



Economic and Social Council

Distr.: General
6 January 2011

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

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

Bern, 21-25 March 2011

Item 2 of the provisional agenda

Tanks

Further use of fittings; use of tank equipment according to standards

Proposal transmitted by the International Union of Private Wagons (UIP)^{1, 2}

Background

1. Standards EN 14432 and EN 14433 concerning tank equipment regulated by RID/ADR for mandatory use as from 1 January 2011 do not define any substantially new construction requirements, but describe in detail the already existing requirements for fittings mentioned in the RID/ADR. The aim is to implement a uniform practice for Europe. In addition to substantial requirements, these standards specify the testing program of the design type examination and the testing program for serial tests. Furthermore, it is declared that fittings that conform to these standards have to be marked (i.e. stamped) with the standard.

¹ In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para.106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2011/24.

Proposal

2. Add the following new transitional provisions to Sections 1.6.3 and 1.6.4:
 - "1.6.3.x Valves (alternatively: "equipment") built before 1 January 2011 in accordance with the requirements in force up to 31 December 2010, but which do not, however, conform to the standard EN 14432 or EN 14433 applicable as from 1 January 2011 (see 6.8.2.6), may also be used in tank-wagons/tank-vehicles constructed after 1 January 2011.
 - 1.6.4.y Valves (alternatively: "equipment") built before 1 January 2011 in accordance with the requirements in force up to 31 December 2010, but which do not, however, conform to the standard EN 14432 or EN 14433 applicable as from 1 January 2011 (see 6.8.2.6), may also be used in tank-containers constructed after 1 January 2011."

Justification

3. In maintenance however, the categorical demand for tank equipment according to EN 14432 or EN 14433 results in the problem of double storage of fittings basically identical in construction.
 4. Since this more formal item does not lead to more safety – all the parts of equipment already in use do comply with the requirements of RID/ADR – UIP suggests the adoption of a transitional measure, allowing further use of fittings that were not built according to a European standard.
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