

**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**

Geneva, 15–25 September 2015

Item 3 (b) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN:
new proposals****Exemption under 1.1.3.3****Transmitted by the Government of Switzerland^{1,2}***Summary*

Executive summary:	The English version of 1.1.3.3 of RID/ADR establishes an exemption for liquid fuels (“ <i>combustibles</i> ” in French), whereas the French and German versions refer to liquid motor fuels (“ <i>carburants</i> ” in French).
Action to be taken:	In the French and (for RID) German versions of 1.1.3.3, replace the term “ <i>carburant</i> ” (motor fuel) with “ <i>combustible</i> ” (fuel).
Related documents:	ECE/TRANS/WP.15/AC.1/2014/38; ECE/TRANS/WP.15/AC.1/136, paras. 41 and 42; ST/SG/AC.10/42/Add.1

¹ In accordance with the programme of work of the Inland Transport Committee for 2014–2015 (ECE/TRANS/240, para. 100; ECE/TRANS/2014/23, cluster 9, para. 9.2).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2015/40.



I. Introduction

1. The principle set out in ECE/TRANS/WP.15/AC.1/2014/38, submitted in September 2014, was supported by the Joint Meeting, which agreed with the Government of Switzerland that the exemptions under 1.1.3.3 should not be restricted, in the French, to “*carburants*” (motor fuels) (which by definition power internal combustion engines) and should cover other liquid fuels used to operate equipment other than internal combustion engines. The proposal to replace the term “*carburant*” with “*combustible*” in the French version of subsection 1.1.3.3 of RID/ADR was nonetheless not adopted, pending the decisions to be made by the United Nations Sub-Committee of Experts in December 2014 (ECE/TRANS/WP.15/AC.1/136, paras. 41 and 42).

2. The amendments adopted by the United Nations Sub-Committee of Experts (ST/SG/AC.10/42/Add.1) and also proposed by the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods in May 2015 (ECE/TRANS/WP.15/AC.1/2015/23/Add.1) have no impact on the exemption under 1.1.3.3. The entry for UN No. 3166 will still be eligible for the existing exemption in RID/ADR/ADN. Consequently, we wish to resubmit our proposal.

3. As a reminder, 1.1.3.3 (a) applies to the fuel (“*carburant*” in French) contained in the tanks of a vehicle performing a transport operation and destined for its propulsion or for the operation of any of its equipment used or intended for use during carriage.

4. However, the term “*carburant*” used in the French version of subsection 1.1.3.3 is restrictive, since it refers to internal combustion engines. For some equipment — heaters, for instance — the proper term in French is “*combustible*”, which is, incidentally, the term used in French in the current version of special provision 363 (“*Cette rubrique s’applique également aux combustibles liquides autres que ceux exemptés en vertu du 1.1.3.3*”).

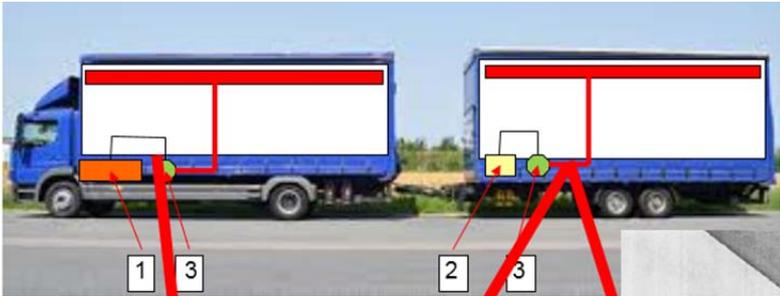
5. To illustrate this issue, we present in the annex an example of a heating system intended to prevent snow and ice from accumulating on the roof of a vehicle.

II. Proposal

6. (This proposal does not apply to the English version.) In the French version of 1.1.3.3, replace “*carburants*” with “*combustibles*” in the title and “*carburant*” with “*combustible*” each time it appears in the text (five times in RID, nine times in ADR).

Annex

Example of a heating system for the vehicle sheets



- 1. Fuel for towing vehicle
 - No external use, use only during carriage
 - Vehicle tank for propulsion and use of resultant heat for heating
 - ADR does not provide for this combination of uses
- 2. Trailer heating tank
 - No external use, use only during carriage
 - Diesel, but used only as heating fuel, not as motor fuel
 - 25-litre tank
- 3. Heater

