

## 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

16 March 2016

Bern, 14–18 March 2016

Item 5 (a) of the provisional agenda

##### Proposals for amendments to RID/ADR/ADN pending issues

### **New proposals for document 2016/18 (Marking and ventilation in accordance with 5.5.3.3.3 of RID/ADR/ADN 2017) reflecting the discussion in the Joint Meeting**

#### **Transmitted by the Government of Austria**

The discussion showed that many delegations are in favour of explicitly mentioning refrigerated compartments as not being subject to the requirement of ventilation.

Some of them considered these compartments as practically in line with the first indent, although not required by ATP. It was proposed that this could be strengthened when the second indent was restricted to compartments separated from the driver cabin.

Another proposal was that refrigerated compartment should be mentioned as examples, which fulfil or which could fulfil the requirements of the first indent.

Some preferred to refer to ATP only, others to keep it as example, as most of the carriages concerned are not under the scope of ATP which deals with perishable foodstuffs.

Austria, requested to provide different wordings to be voted on, prefers the Alternative 1. It is the safest solution and the carrier remains responsible, whether the compartment is in line with the requirement that nobody is endangered during carriage without ventilation.

For Alt. 3 RID/ADR/ADN take this responsibility stating that refrigerated compartments are safe enough. To be better enabled to do so, separation from the driver cabin etc. as proposed in the discussion is included.

Alt. 2 tries to find a compromise. The compartments in question are deemed to prevent gas exchange sufficiently. So it is not stated that this is guaranteed by law in each case. That means that this is expected regularly - but the contrary may be proved.

Especially for Alt. 1 and 2 it seems acceptable not to refer to ATP alone but to keep it as example.

The text adopted for 2017 should be amended as follows (additions underlined):

#### Alt. 1

**"5.5.3.3.3** Packages containing a coolant or conditioner shall be carried in well ventilated <(RID:) wagons and containers>/ <(ADR:) vehicles and containers> / <(ADN:) vehicles, wagons and containers>. Marking according to 5.5.3.6 is not required in this case.

*NOTE: In this context "well ventilated" means there is an atmosphere*

*where the carbon dioxide concentration is below 0.5 % by volume and the oxygen concentration is above 19.5 % by volume."*

Ventilation is not required, and marking according to 5.5.3.6 is required, if gas exchange between the load compartment and <(RID:) accessible compartments during carriage> / <(ADR:) the driver's cabin> /<(ADN:) accessible compartments during carriage> is prevented.

**NOTE:** *Load compartments which are insulated, refrigerated or mechanically refrigerated equipment, for example as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) may prevent gas exchange sufficiently.*

#### Alt. 2

**"5.5.3.3.3** Packages containing a coolant or conditioner shall be carried in well ventilated <(RID:) wagons and containers>/ <(ADR:) vehicles and containers> / <(ADN:) vehicles, wagons and containers>. Marking according to 5.5.3.6 is not required in this case.

**NOTE:** *In this context "well ventilated" means there is an atmosphere where the carbon dioxide concentration is below 0.5 % by volume and the oxygen concentration is above 19.5 % by volume."*

Ventilation is not required, and marking according to 5.5.3.6 is required, if gas exchange between the load compartment and <(RID:) accessible compartments during carriage> / <(ADR:) the driver's cabin> /<(ADN:) accessible compartments during carriage> is prevented.

**NOTE:** *Load compartments which are insulated, refrigerated or mechanically refrigerated equipment, for example as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) and which are separated from <(RID:) accessible compartments during carriage> / <(ADR:) the driver's cabin> /<(ADN:) accessible compartments during carriage> are deemed to prevent gas exchange sufficiently.*

#### Alt. 3

**"5.5.3.3.3** Packages containing a coolant or conditioner shall be carried in well ventilated <(RID:) wagons and containers>/ <(ADR:) vehicles and containers> / <(ADN:) vehicles, wagons and containers>. Marking according to 5.5.3.6 is not required in this case.

Ventilation is not required, and marking according to 5.5.3.6 is required, if:

- gas exchange between the load compartment and <(RID:) accessible compartments during carriage> / <(ADR:) the driver's cabin> /<(ADN:) accessible compartments during carriage> is prevented; or
- the load compartment is insulated, refrigerated or mechanically refrigerated equipment, for example as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) and separated from <(RID:) accessible compartments during carriage> / <(ADR:) the driver's cabin> /<(ADN:) accessible compartments during carriage>.

**NOTE:** *In this context "well ventilated" means there is an atmosphere*

*where the carbon dioxide concentration is below 0.5 % by volume and the oxygen concentration is above 19.5 % by volume."*

---