

**Economic and Social Council**Distr.: General
27 June 2023

Original: English

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**

Geneva, 19-29 September 2023

Item 2 of the provisional agenda

Tanks**Carriage of foodstuffs, articles of consumption and animal feeds in tanks used for dangerous goods****Transmitted by the Government of the Netherlands*, ******Introduction**

1. It is felt that the requirements for the carriage of foodstuffs, articles of consumption and animal feeds in tanks that have previously carried dangerous goods are not well defined.
2. RID/ADR allows in 4.3.2.1.6 that foodstuffs may be carried in tanks that have carried dangerous goods after “necessary steps have been taken to prevent any harm to public health”. What the necessary steps encompass is open to interpretation and preparedness by the owner/user.
3. Also, special provision TU15 in 4.3.5 concerns this topic but it states that tanks shall not be used for the carriage of foodstuffs, articles of consumption or animal feeds.
4. The effect of special provision TU15 is very limited as only special tank provisions TC and TE need to be given on the tank plate or ADR certificate of approval. It is therefore questionable if in practice any user will be aware of the mentioning of this special tank provision TU15 when the tank is offered for loading foodstuffs?
5. Tanks taken out of RID/ADR service being modified to take foodstuffs are complete out of sight if they can be used for foodstuffs without harm to public health.

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

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2023/27.



Discussion

6. The Netherlands would be interested to know the opinion of the Joint Meeting on the following issues.

(a) What “necessary steps” are undertaken to allow the carriage of foodstuffs in tanks which previously have carried dangerous goods?

(b) Is 4.3.2.1.6 expected to refer to all foodstuffs or only those that are in the remit of the transport regulation and be classified as dangerous?

(c) Do the provisions in 4.3.2.1.6 and special provision TU15 on the carriage of foodstuffs in tanks which have been carried dangerous goods fall within the scope of RID/ADR?

(d) Is there support for amendment of RID/ADR?

Background

7. The procedure in the Netherlands is that once poisonous substances were allowed to be carried, road tanks can in principle no longer be used for the carriage of foodstuffs. The reason for this is that no responsibility can be taken in most cases which chemical substances are carried during its lifetime. Dangerous substances may leave traces of the substances, or traces of contaminants in the substance in the tank material itself. An example is traces of mercury in the tank material which are a threat for public health.

8. To combat this, special provision TU15 is printed on the ADR certificate of approval in the Netherlands. This results in a discussion because users want to use the tank which they consider fit, in particular rental companies of tank-vehicles for which is even less known what was in the tank before.

Justification

9. The aim of this document is seeking for clarification of the application of provision 4.3.2.1.6 in conjunction with special provision TU15 of RID/ADR. Ensuring a more systematic approach and a better rationale in RID/ADR helps to develop clearer legal texts and avoid different criteria among different Contracting States/Parties and inspection services, and thus helps to implement the United Nations Sustainable Development Goal number 16: Peace, justice and strong institutions.
