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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Safety Committee and the  
Working Party on the Transport of Dangerous Goods  
(Geneva, 13-23 September 2005)

**PROPOSAL FOR AMENDMENTS TO RID/ADR/ADN**

**Stampmarking 6.2.1.7**

**Transmitted by the European Industrial Gases Association (EIGA) \*/**

**SUMMARY**

*Executive summary:* The re-introduction of mandatory stamping the water capacity on all pressure receptacles is proposed.

*Action to be taken:* Revise the text of 6.2.1.7 (i).

*Related documents:* None.

**1. Introduction**

1.1. Since 2003 it is no longer mandatory to stamp the water capacity on pressure receptacles containing compressed gases. In the absence of this marking the calculation in 1.1.3.6 cannot be verified.

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\*/ Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2005/60.

1.2. It has been the practice in Europe to stamp water capacity on all receptacles and this has the operational advantage of allowing a change of service from compressed to liquefied gases. The requirement was dropped in 2003 to harmonise with the UN. This is now seen by EIGA as a harmonisation step too far. The UN requirements allow for the North American practice where compressed and dissolved gas cylinders are not so stamped.

## **2. Proposal**

Modify 6.2.1.7.2 as follows:

- (i) The water capacity of the receptacle in litres followed by the letter "L". In the case of pressure receptacles for liquefied gases ~~and refrigerated liquefied gases~~, the water capacity in litres shall be expressed to three significant figures rounded down to the last digit, ~~followed by the letter "L"~~. If the value of the minimum or nominal water capacity is an integer, the digits after the decimal point may be neglected;

## **3. Justification**

### **3.1. Safety implications:**

None: stampmarking of water capacity is restored to the requirements of RID/ADR 2001, but now with the precision specified by the UN Model Regulations for liquefied gases.

### **3.2. Feasibility:**

No problems; European cylinders have always been marked with the water capacity and no transitional measure should be needed since in practice marking has continued.

### **3.3. Enforceability:**

The enforcement activities concerning the checks on carriage according to 1.1.3.6 will continue to be feasible.

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