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### 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

## Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its spring 2013 session<sup>1</sup>

held in Bern from 18–22 March 2013

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<sup>1</sup> Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2013-A. Unless otherwise indicated, the other documents referred to in this report under the symbol ECE/TRANS/WP.15/AC.1/ followed by the year and a serial number were circulated by OTIF under the symbol OTIF/RID/RC/ followed by the year and the same serial number.

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<sup>2</sup> For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/130/Add.1.

## I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe (ECE) was held in Bern from 18 to 22 March 2013, with Mr. C. Pfauvadel (France) as Chairman and Mr. H. Rein (Germany) as Vice-Chairman.
2. In accordance with article 1 (a) of the rules of procedure of the Joint Meeting, (ECE/TRANS/WP.15/AC.1/112/Add.2), representatives of the following countries participated as full members at the session: Austria, Belgium, Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Romania, Russian Federation, Spain, Sweden, Switzerland, United Kingdom and United States of America.
3. In accordance with article 1 (b) of the rules of procedure, South Africa was represented in a consultative capacity.
4. In accordance with article 1, paragraphs (c) and (d), of the rules of procedure, the following were represented in a consultative capacity:
  - (a) European Union and Organization for Cooperation between Railways (OSJD);
  - (b) The following international non-governmental organizations: European Chemical Industry Council (CEFIC), European Committee for Standardisation (CEN), European Federation of Waste Management and Environmental Services (FEAD), European Metal Packaging (EMPAC), Global Express Association (GEA), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Private Wagons (UIP) and International Union of Railways (UIC).

## II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/WP.15/AC.1/129 and Add.1

*Informal documents:* INF.1, INF.2/Rev.1, INF.10 and INF.12 (Secretariat)

5. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/129 and Add.1 (letter A 81-02/501.2013 from OTIF), as updated by informal document INF.2/Rev.1, with some adjustments.
6. Consideration of document ECE/TRANS/WP.15/AC.1/2013/11 of the European Conference of Fuel Distributors was deferred until the next session.
7. IRU withdrew documents ECE/TRANS/WP.15/AC.1/2013/26, -/27, -/28 and -/30.

### III. Tanks (agenda item 2)

#### A. Proposals submitted

*Documents:* ECE/TRANS/WP.15/AC.1/126/Add.1 (Report of the Working Group on Tanks on its March 2012 session)  
 ECE/TRANS/WP.15/AC.1/2012/23 (Romania)  
 ECE/TRANS/WP.15/AC.1/2013/3 (Secretariat)  
 ECE/TRANS/WP.15/AC.1/2013/6 (AEGPL)  
 ECE/TRANS/WP.15/AC.1/2013/8 (CEN)  
 ECE/TRANS/WP.15/AC.1/2013/12 (Germany)  
 ECE/TRANS/WP.15/AC.1/2013/19 (United Kingdom)  
 ECE/TRANS/WP.15/AC.1/2013/21 (Belgium)  
 ECE/TRANS/WP.15/AC.1/2013/23 (Sweden)

*Informal documents:* INF.3 (September 2012) (Romania)  
 INF.4 (EIGA)  
 INF.21 (Norway)  
 INF.30 (UIP)  
 INF.41 (Romania)

8. Following a preliminary discussion in the plenary, consideration of all the documents was entrusted to the Working Group on Tanks, which met concurrently from 18 to 20 March 2013 under the chairmanship of Mr. A. Bale (United Kingdom).

#### B. Report of the Working Group on Tanks

*Informal document:* INF. 50

9. The Joint meeting approved the report of the Working Group in its entirety (reproduced as annex I in addendum 1 to this report), with some comments as follows.

##### Points 1, 2, 6 and 7

10. The amendments proposed were adopted, but with some modifications related to the definition of “shell” in point 1 (see annex II).

##### Points 3, 10 and 12

11. The Joint Meeting enclosed the various invitations to carry out further work, in particular:

- to AEGPL for a more detailed proposal on the alternatives to the hydraulic pressure test during periodic inspections of LPG road and rail tankers (paragraph 9);
- to EIGA for the work on the holding times (paragraphs 23 and 24);
- to UIP for the alignment of the approval and inspection procedures for tanks for gases and those for other substances (paragraph 28).

##### Point 8

12. As proposed by the Working Group, the Joint Meeting invites the Competent Authorities to communicate the measures recommended in paragraph 19 of the Working Group report to the inspection bodies and the industry parties concerned.

## **IV. Standards (agenda item 3)**

### **A. Procedure for cooperation with CEN and the European Committee for Electrotechnical Standardization (CENELEC)**

*Document:* ECE/TRANS/WP.15/AC.1/2013/7 (CEN)

13. The proposal to include three new paragraphs in part 4 of the procedure (ECE/TRANS/WP.15/AC.1/122/Add.2) concerning the use of teleconferences, or videoconferences, was adopted (see annex III). The representative of CEN stated that the teleconferences in question could be held in English only without interpretation.

14. It was pointed out that it was not appropriate to use the term “Members” to refer to delegations of the Joint Meeting and that the term “participant” (in the Joint Meeting) should be used as it was broadly understood in rule 1 of the rules of procedure (ECE/TRANS/WP.15/AC.1/112/Add.2) to cover full participants and other entities participating as observers. The secretariat was thus requested to check the entire text and to submit a revised version for the next session.

15. The proposal to provide technical comments solely through national committees was not accepted. It was stated that even if the Joint Meeting and its Working Group on Standards mainly verified the compatibility of draft standards with the requirements of RID/ADR/ADN, any other technical comment could also be transmitted to the Working Group on Standards to allow for the participation of countries that were not members of CEN/CENELEC and thus could not make comments on the drafts through national committees. It was noted, however, that technical comments on standards already published must first be included as new items in the CEN programme of work, which was normally done only at the request of a national committee. The representative of CEN said that he would come back to this issue at the next session for final agreement.

### **B. Miscellaneous proposals related to pressure receptacles, tanks and their equipment**

*Document:* ECE/TRANS/WP.15/AC.1/2013/8 (CEN)

*Informal document:* INF.46 and INF.46/Rev.1 (CEN)

16. The first proposal concerning dynamic design of tank service equipment was entrusted to the Working Group on Tanks.

17. The Joint Meeting considered that the second question concerning the testing of lifting lugs for pressure drums was a matter for the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods to take up. Interested delegations should therefore raise the matter with that Sub-Committee.

18. The third proposal to create an informal working group to discuss the problems described involving standards and provisions on valves for pressure receptacles was adopted, as well as the terms of reference proposed by CEN in INF.46/Rev.1.

### **C. Status of standards referenced within the referenced standards**

*Document:* ECE/TRANS/WP.15/AC.1/2013/18 (United Kingdom)

19. The Joint Meeting adopted the proposed modification of 1.1.5 with some modifications (see annex II).

## D. Way of referencing standards

*Informal document:* INF.18 (Germany)

20. The representative of Germany noted that the title of referenced standards, for example in 6.2.4, was not always consistent with the full scope of the standard, which led to problems of interpretation in practice. As some references had a note clarifying the scope of the standard, it was suggested that the CEN consultant should check all references to standards to determine whether the scope required clarification.

21. The Joint Meeting agreed that the applicability of referenced standards depended in fact on the scope of the standard and not its title, but it considered that it was not necessary to check all references systematically. Delegations experiencing difficulties of interpretation for some references, as in the cases presented by Germany, were requested to bring the cases to the attention of the Joint Meeting with proposals for a note to clarify the scope.

## E. References to standard EN ISO/IEC 17020 (accreditation of inspection bodies)

*Informal documents:* INF.26 (CEN)  
INF.34 (France)  
INF.35 (European Union)  
INF.47 (United Kingdom and Germany)

22. The Joint Meeting noted that the presumption of conformity for the application of the 2004 version of standard EN ISO/IEC 17020 in European Union law had been extended to 1 March 2015. The Joint Meeting therefore considered that, as from that date, all inspection bodies (and, in addition for ADN, inspection bodies referred to in 1.16.4 and recognized classification societies) should be accredited in accordance with the 2012 version of the standard.

23. However, several delegations had doubts over the interpretation that might be put on option B, as set out in the 2012 version of the standard. It was therefore decided to exclude section 8.1.3 of the standard from application in ADR/RID/ADN.

24. It was also considered that accreditations under standard EN ISO/IEC 17020:2012 (with the exception of section 8.1.3) should henceforth be accepted instead of those carried out in accordance with the 2004 version.

25. The Joint Meeting finally decided to replace the reference to standard EN ISO/IEC 17020:2004 by a reference to EN ISO/IEC 17020:2012 (except clause 8.1.3), by an amendment that would enter into force on 1 January 2015, and to limit the transitional period for recognition of accreditations under the 2004 version to 28 February 2015 (see annex II).

26. With regard to recognition before 1 January 2015 of accreditations under version 2012, it was decided that the most pragmatic solution was to use the multilateral agreement procedure. The representative of the United Kingdom said that she would initiate an agreement and the competent authorities were invited to sign it as soon as possible.

## **F. Working Group on Standards**

*Documents:* ECE/TRANS/WP.15/AC.1/2013/9 (CEN)  
ECE/TRANS/WP.15/AC.1/2013/10 (CEN)  
ECE/TRANS/WP.15/AC.1/2013/14 (CEN)

*Informal documents:* INF.5 (CEN)  
INF.15/Rev.1 (CEN)  
INF.16 (CEN)  
INF.32 (CEN)  
INF.45 (CEN)

27. The documents concerning the work underway within CEN or corrections or updates to the references to standards were entrusted to the Working Group on Standards.

### **Report of the Working Group on Standards**

*Informal document:* INF. 44 (CEN)

28. The Joint Meeting noted the report of the Working Group and adopted:

- the amendments of proposals 1, 6, 7, 9 and 10 with editorial amendments to proposal 10 (see annex II);
- the corrections of proposals 2, 3 and 4, which should be proposed to the Contracting Parties to RID and ADR in accordance with the correction procedures (see annex IV);
- the updates proposed in the annex, with some corrections (see annex II).

29. Proposal 7 to add a sentence to 1.1.5 allowing the early use of an adopted standard for reference in a future edition of RID/ADR/ADN was withdrawn following discussions on the legal validity of such a provision, in the knowledge that it would at least be necessary to clarify what was meant by adoption.

30. Similarly, the recommendation to adopt a general rule according to which reference would only be made to the reference number of the general purpose standard was not adopted. The references would have to be examined on a case by case basis.

## **V. Interpretation of RID/ADR/ADN (agenda item 4)**

31. As document ECE/TRANS/WP.15/AC.1/2013/30 of IRU was withdrawn, the agenda item was not discussed.

## **VI. Proposals for amendments to RID/ADR/ADN (agenda item 5)**

### **A. Pending issues**

#### **1. Inclusion of multiple element gas containers (MEGCs) in 1.1.4 (Applicability of other regulations)**

*Document:* ECE/TRANS/WP.15/AC.1/2013/2 (EIGA)

32. The proposed amendments to 1.1.4.2.1 and 1.1.4.2.2 were adopted (see annex II).

## 2. New provisions for carriage in bulk

*Document:* ECE/TRANS/WP.15/AC.1/2013/4 (OTIF)

33. The proposal to use the code VC instead of the codes VV and VW was adopted (see annex II).

## 3. Carriage of UN No. 3170, ALUMINIUM SMELTING BY-PRODUCTS

*Informal document:* INF.22 (Norway)

34. Several delegations considered that those products' contact with water could produce flammable or toxic gases such as hydrogen, ammonia and phosphine, and, therefore, they were not in favour of the idea of authorizing carriage in bulk of those by-products in sheeted vehicles, wagons or containers, particularly by-products in smaller particle-size powder or granular form, even if some forms in pieces were probably less reactive.

35. A contradiction was found in the United Nations Model Regulations, i.e. the dangerous goods list authorized BK1 and BK2 bulk containers for UN No. 3170, while subsection 4.3.2.2 authorized only BK2 closed bulk containers and BK3 bulk containers, provided that they were watertight, for Division 4.3 substances. That contradiction should be brought to the attention of the United Nations Sub-Committee of Experts, and the representative of Norway could then return to the issue.

## 4. Definition of "shipment"

*Informal documents:* INF.13 (Secretariat)  
INF.14 (Romania)

36. The Joint Meeting noted that the definitions of the terms "shipment" and "expédition" in the United Nations Model Regulations do not figure in RID, ADN or ADR. The representative of Romania pointed out several inconsistencies in the terminology used in the French and English versions. In light of those inconsistencies the Joint Meeting considered it would be premature to introduce the definitions proposed by the secretariat.

## 5. New provisions for carriage in bulk

*Informal document:* INF.23 (Germany)

37. The proposals contained in paragraphs 6 and 8 relating to the deletion of provisions VW1/VV1 for some entries and the addition of VW1/VV1, VW2/VV2 and AP1 for krill meal were adopted. The Joint Meeting also agreed that it was therefore unnecessary to add AP3 to the UN numbers mentioned in paragraph 6 (see annex II).

38. The proposal contained in paragraph 7 was withdrawn.

## B. New proposals

### 1. Paragraph 5.1.2.1 (b) (ii): Orientation arrows on overpacks

*Document:* ECE/TRANS/WP.15/AC.1/2013/1 (Germany)

39. The proposal to delete 5.1.2.1 (b) (ii) was adopted (see annex II).

### 2. Replacement of UIC leaflets 592-2 and 592-4 by UIC leaflet 592

*Document:* ECE/TRANS/WP.15/AC.1/2013/5 (UIC)

*Informal document:* INF.3 (UIC)

40. Discussion of this proposal was deferred to the next session as UIC needed to provide additional information at that session in light of its ongoing work on the subject.

### **3. Amendment to 5.3.3 (Mark for elevated temperature substances)**

*Document:* ECE/TRANS/WP.15/AC.1/2013/20 (CEFIC)

41. The majority of delegations were in agreement with the proposal to require the elevated temperature mark for all substances transported at elevated temperatures, not only those covered by special provision 580 (UN Nos. 3256, 3257, 3258).

42. The representatives of UIC and IRU indicated that the reference to special provision 580 facilitated the exchange of electronic data, and telematics applications.

43. It was pointed out that 5.4.1.1.14 already provided for special mention in the transport document of substances not covered by special provision 580, but one way of taking account of the comments of UIC and IRU would be to identify, with help from the industry, all the entries to which special provision 580 might apply.

44. The proposal to amend 5.3.3 was adopted in square brackets (see annex II), subject to preparation by CEFIC of a proposal for the appropriate identification of entries on the list of dangerous substances that might be affected.

### **4. Alignment of the table of precedence with the Model Regulations**

*Document:* ECE/TRANS/WP.15/AC.1/2013/24 (United Kingdom)

*Informal document:* INF.17 (United Kingdom)

45. The proposal to delete the final column (referring to Class 9) was adopted (see annex II). It was decided to retain, after the table, the examples concerning the classification of mixtures containing PCBs.

46. As to the other proposals contained in INF.17, the representative of the United Kingdom was asked to present them in a working document as they had wider repercussions that needed to be properly evaluated.

### **5. Scope of 5.5.3**

*Document:* ECE/TRANS/WP.15/AC.1/2013/25 (Switzerland)

*Informal documents:* INF.20 (UIP)  
INF.31 (United Kingdom)  
INF.36 (GEA)  
INF.49 and INF.49/Rev.1 (GEA)

47. With regard to the queries raised in INF.20, it was recalled that, under 5.5.3.1.3, section 5.5.3 does not apply to dangerous goods used for cooling or conditioning tanks or MEGCs during carriage.

48. The Joint Meeting decided to limit the scope of 5.5.3.6 and 5.5.3.7 to those cases where there was an actual risk of asphyxiation, which should be assessed by the participants by adopting option I as proposed in INF.49/Rev.1 with some amendments (see annex II). A proposal that the principle should be applied only when the refrigerant was dry ice was not accepted.

49. The Government of the United Kingdom would draw up a multilateral agreement.

**6. Proposal for amendment to 1.1.3.1 (c)**

*Document:* ECE/TRANS/WP.15/AC.1/2013/29 (IRU)

50. Several delegations supported the proposal to limit the capacity (rather than the contents) of packagings under 1.1.3.1 (c) to 450 litres, given the interpretation issues arising from the current wording.

51. The representative of Germany recalled that this text had been the subject of long discussions while it was being drafted, and that this proposal had been discussed and rejected. Consequently, there could not be a problem of interpretation: the term “packaging” referred to packagings as defined in 1.2.1 and therefore excluded tanks. Packagings could have a capacity of more than 450 litres but the quantity of dangerous goods they contained should not be more than 450 litres. Amending the current text as proposed by IRU, even if there were problems with verification of the quantities carried, would have very important repercussions in practice and, if the proposal was accepted, it would be necessary to put transitional provisions in place.

52. After a long debate, it was proposed to retain the current text but to specify that the term “packaging” included IBCs and large packagings. This proposal was put to a vote and adopted (see annex II).

**7. Marking of bundles of cylinders**

*Document:* ECE/TRANS/WP.15/AC.1/2013/15 (EIGA)

53. The proposed transitional measure for the marking of bundles of cylinders was adopted with some modifications (see annex II). The representative of Belgium agreed to initiate the multilateral agreement on the application of the measure prior to its entry into force, as suggested in the proposal.

**8. Periodic inspection of some refillable liquefied petroleum gas (LPG) steel cylinders**

*Document:* ECE/TRANS/WP.15/AC.1/2013/16 (AEGPL)

*Informal document:* INF.39 (AEGPL)

54. Several delegations requested further clarification on the specific method for the periodic inspection of protected over-moulded LPG cylinders, which were used in France and Belgium in particular. Additional informations on the related design standard was also requested.

55. The representative of Belgium pointed out that the method was used under the M247 multilateral agreement, which had been reached after substantial work by many experts both coming from government and industry. Therefore he proposed to base any regulatory text on the technical requirements set out in M247.

56. AEGPL would draw up a new proposal taking account of the comments made.

**9. Definition of nominal capacity of receptacle**

*Document:* ECE/TRANS/WP.15/AC.1/2013/17 (Switzerland)

*Informal document:* INF.48 (Switzerland and Germany)

57. The proposed modification to 1.1.3.6.3 and to the definition of nominal capacity of the receptacle in 1.2.1 was adopted as contained in informal document INF.48 (see annex II).

58. The representative of Romania would submit a new document if the modification led to any consequential amendments.

**10. Gas cylinders on board ships and aircraft**

*Document:* ECE/TRANS/WP.15/AC.1/2013/22 (Sweden)

*Informal document:* INF.38 (France)

59. The representatives of France and Sweden were invited to consider this point further, with the help of EIGA, taking account of the comments made at the meeting, and to take appropriate action.

**11. Amendment to 1.8.6.4.1**

*Informal document:* INF.19 (Germany)

60. The representative of Germany will submit an official proposal to the next session, taking into account the comments made at the meeting and any that he might receive in due time before the next session.

**12. Carriage of batteries exempt from the provisions concerning testing and inspection in accordance with special provision 310**

*Informal document:* INF. 24 (United Kingdom)

61. The representative of the United Kingdom will submit an official proposal to the next session, taking into account the comments made at the meeting and any that she might receive in due time before the next session.

**VII. Reports of informal working groups (agenda item 6)**

**A. Informal working group on packaging waste with residues of dangerous goods**

*Informal documents:* INF.9 (France)  
INF.37 (CEFIC)  
INF.43 (Switzerland)

62. These documents had been submitted following the decisions taken by the United Nations Sub-Committee of Experts in December 2012 (see ECE/TRANS/WP.15/AC.1/128, para. 54).

63. The delegations that had given oral comments were asked to transmit them in writing to the representative of France, who would draw up a proposal for consideration by the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods.

**B. Informal working group on the reduction of the risk of a BLEVE**

*Informal document:* INF.25 (Germany and France)

64. The Joint Meeting noted that the next meeting would be held in Berlin from 15 to 17 April 2013. The AEGPL representative requested that for efficient preparation and conduct of the meeting the documentation on the tests conducted to assess the efficiency of thermal coating and safety valves in a fire engulfment would, if possible, be made available well in advance of the meeting. Interested delegations are invited to contact the representative of Germany or the Federal Institute for Material Research and Testing (BAM).

### C. Informal working group on the periodicity of testing of cylinders

*Informal document:* INF.33 (EIGA)

65. The Joint Meeting noted that the group would meet again on 2 and 3 May 2013 in Paris and should be able to submit a proposal to the next session.

## VIII. Future work (agenda item 7)

66. The next session will be held in Geneva from 17 to 27 September 2013.

## IX. Any other business (agenda item 8)

### A. Reports on occurrences during the carriage of dangerous goods and risk evaluation

*Document:* ECE/TRANS/WP.15/AC.1/2013/13 (Germany)

*Informal documents:* INF.7 (Germany)  
 INF.8 (Germany)  
 INF.27 and Adds 1-2 (France)  
 INF.29 (European Union) (European Railway Agency (ERA))  
 INF.28 (France and UNECE secretariat)

67. The Joint Meetings noted with interest that, following discussions at the previous session (ECE/TRANS/WP.15/AC.1/128, paras. 64 and 65), the secretariat and the Government of France had cooperated to develop a database project based on the model used in France, which could be used by all relevant authorities to provide the secretariat with information required under 1.8.5 of RID/ADR/ADN.

68. The presentation of the project drew a lot of comments, and, further to the discussion, the Joint Meeting made the following conclusions:

(a) The secretariat should finalize the database project, in cooperation with France, by late April 2013;

(b) The secretariat would transmit the database to the relevant authorities of the Contracting Parties to RID, ADR or ADN that had expressed their interest by e-mail<sup>3</sup>;

(c) The relevant authorities that had volunteered would enter in the database reports on accidents/incidents that they then received and, if possible, on those that had occurred in 2013 or earlier;

(d) An informal working group would meet in the autumn to discuss the procedures for transmitting data, the contents of the database and the challenge of ensuring that the criteria and data were harmonized and consistent with those of other databases such as the (ERA) database, as well as the possible revision of 1.8.5;

(e) The authorities that so wished could transmit by late September the data already entered, which might serve as an example on which to base the work;

<sup>3</sup> christine.barrio-champeau@unece.org

(f) Interested organizations (such as the European Union, including ERA, AEGPL, CEFIC, etc.) could take part in the work; only the relevant authorities would provide information for the database;

(g) All relevant authorities involved in the pilot would provide the secretariat in early February 2014 with information contained in their databases covering 2013.

69. The Joint Meeting noted with interest the activities relating to risk analysis and the importance some delegations attached to harmonising the methodologies of risk measures.

70. It noted that ERA will organise a workshop on this issue in October 2013, possibly in the same week as that of the meeting of the informal working group on incident/accident database. Invitation to these meetings will be issued by the Government of France or ERA as appropriate.

## **B. Tribute to Mr. G. Kafka**

71. The Joint Meeting was informed that Mr. G. Kafka, an officer of OTIF and, previously, for many years representative of Austria at the Joint Meeting, WP.15 and RID Committee of Experts, would be retiring. It wished him a long and happy retirement and expressed its heartfelt appreciation for his contribution to the work over the years.

## **X. Adoption of the report (item 9 of the agenda)**

72. The Joint Meeting adopted the report of its spring 2013 session and its annexes on the basis of a draft prepared by the secretariats.

## **Annex I**

### **Report on the Working Group on Tanks**

(see ECE/TRANS/WP.15/AC.1/130/Add.1)

## Annex II

### Draft amendments to RID, ADR, ADN for entry into force on 1 January 2015

#### Part 1

1.1.3.1 (c) In the first sentence, after "per packaging", insert ", including intermediate bulk containers (IBCs) and large packagings,".

(Reference document: ECE/TRANS/WP.15/AC.1/2013/29 as amended)

1.1.3.6.3 Amend the last indent to read as follows:

"– For liquids, the total quantity of dangerous goods contained in litres;

– For compressed gases, the nominal capacity of the receptacle (see definition in 1.2.1) in litres."

(Reference document: informal document INF.48)

1.1.4.2.1 In the first sentence, replace "and tank-containers" by ", tank-containers and MEGCs". In the first sentence of paragraph (c), replace "or tank-containers" by ", tank-containers or MEGCs". In the second sentence of paragraph (c), replace "and tank-containers" by ", tank-containers and MEGCs".

(Reference document: ECE/TRANS/WP.15/AC.1/2013/2)

(ADR:) 1.1.4.2.2 Replace "or tank-containers" by ", tank-containers or MEGCs".

(Reference document: ECE/TRANS/WP.15/AC.1/2013/2)

1.1.5 Add the following sentence: "The requirements of the standard that do not conflict with RID/ADR/ADN shall be applied as specified, including the requirements of any other standard, or part of a standard, referenced within that standard as normative."

(Reference document: ECE/TRANS/WP.15/AC.1/2013/18)

1.2.1 In the definition of "nominal capacity of the receptacle", delete "means the nominal volume of the dangerous substance contained in the *receptacle* expressed in litres."

(Reference document: ECE/TRANS/WP.15/AC.1/2013/17)

1.2.1 Amend the definition of "Shell" to read as follows:

"*Shell*" (for tanks), means the part of the tank which retains the substance intended for carriage, including openings and their closures, but does not include service equipment or external structural equipment;

**NOTE:** For portable tanks, see Chapter 6.7."

(Reference document: informal document INF.50)

[The amendment to the definition of "closure" in the French version does not apply to the English text.]

(ADN:) 1.2.1 Amend the definitions hereafter as follows:

*Breathing apparatus:* Replace "EN 137:1993" by "EN 137:2006" and replace "EN 371:1992 or EN 372:1992" by "EN 14387:2004 + A1:2008".

*Protective suit*: Replace "EN 340:1993" by "EN 340:2003".

*Protective shoes*: Replace "EN 346:1997" by "EN ISO 20346:2004".

*Protective gloves*: Replace "EN 374-1:1994, 374-2:1994 or 374-3:1994" by "EN 374-1:2003, EN 374-2:2003 or EN 374-3:2003 + AC:2006".

*Escape device*: Replace "EN 400:1993, EN 401:1993, EN 402:1993, EN 403:1993 or EN 1146:1997" by "EN 13794:2002, EN 402:2003, EN 403:2004 or EN 1146:2005".

*Auto-ignition temperature, Deflagration, Detonation, Explosion, and Explosive atmosphere*: Replace "EN 1127-1:1997" by "EN 13237:2011".

*Auto-ignition temperature*: Delete ", No. 331".

*Flame arrester and High velocity vent valve*: Replace "EN 12 874 (1999)" by "EN ISO 16852:2010".

*Steady burning*: Replace "EN 12 874:1999" by "EN ISO 16852:2010".

*Explosion group and Temperature class*: Replace "EN 50014" by "EN 60079-0:2012".

*(Reference document: Informal document INF.44)*

(ADN:): 1.2.1 Amend the definition of "*Types of protection*" to read as follows:

"*Types of protection*" (*see IEC Publication 79 and EN 60079-0:2012*)

EEx (d): flameproof enclosure (EN 60079-1:2007);

EEx (e): increased safety (EN 60079-7:2007);

EEx (ia) and EEx (ib) : intrinsic safety (EN 60079-11:2012);

EEx (m): encapsulation (EN 60079-18:2009);

EEx (p): pressurized apparatus (EN 60079-2:2007);

EEx (q): powder filling (EN 60079-5:2007)."

*(Reference document: Informal document INF.44)*

1.6.1 Add the following new transitional provision:

"1.6.1.28 As an exception to the provisions of 1.6.1.1, accreditations in accordance with EN ISO/IEC 17020:2004 for the purposes of [(ADN only:) 1.15.3.8, 1.16.4.1,] 1.8.6.8, 6.2.2.10, 6.2.3.6.1, [(RID only:) 6.8.2.4.6,] special provisions TA 4 and TT 9 of 6.8.4 shall not be recognised after 28 February 2015."

*(Reference document: informal document INF.47)*

1.6.2 Add the following new transitional provision:

"1.6.2.13 Bundles of cylinders manufactured before 1 July 2013 which are not marked in accordance with 6.2.3.9.7.2 and 6.2.3.9.7.3 may be used until the next periodic inspection and test after 1 July 2015."

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/15 as amended)*

(ADN:): 1.6.7.2.2.2 In the table, replace "EN 12 874:1999" by "EN ISO 16852:2010" (twice).

*(Reference document: Informal document INF.44)*

(ADN:): 1.6.7.4.2 In Table 3., for UN No. 1202, second entry, in column (2), replace "EN 590:2004" by "EN 590:2009 + A1:2010".

*(Reference document: Informal document INF.44)*

1.8.6.8 In the last and last but one sub-paragraph, replace "EN ISO/IEC 17020:2004" by "EN ISO/IEC 17020:2012 (except clause 8.1.3)".

*(Reference document: Informal document INF.26)*

(ADN:) 1.15.3.8 Replace "EN 29001:1997" by "EN ISO 9001:2008 + AC:2009".

*(Reference document: Informal document INF.44)*

(ADN:) 1.15.3.8 and 1.16.4.1 Replace "EN ISO/IEC 17020:2004" by "EN ISO/IEC 17020:2012 (except clause 8.1.3)".

*(Reference document: Informal document INF.26)*

## **Part 2**

2.1.3.10 Delete the last column of the Table.

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/24)*

## **Part 3**

3.2.1, Table A For UN No. 1202, second entry, in column (2), replace "EN 590:2004" by "EN 590:2009 + A1:2010".

*(Reference document: Informal document INF.44)*

[3.2.1, Table A For UN numbers 3256, 3257 and 3258, remove special provision 580 in column (6).]

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/20)*

(ADN:) 3.2.3 In the footnotes related to the list of substances, for footnote 8), replace "EN 50014" by "EN 60079-0:2012".

*(Reference document: Informal document INF.44)*

(ADN:) 3.2.4.2 In item 3.1 of the Application form, replace "EN 50014" by "EN 60079-0:2012". In item 3.3 of the Application form, replace "EN 1839:2004" by "EN 1839:2012".

*(Reference document: Informal document INF.44)*

[Chapter 3.3 Amend special provision 580 to read:

"580 (Deleted)".]

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/20)*

## **Part 4 (RID/ADR)**

4.1.1.21.6 In the table, for UN No. 1202, first and fourth entries, in Column (2b), replace "EN 590:2004" by "EN 590:2009 + A1:2010".

*(Reference document: Informal document INF.44)*

4.1.4.1 P200 (12) In paragraph 3.4, replace "or EN 13153:2001 + A1:2003" with ", EN 13153:2001 + A1:2003, EN ISO 14245:2010 or EN ISO 15995:2010".

(Reference document: Informal document INF.44)

4.1.6.15 In the Table, after standard "EN 13153:2001 + A1:2003", insert the following standards:

Applicable paragraphs	Reference	Document title
4.1.6.8 Valves with inherent protection	EN ISO 14245:2010	Gas cylinders – Specifications and testing of LPG cylinder valves – Self closing (ISO 14245:2006)
	EN ISO 15995:2010	Gas cylinders – Specifications and testing of LPG cylinder valves – Manually operated (ISO 15995:2006)

(Reference document: Informal document INF.44)

4.3.4.1.1 For the tank code "V", replace "non-explosion-pressure proof tank" with "non-explosion pressure shock resistant tank". For the tank code "F", replace "explosion-pressure proof tank" with "explosion pressure shock resistant tank".

(Reference document: Informal document INF.50)

## Part 5

5.1.2.1 Amend paragraph (b) to read as follows:

"(b) Orientation arrows illustrated in 5.2.1.9 shall be displayed on two opposite sides of overpacks containing packages which shall be marked in accordance with 5.2.1.9.1, unless the marking remains visible."

(Reference document: ECE/TRANS/WP.15/AC.1/2013/1)

[5.3.3 Replace "for which a mark for elevated temperature substances is required according to special provision 580 in Column (6) of Table A of Chapter 3.2" with "containing a substance that is carried or handed over for carriage in a liquid state at or above 100 °C or in a solid state at or above 240 °C".]

(Reference document: ECE/TRANS/WP.15/AC.1/2013/20)

(RID/ADR:) 5.4.3.4 In the fourth page of the model for instructions in writing, replace "EN 471" by "EN 471:2003 + A1:2007".

(Reference document: Informal document INF.44)

(ADR:) 5.4.3.4 In the fourth page of the model for instructions in writing, footnote b and 8.1.5.3, footnote 3, replace "EN 141" by "EN 14387:2004 + A1:2008".

(Reference document: Informal document INF.44)

5.5.3.1 Add the following paragraph:

"5.5.3.1.4 Sub-sections 5.5.3.6 and 5.5.3.7 only apply when there is an actual risk of asphyxiation in the wagon/vehicle or large container. It is for the participants concerned to assess this risk, taking into consideration the hazards presented by the substances being used for cooling or conditioning, the amount of substance to be carried, the duration of the journey and the types of containment to be used. As a rule, it is assumed that packages containing dry ice (UN 1845) as a coolant do not present such a risk."

(Reference document: informal document INF.49/Rev.1)

**Part 6 (RID/ADR)**

6.2.2.10 In the three sub-paragraphs after the Table Replace "EN ISO/IEC 17020:2004" by "EN ISO/IEC 17020:2012 (except clause 8.1.3)".

*(Reference document: Informal document INF.26)*

6.2.3.6.1, in the second, third and fourth sub-paragraphs after the Table Replace "EN ISO/IEC 17020:2004" by "EN ISO/IEC 17020:2012 (except clause 8.1.3)".

*(Reference document: Informal document INF.26)*

6.2.4.1 Under "for design and construction", for standard "EN 13110:2012", in column (1), delete: "except clause 9".

*(Reference document: informal document INF.44)*

6.2.4.1, 6.2.4.2, 6.8.2.6.1, 6.8.2.6.2 and 6.8.3.6 Before the Table, insert the following sentence: "The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the Table below."

*(Reference document: informal document INF.44)*

6.7.2.2.9 Insert a new paragraph to read as follows:

"6.7.2.2.9.1 For portable tanks that are intended for use offshore, the dynamic stresses imposed by handling in open seas shall be taken into account."

6.7.2.2 Insert a new paragraph to read as follows:

"6.7.2.2.17 Thermal insulation directly in contact with the shell intended for substances carried at elevated temperature shall have an ignition temperature at least 50 °C higher than the maximum design temperature of the tank."

6.7.2.5 Insert the following new paragraphs to read as follows:

"6.7.2.5.12 The heating system shall be designed or controlled so that a substance cannot reach a temperature at which the pressure in the tank exceeds its MAWP or causes other hazards (e.g. dangerous thermal decomposition).

6.7.2.5.13 The heating system shall be designed or controlled so that power for internal heating elements shall not be available unless the heating elements are completely submerged. The temperature at the surface of the heating elements for internal heating equipment, or the temperature at the shell for external heating equipment shall, in no case, exceed 80% of the autoignition temperature (in °C) of the substance carried.

6.7.2.5.14 If an electrical heating system is installed inside the tank, it shall be equipped with an earth leakage circuit breaker with a releasing current of less than 100 mA.

6.7.2.5.15 Electrical switch cabinets mounted to tanks shall not have a direct connection to the tank interior and shall provide protection of at least the equivalent of type IP56 according to IEC 144 or IEC 529."

6.7.2.19.4 Insert the following new second sentence:

"For tanks only used for the carriage of solid substances, other than toxic or corrosive substances that do not liquefy during carriage, the hydraulic pressure test may be replaced by a suitable pressure test at 1.5 times the MAWP, subject to competent authority approval."

6.7.4.6.1 In the second sentence replace "fully open a pressure" with "fully open at a pressure".

(Reference document: ECE/TRANS/WP.15/AC.1/2013/3)

6.8.2.2.3 At the end of the second paragraph, replace "or the shell of the tank shall be capable of withstanding, without leakage, an explosion resulting from the passage of the flame" with "or the shell of the tank shall be explosion pressure shock resistant, which means being capable of withstanding without leakage, but allowing deformation, an explosion resulting from the passage of the flame".

(Reference document: informal document INF.50)

(RID only:) 6.8.2.4.6 In the second indent of the last but two sub-paragraph , replace "EN ISO/IEC 17020:2004" by "EN ISO/IEC 17020:2012 (except clause 8.1.3)".

(Reference document: Informal document INF.26)

6.8.2.6.1 Under "for all tanks", for standard "EN 14025:2008", in column (4), replace "Until further notice" with:

"Between 1 July 2009 and 31 December 2016".

Under "for all tanks", after the standard "EN 14025:2008", insert the following new standard:

(1)	(2)	(3)	(4)	(5)
EN 14025:[2013]	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction	6.8.2.1 and 6.8.3.1	Until further notice	

(Reference document: informal document INF.44)

6.8.4, special provisions TA 4 and TT 9 Replace "EN ISO/IEC 17020:2004" by "EN ISO/IEC 17020:2012 (except clause 8.1.3)".

(Reference document: Informal document INF.26)

6.8.4 (d), special provision TT 8 Replace "EN 473" by "EN ISO 9712:2012".

(Reference document: Informal document INF.44)

6.9.2.3.2 and 6.9.4.2.1 Replace "ISO 75-1:1993" by "EN ISO 75-1:[2013]".

(Reference document: Informal document INF.44)

6.9.2.5 Replace "EN 61:1977" by "EN ISO 527-4:1997 and EN ISO 527-5:2009".

(Reference document: Informal document INF.44)

6.9.2.10 Replace "EN ISO 14125:1998" by "EN ISO 14125:1998 + AC:2002 + A1:2011".

(Reference document: Informal document INF.44)

6.9.4.2.1 and 6.9.4.2.2 Replace "EN ISO 527-5:1997" by "EN ISO 527-4:1997 or EN ISO 527-5:2009".

(Reference document: Informal document INF.44)

6.9.4.2.2 Replace "ISO 14125:1998" by "EN ISO 14125:1998 + AC:2002 + A1:2011".

(Reference document: Informal document INF.44)

6.10.3.8 (b) Replace "which may create sparks" with "which may provide a source of ignition". At the end, add ", or the tank shall be explosion pressure shock resistant, which

means being capable of withstanding without leakage, but allowing deformation, an explosion resulting from the passage of the flame;".

(Reference document: Informal document INF.50)

(ADR:) 6.12.5 In the Note, replace "EN 13501-1:2002" by "EN 13501-1:2007 + A1:2009".

(Reference document: Informal document INF.44)

## Part 8 (ADR)

8.1.4.1, footnote 1 Replace "EN 2:1992" by "EN 2:1992 + A1:2004".

(Reference document: Informal document INF.44)

8.1.5.2 Replace "EN 471" by "EN 471:2003 + A1:2007".

(Reference document: Informal document INF.44)

## Part 9

(ADR:) 9.1.1.2 In the definition of "*FL vehicles*", in (a), replace "EN 590:2004" by "EN 590:2009 + A1:2010" (twice).

(Reference document: Informal document INF.44)

(ADR:) 9.2.2.5.1 (a), 9.7.8.2 and 9.7.8.3 Delete footnote 2.

(Reference document: Informal document INF.44)

[(ADR:) 9.2.2.5.1 (a), footnote 2, 9.7.8.2 and 9.7.8.3, footnote 2 Replace "EN 50016, 50017, 50018, 50019, 50020, 50021 or 50028" by "EN 60079-1:2007, 60079-2:2007, 60079-5:2007, EN 60079-7:2007, EN 60079-11:2012 or EN 60079-18:2009".]

(Reference document: Informal document INF.44)

(ADN:) 9.3.1.21.5 (a) and (b), 9.3.2.21.5 (a) and (b) and 9.3.3.21.5 (a) and (d) Replace "EN 60309-2:1999" by "EN 60309-2:1999 + A1:2007 + A2:2012".

(Reference document: Informal document INF.44)

(ADN:) 9.3.2.21.5 (c) Replace "EN 12827:1996" by "EN 12827:1999".

(Reference document: Informal document INF.44)

(ADR:) 9.3.4.2 Replace "EN 13501-1:2002" by "EN 13501-1:2007 + A1:2009".

(Reference document: Informal document INF.44)

## Amendments to document ECE/TRANS/WP.15/AC.1/128, annex I

### In the amendments to ADR

3.2.1 In the first sentence of the explanation for column (17), replace ""VV"" with ""VC"".

(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)

3.2.1, Table A Replace the new codes "VV 1", "VV 2" and "VV 3" to be assigned to the different entries with "VC 1", "VC 2" and "VC 3".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

Amend the eleventh amendment to read:

"For the entries to which only "VV5" is assigned in column (17) with the exception of UN numbers 1396, 1398, 1418, 1436 and 2950 replace "VV5" by "[VC1] VC2 [AP3] AP4 AP5"."

*(Reference document: Informal document INF.23)*

After the eleventh amendment, insert the following amendment:

"For the entries UN 1396, PG III, UN 1398, UN 1418, PG III, UN 1436, PG III and UN 2950 replace "VV 5" with "VC2 AP4 AP5".

*(Reference document: Informal document INF.23)*

7.3.1.1 (b) Replace "VV" with "VC".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

7.3.3.1 Amend the beginning of the third sentence to read "The codes VC 1, VC 2 and VC 3 ...".

Amend the designation of special provisions "VV 1", "VV 2" and "VV 3" to read "VC 1", "VC 2" and "VC 3".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

7.3.3.2 Amend "VV" to read "VC".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

### **In the amendments to RID**

3.2.1 In the first sentence of the explanation for column (17), replace ""VW"" with ""VC"".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

Table A Replace the new codes "VW 1", "VW 2" and "VW 3" to be assigned to the different entries with "VC 1", "VC 2" and "VC 3".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

Amend the ninth amendment to read:

"For the entries to which only "VW5" is assigned in column (17) with the exception of UN numbers 1396, 1398, 1418, 1436 and 2950 replace "VW5" by "[VC1] VC2 [AP3] AP4 AP5".

*(Reference document: Informal document INF.23)*

After the ninth amendment, insert the following amendment:

"For the entries UN 1396, PG III, UN 1398, UN 1418, PG III, UN 1436, PG III and UN 2950 replace "VW 5" with "VC2 AP4 AP5".

*(Reference document: Informal document INF.23)*

7.3.1.1 (b) Replace "VW" with "VC".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

7.3.3.1 Amend the beginning of the third sentence to read "The codes VC 1, VC 2 and VC 3 ...".

Amend the designation of special provisions "VW 1", "VW 2" and "VW 3" to read "VC 1", "VC 2" and "VC 3".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

7.3.3.2 Amend "VW" to read "VC".

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/4)*

## Annex III

### **Modifications to the Revised procedure of cooperation with the European Committee for Standardization (CEN) and the European Committee for Electrotechnical Standardization (CENELEC) (ECE/TRANS/WP.15/AC.1/122/Add.2)**

Amendments to document ECE/TRANS/WP.15/AC.1/122/Add.2:

In paragraph 2.2, in the second sentence of the second sub-paragraph, replace "a member of the Joint Meeting" with:

"a participant of the Joint Meeting<sup>2</sup>".

The text of footnote 2 reads as follows: "Participant in the sense of Rule 1 of the Rules of Procedure of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15) (RID/ADR/ADN Joint Meeting) contained in document ECE/TRANS/WP.15/AC.1/112/Add.2".

In paragraph 2.2, in the third sentence of the second sub-paragraph, replace "by the member" with:

"by the participant<sup>2</sup>".

In paragraph 2.3.1, in the first sentence, replace "a member of the Joint Meeting" with "a participant of the Joint Meeting<sup>2</sup>".

In paragraph 2.3.2, in the second sentence of the second sub-paragraph, replace "a member of the Joint Meeting" with "a participant of the Joint Meeting<sup>2</sup>" and "members of the Joint Meeting" with "participants of the Joint Meeting<sup>2</sup>".

In the title of paragraph 4, after "Terms of Reference", insert "and working procedures".

In paragraph 4, in the second sentence of the first sub-paragraph, replace "CEN" with "CEN-CENELEC".

In paragraph 4, in the first indent, after "participants", insert a reference to footnote 2.

In paragraph 4, after the third indent, insert the following new three indents:

– The Working Group may also use telephone/video conferences ("telecons") organized by CEN-CENELEC in advance of the Joint Meeting sessions. CEN-CENELEC will provide members of the Working Group and experts nominated by the participants of the Joint Meeting<sup>2</sup> with the necessary information and the agenda of those meetings.

– Telecons may be arranged by the Chair at any time between the sessions of the Joint Meeting, however not later than 4 weeks ahead of the next session of the Joint Meeting.

– The results of the telecons will be documented and the Chair will introduce the report(s) to the Joint Meeting. If specific expertise is required, any unresolved or new issues put forward at the beginning of the session may be dealt with by a telecon during the session week."

*(Reference document: ECE/TRANS/WP.15/AC.1/2013/7)*

## Annex IV

### **Draft corrections to the 2013 editions of RID, ADR and AND**

4.1.4.1, P200 (11) In the last row of the Table, in column "Title of document", replace "(ISO 11372:2010)" with "(ISO 11372:2011)".

*(Reference document: informal document INF.44)*

6.2.4.1 Under "for design and construction", for standard "EN 14638-3:2010/AC", replace the reference in column (1) with "EN 14638-3:2010 + AC:2012".

*(Reference document: informal document INF.44)*

(ADR only:) 6.8.2.6.1 Under "For tanks intended for the carriage of liquid petroleum products ...", for standard "EN 13082:2008 + A1:2011", replace the reference in column (1) with "EN 13082:2008 + A1:2012".

*(Reference document: informal document INF.44)*

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