approved by this competent authority.

6.11.5.3.2 Tests shall also be repeated after each modification of the design type, which alters the design, material or manner of construction of a flexible bulk container.

6.11.5.3.3 Tests shall be carried out on flexible bulk containers prepared as for carriage. Flexible bulk containers shall be filled to the maximum mass at which they may be used and the contents shall be evenly distributed. The substances to be carried in the flexible bulk container may be replaced by other substances except where this would invalidate the results of the test. When another substance is used it shall have the same physical characteristics (mass, grain size, etc.) as the substance to be carried. It is permissible to use additives, such as bags of lead shot, to achieve the requisite total mass of the flexible bulk container so long as they are placed so that the test results are not affected.

6.11.5.3.4 Flexible bulk containers shall be manufactured and tested under a quality assurance programme which satisfies the competent authority, in order to ensure that each manufactured flexible bulk container meets the requirements of this Chapter.

6.11.5.3.5 Drop test

6.11.5.3.5.1 Applicability

For all types of flexible bulk containers, as a design type test.

6.11.5.3.5.2 Preparation for testing

The flexible bulk container shall be filled to its maximum permissible gross mass.

6.11.5.3.5.3 Method of testing

The flexible bulk container shall be dropped onto a target surface that is non-resilient and horizontal. The target surface shall be:

- (a) Integral and massive enough to be immovable;
- (b) Flat with a surface kept free from local defects capable of influencing the test results;
- (c) Rigid enough to be non-deformable under test conditions and not liable to become damaged by the tests; and
- (d) Sufficiently large to ensure that the test flexible bulk container falls entirely upon the surface.

Following the drop, the flexible bulk container shall be restored to the upright position for observation.

6.11.5.3.5.4 Drop height shall be:

Packing group III: 0.8 m.

6.11.5.3.5.5 Criteria for passing the test

- (a) There shall be no loss of contents. A slight discharge, e.g. from closures or stitch holes, upon impact shall not be considered to be a failure of the flexible bulk container provided that no further leakage occurs after the container has been restored to the upright position;
- (b) There shall be no damage, which renders the flexible bulk container unsafe to be carried for salvage or for disposal.

6.11.5.3.6 **Top lift test**

6.11.5.3.6.1 Applicability

For all types of flexible bulk containers as a design type test.

6.11.5.3.6.2 Preparation for testing

Flexible bulk containers shall be filled to six times the maximum net mass, the load being evenly distributed.

6.11.5.3.6.3 Method of testing

A flexible bulk container shall be lifted in the manner for which it is designed until clear of the floor and maintained in that position for a period of five minutes.

6.11.5.3.6.4 Criteria for passing the test

There shall be no damage to the flexible bulk container or its lifting devices which renders the flexible bulk container unsafe for carriage or handling, and no loss of contents.

6.11.5.3.7 **Topple test**

6.11.5.3.7.1 Applicability

For all types of flexible bulk containers as a design type test.

6.11.5.3.7.2 Preparation for testing

The flexible bulk container shall be filled to its maximum permissible gross mass.

6.11.5.3.7.3 Method of testing

A flexible bulk container shall be toppled onto any part of its top by lifting the side furthest from the drop edge upon a target surface that is non-resilient and horizontal. The target surface shall be:

- (a) Integral and massive enough to be immovable;
- (b) Flat with a surface kept free from local defects capable of influencing the test results;
- (c) Rigid enough to be non-deformable under test conditions and not liable to become damaged by the tests; and

(d) Sufficiently large to ensure that the tested flexible bulk container falls entirely upon the surface.

6.11.5.3.7.4 For all flexible bulk containers, the topple height is specified as follows:

Packing group III: 0.8 m.

6.11.5.3.7.5 Criterion for passing the test

There shall be no loss of contents. A slight discharge, e.g. from closures or stitch holes, upon impact shall not be considered to be a failure of the flexible bulk container provided that no further leakage occurs.

6.11.5.3.8 **Righting test**

6.11.5.3.8.1 Applicability

For all types of flexible bulk containers designed to be lifted by the top or side part, as a design type test.

6.11.5.3.8.2 Preparation for testing

The flexible bulk container shall be filled to not less than 95% of its capacity and to its maximum permissible gross mass.

6.11.5.3.8.3 Method of testing

The flexible bulk container, lying on its side, shall be lifted at a speed of at least 0.1 m/s to an upright position, clear of the floor, by no more than half of the lifting devices.

6.11.5.3.8.4 Criterion for passing the test

There shall be no damage to the flexible bulk container or its lifting devices which renders the flexible bulk container unsafe for carriage or handling.

6.11.5.3.9 **Tear test**

6.11.5.3.9.1 Applicability

For all types of flexible bulk containers as a design type test.

6.11.5.3.9.2 Preparation for testing

The flexible bulk container shall be filled to its maximum permissible gross mass.

6.11.5.3.9.3 Method of testing

With the flexible bulk container placed on the ground, a 300 mm cut shall be made, completely penetrating all layers of the flexible bulk container on a wall of a wide face. The cut shall be made at a 45° angle to the principal axis of the flexible bulk container, halfway between the bottom surface and the top level of the contents. The flexible bulk container shall then be subjected to a uniformly distributed superimposed load equivalent to twice the maximum gross mass. The load must be applied for at least fifteen minutes. A flexible bulk container which is designed to be lifted from the top or the side shall, after removal of the superimposed load, be lifted

clear of the floor and maintained in that position for a period of fifteen minutes.

6.11.5.3.9.4 Criterion for passing the test

The cut shall not propagate more than 25% of its original length.

6.11.5.3.10 Stacking test

6.11.5.3.10.1 Applicability

For all types of flexible bulk containers as a design type test.

6.11.5.3.10.2 Preparation for testing

The flexible bulk container shall be filled to its maximum permissible gross mass.

6.11.5.3.10.3 Method of testing

The flexible bulk container shall be subjected to a force applied to its top surface that is four times the design load-carrying capacity for 24 hours.

6.11.5.3.10.4 Criterion for passing the test

There shall be no loss of contents during the test or after removal of the load.

6.11.5.4 Test report


6.11.5.4.1 A test report containing at least the following particulars shall be drawn up and shall be available to the users of the flexible bulk container:

1. Name and address of the test facility;
2. Name and address of applicant (where appropriate);
3. Unique test report identification;
4. Date of the test report;
5. Manufacturer of the flexible bulk container;
6. Description of the flexible bulk container design type (e.g. dimensions, materials, closures, thickness, etc) and/or photograph(s);
7. Maximum capacity/maximum permissible gross mass;
8. Characteristics of test contents, e.g. particle size for solids;
9. Test descriptions and results;
10. The test report shall be signed with the name and status of the signatory.

6.11.5.4.2 The test report shall contain statements that the flexible bulk container prepared as for carriage was tested in accordance with the appropriate provisions of this Chapter and that the use of other containment methods or components may render it invalid. A copy of the test report shall be available to the competent authority.

6.11.5.5 Marking


6.11.5.5.1 Each flexible bulk container manufactured and intended for use according to the provisions of RID shall bear markings that are durable, legible and placed in a location so as to be readily visible. Letters, numerals and symbols shall be at least 24 mm high and shall show:

- (a) The United Nations packaging symbol . This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapters 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11 ;
- (b) The code BK 3;
- (c) A capital letter designating the packing group(s) for which the design type has been approved:
- Z for packing group III only;
- (d) The month and year (last two digits) of manufacture;
- (e) The character(s) identifying the country authorizing the allocation of the mark; as indicated by the distinguishing sign for motor vehicles in international traffic²;
- (f) The name or symbol of the manufacturer and other identification of the flexible bulk container as specified by the competent authority;
- (g) The stacking test load in kg;
- (h) The maximum permissible gross mass in kg.

Marking shall be applied in the sequence shown in (a) to (h); each element of the marking, required in these subparagraphs, shall be clearly separated, e.g. by a slash or space and presented in a way that ensures that all of the parts of the mark are easily identified.

² Distinguishing sign for motor vehicles in international traffic prescribed in the Vienna Convention on Road Traffic (1968).

6.11.5.5.2 Example of marking

 BK3/Z/11 09
RUS/NTT/MK-14-10
56000/14000."

[Reference document: informal document INF.7]

PART 7

Chapter 7.3

7.3.2.1 In the second sentence (existing first sentence), replace "codes BK1 and BK2" by "codes BK 1, BK 2 and BK 3".

At the end of the description of the meaning of BK2 replace "." by:

",".

After the description of the meaning of BK1 and BK2, insert:

"BK 3: Carriage in flexible bulk containers is permitted."

[Reference document: informal document INF.7]

7.3.2 Add the following new sub-section:

"7.3.2.10 Use of flexible bulk containers

7.3.2.10.1 Before a flexible bulk container is filled it shall be visually examined to ensure it is structurally serviceable, its textile slings, load-bearing structure straps, body fabric, lock device parts including metal and textile parts are free from protrusions or damage and that inner liners are free from rips, tears or any damage.

7.3.2.10.2 For flexible bulk containers, the period of use permitted for the carriage of dangerous goods shall be two years from the date of manufacture of the flexible bulk container.

7.3.2.10.3 A venting device shall be fitted if a dangerous accumulation of gases may develop within the flexible bulk container. The vent shall be so designed that the penetration of foreign substances or ingress of water is prevented under normal conditions of carriage.

7.3.2.10.4 Flexible bulk containers shall be filled in such a way that when loaded the ratio of height to width does not exceed 1.1. The maximum gross mass of the flexible bulk containers shall not exceed 14 tonnes."

[Reference document: informal document INF.7, as amended]

Chapter 7.5

7.5.3 Amend to read as follows:

"7.5.3 Protective distance

Every wagon, large container, portable tank or road vehicle containing substances or articles of Class 1 and bearing a placard conforming to models Nos. 1, 1.5 or 1.6, shall be separated on the same train from wagons, large containers, portable tanks, tank-containers, MEGCs [or road vehicles] bearing a placard conforming to models Nos. 2.1, 3, 4.1, 4.2, 4.3, 5.1 or 5.2 by a protective distance.

The requirement for this protective distance is met if the space between the buffer head of a wagon or the end wall of a large container, portable tank or road vehicle and the buffer head of another wagon or the end wall of another large container, portable tank, tank-container, MEGC or road vehicle is:

- (a) at least 18 m, or
- (b) occupied by two 2-axle wagons or a wagon with 4 or more axles."

[Reference document: OTIF/RID/CE/GTP/2014/20, as amended]

7.5.7 Add the following new sub-sections:

"**7.5.7.4** (Reserved)

7.5.7.5 (Reserved)

7.5.7.6 Loading of flexible bulk containers

7.5.7.6.1 Flexible bulk containers shall be carried within a wagon with rigid sides and ends that extend at least two-thirds of the height of the flexible bulk container.

NOTE: When loading flexible bulk containers in a wagon or container particular attention shall be paid to the guidance on the handling and stowage of dangerous goods referred to in 7.5.7.1 and to the IMO/ILO/UNECE Guidelines for Packing Cargo Transport Units (CTUs).

7.5.7.6.2 Flexible bulk containers shall be secured by suitable means capable of restraining them in the wagon or container in a manner that will prevent any movement during carriage which would change the position of the flexible bulk container or cause it to be damaged. Movement of the flexible bulk containers may also be prevented by filling any voids by the use of dunnage or by blocking and bracing. Where restraints such as banding or straps are used, these shall not be over-tightened to cause damage or deformation to the flexible bulk containers.

7.5.7.6.3 Flexible bulk containers shall not be stacked."

[Reference document: informal document INF.7, as amended]

7.5.11

CW 30 Amend to read as follows:

"**CW 30** (Deleted)".

[Reference document: informal document INF.8]

Version of the Explanatory Report on Appendix C of COTIF adopted by the RID Committee of Experts' standing working group**Regulation concerning the International Carriage of Dangerous Goods by Rail (RID)****Explanatory Report¹****General Points**

1. The first international regulation of the carriage of dangerous materials and objects was contained in § 1 of the Regulatory Provisions for the Implementation of the Bern International Convention of 14 October 1890 concerning the Carriage of Goods by Railway, and their Annex 1. The provisions of that Annex concerned only conditions of contract of carriage imposed on the consignor of the dangerous materials and objects concerned. The objective was to maintain the safety of persons and property in rail operation. The legal consequence, in the case of non-compliance with the conditions, consisted in the possibility of the railway refusing carriage, despite the obligation to carry which existed in principle. According to the judicial situation at that time, however, the railway was not prohibited from carrying such goods. Rather, at the time of conclusion of a contract of carriage, it could require the consignor to comply with his obligations under civil law ensuing from these special conditions of carriage and, if need be, claim compensatory damages.
2. In the course of the revisions of the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID), the emphasis has changed, more or less unnoticed: a regulation with a content that came under private law has changed to become safety regulations which are now, instead, classified as regulations under public law.
3. An essential problem of the RID system before the first restructured version in 2001 lay in the fact that, according to marginal note 1, indent (1), it constituted the implementing regulation of Article 4, letter d), and of Article 5, § 1, letter a) of the CIM Uniform Rules 1980. The scope of application of RID thus depended, in principle, on the scope of application of the CIM Uniform Rules. From this, there resulted three important formal restrictions:
 - RID applied only to international carriage.
 - It applied only to carriage on lines included in the CIM list.
 - Carriage had to be performed on the basis of a CIM contract of carriage covered by a CIM consignment note.

Safety regulations which serve to protect persons, the environment and goods should, however, be applicable irrespective of such formal restrictions. Now, on the basis of Directive 2008/68/EC² on the inland transport of dangerous goods (RID/ADR/ ADN Framework Directive), the Member States of the European Union (EU) must also apply RID to the carriage of dangerous goods by rail in national traffic and to carriage between the Member States, this being irrespective of a CIM contract of carriage and the transport document used.

¹ The articles, paragraphs, etc. which are not specifically designated are those of the RID; unless otherwise evident from the context, the references to the reports on sessions not specifically identified relate to the sessions of the Revision Committee.

² Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods published in the Official Journal of the European Union L 260, 30 September 2008, p. 13.

4. Substantial difficulties have arisen from the legal structure of RID in force before COTIF 1999 in the context of the carriage of empty tank-wagons, empty tank-containers as well as empty wagons and empty small containers for bulk goods, these uncleaned wagons and containers, belonging to the railway, having contained dangerous goods. Such carriage was performed by the railway without the conclusion of a CIM contract of carriage and was thus not subject to RID. This problem was resolved transitionally by an additional uniform rule of railways (Additional Uniform Rule No. 2, of railways, to Article 28 CIM 1980), a provision which imposes on the consignee of the preceding carriage with load certain obligations in order to guarantee safety in the subsequent carriage without load.
5. The CIM contract of carriage commences with the acceptance of the goods for transport with the consignment note and ends with the delivery of the goods. The loading and unloading activities are frequently performed outside this timeframe, particularly in the carriage of wagon loads. The typical dangers associated with the carriage of dangerous goods are thus not limited by the duration of the contract of carriage. The obligations which now ensue from RID no longer apply solely to the parties to the contract of carriage (consignor, consignee and carrier). A concrete example of this are the stipulations relating to gas return (gas compensation pipe), which create obligations for the filler and the unloader, even when the latter are not directly involved as a consignor or consignee in the contract of carriage.
6. From the legislative point of view, the RID which was in force up to 31 December 2000 was inadequate. This was because, as a general rule, it did not clearly indicate the persons to whom the various obligations applied. In the interest of safety, it was desirable to stipulate more clearly in RID itself to whom the various obligations contained in RID are applicable.
7. On the basis of a detailed presentation of the areas in which the constitution and current methodology of RID give rise to difficulties, in 1992 the Central Office conducted a survey of the Member States, seeking their opinion with regard to a possible restructuring of RID. Of a total of 20 States which responded, 17 declared themselves in favour of the restructuring proposed by the Central Office. On the basis of this result, the Committee of Experts on the Carriage of Dangerous Goods by Rail (RID Committee of Experts), in its 29th session (22 – 26 March 1993), instituted a working group under the chairmanship of Austria. In its 6th session (28 – 31 October 1996), this working group completed the 2nd reading of the basic document of 10 September 1993 compiled by its chairman in agreement with the Central Office. The result of this work, including the explanatory report on it, was submitted to the 4th General Assembly (Athens, 8 – 11 September 1997) as an information document (General Assembly) AG 4/3/3 of 1 July 1997. It was noted by the General Assembly (Final Document, No. 7.2).
8. The basic concept provided for the creation of a separate Appendix C to COTIF (= RID), this Appendix C to be composed of both a "legal" section and a "technical" annex. The Technical Annex was to be constituted in accordance with the results of the work aimed at restructuring RID/ADR in a user-friendly form.
9. The objective of the restructuring of the Technical Annexes of RID and of the European Agreement on the International Carriage of Dangerous Goods by Road (ADR) was to standardise the structure both of the provisions which are common to all modes of transport and of the provisions which are specific to the various modes of transport, in a form which facilitates users' comprehension and application of the provisions for the carriage of dangerous goods.
10. The working group ascertained that it would be necessary to provide for uniform provisions in RID and in ADR, not only with regard to the Technical Annexes, but also with regard to the legal section, particularly for the listing of the obligations of the parties involved. Since the inclusion in the actual ADR of the content of the new Appendix C to the COTIF devised by the working group would have entailed an amendment of ADR which would have required ratification, the chairman of the working group submitted appropriate proposals by Austria to the RID/ADR Joint meeting in January 1997. These proposals consisted in including in the general part of the Technical Annex, not subject to ratification, from both ADR and RID, a signifi-

cant portion of the restructured legal provisions of the future Appendix C, particularly the definitions and the provisions relating to the obligations of the involved parties. The RID/ADR Joint meeting (17 – 21 March 1997) approved, in principle, this manner of proceeding. The proposal by Austria was adapted to the legal framework of ADR and of the Convention on the Contract for the International Carriage of Goods by Road (CMR), and to the structure of the Annexes of ADR, resulting in a reediting of RID texts drafted by the working group. This approach was also supported by the European Commission because it offered the advantage of being able to include in the Appendices to the RID/ADR/ADN Framework Directive, by this means, the new, restructured legal provisions and technical provisions.

11. The problem of amending the common provisions of the general part of the Technical Annexes of RID and ADR by the simplified procedure, i.e., in the case of RID, by decision of the RID Committee of Experts, as has been the case hitherto and, for the Technical Annexes of ADR, in accordance with its Article 14, is a problem which arises in essentially the same way for the two Regulations: insofar as an amendment of these provisions by the simplified procedure is acceptable to the Member States in respect of ADR, this should also be possible in respect of the parallel provisions of RID.
12. The legal provisions of a general nature which have remained from the original draft of a new Appendix C, devised by the Working Group (General Assembly document AG 4/3.3 of 1 July 1997), were examined by the Revision Committee in the 17th session (4 May 1998). They were initially adopted on an indicative basis only, due to the fact that a quorum had not been achieved (18 of the 39 Member States of OTIF were represented). From the content point of view, these provisions represent the strict minimum for giving a legal basis to the "Technical" Annex of Appendix C.
13. In the 19th session, the Revision Committee decided, in the deliberations relating to COTIF, Basic Convention, that the RID Committee of Experts would be competent not only with regard to decisions relating to the "Technical" Annex to Appendix C, but also with regard to the proposed amendments of Appendix C itself (Report, p. 77). This is not without importance in view of Article 2 (exemptions) (see No. 3 of the remarks relating to Article 2). The text adopted by the Revision Committee nevertheless provides that one third of the States represented in the Committee may request that the proposed amendments be submitted to the General Assembly for decision (Article 33, § 5 COTIF). See also the remark in No. 19.
14. In the 20th session (1. September 1998), in the 2nd reading, the Revision Committee, with the necessary quorum, completed the deliberations concerning the new Appendix C (RID – without the "Technical" Annex).
15. Despite the agreement in principle by the RID/ADR Joint meeting in March 1997 to establish the definitions and the obligations of the different parties involved in the carriage of dangerous goods in the so-called Technical Annexes of RID and ADR (see No. 10), the texts drafted to this end by the Working Group were called into doubt many times (see the reports on the following meetings: RID/ADR Joint meeting, September 1997, Bulletin 1997, p. 336; 9th session of the Working Group, October 1997, Bulletin 1997, p. 338; 10th session of the Working Group, January 1998, Bulletin 1998, p. 41; RID/ADR Joint meeting, March 1998, Bulletin 1998, p. 80; 11th session of the Working Group, 19 May 1998, Bulletin 1998, p. 148). With the exception of just a few points which remained in abeyance, the texts in question, in the first part of the Annexes to RID and ADR, were finally adopted by the RID/ADR Joint meeting in September 1998. The points which remained in abeyance, particularly the definitive determination of the obligations of the different involved parties, were again the subject-matter of deliberations within various other working groups. All the texts, however, had still to be formally decided: with regard to RID, by the RID Committee of Experts and, with respect to ADR, by the competent body of the UNECE.

16. The restructuring of the Technical Annex for the purpose of facilitating its application by the user involved a substantial workload. Insofar as the Technical Annex includes provisions whose adoption and amendment come within the exclusive remit of the RID Committee of Experts, this work did not affect the timetable scheduled for the work within the framework of the preparation of the decisions of the 5th General Assembly. Since all the work on the restructuring of the Annex of Appendix C was not finally completed until after the 5th General Assembly, but also because of the volume of the texts of this Annex, the legal solution chosen was the same as that accepted in the revision of the CIV and CIM Conventions in 1980.
17. It was planned that the work relating to the restructuring centred on the users of the "Technical" Annex to Appendix C should be completed by the end of 1999, after a total of 15 one-week sessions of the Working Group commissioned with the restructuring, so that the date of entry into force, 1 January 2001, could be met. That was also the date planned by the UNECE for the amendments to ADR and by the IMO for the amendments to the IMDG Code.
18. The 5th General Assembly (26 May – 3 June 1999) adopted, without amendment, the texts decided by the Revision Committee (Report, p. 182/183).
19. In the context of the "plenary competence" of the RID Committee of Experts with regard to the amendments of the whole of Appendix C, confirmed by the 5th General Assembly, there was a certain interest in the suggestion by Belgium, CIT and UIC submitted to the 5th General Assembly, according to which "the questions of liability of the future RID must come within the scope of competence of the Revision Committee and not within that of the RID Committee of Experts". The Central Office had always been of the opinion that legal questions should come within the scope of competence of the Revision Committee. However, it was unable to persuade the majority of the Member States (for more details, see General Assembly document AG 5/3.16 of 1 May 1999).
20. At its 47th session (Sofia, 16 – 20 November 2009) and 48th session (Berne, 19 and 20 May 2010), the RID Committee of Experts adopted amendments to Articles 1, 3 and 5 of Appendix C. These were necessary firstly because of the accession of the Russian Federation to CO-TIF, which took effect on 1 February 2010, and secondly because of amendments to the provisions on the carriage of dangerous goods as hand luggage, registered luggage and in and on board motor vehicles (see the amendments to the Articles concerned in the Explanatory Report).

In particular

Article 1 Scope

1. The term "international" has not been defined. In any case, it is necessary that the carriage is performed on the territory of at least two Member States. Moreover, the applicability of RID does not depend on the fact of the carriage being subject or not subject to the CIM Uniform Rules (see Nos. 3-5 of the General Points).
2. In addition to the carriage proper, the scope of application also includes all the activities provided for by the Annex, particularly the operations of loading and unloading of dangerous goods. In Part 1 of the Annex, General Provisions, the term carriage is defined substantively and independently of the contract of carriage, namely, as the change of place of dangerous goods, including stops made necessary by transport conditions and including any period spent by the dangerous goods in wagons, tanks and containers made necessary by traffic conditions before, during and after the change of place. The term "carriage" also covers the intermediate temporary storage of dangerous goods in order to change the mode or means of transport (transshipment).

3. § 1, letter b) regulates, in particular, the problem of complementary carriage on maritime routes. In this context, the carriage of tank-wagons on the Baltic Sea ferries, assumes a particular importance. In every case of complementary carriage by road or by inland waterway, ADR and ADN will always apply to the transport operation with the respective mode, even if there is only one contract of carriage.
4. The IMDG Code does not currently contain any special provisions for the above-mentioned carriage of tank-wagons. The so-called "Memorandum of Understanding" contains rules concerning carriage on the Baltic Sea.
5. Insofar as the IMDG Code will not in future create special provisions for the carriage of rail wagons mentioned above – which is unlikely, at least – it is necessary to have available a legal regulation, to which the Annex of Appendix C lends itself very well. Since 1 January 2004, the IMDG Code has been a mandatory component of the 1974 International Convention for the Safety of Life at Sea (SOLAS), and hence mandatory international law. For this reason, the special provisions of RID must not be contrary to these provisions of maritime law; they could, however, complement them. Consequently, and in consideration of future maritime law in particular, the text adopted by the Revision Committee includes a reservation with regard to the provisions that are applicable to carriage with other transport modes (Report on the 20th session, 1st meeting, p. 2/3).
6. The opportunity the Member States have in accordance with the first sentence of Article 42 § 1 of COTIF 1999 to make declarations not to apply in their entirety certain Appendices to the Convention meant that it was necessary in the provisions of certain Appendices to differentiate between Member States that apply this Appendix and Member States that have made a declaration not to apply this Appendix. In Appendices F (APTU) and G (ATMF), a special term was introduced – Contracting State – which means a Member State that has not made a declaration not to apply the Appendix concerned. As the Russian Federation acceded to OTIF with effect from 1 February 2010 and made a declaration not to apply Appendix C (RID), so that RID does not apply in all the Member States of OTIF, the need also arose for RID to differentiate. Therefore, by analogy with APTU and ATMF, the term RID Contracting State was defined (see explanations on Article 1bis) and in paragraph a, Member States was replaced with RID Contracting States.
7. Only those States that have ratified the 1999 Protocol and which, for amendments to Appendix C, including the Annex to Appendix C, are vested with all rights, are considered to be RID Contracting States. However, in terms of their rights and obligations in accordance with the Annex to Appendix C, the Member States of COTIF 1980 are equivalent to the RID Contracting States up to the time at which they ratify COTIF 1999 and become RID Contracting States themselves (see 1.1.2.4 of the version of RID in force from 1 January 2015).³
8. § 2, in alignment with similar texts in ADR and ADN and in the EU's RID/ADR/ADN Framework Directive, includes the prohibition of the carriage, in international rail traffic, of dangerous goods whose carriage is prohibited by RID. This statement is in the interest of legal clarity.

Article 1bis

Definitions

This Article contains the new definition of RID Contracting State. For the justification, see N°. 6 of the remarks on Article 1.

³ Annex 2 to the final document of OTIF's 7th General Assembly (Berne, 23 and 24 November 2005) sets out the legal consequences of the entry into force of COTIF 1999 if not all States have ratified the Vilnius Protocol in due time (http://www.otif.org/fileadmin/user_upload/otif_verlinkte_files/04_recht/AG_7_PV_24.11.2005_ad02_e.pdf).

Article 2

Exemptions

1. This provision, like the analogous provision in ADN, states that the Technical Annex can make provision for certain exemptions. Such provisions are included in RID 1.1.3. According to 1.1.3, the provisions of RID do not apply to the following categories of carriage, among others:
 - a) carriage of dangerous goods performed by private individuals when the goods in question are packaged for retail sale and intended for their personal or domestic use or for their leisure or sporting activities;
 - b) carriage of machinery or equipment not specified in RID which happen to contain dangerous goods in their internal or operational equipment;
 - c) carriage undertaken by enterprises which is ancillary to their main activity, such as deliveries to or returns from building or engineering sites, or in relation to surveying, repairs and maintenance in limited quantities;
 - d) carriage undertaken by the competent authorities for the emergency response (e.g. police and fire brigade) or under their supervision;
 - e) emergency transport intended to save human lives or protect the environment, provided that all measures are taken to ensure that such transport is carried out in complete safety.
2. The Revision Committee decided not to include in the text of the present Appendix C a restrictive list of the types of carriage which can be exempted. Instead, it insisted on stipulating expressly that exemptions are admissible only if the safety of the carriage is guaranteed (Report on the 20th session, 1st meeting, pp. 3-5).

Article 3

Restrictions

1. Following the example of Article 4, § 1 of ADR and Article 6 of ADN and the analogous provisions in the RID/ADR/ADN Framework Directive of the EU, RID also stipulates that each RID Contracting State has the right to regulate or prohibit the carriage of dangerous goods by rail for reasons other than safety during carriage, insofar as this is not already provided by the provisions of the Annex.
2. For the reasons why Member State was changed to RID Contracting State, see N°. 6 of the remarks on Article 1.

Article 4

Other prescriptions

Due to the removal of the legal link between RID and the CIM Uniform Rules, the Working Group and the Revision Committee considered that it was necessary to draw express attention to the fact that, in addition to RID, the general provisions relating to carriage by rail were also applicable. A comparable provision is contained in Article 5 of ADR and Article 9 of ADN.

Article 5

Type of trains allowed. Carriage as hand luggage, registered luggage or in or on board motor vehicles

1. Since, following the decisions of the Revision Committee and the 5th General Assembly concerning the CIM Uniform Rules, the current Annex IV (RIEx) to CIM 1980 has been withdrawn, it was necessary to mention this type of carriage in the legal part of the RID, this type of transportation being subject to special provisions in RID. This relates to the carriage of small quantities of dangerous goods which may exceptionally be carried in passenger trains instead of goods trains.
2. The prohibition, contained in Article 18 of the CIV Uniform Rules 1980, on the carriage of dangerous substances and objects as luggage was closely linked to the obligation to carry, according to Article 4 of the CIV Uniform Rules 1980. In the CIV Uniform Rules 1980, the prohibition on the carriage of dangerous goods was worded in a much more general manner than is the case in the provisions of RID.
3. The carriage of dangerous goods as hand luggage, registered luggage or in or on board motor vehicles (car on train), in accordance with Article 12 of the CIV Uniform Rules in the version adopted by the 5th General Assembly, represents an exception, necessary in practice, from the obligation to carry dangerous goods solely in goods trains.
4. Article 12, § 4, in combination with Article 14 of the CIV Uniform Rules, in the version adopted by the 5th General Assembly, obliges the passenger to comply with the corresponding provisions of RID. The passenger is liable to the carrier for all damage resulting from non-compliance with this obligation (see remarks relating to Articles 12 and 53 of the CIV Uniform Rules, General Assembly document AG 5/3.4 of 15 February 1999). The problem of how best to make passengers aware of these provisions concerning dangerous goods, e.g. in the form of notices in stations or in the form of brochures, has to be distinguished from the question of how the legal provisions are drafted. A presentation which is easily understandable and generally accessible will be of particular importance.
5. Article 5 sets out the general principle according to which such carriage is permitted only when subject to the special conditions of RID. The details with regard to quantities, packagings, inscriptions, etc., as well as the special provisions for dangerous goods used in connection with a medical treatment, for example (e.g. gas cylinders) must be regulated in the Annex of RID.
6. The amendment to the heading of the Articles from on board motor vehicles to in or on board motor vehicles was made to align with the definition in Article 3 d) of CIV and Article 12 § 4 of CIV.
7. The amendments to § 1 b) were made to align with Article 12 § 4 of CIV and to make the correlation with this provision clear.
8. The new wording of § 2 was aligned with Article 12 § 4 of CIV, where the passenger is not shown as the addressee.

Article 6

Annex

This provision serves the purpose of legal clarity and allows editorial simplification (Report on the 20th session, 1st meeting, p. 7).

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Teilnehmerliste
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Belgique/Belgien/Belgium

Ms C. Bailleux

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Danmark/Dänemark/Denmark

Mr S. R. Thomsen

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Mr E. Santiago González
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