

**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, 18-22 March 2019

Item 2 of the provisional agenda

**Tanks**

27 February 2019

**Supplementary information from the informal working  
group on the inspection and certification of tanks:  
Fundamental principles and outline of mandate on which the  
group have based proposals for 1.8.6, 1.8.7 and the related  
sections in Chapter 6.8**

**Transmitted by the Government of the United Kingdom**

1. Further to ECE/TRANS/WP15/AC.1/2019/18 and INF.11 the informal working group on the inspection and certification of tanks wishes to provide the Joint Meeting with the fundamental principles and the outline of the mandate upon which the group have based their proposals for 1.8.6, 1.8.7 and the related sections in Chapter 6.8.
2. The fundamental principles are set out in Annex I. These were originally listed in paragraph 5 of ECE/TRANS/WP.15/AC.1/2017/22. The outline of the mandate for the group is included as Annex II.
3. The proposed amendments, to Chapter 6.8 and sections 1.8.7 and 1.8.6, are shown in Annex I, II and III respectively of INF.13.

## Annex I

### **Fundamental principles underpinning the proposals for 1.8.6, 1.8.7 and the related sections in Chapter 6.8**

Certain fundamental principles agreed by the informal working group as the basis of the proposals developed by the group on the application of, the procedures undertaken and the administrative controls for the approvals and inspections set out in Chapters 6.2 and 6.8:

(a) The term “competent authority” defined in RID/ADR as being *the authority or authorities or any other body or bodies designated as such in each State and in each specific case in accordance with national law* allows a contraction of the term “competent authority or a body designated by that authority” to be replaced by “competent authority”;

(b) A new sub-section should be included in Chapter 6.8 to set out how the procedures for undertaking conformity assessments, type approvals, and inspections are to be applied, the procedures and administrative controls for which are in turn set out in 1.8.7 and 1.8.6 respectively;

(c) For the type examination the manufacturer shall engage a single inspection body recognized by the competent authority of either the country of manufacture or the first country of registration of the first tank of that type manufactured. This competent authority shall be the only one able to issue the type approval certificate;

(d) For the supervision of manufacture and the initial inspection of tanks, the manufacturer shall engage a single inspection body recognized either by the competent authority of the country of registration, or the country of manufacture;

(e) When tanks are assembled from components manufactured in different locations the inspection body responsible for assessing the complete tank shall verify that all its components conform to the requirements of RID/ADR irrespective of their origin;

(f) Under certain circumstances, an entry into service verification that is proportional to the condition of the tank, to ensure that the requirements of RID/ADR are fulfilled, may be required:

(i) When the initial inspection certificate is issued by an inspection body that is not recognized by the competent authority of the country of registration, in which case an entry into service verification may be required by the competent authority of the country of registration;

(ii) Where the registration of a tank transfers from one contracting state / party to another, the competent authority of the contracting state / party to which the tank is transferred may require an entry into service verification. In that case the owner/operator of the tank shall engage a single inspection body recognized by the competent authority of the country of registration to perform this entry into service verification;

(g) To encourage the recognition by other contracting states/parties of appointed inspection bodies by a competent authority, a system of notification to, and listing by, the OTIF / UNECE secretariats should be developed that includes the names of inspection bodies and the scope of the work they are allowed to perform.

## Annex II

### Outline of the mandate for the informal working group on the inspection and certification of tanks

1. The agreed mandate set for the informal working group by the Joint Meeting consisted of the following items:

- (a) Evaluate the arrangements for appointment of inspection bodies;
- (b) Evaluate monitoring mechanisms (e.g. through a centralised database) for inspection bodies and supervision of extra-territorial activities, as well as follow-up of the activities carried out in name of the competent authority;
- (c) Review of inspection procedures;
- (d) Review of the relevant provisions in chapter 6.8 and referenced standards, in particular provisions concerning initial and exceptional inspections;
- (e)

Evaluate possible improvements for maintaining the tank records; and

- (f) Establish a list of RID/ADR inspection bodies

2. The Joint Meeting also decided that these points needed to be combined with the relevant work identified in the Würzburg Working Group:

- (a) Establish common requirements for the appointment of inspection bodies;
- (b) Consider adding a provision similar to RID 6.8.2.4.6 recognising the principle of mutual recognition;
- (c) Consider establishing an RID/ADR wide list of recognized inspection bodies by asking the secretariat (OTIF/UNECE) to gather info and publish on their website;
- (d) Consider adding new text to 6.8.2.3 to cover the manufacture of tanks with a foreign tank approval, limiting the national requirements to a document review of the existing type approval by a national competent authority or appointed inspection body – unless there are specific technical national provisions (e.g. assessment of capability to operate at -40°C);
- (e) Consider adding new text to 9.7.2 (where there is a cross reference with 6.8) to remove the national requirement for duplicating existing tank approvals when importing a tank-vehicle; and
- (f) Consider harmonising practice concerning use of national technical codes and modifying 6.2.5 and 6.8.2.7