



**INF. 24**

28 February 2018

Original: English/German

## **RID/ADR/ADN**

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Berne, 12 - 16 March 2018)

### **Agenda item 2: Tanks**

#### **Comments by UIC on informal document INF.19**

1. Paragraphs 31 and 32 of the final report of the 15<sup>th</sup> session of the RID Committee of Experts' working group on tank and vehicle technology (document OTIF/RID/CE/GTT/2018-A) set out in informal document INF.19 contain the suggestion that the date of the next periodic inspection should also be shown on both sides of tank-containers.
2. The following is the text of paragraph 32 of this final report:
  - “32. The working group considered the information on the date of the next periodic inspection to be of use for tank-containers as well. It asked the Joint Meeting's tank working group to deal with this issue in conjunction with the United Kingdom's proposal ECE/TRANS/WP.15/AC.1/2018/8 concerning the model for tank plates. In so doing, it should also be checked whether the information under 6.8.2.5.2 should not appear on both sides, at least for extra-large tank-containers.”
3. UIC has in the past referred to the various difficulties fillers and carriers have in checking the deadline of the next inspection for tank-containers and MEGC and has requested that the date of the next inspection be shown on both sides of tank-containers and MEGC (document [ECE/TRANS/WP.15/AC.1/2015/20](#)).
4. In the report of the Working Group on Tanks of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Berne, 23 – 27 March 2015) (document ECE/TRANS/WP.15/AC.1/138/Add.1, the following is included in paragraphs 20 and 21:

- "20. Some experts recognised, as discussed previously in the Working Group, the need expressed by UIC, but repeated that the United Nations Sub-Committee of Experts should be consulted first. For maritime journeys, some experts did not identify the need for this change since a certificate with the test date is generally asked for before loading. For rail transport, it was recognised that inspection and enforceability might benefit from this additional information. A recent agreed modification to RID, where the carrier can rely on information supplied by the filler, might alleviate this concern to some extent. There was sympathy for the issue in relation to refrigerated liquefied gases where there was a suggestion of consideration of alignment with the periodicity given in chapter 6.7.
21. The Working Group did not reach a consensus but concluded that it might be premature to propose these changes for tank-containers before a renewed discussion at the United Nations Sub-Committee of Experts."
5. In the context of the renewed discussion on indicating the date of the next periodic inspection of tank-containers at the 15<sup>th</sup> session of the RID Committee of Experts' working group on tank and vehicle technology, the UIC invites delegates to consider the matter within the meaning of document ECE/TRANS/WP.15/AC.1/2015/20 and, if appropriate, to refer the subject to the UN Sub-Committee of Experts.
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