



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.15/AC.1/94/Add.1
10 November 2003

ENGLISH
ORIGINAL : ENGLISH AND FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods

REPORT OF THE SESSION*

held in Geneva from 1 to 10 September 2003 and in Bonn from 13 to 17 October 2003

Addendum 1

Annex 1 (cont'd.)

Proposals of amendments of RID/ADR/ADN adopted by the Joint Meeting in 2003 (cont'd.)

Proposals of amendments to Part 1 of RID/ADR/ADN

* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2003-B/Add.1.

The amendment concerning abbreviations "TI" et "CSI" does not apply to the English version.

PART 1

Chapter 1.1

1.1.3.2 f) Amend as follows:
"uncleaned empty static pressure tanks which are carried, on condition that all openings with the exception of pressure relief devices (when fitted) are hermetically closed; and"

1.1.3.6.2 (ADR) Add a new indent, at the end, to read as follows: "- Chapter 1.10."

1.1.3.6.3 In transport category 0, under Class 4.3, replace ", 3148 and 3207" with "and 3148".
In transport category 0, under Class 6.2, delete "(risk groups 3 and 4)".
In transport category 0, under Class 9, add "and 3432" after "3152".
In transport category 2, delete the entry for Class 6.2.

In transport category 0, column 2, amend the end of the sentence, to read: "... and empty uncleaned packagings, except those classified under UN No. 2908, having contained substances classified in this transport category."

Chapter 1.2

1.2.1 Amend the definition of "Hermetically closed tank" as follows:
"*Hermetically closed tank*" means a tank intended for the carriage of liquid substances with a calculation pressure of at least 4 bar or intended for the carriage of substances in the solid state (powdery or granular) regardless of its calculation pressure, whose openings are hermetically closed and which:

- is not equipped with safety valves, bursting discs, other similar safety devices or vacuum valves [or with self-operating ventilation valves] [RID only], or
- is not equipped with safety valves, bursting discs or other similar safety devices, but is equipped with vacuum valves [or with self-operating ventilation valves] [RID only], as allowed by special provision TE15 of 6.8.4; or
- is equipped with safety valves preceded by a bursting disc according to 6.8.2.2.10, but is not equipped with vacuum valves [or with self-operating ventilation valves] [RID only]; or
- is equipped with safety valves preceded by a bursting disc according to 6.8.2.2.10 and vacuum valves [or self-operating ventilation valves] [RID only], as allowed by an applicable special provision of 6.8.4."

In the definition of "*Manual of Tests and Criteria*", replace "third" with "fourth" and "Rev.3" with "Rev.4" and delete "as amended by document ST/SG/AC.10/11/Rev.3/Amend.1".

In the definition of "*Maximum working pressure*", add a new sentence between the wording "opening pressure of such safety valves" and the brackets to read: "This

requirement does not apply to tanks for the carriage of compressed, liquefied or dissolved gases of Class 2".

Additional Amendment: Move the text in brackets to a new line.

The NOTE to the definition for "*Maximum working pressure*" becomes **NOTE 1**. Insert a new **NOTE 2** as follows: "**NOTE 2**: For closed cryogenic receptacle, see NOTE to 6.2.1.3.3.5."

In the definition of "*portable tank*", replace the words "having a capacity of more than 450 litres" with "having, when used for the carriage of Class 2 substances, a capacity of more than 450 litres".

In the definition of "*tank-container*", insert, at the end, before "having a capacity" the words ", when used for the carriage of Class 2 substances".

In the definition of "*UN Model Regulations*", replace "twelfth" with "thirteenth" and "ST/SG/AC.10/1/Rev.12" with "ST/SG/AC.10/1/Rev.13".

Insert a new definition for "*Routine maintenance of flexible IBCs*" under "*Intermediate Bulk Containers (IBCs)*", after "*Repaired IBCs*" as follows:

"*Routine maintenance of flexible IBCs* means the routine performance on plastics or textile flexible IBCs of operations, such as:

- (a) Cleaning; or
- (b) Replacement of non-integral components, such as non-integral liners and closure ties, with components conforming to the original manufacturer's specification;

provided that these operations do not adversely affect the containment function of the flexible IBC or alter the design type."

Replace "*Routine maintenance of IBCs*" with "*Routine maintenance of rigid IBCs*".

For "*Routine maintenance of IBC*", replace "*of IBC*" with "*of flexible IBCs*" and add the following new reference in alphabetical order: "*Routine maintenance of rigid IBCs*", see "*Intermediate Bulk Container (IBC)*";".

In the definition of "*Repaired IBCs*", insert the word "rigid" before "IBCs" in the last but one sentence and add the following sentence at the end of the existing text: "Flexible IBCs are not repairable unless approved by the competent authority."

Insert the following new definitions:

"*Bulk containers* means containment systems (including any liner or coating) intended for the carriage of solid substances which are in direct contact with the containment system. Packagings, intermediate bulk containers (IBCs), large packagings and tanks are not included.

Bulk containers are:

- of a permanent character and accordingly strong enough to be suitable for repeated use;
- specially designed to facilitate the carriage of goods by one or more modes of carriage without intermediate reloading;
- fitted with devices permitting its ready handling;
- of a capacity of not less than 1.0 m³.

Examples of bulk containers are containers, offshore bulk containers, skips, bulk bins, swap bodies, trough-shaped containers, roller containers, load compartments of wagons/vehicles.

Offshore bulk container means a bulk container specially designed for repeated use for carriage of dangerous goods to, from and between offshore facilities. An offshore bulk container is designed and constructed in accordance with the guidelines for the approval of offshore containers handled in open seas specified by the International Maritime Organization (IMO) in document MSC/Circ.860.

GHS means the Globally Harmonized System of Classification and Labelling of Chemicals, published by the United Nations as document ST/SG/AC.10/30."

Chapter 1.3

- 1.3.1 Add the following sentence at the end: "Training requirements specific to security of dangerous goods in Chapter 1.10 shall also be addressed."

Chapter 1.4

- 1.4.2 Add a note under the title to read as follows:
"NOTE For radioactive material see also 1.7.6."

Chapter 1.6

- 1.6.1 Add the following transitional measures:

"1.6.1.6 Intermediate bulk containers (IBCs) manufactured before 1 January 2003 in accordance with the requirements of marginal 1612 (1) [RID] / 3612 (1) [ADR] / 3612 (1) of ADR [ADN] applicable up to 31 December 2002 and which do not comply with the prescriptions regarding to the height of letters, numerals and symbols of 6.5.2.1.1 applicable as from 1 July 2001 may be used."

"1.6.1.7 Existing orange-coloured plates that meet the requirements of sub-section 5.3.2.2 applicable up to 31 December 2004 may still be used."

- 1.6.3 and 1.6.4 Insert the following new transitional measures:

"1.6.3.21 (ADR) Tank-vehicles constructed before 1 January 2003 in accordance with the requirements applicable up to 30 June 2001, which comply with the requirements of

6.8.2.2.10 but are not equipped with a pressure gauge or another suitable indicator, shall nevertheless be considered as being hermetically closed until the next periodic inspection according to 6.8.2.4.2 and not later than 31 December 2008."

"1.6.3.22 (ADR) Vacuum-operated waste fixed tanks and demountable tanks constructed before 1 January 2005, conform to the requirements of 6.10.3.9 applicable as from 1 January 2003, may still be used."

As a consequence, renumber existing sub-section 1.6.3.21 of ADR.

"1.6.3.25 (RID) Tanks-wagons constructed before 1 January 2003 in accordance with the requirements applicable up to 30 June 2001, which comply with the requirements of 6.8.2.2.10 but are not equipped with a pressure gauge or another suitable indicator, shall nevertheless be considered as being hermetically closed until the next periodic inspection according to 6.8.2.4.2 and not later than 31 December 2010."

"1.6.4.14 (ADR)
and 1.6.4.15 (RID) Tank-containers constructed before 1 January 2003 in accordance with the requirements applicable up to 30 June 2001, which comply with the requirements of 6.8.2.2.10 but are not equipped with a pressure gauge or another suitable indicator, shall nevertheless be considered as being hermetically closed until the next periodic inspection according to 6.8.2.4.2 and not later than 31 December 2007."

"1.6.4.15 (ADR)
and 1.6.4.16 (RID) Vacuum-operated waste tank-containers constructed before 1 January 2005, conform to the requirements of 6.10.3.9 applicable as from 1 January 2003, may still be used."

Chapter 1.7

1.7.6 Add a new section to read as follows:

"1.7.6 Non-compliance

1.7.6.1 In the event of a non-compliance with any limit in RID/ADR/ADN applicable to radiation level or contamination,

- (a) the consignor shall be informed of the non-compliance
 - (i) by the carrier if the non-compliance is identified during carriage; or
 - (ii) by the consignee if the non-compliance is identified at receipt;
- (b) the carrier, consignor or consignee, as appropriate shall:
 - (i) take immediate steps to mitigate the consequences of the non-compliance;
 - (ii) investigate the non-compliance and its causes, circumstances and consequences;

- (iii) take appropriate action to remedy the causes and circumstances that led to the non-compliance and to prevent a recurrence of similar circumstances that led to the non-compliance; and
 - (iv) communicate to the competent authority(ies) on the causes of the non-compliance and on corrective or preventive actions taken or to be taken; and
- (c) the communication of the non-compliance to the consignor and competent authority(ies), respectively, shall be made as soon as practicable and it shall be immediate whenever an emergency exposure situation has developed or is developing."

Chapter 1.8

1.8.1.1 Amend the end of the first sentence to read as follows: "...the carriage of dangerous goods including the requirements of 1.10.1.5 have been met."

1.8.3.3 Add a new indent, at the end, to read as follows:
"- the existence of the security plan indicated in 1.10.3.2."

1.8.3.16 Amend to read as follows:

"1.8.3.16 *Validity and renewal of certificates*

1.8.3.16.1 The certificate shall be valid for five years. The period of the validity of a certificate shall be extended from the date of its expiry for five years at a time where, during the year before its expiry, its holder has passed an examination. The examination shall be approved by the competent authority.

1.8.3.16.2 The aim of the examination is to ascertain that the holder has the necessary knowledge to carry out the duties set out at 1.8.3.3. The knowledge required is set out at 1.8.3.11 (b) and shall include the amendments to the regulations introduced since the award of the last certificate. The examination shall be held and supervised on the same basis as in 1.8.3.10 and 1.8.3.12 to 1.8.3.14. However, the holders need not to undertake the case study specified in 1.8.3.12 (b)."

Chapter 1.10

(RID only) Renumber Chapter 1.10 as 1.11. As a consequence, replace "1.10" with "1.11" in 1.4.3.6.

(ADN only) Renumber Chapter 1.10 as 1.12. As a consequence, replace "1.10" with "1.12" in the definition of "Classification society (recognized)" in 1.2.1.

Insert a new Chapter 1.10 to read as follows, and amend the table of contents accordingly:

"CHAPTER 1.10

SECURITY PROVISIONS

1.10.1 General provisions

- 1.10.1.1 All persons engaged in the carriage of dangerous goods shall consider the security requirements for the carriage of dangerous goods set out in this Chapter commensurate with their responsibilities.
- 1.10.1.2 Dangerous goods shall only be offered for carriage to carriers that have been appropriately identified.
- 1.10.1.3 Areas within temporary storage terminals, temporary storage sites, vehicle depots, berthing areas and marshalling yards used for the temporary storage during carriage of dangerous goods shall be properly secured, well lit and, where possible and appropriate, not accessible to the general public.
- 1.10.1.4 Each crew member of a [train/vehicle/vessel] carrying dangerous goods shall carry with them means of identification, which includes their photograph, during carriage.
- 1.10.1.5 Safety inspections in accordance with 1.8.1 [*ADR only*: and 7.5.1.1] shall cover appropriate security measures.

1.10.2 Security training

- 1.10.2.1 The training and the refresher training specified in Chapter 1.3 shall also include elements of security awareness. The security refresher training need not to be linked to regulatory changes only.
- 1.10.2.2 Security awareness training shall address the nature of security risks, recognising security risks, methods to address and reduce such risks and actions to be taken in the event of a security breach. It shall include awareness of security plans (if appropriate) commensurate with the responsibilities and duties of individuals and their part in implementing security plans.

1.10.3 Provisions for high consequence dangerous goods

- 1.10.3.1 "High consequence dangerous goods" are those which have the potential for misuse in a terrorist incident and which may, as a result, produce serious consequences such as mass casualties or mass destruction. The list of high consequence dangerous goods is provided in Table 1.10.1.

1.10.3.2 Security plans

- 1.10.3.2.1 Carriers, consignors and other participants specified in 1.4.2 and 1.4.3 engaged in the carriage of high consequence dangerous goods (see Table 1.10.1) shall adopt, implement and comply with a security plan that addresses at least the elements specified in 1.10.3.2.2.

1.10.3.2.2 The security plan shall comprise at least the following elements:

- (a) specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities;
- (b) records of dangerous goods or types of dangerous goods concerned;
- (c) review of current operations and assessment of security risks, including any stops necessary to the transport operation, the keeping of dangerous goods in the [wagon/vehicle/vessel], tank or container before, during and after the journey and the temporary storage of dangerous goods during the course of intermodal transfer or transshipment between units;
- (d) clear statement of measures that are to be taken to reduce security risks, commensurate with the responsibilities and duties of the participant, including:
 - training;
 - security policies (e.g. response to higher threat conditions, new employee/employment verification, etc.);
 - operating practices (e.g. choice/use of routes where known, access to dangerous goods in temporary storage (as defined in (c)), proximity to vulnerable infrastructure etc.);
 - equipment and resources that are to be used to reduce security risks;
- (e) effective and up to date procedures for reporting and dealing with security threats, breaches of security or security incidents;
- (f) procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;
- (g) measures to ensure the physical security of transport information contained in the security plan; and
- (h) measures to ensure that the distribution of information relating to the transport operation contained in the security plan is limited to those who need to have it. Such measures shall not preclude the provision of information required elsewhere in RID/ADR/ADN.

NOTE: *Carriers, consignors and consignees should co-operate with each other and with competent authorities to exchange threat information, apply appropriate security measures and respond to security incidents.*

1.10.3.3 Devices, equipment or arrangements to prevent the theft of the [train or wagon/vehicle/vessel] carrying high consequence dangerous goods (see Table 1.10.1) or its cargo, shall be applied and measures taken to ensure that these are operational and effective at all times. The application of these protective measures shall not jeopardize emergency response.

NOTE: When appropriate and already fitted, the use of transport telemetry or other tracking methods or devices should be used to monitor the movement of high consequence dangerous goods (see Table 1.10.1).

1.10.4 (RID) Provisions in 1.10.1, 1.10.2 and 1.10.3 do not apply when the quantities in each wagon or large container are not greater than those referred to in 1.1.3.6.

1.10.4 (ADN) Provisions in 1.10.1, 1.10.2 and 1.10.3 do not apply when the quantities in each cargo transport unit are not greater than those referred to in sub-section 1.1.3.6 of RID or ADR.

Table 1.10.1: LIST OF HIGH CONSEQUENCE DANGEROUS GOODS

High consequence dangerous goods are those listed in the table below and carried in quantities greater than those indicated therein.

Class	Division	Substance or article	Quantity		
			Tank (l)	Bulk (kg)	Packages (kg)
1	1.1	Explosives	a	a	0
	1.2	Explosives	a	a	0
	1.3	Compatibility group C explosives	a	a	0
	1.5	Explosives	0	a	0
2		Flammable gases (classification code F)	3000	a	b
		Toxic gases (classification codes including letters T, TF, TC, TO, TFC or TOC) (excluding aerosols)	0	a	0
3		Flammable liquids of packing groups I and II	3000	a	b
		Desensitized explosives	a	a	0
4.1		Desensitized explosives	a	a	0
4.2		Packing group I substances	3000	a	b
4.3		Packing group I substances	3000	a	b
5.1		Oxidizing liquids of packing group I	3000	a	b
		Perchlorates, ammonium nitrate and ammonium nitrate fertilizers	3000	3000	b
6.1		Toxic substances of packing group I	0	a	0
6.2		Infectious substances of Category A	a	a	0
7		Radioactive material	3000 A ₁ (special form) or 3000 A ₂ , as applicable, in Type B or Type C packages		
8		Corrosive substances of packing group I	3000	a	b

^a Not relevant.

^b The provisions of 1.10.3 do not apply, whatever the quantity is.

NOTE: For purposes of non-proliferation of nuclear material the Convention on Physical Protection of Nuclear Material applies to international transport supported by IAEA INFCIRC/225(Rev.4).".