



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, 20-24 March 2023

Item 5 (a) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN:
pending issues****Alignment of 1.4.2.1.1 (e) in the various language versions of
RID, ADR and ADN****Submitted by the Secretariats of OTIF and the Central Commission for
Navigation on the Rhine (CCNR)*; *****Summary*

<i>Explanatory summary:</i>	Use of the general term “container for carriage in bulk” instead of the specific term “bulk container”.
<i>Decision to be taken:</i>	Alignment of 1.4.2.1.1 (e) in the various language versions of RID, ADR and ADN.
<i>Related documents:</i>	ECE/TRANS/WP.15/AC.1/2021/40 Informal document INF.44 of the Joint Meeting in September 2021 ECE/TRANS/WP.15/AC.1/162, paragraph 33 and Annex II

Introduction

1. At the Joint Meeting in September 2021, Switzerland submitted document ECE/TRANS/WP.15/AC.1/2021/40, in which it was proposed to use the general term “container for carriage in bulk” instead of the term “bulk container” in the Note to 5.3.2.1.5, because according to the definition in 1.2.1, the term “bulk container” is restricted to those bulk containers that meet the provisions of Chapter 6.11.

* A/77/6 (Sect. 20), table 20.6

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2023/9

2. In addition, Switzerland submitted at the same session informal document INF.44, in which it was proposed to use the general term “*conteneurs pour le transport en vrac*” instead of the term “*conteneurs pour vrac*” in several places in the French version of RID/ADR/ADN.
3. The Joint Meeting adopted the proposals in document ECE/TRANS/WP.15/AC.1/2021/40 and informal document INF.44, but noted that amendments were also necessary in the German version (see report ECE/TRANS/WP.15/AC.1/162, paragraph 33). All the amendments are set out in Annex II to report ECE/TRANS/WP.15/AC.1/162.
4. Of the amendments that only affected the German version, the ADN Safety Committee did not adopt the amendment to 1.4.2.1.1 (e) because this amendment would make the German text deviate from the authentic French version of ADN. The Central Commission for Navigation on the Rhine (CCNR) was asked to find a solution with the Secretariat of OTIF.
5. The Secretariat of OTIF noted that the amendment in the German version of 1.4.2.1.1 (e) was consistent with the English version of RID, but not with the French version of RID and the English and French versions of ADR and ADN.
6. To align the various language versions of RID, ADR and ADN, the OTIF Secretariat proposes the following amendments.

Proposal

7. In 1.4.2.1.1 (e) of the French version of RID, ADR and ADN, amend “conteneurs pour vrac vides” to read:
“conteneurs pour le transport en vrac vides”.
8. In 1.4.2.1.1 (e) of the English version of ADR and ADN, amend “bulk containers” to read:
“containers for carriage in bulk”.
9. In 1.4.2.1.1 (e) of the German version of ADN, amend “Container für Güter in loser Schüttung” to read:
“Container für die Beförderung in loser Schüttung”.

Justification

10. 1.4.2.1 sets out the obligations of the consignor of dangerous goods. In accordance with 1.4.2.1.1 (e), the consignor must ensure that even empty uncleaned means of transport for carriage in bulk are placarded. This obligation is a reproduction of a provision in 5.3.1.6 which requires uncleaned empty wagons/vehicles and large containers/containers for carriage in bulk to continue to display the placards required for the previous load.
11. The provision in 5.3.1.6 applies to all containers in which goods are carried in bulk. It does not make any restriction to bulk containers according to Chapter 6.11. Consequently, in the consignor's duty in 1.4.2.1.1 (e), this restriction should not be made either.