



# Economic and Social Council

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## 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, 19–29 September 2017

Item 5 (b) of the provisional agenda

##### Proposals for amendments to RID/ADR/ADN: new proposals

### 1.1.3.6.3 – Clarification of “gross mass”

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

#### *Summary*

<b>Executive summary:</b>	The aim of this proposal is to clarify the meaning of “For articles, gross mass” in 1.1.3.6.3 RID/ADR
<b>Action to be taken:</b>	Interpretation and potential improvement of 1.1.3.6.3 RID/ADR

## Introduction

1. The text after the table in 1.1.3.6.3 of RID/ADR states that "maximum total quantity per transport unit" in the table „means:

- For articles, gross mass in kilograms“ „(for articles of Class 1, net mass in kilograms of the explosive substance;

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\* In accordance with the programme of work of the Inland Transport Committee for 2016-2017, (ECE/TRANS/2016/28/Add.1 (9.2)).

\*\* Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2017/37.

for dangerous goods in machinery and equipment specified in this Annex, the total quantity of dangerous goods contained therein in kilograms or litres as appropriate);

- For solids, liquefied gases, refrigerated liquefied gases and dissolved gases, net mass in kilograms;
- For liquids, the total quantity of dangerous goods contained in litres;
- For compressed gases, adsorbed gases and chemicals under pressure, the water capacity of the receptacle in litres.“

2. In general and also in RID and ADR gross mass means the sum of net mass and tare mass (see e.g. the definitions of „package“ in combination with „mass of package“ or of "Maximum permissible gross mass" in 1.2 and 6.7).

3. In 1.1.3.6.3 the tare mass is neglected in most of the cases. Only for articles (which do not belong to class 1 and are not machinery or equipment) the gross mass is relevant.

4. This leads to the interpretation that not the correct terminus technicus of „gross mass“ is meant but the total mass of the article alone, consisting of the dangerous goods and their containment (see also SP 636 b), P 903 (2), P 909 (4)).

5. Austria asks the Joint Meeting for its intention for using „gross mass“ in 1.1.3.6.3 and proposes two ways to better express this accordingly.

## Proposals

6. Option 1 (including the packaging)

Insert in 1.1.3.6.3 RID/ADR after „gross mass in kilograms“:

“of the articles and their packagings”

7. Option 2 (excluding the packaging)

Replace „gross mass in kilograms“ in 1.1.3.6.3 RID/ADR by“ :

“total mass in kilograms of the articles without their packagings and handling devices”.

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