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Working Party on the Transport of Dangerous Goods
(Bern, 28 May – 1 June 2001)

GUIDELINES FOR TRANSITION PERIOD

Transmitted by CEFIC */

1. Introduction

The new restructured RID/ADR will enter into force on 1 July 2001 with an 18 month transition period allowing the use of the former RID/ADR requirements up to 1 January 2003.

The decision to adopt such an abnormally long transition period (usually limited to 6 months) was taken in view both of the extent of the redrafting and restructuring included in the new RID/ADR as well as of the late availability of the final version.

More time will be needed indeed both for the translation of this totally new version of the regulation in all European languages, for the apprenticeship of the users as well as for the amendment of the probable larger amount of errors unavoidable in the frame of such a complex process (Inf.paper No. 4 of Belgium at the last Joint Meeting illustrates well this last type of future problem).

It should not be forgotten that, once the complete version of the new RID/ADR will be available, the content will still have to be rechecked carefully by all users to detect and correct the deviations and discrepancies that may have escaped the attention of the authors of the global redrafting and that this process may not be completed for 1 July 2001.

*/ Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT/III/2001/12.

2. Proposal

To allow a full flexibility during the transition period, i.e. the implementation of any new specific requirements independently of the others.

3. Justification

The priority target for all, during this transition period, is obviously to switch as soon as feasible to the new regulation. The best way to achieve this goal is to allow a full flexibility during the transition period, i.e. the implementation of any new specific requirements independently of the others. This is absolutely necessary not only for chemical manufacturers but especially for distributors and hauliers who transport dangerous goods coming from different shippers. Such a flexibility approach will in no way be detrimental to safety.

A more rigid approach, consisting in allowing only the use of either the entirety of the new or the entirety of the old requirements, will be detrimental to the above-mentioned target and would favour postponing the application of the new regulation at the latest.
