

OTIF



ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES

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**RID/ADR/ADN**

Joint Meeting of the RID Committee of Experts and the  
Working Party on the Transport of Dangerous Goods  
(Geneva, 17 - 27 September 2013)

**Item 6 (b) of the agenda: Proposals for amendments to RID/ADR/ADN – New proposals**

**Interpretation of special provision 363 for the transport of forestry, agricultural, construction and other driven machinery**

**Transmitted by the European Association of Road Milling Enterprises (VESF)**

**SUMMARY**

***Executive summary:***

Specification in more detail of the exemption provision in RID 1.1.3.3 / ADR 1.1.3.3 (b) related to the conveyance of forestry, agricultural, construction and other driven machinery against the background of the new special provision 363.

***Action to be taken:***

Addition of "forestry, agricultural, construction and other self-propelled driven machinery" to the text of RID 1.1.3.3 / ADR 1.1.3.3 (b), and addition of a further explanation of the term.

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## Introduction

1. Special provision 363 defines the requirements for UN 1202 and UN 1203 concerning the marking of means of containment that are a part of equipment or machinery. In doing so, no clear dividing line has been drawn between vehicles or other means of conveyance which, when conveyed as a load, are exempt from the RID/ADR provisions in accordance with RID 1.1.3.3 / ADR 1.1.3.3 (b).
2. Many forestry, agricultural, construction and other self-propelled driven machines operated in the construction industry are not licenced for road use in Germany and might therefore be termed both vehicles and machines. Marking might or might not be required, depending on the term used. These "vehicles/machines" have fuel tanks of different sizes in their interior structure which are used for propulsion and operation of their equipment. The persons involved in conveyance know that such "vehicles/machines" have tanks containing fuels.
3. The machine operators and manufacturers did not see the possibility of a different interpretation of the provision in RID 1.1.3.3 / ADR 1.1.3.3 (b) and special provision 363 beforehand.

## Proposal

4. Amendment of ADR 1.1.3.3 (b), as follows (new text is underlined):

"b) fuel contained in the tanks of vehicles or of other means of conveyance (such as self-propelled forestry, agricultural, construction and other driven machinery, or boats) which are carried as a load, where it is destined for their propulsion or the operation of any of their equipment. Any fuel cocks between the engine or equipment and the fuel tank shall be closed during carriage unless it is essential for the equipment to remain operational. Where appropriate, the vehicles or other means of conveyance shall be loaded upright and secured against falling.

During conveyance, the fuel contained in the tank of the driven machine being conveyed shall not exceed 1 500 litres.

**NOTE:** Self-propelled forestry, agricultural, construction and other driven machines are characterized by the term "non-road mobile machinery" which is based on the definition as per Article 2 of Directive 97/68/EC for "non-road mobile machinery".

The RID text should be amended accordingly.

## Justification

5. Self-propelled driven machines are characterized by the term "non-road mobile machinery" which is based on the definition as per Article 2 of Directive 97/68/EC for "non-road mobile machinery". This term denotes the entirety of a machine that is within the definition framework of EC Machinery Directive 2006/42/EC (in particular Annex I, Section 3), specified in greater detail by the harmonized standards published in the Official Journal of the EC such as EN 474, EN 500, EN 280, EN ISO 4254 or EN ISO 11850, and further characterized in that
  - it is equipped with an energy source that is fed directly by liquid energy carriers (combustion engine operated by diesel fuel (UN 1202) or petrol (UN 1203))
 and
  - the energy source is not used to exclusively provide energy to the working equipment of said machine within the parameters of its intended use in the sense of EC Machinery Directive 2006/42/EC but is additionally used to provide energy to a traction drive for locomotion of the machine under its own power,

or

- the traction drive for the machine’s locomotion is itself, wholly or in part, an element of the intended use in the sense of EC Machinery Directive 2006/42/EC.

6. The aforementioned machines are usually equipped with an inherently safe design of the means of containment (fuel tank) in accordance with the requirements of Directive 2006/42 EC.

**Safety**

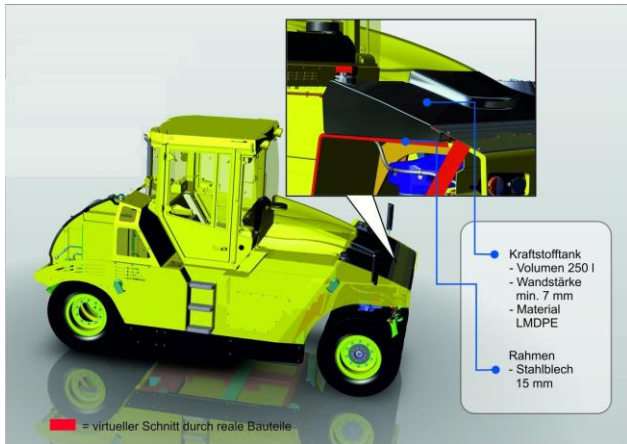
7. The design of the fuel tanks complies with harmonized safety standards, as does the design of the entire machine, meaning that the tanks can be regarded as safe. As far as VESF is aware, no fuel tank has been damaged in the comparatively few accidents that have happened during conveyance of such machines (load lost or slipped, left the road, rear-end collisions). In addition, there are cases known in which cars or lorries have collided with road construction machines in operation (including on motorways). While in some of these cases the machines themselves were severely damaged, their fuel tanks remained intact.

**Examples of machines involved:**

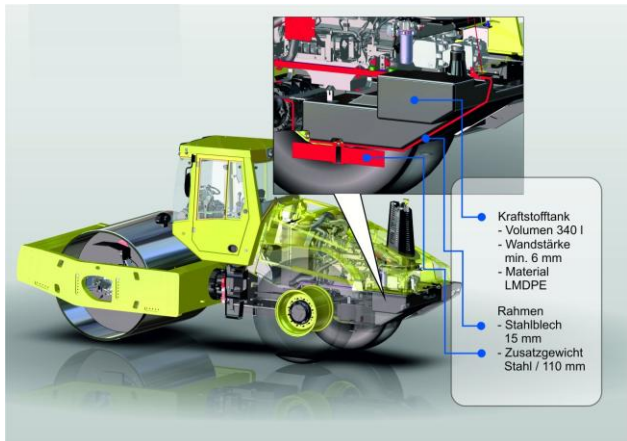
	<p>Large milling machine on transport vehicle</p>
	<p>Large milling machine on transport vehicle</p>
	<p>Chassis of a typical large milling machine with tank (shown in orange)</p>



Large milling machine in operation



Inherently safe design of the fuel tank in a pneumatic-tyred roller



Inherently safe design of the fuel tank in a single-drum compactor



Tandem roller in operation





Cold recycler in operation



Cold recycler / soil stabilizer in operation



Feeder, asphalt paver and pneumatic-tyred roller in operation



Forestry machine



Forestry machine in operation



Mobile crusher in operation



Slipform paver in operation