

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

OCTI/RID/Not./40g)

31 January 2004

Original: English

Notification

1 January 2005 edition of RID

Texts adopted by the 40th Session of the RID Committee of Experts on the Transport of Dangerous Goods (Sinaia, 17 - 21 November 2003) for entry into force on 1 January 2005

Amendments to Part 7 of RID

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. The Central Office only has a small number of copies available.

PART 7

Amend Chapter 7.3 to read as follows:

"Chapter 7.3

Provisions concerning carriage in bulk

7.3.1 General provisions

7.3.1.1 Goods may not be carried in bulk in wagons or containers unless:

- (a) either a special provision, identified by the code "BK", explicitly authorizing this mode of carriage is indicated in column (10) of Table A of Chapter 3.2 and the conditions of this special provision, as laid down in 7.3.2 are satisfied in addition to those of this section; or
- (b) a special provision, identified by the code "VW", explicitly authorizing this mode of carriage is indicated in column (17) of Table A of Chapter 3.2 and the conditions of this special provision, as laid down in 7.3.3 are satisfied in addition to those of this section.

Nevertheless, empty packagings, uncleaned, may be carried in bulk if this mode of carriage is not explicitly prohibited by other provisions of RID.

Unless otherwise provided in the special provisions in 7.3.3, the receptacle requirements for packages shall apply to small containers intended for the carriage of substances in bulk.

Note: For carriage in tanks, see Chapters 4.2 and 4.3.

7.3.1.2 Substances which may become liquid at temperatures likely to be encountered during carriage, are not permitted for carriage in bulk.

7.3.1.3 Containers or bodies of wagons shall be siftproof and shall be so closed that none of the contents can escape under normal conditions of carriage including the effect of vibration, or by changes of temperature, humidity or pressure.

7.3.1.4 Bulk solids shall be loaded and evenly distributed in a manner that minimises movement that could result in damage to the container or wagon or leakage of the dangerous goods.

7.3.1.5 Where venting devices are fitted they shall be kept clear and operable.

7.3.1.6 Bulk solids shall not react dangerously with the material of the container, wagon, gaskets, equipment including lids and tarpaulins and with protective coatings which are in contact with the contents or significantly weaken them. Containers or wagons shall be so constructed or adapted that the goods cannot penetrate between wooden floor coverings or come into contact with those parts of the container or wagon that may be affected by the materials or residues thereof.

7.3.1.7 Before being filled and offered for carriage each container or wagon shall be inspected and cleaned to ensure that it does not contain any residue on the interior or exterior of the container or wagon that could

- cause a dangerous reaction with the substance intended for carriage;
- detrimentally affect the structural integrity of the container or wagon; or
- affect the dangerous goods retention capabilities of the container or wagon.

7.3.1.8 During carriage, no dangerous residues shall adhere to the outer surfaces of containers or of the bodies of wagons.

7.3.1.9 If several closure systems are fitted in series, the system which is located nearest to the substance to be carried shall be closed first before filling.

7.3.1.10 Empty containers or wagons which have carried a dangerous solid substance in bulk shall be treated in the same manner as is required by RID for a filled container or wagon, unless adequate measures have been taken to nullify any hazard.

7.3.1.11 If containers or wagons are used for the carriage in bulk of goods liable to cause a dust explosion, or evolve flammable vapours (e.g. for certain wastes) measures shall be taken to exclude sources of ignition and prevent dangerous electrostatic discharge during carriage, filling or discharge of the substance.

7.3.1.12 Substances, for example wastes, which may react dangerously with one another and substances of different classes and goods not subject to RID, which are liable to react dangerously with one another shall not be mixed together in the same container or wagon. Dangerous reactions are:

- (a) combustion and/or evolution of considerable heat;
- (c) emission of flammable and/or toxic gases;
- (c) formation of corrosive liquids; or
- (d) formation of unstable substances.

7.3.1.13 Before a container or wagon is filled it shall be visually examined to ensure it is structurally serviceable, its interior walls, ceiling and floors are free from protrusions or damage and that any inner liners or substance retaining equipment are free from rips, tears or any damage that would compromise its cargo retention capabilities. Structurally serviceable, where relevant to the means of transport concerned, means the container or wagon does not have major defects in its structural components, such as top and bottom side rails, top and bottom end rails, door sill and header, floor cross members, corner posts, and corner fittings in a container. Major defects, where relevant to the means of transport concerned, include:

- (a) bends, cracks or breaks in the structural or supporting members that affect the integrity of the container or of the body of the wagon;
- (b) more than one splice or an improper splice (such as a lapped splice) in top or bottom end rails or door headers;
- (c) more than two splices in any one top or bottom side rail;
- (d) any splice in a door sill or corner post;
- (e) door hinges and hardware that are seized, twisted, broken, missing, or otherwise inoperative;

- (f) gaskets and seals that do not seal;
- (g) any distortion of the overall configuration of a container great enough to prevent proper alignment of handling equipment, mounting and securing on a chassis or wagon or vehicle, or insertion into ships' cells;
- (h) any damage to lifting attachments or handling equipment interface features; or
- (i) any damage to service or operational equipment.

7.3.2 Additional provisions for the carriage in bulk of goods of classes 4.2, 4.3, 5.1, 6.2, 7 and 8 when the provisions of 7.3.1.1 (a) are applied

7.3.2.1 The codes "BK1" and "BK2" in column (10) of Table A of Chapter 3.2 have the following meanings:

BK1: Carriage in bulk in sheeted containers or wagons is permitted;
 BK2: Carriage in bulk in closed containers or wagons is permitted.

7.3.2.2 The container used or the body of the wagon shall conform to the requirements of Chapter 6.11.

7.3.2.3 Goods of Class 4.2

The total mass carried in a container or wagon shall be such that its spontaneous ignition temperature is greater than 55°C.

7.3.2.4 Goods of Class 4.3

These goods shall be carried in containers or wagons which are watertight.

7.3.2.5 Goods of Class 5.1

Containers or wagons shall be so constructed or adapted that the goods cannot come into contact with wood or any other incompatible material.

7.3.2.6 Wastes of Class 6.2 (UN number 2900)

- (a) For wastes of UN No. 2900, sheeted containers or wagons BK1 are permitted provided that they are not filled to maximum capacity to avoid substances coming into contact with the sheeting. Closed containers or wagons BK2 are also permitted;
- (b) Closed and sheeted containers or wagons, and their openings, shall be leak-proof by design or by the fitting of a suitable liner;
- (c) Wastes of UN No. 2900 shall be thoroughly treated with an appropriate disinfectant before loading prior to carriage;
- (d) Wastes of UN No. 2900 in a sheeted container or wagon shall be covered by an additional top liner weighted down by absorbent material treated with an appropriate disinfectant;
- (e) Closed or sheeted containers or wagons used for the carriage of wastes of UN No. 2900 shall not be re-used until after they have been thoroughly cleaned and disinfected.

7.3.2.7 Material of Class 7

For the carriage of unpackaged radioactive material, see 4.1.9.2.3.

7.3.2.8 Goods of Class 8

These goods shall be carried in containers or wagons which are watertight.

7.3.3 Special provisions for carriage in bulk when the provisions of 7.3.1.1 (b) are applied

(Text of current 7.3.3)

Insert the following special provisions:

"VW 15 Carriage in bulk of solids is permitted in closed wagons, movable-roof wagons, sheeted wagons, closed containers or sheeted large containers for substances or mixtures (such as preparations or wastes) containing not more than 1000 mg/kg of substance to which this UN No is assigned.

The bodies of wagons or containers shall be leakproof or rendered leakproof, for example by means of a suitable and sufficiently stout inner lining.

VW 16 Carriage in bulk is permitted in accordance with the provisions of 4.1.9.2.3.

VW 17 Carriage in bulk of SCO-I is permitted in accordance with the provisions of 4.1.9.2.3."

7.5.2.2 Amend footnote (a) to the Table to read:

"(a) Packages containing articles of compatibility group B and packages containing substances and articles of compatibility group D may be loaded together on one wagon or in one container provided they are effectively segregated such that there is no danger of transmission of detonation from the articles of compatibility group B to the substances or articles of compatibility group D. Segregation shall be achieved by the use of separate compartments or by placing one of the two types of explosive in a special containment system. Either method of segregation shall be approved by the competent authority."

7.5.11

CW33 (1.1) Add at the end of sub-paragraph (a) (ii):

"..., taking account of the exposures expected to be delivered by all other relevant sources and practices under control; and".

(3.3) Amend the end of sub-paragraph (c) to read:

"... of the wagon, except for consignments carried under exclusive use, for which the radiation limits around the wagon are set forth in (3.5) (b) and (c)".

(4.1) Amend to read as follows:

"Any group of packages, overpacks, and containers containing fissile material stored in transit in any one storage area shall be so limited that the total sum of the criticality safety indexes in the group does not exceed 50. Each group shall be stored so as to maintain a spacing of at least 6 m from other such groups."

(5.5) Amend the beginning to read:

"A container, tank, intermediate bulk container or wagon dedicated to the carriage of unpackaged radioactive material under exclusive use ...".

Add the following special provisions:

- "CW34** Prior to carriage of pressure receptacles it shall be ensured that the pressure has not risen due to potential hydrogen generation.
- CW35** If bags are used as single packagings, they shall be adequately separated to allow for the dissipation of heat.
- CW36** Packages shall preferably be loaded in open or ventilated wagons or open or ventilated containers. If this is not feasible and packages are carried in other closed wagons or containers, the cargo doors of the wagons or containers shall be marked with the following in letters not less than 25 mm high:

"WARNING
NO VENTILATION
OPEN WITH CAUTION"

This shall be in a language considered appropriate by the consignor."
