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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**

Berne, 20-24 March 2023

Item 5 (b) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN:  
new proposals****Dangerous goods safety adviser for the carriage of certain  
types of dangerous goods – RID/ADR 1.8.3.13****Submitted by the International Association of Dangerous Goods Safety  
Advisers (IASA)\*, \*\****Summary*

<b>Explanatory summary:</b>	Consequential amendments due to an inconsistency in RID/ADR 1.8.3.13, fifth indent.
<b>Decision to be taken:</b>	Amend the wording of RID/ADR 1.8.3.13, fifth indent.
<b>Related documents:</b>	Informal documents INF.6 and INF.13 from the eighty-fourth session of the Working Party on the Transport of Dangerous Goods (WP.15)

**Introduction**

1. 1.8.3.13 currently reads as follows:

“**1.8.3.13** The RID Contracting States/Contracting Parties may decide that candidates who intend working for undertakings specializing in the carriage of certain types of dangerous goods need only be questioned on the substances relating to their activities. These types of goods are:

- Class 1;
- Class 2;

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\* A/77/6 (Sect.20), para. 20.76

\*\* Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2023/8.

- Class 7;
- Classes 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 6.2, 8 and 9;
- UN Nos. 1202, 1203, 1223, 3475 **and aviation fuel classified under UN Nos. 1268 or 1863.**

The certificate prescribed in 1.8.3.7 shall clearly indicate that it is only valid for one type of the dangerous goods referred to in this sub-section and on which the adviser has been questioned under the conditions defined in 1.8.3.12.”

2. According to RID/ADR 2023, a dangerous goods safety adviser may therefore, in accordance with RID/ADR 1.8.3.13, only oversee substances of UN Nos. 1268 and 1863 if these substances are carried under the name “aviation fuel”. With the same examination certificate however, according to the current regulations, the same substances may not be overseen by the dangerous goods safety adviser if they are used, for example, as an ignition aid for cheese fondue sets, as in this case, they are not being used as “aviation fuel”.

## Proposal

3. IASA proposes to amend the fifth indent in 1.8.3.13 to read as follows:
- “UN Nos. 1202, 1203, 1223, 1268, 1863 and 3475.”

## Justification

4. Restricting the field of activity of a dangerous goods safety adviser to UN numbers 1268 and 1863 is not justified.

5. In this context, IASA recalled informal documents INF.6 and INF.13 of the eighty-fourth session of the Working Party on the Transport of Dangerous Goods (WP.15), where an amendment to the wording of the fifth indent of 1.8.3.13 was included for the new UN number 3475.

*Note by the Secretariat of OTIF: When translating this document, it was noticed that the German and French versions of 1.8.3.13 differ from the English version. In the last subparagraph, the German and French texts state that the training certificate is “only valid **for the types** of dangerous goods referred to in this sub-section”, whereas in the English version, the training certificate is “only valid **for one type** of the dangerous goods referred to in this sub-section”.*

*The Secretariat of OTIF is of the view that the English version is correct and the German and French versions should be adapted accordingly.*

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