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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**

Geneva 13-23 September 2011

Item 6 (a) of the provisional agenda

Proposals for amendments to RID/ADR/ADN: pending issues**Modification of special provision 653 in Chapter 3.3 in
RID/ADR/ADN****Transmitted by the European Industrial Gases Association (EIGA)^{1,2}****Introduction**

1. At the March 2011 Joint Meeting, the Government of Sweden transmitted ECE/TRANS/WP.15/AC.1/2011/12. This paper followed on from a proposal made by EIGA in March 2008, which resulted in the changes made to RID/ADR/ADN as detailed in ECE/TRANS/WP.15/AC.1/2011/12.

2. At the Joint Meeting in March 2011, EIGA submitted informal document INF.15 which proposed an additional gas being added to SP 653 as well as increasing the test pressure/water capacity ratio. The Joint Meeting requested that EIGA and other interested parties consider if there were any additional gases above those proposed and that if the increase in test pressure/water capacity ratio was sufficient so as to avoid any incremental additions later. As a result of this review, there are two proposals, one from EIGA to request the addition of two further gases to Special Provision 653, and the second is the increase the test pressure/water capacity as proposed by the Government of Sweden in ECE/TRANS/WP.15/AC.1/2011/12, and not to increase this further as EIGA had originally proposed.

¹ In accordance with the programme of work of the Inland Transport Committee for 2010-2014 (ECE/TRANS/208, para 106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2011/34.

3. Special Provision 653 applies at present to UN 1013, carbon dioxide and UN 1066, nitrogen compressed. EIGA wishes to see this Special Provision 653 extended to include UN 1006, argon compressed and UN 1046, helium compressed.

4. The proposal to increase the test pressure capacity product from 15 MPa.litre to 15.2 MPa.litre as submitted by the Government of Sweden in ECE/TRANS/WP.15/AC.1/2011/12 is supported by EIGA. EIGA does not wish to see an increase in the value of 15.2 MPa.litre.

5. As a consequence of the above, amend Special Provision 653 to following, (changes in bold):

Proposal 1

Amend the first sentence to:

*653 The carriage of this gas in cylinders having a test pressure capacity product of maximum **15.2 MPa. litre (152 bar. litre)** is not subject to*

Proposal 2

Amend the fifth indent to:

– *Each package is clearly and durably marked with “**UN 1006**” for argon **compressed**, “UN 1013” for carbon dioxide, “**UN 1046**” for helium **compressed** or “UN 1066” for nitrogen, compressed. This marking is displayed within*

6. As a consequential amendment, add “653” to column 6 against 1006 argon compressed and 1046 helium compressed in Table A of Chapter 3.2.

Justification

7. The request to include both argon and helium within the provisions of SP 653 relate to them being used in similar applications to those of carbon dioxide and nitrogen. The physical properties of argon are very similar to those of nitrogen, which is already included in SP 653, and whilst helium has a much lower molecular weight to argon or nitrogen, it is also an inert gas.

8. The justification to increase the test pressure water capacity from 15 MPa to 15.2 MPa is explained within ECE/TRANS/WP.15/AC.1/2011/12.

Safety

No implications are foreseen

Feasibility

No implications

Enforcement

No implications
