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**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  
(Bern, 7-11 March 2005)

**NEW PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN**

**Sub-section 1.1.3.1 (d): Carriage undertaken by the emergency services**

**Transmitted by the Government of Austria\***

The secretariat has received from the Central Office for International Carriage by Rail (OCTI) the proposal reproduced below.

**SUMMARY**

<b>Executive summary:</b>	In accordance with sub-section 1.1.3.1 (d) of RID/ADN, a general exemption exists for the carriage of dangerous goods undertaken by the emergency services or supervised by them. The corresponding provision of 1.1.3.1 (d) in ADR refers on the contrary to vehicles “which have been involved in accidents or have broken down”. It would be advisable to have the same rule for all three transport modes, referring to the real requirement.
<b>Action to be taken:</b>	Creation of identical rules in RID/ADR/ADN.
<b>Related documents:</b>	None.

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\* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/205/6.

Sub-section 1.1.3.1 (d) of RID and ADN reads as follows:

“(The provisions laid down in RID/ADN do not apply to:)

the carriage undertaken by, or under the supervision of, the emergency services;”.

Sub-section 1.1.3.1 (d) of ADR reads as follows:

“(The provisions laid down in ADR do not apply to:)

the carriage undertaken by, or under the supervision of, the emergency services, in particular by breakdown vehicles carrying vehicles which have been involved in accidents or have broken down and contain dangerous goods;”.

It is a fact that the scope of the two provisions partially overlaps and partially goes further than the other provision.

It would seem appropriate to bring them into line for the following reasons:

1. In ADR, there should also be an exemption for all carriage undertaken by the emergency services or under their supervision, since such carriage may take place on the basis of the special structures of the emergency services (personnel, equipment, internal rules, State supervision, etc.) under safety conditions which do not exist for other types of carriage.
2. This exemption should, however, relate to the real requirement for all transport modes, namely, carriage that is necessary in correlation with the emergency response, including carriage to establish or restore the availability of the emergency services.

### **Proposal**

**1.1.3.1 (d) RID/ADR/ADN:** Read:

“(d) the carriage undertaken by or under the supervision/control of the emergency services, insofar as such carriage is necessary in correlation with the emergency response, including carriage to establish or restore the availability of the emergency services;”.

Safety: No problem.

Feasibility: No problem.

Transitional measure: Unnecessary.

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