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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Safety Committee and the  
Working Party on the Transport of Dangerous Goods  
(Bern, 24-28 March 2003)

**MISCELLANEOUS AMENDMENTS TO RID AND ADR**

**Transmitted by the Government of Yugoslavia\***

The secretariat has received from the Central Office for International Carriage by Rail (OCTI) the proposal reproduced below.

1. Chapter 1.4, paragraph 1.4.3.3 lists the obligations of the filler of tank wagons, tank-containers, etc., to ensure that the tanks filled are technically in a satisfactory condition and to check the leakproofness of the closing devices (known as “side valves”).

When goods are accepted for carriage (loaded into a tank wagon, a tank-container, etc.), the railway agent for example points out to the shipper his obligation to check the state of the valves. The railway agent can only point out the obligation but has no evidence that the consignor has carried out the check.

We therefore propose that a new sentence should be added to **paragraph 1.4.2.1.1 (b)**, to read:

“... concerning goods loaded in tanks, the following should be indicated in the CIM consignment note/in the transport document: CHECK OF THE SATISFACTORY CONDITION OF THE VALVES CARRIED OUT.”

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\* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2003/15.

2. In **Chapter 1.4, paragraph 1.4.2.2.1 (d)**, the following sentence should be added (after the last word): “... *and ascertain that the valves are correctly sealed with the proper seals;*”

3. In **(e) of the same paragraph**, the provision is not clearly expressed. According to this provision, the carrier (network) must carry out the weight check on the weighbridge for all wagons/vehicles accepted for carriage (since this is the only means of verifying whether wagons/vehicles are overloaded). In practice, when loaded wagons are accepted for carriage, a wagon is sent for a weighbridge check of its weight only if the railway agent doubts the weight of the consignment indicated in the consignment note. The text of (e) should therefore be changed and we propose the following:

“(e) *if it is presumed that the wagon/vehicle is overloaded, send the wagon/vehicle for a weight check;*”

4. In **Chapter 5.4.1.1.1, new (k)**, read:

“(k) *the consignment note or transport document, for goods loaded in tanks, should indicate: CHECK OF THE SATISFACTORY CONDITION OF THE VALVES CARRIED OUT;*”

5. In **Chapter 7.5** there is no definition of what is meant by “cleaned wagons/vehicles;” the following text could therefore be included in the **new paragraph 7.5.8.3**:

*“A wagon/vehicle is considered cleaned if the side walls and the floor have been cleaned of the goods carried, the packing material and the means of preventing the goods from being displaced during carriage or of any other dirt, and if any remaining unpleasant odour from the goods previously carried is eliminated from the wagon/vehicle.”*

This text is in keeping with the RIV railway provisions concerning the obligation to clean wagons and the possibility of refusing to accept uncleaned wagons among networks. We would mention here that “*slightly dirty*” wagons do not exist, since a wagon is either clean or not clean and the above-mentioned definition of a cleaned wagon (para. 7.5.8.3) no doubt refers to this.

6. In **Chapter 1.8, paragraph 1.8.3.3** (“Safety adviser”), a new paragraph should be added (after the fifth indent in the text), to read:

“the establishment of appropriate equipment and protection in handling areas/RID: in stations ...”.

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