

## **Economic Commission for Europe**

### **Inland Transport Committee**

**Working Party on the Transport of Dangerous Goods**

**19 June 2015**

**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 amendment to RID/ADR/ADN:  
new proposals**

### **Excerpt of sub-section 1.4.2.2 of RID/ADR/ADN as amended in ECE/TRANS/WP.15/AC.1/2015/34**

#### **Transmitted by the Government of Romania**

1. The Romanian delegation provides below sub-section 1.4.2.2 of RID/ADR/ADN as amended in **ECE/TRANS/WP.15/AC.1/2015/34**.
2. Stricken out text is to be replaced and new text is underlined. Red is used for deleted text and green to enhance visibility of proposed amendments. Any other colours or signs are used for orientation purposes only.

**Excerpt of the Sub-section 1.4.2.2 Carrier containing the proposed amendments**

RID	ADR	ADN
<p><b>1.4.2.2.1</b> In the context of 1.4.1, the carrier who takes over the dangerous goods at the point of departure shall in particular:</p> <p>(a) ascertain that the dangerous goods to be carried are authorized for carriage in accordance with RID;</p> <p>(b) ascertain that all information prescribed in RID related to the dangerous goods to be carried has been provided by the consignor before carriage, that the prescribed documentation is attached to the transport document or if electronic data processing (EDP) or if electronic data interchange (EDI) techniques are used instead of paper documentation, that data is available during transport in a manner at least equivalent to that of paper documentation;</p> <p>(c) ascertain <del>visually</del> that the wagons, <u>the container</u> and loads have no obvious defects, leakages or cracks, <u>missing equipment</u>, etc.;</p> <p>(d) ascertain that the deadline for the next test for tank-wagons, battery-wagons, wagons with demountable tanks, portable tanks, tank-containers and</p>	<p>1.4.2.2.1 In the context of 1.4.1, <u>where appropriate</u>, the carrier shall in particular:</p> <p>(a) Ascertain that the dangerous goods to be carried are authorized for carriage in accordance with ADR;</p> <p>(b) Ascertain that all information prescribed in ADR related to the dangerous goods to be carried has been provided by the consignor before carriage, that the prescribed documentation is on board the <u>transport unit</u> or if electronic data processing (EDP) or if electronic data interchange (EDI) techniques are used instead of paper documentation, that data is available during transport in a manner at least equivalent to that of paper documentation;</p> <p>(c) <u>Ascertain visually</u> that the <del>vehicles</del> <u>transport unit, the container</u> and loads have no obvious defects, leakages or cracks, <u>missing equipment (including fire-fighting equipment)</u>, etc.;</p> <p><u><i>NOTE: The deadline for the next inspection of the fire-fighting equipment prescribed in ADR shall not have expired during carriage.</i></u></p> <p>(d) Ascertain that the deadline for the next test for tank-vehicles, battery-vehicles, demountable tanks, portable tanks, tank-containers and MEGCs has not expired;</p> <p><b>NOTE:</b> <i>Tanks, battery-vehicles and</i></p>	<p>1.4.2.2.1 In the context of 1.4.1, <u>where appropriate</u>, the carrier shall in particular:</p> <p>(a) ascertain that the dangerous goods to be carried are authorized for carriage in accordance with ADN;</p> <p>(b) ascertain that all information prescribed in ADN related to the dangerous goods to be carried has been provided by the consignor before carriage, that the prescribed documentation is on board the vessel or if electronic data processing (EDP) or electronic data interchange (EDI) techniques are used instead of paper documentation, that data is available during transport in a manner at least equivalent to that of paper documentation;</p> <p>(c) ascertain <del>visually</del> that the vessels, <u>the container</u> and loads have no obvious defects, leakages or cracks, <u>missing equipment (including fire-fighting equipment)</u>, etc.;</p> <p><u><i>NOTE: The deadline for the next inspection of the fire-fighting equipment prescribed in ADN shall not have expired during carriage.</i></u></p> <p>(d) ascertain that a second means of evacuation in the event of an emergency from the vessel side is available, when the landside installation is not equipped with a second necessary means of evacuation;</p> <p><b>NOTE:</b> <i>Before loading and unloading, the</i></p>

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<p>MEGCs has not expired;</p> <p><b>NOTE:</b> Tanks, battery-wagons and MEGCs may however be carried after the expiry of this deadline under the conditions of 4.1.6.10 (in the case of battery-wagons and MEGCs containing pressure receptacles as elements), 4.2.4.4, 4.3.2.4.4, 6.7.2.19.6, 6.7.3.15.6 or 6.7.4.14.6.</p> <p>(e) verify that the wagons are not overloaded;</p> <p>(f) ascertain that the placards and markings prescribed for the wagons have been affixed;</p> <p>(g) <del>ascertain that the equipment prescribed in the instructions in writing is in the driver's cab</del> <u>ascertain that the instructions in writing as prescribed in RID are in the driver's cab;</u></p> <p>(h) <del>(Reserved)</del> <u>ascertain that the equipment prescribed in the instructions in writing is in the driver's cab;</u></p> <p>(hi) <i>(Reserved)</i></p> <p>(ij) <i>(Reserved)</i></p>	<p><i>MEGCs may however be carried after the expiry of this deadline under the conditions of 4.1.6.10 (in the case of battery-vehicles and MEGCs containing pressure receptacles as elements), 4.2.4.4, 4.3.2.4.4, 6.7.2.19.6, 6.7.3.15.6 or 6.7.4.14.6.</i></p> <p>(e) Verify that the vehicles are not overloaded;</p> <p>(f) Ascertain that the placards and markings prescribed for the vehicles have been affixed;</p> <p>(g) <del>ascertain that the equipment prescribed in ADR is on board the vehicle</del> <u>Ascertain that the instructions in writing as prescribed in ADR are on board the transport unit;</u></p> <p>(h) <del>(Reserved)</del> <u>Ascertain that the equipment prescribed in the instructions in writing according to ADR for the vehicle, vehicle crew and certain classes is on board the vehicle transport unit;</u></p> <p>(hi) <i>(Reserved)</i></p> <p>(ij) <i>(Reserved)</i></p> <p>(jk) <i>(Reserved)</i></p>	<p><i>carrier shall consult the administration of the landside installation on the availability of means of evacuation.</i></p> <p>(e) verify that the vessels are not overloaded;</p> <p>(f) <i>(Reserved)</i>;</p> <p>(g) <del>Provide the master with the required instructions in writing and ascertain that the prescribed equipment is on board the vessel</del> <u>ascertain that the instructions in writing as prescribed in ADN are on board the vessel;</u></p> <p>(h) <u>ascertain that the equipment prescribed in the instructions in writing according to ADN is on board the vessel;</u></p> <p>(hi) ascertain that the marking requirements for the vessel have been met;</p> <p>(ij) ascertain that during loading, carriage, unloading and any other handling of the dangerous goods in the holds or cargo tanks, special requirements are complied with;</p> <p>(jk) ascertain that the vessel substance list in accordance with 1.16.1.2.5 complies with Table C of chapter 3.2 including the modifications made to it.</p> <p>Where appropriate, this shall be done on the basis of the transport documents and accompanying documents, by a visual inspection of the vessel or the containers and, where appropriate, the load.</p>

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<p>(j) <i>(Reserved)</i>.</p> <p>Where appropriate, this shall be done on the basis of the transport documents and accompanying documents, by a visual inspection of the wagon or the containers and, where appropriate, the load.</p> <p>The requirements of this paragraph are considered to have been complied with if Section 512 of UIC leaflet 471-3 O ("Inspections of dangerous goods consignments") is applied.</p> <p><b>1.4.2.2.2</b> The carrier may, however, in the case of 1.4.2.2.1 (a), (b), (d), (e) and (f), rely on information and data made available to him by other participants.</p> <p><b>1.4.2.2.3</b> If the carrier observes an infringement of the requirements of RID, in accordance with 1.4.2.2.1, he shall not forward the consignment until the matter has been rectified.</p> <p><b>1.4.2.2.4</b> If, during the journey, an infringement which could jeopardize the safety of the operation is observed, the consignment shall be halted as soon as possible bearing in mind the requirements of traffic safety, of the safe immobilisation of the consignment, and of public safety.</p>	<p>Where appropriate, this shall be done on the basis of the transport documents and accompanying documents, by a visual inspection of the <del>vehicle</del> transport unit or the containers and, where appropriate, the load.</p> <p>1.4.2.2.2 The carrier may, however, in the case of 1.4.2.2.1 (a), (b), (e) and (f), rely on information and data made available to him by other participants.</p> <p>1.4.2.2.3 If the carrier observes an infringement of the requirements of ADR, in accordance with 1.4.2.2.1, he shall not forward the consignment until the matter has been rectified.</p> <p>1.4.2.2.4 If, during the journey, an infringement which could jeopardize the safety of the operation is observed, the consignment shall be halted as soon as possible bearing in mind the requirements of traffic safety, of the safe immobilisation of the consignment, and of public safety.</p> <p>The transport operation may only be continued once the consignment complies with applicable regulations. The competent authority(ies) concerned by the rest of the journey may grant an authorization to pursue the transport</p>	<p>1.4.2.2.2 The carrier may, however, in the case of 1.4.2.2.1 (a) and (b), rely on information and data made available to him by other participants.</p> <p>1.4.2.2.3 If the carrier observes an infringement of the requirements of ADN, in accordance with 1.4.2.2.1, he shall not forward the consignment until the matter has been rectified.</p> <p>1.4.2.2.4 <i>(Reserved)</i></p>

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<p>The transport operation may only be continued once the consignment complies with applicable regulations. The competent authority(ies) concerned by the rest of the journey may grant an authorization to pursue the transport operation.</p> <p>In case the required compliance cannot be achieved and no authorization is granted for the rest of the journey, the competent authority(ies) shall provide the carrier with the necessary administrative assistance. The same shall apply in case the carrier informs this/these competent authority(ies) that the dangerous nature of the goods carried was not communicated to him by the consignor and that he wishes, by virtue of the law applicable in particular to the contract of carriage, to unload, destroy or render the goods harmless.</p> <p><b>1.4.2.2.5</b> The carrier shall ensure that the manager of the railway infrastructure being used is able to obtain at any time during carriage rapid and unrestricted access to the information allowing him to meet the requirements of 1.4.3.6 (b). <b>NOTE:</b> The arrangements by which the data are provided shall be laid down in the rules for using the railway infrastructure.</p> <p><del>1.4.2.2.6 The carrier shall provide the driver with the instructions in writing as prescribed in 5.4.3.</del></p>	<p>operation.</p> <p>In case the required compliance cannot be achieved and no authorization is granted for the rest of the journey, the competent authority(ies) shall provide the carrier with the necessary administrative assistance. The same shall apply in case the carrier informs this/these competent authority(ies) that the dangerous nature of the goods carried was not communicated to him by the consignor and that he wishes, by virtue of the law applicable in particular to the contract of carriage, to unload, destroy or render the goods harmless.</p> <p>1.4.2.2.5 (<i>Reserved</i>)</p> <p><del>1.4.2.2.6 — The carrier shall provide the vehicle crew with the instructions in writing as prescribed in ADR.</del></p>	<p>1.4.2.2.5 (<i>Reserved</i>)</p>