

## **Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals**

24 October 2014

### **Sub-Committee of Experts on the Transport of Dangerous Goods**

#### **Forty-sixth session**

Geneva, 1 – 9 December 2014

Item 3 of the provisional agenda

#### **Global harmonization of transport of dangerous goods regulations with the Model Regulations**

### **Outcome of the Joint Meeting of the OTIF RID Committee of Experts and the UNECE Working Party on the Transport of Dangerous Goods (RID/ADR/ADN Joint Meeting) on its 2014 autumn session**

#### **Note by the secretariat**

1. During the 2014 autumn session of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, several topics of interest to the Sub-Committee of Experts on the Transport of Dangerous Goods were discussed. In order to inform the Sub-Committee of the outcome of those discussions, relevant paragraphs from the report are reproduced below. Original paragraphs numbers are kept for easy reference.

#### **Marking of the overpack with the mark “OVERPACK”**

*Document:* ECE/TRANS/WP.15/AC.1/2014/42 (Spain)

*Informal document:* INF.39 (FEA)

16. The Joint Meeting noted that the request for an interpretation of 5.1.2.1 (a) had also been submitted to the United Nations Sub-Committee of Experts, as the corresponding paragraphs of the IMDG Code and the ICAO Technical Instructions were worded differently. It considered that the texts should be worded so as not to pose problems of interpretation and so that the interpretation would be the same for all modes of transport.

17. In general, the Joint Meeting considered that when all the required marks and labels were visible on all packages within an overpack, the mark “OVERPACK” and the other marks and labels did not have to be placed on the overpack. The question remained, however, as to how to deal with cases where only a few marks or labels were visible. Several delegations were of the opinion that in such cases the mark “OVERPACK” and all the marks and labels related to the substances contained in the packages should be placed on the overpack. Another question was posed as to whether also the packaging approval marks should be visible through the overpack to be able to omit the overpacks mark.

18. Some delegations considered that it would also be useful to define what was meant by “visible” and to compare the wording of RID/ADR/ADN, the IMDG Code and the ICAO Technical Instructions.

**Periodic inspection of individual gas cylinders in MEGCs**

*Document:* ECE/TRANS/WP.15/AC.1/2014/22 (Sweden)

*Informal document:* INF.10 from the spring 2014 session (EIGA)

25. The Joint Meeting confirmed that each individual gas cylinder that was an element in an MEGC had to undergo a periodic inspection, including a hydraulic pressure test, in conformity with 6.2.1.6. However, the possible alternatives under 6.2.1.6 were also relevant.

26. The representative of Norway asked whether it was necessary to demount each cylinder in order to individually carry out the periodic inspections and hydraulic pressure tests. The representative of EIGA said that for the periodic inspection of MEGCs it was common practice to completely disassemble them. The Joint Meeting noted, however, that both for the initial inspection and for periodic inspections the wording of paragraphs 6.7.5.12.3, 6.7.5.12.4, 6.8.3.4.11 and 6.8.3.4.13 — specifically, the last sentence, which required a leakproofness test if the unit was reassembled — seemed to indicate that disassembly was not mandatory. The Joint Meeting agreed that the question should be put to the United Nations Sub-Committee of Experts.

**Special provision 363**

*Document:* ECE/TRANS/WP.15/AC.1/2014/29 (Switzerland)

27. Several delegations were in favour of deleting from special provision 363 the reference to quantities above the quantity specified in column (7a) of Table A of Chapter 3.2. However, as the wording of the special provision was to be discussed by the United Nations Sub-Committee of Experts at its December 2014 session, the Joint Meeting preferred to wait to see the outcome of that discussion before amending the current text.

**Lithium batteries contained in vehicles and equipment assigned to UN Nos. 3166 and 3171**

*Document:* ECE/TRANS/WP.15/AC.1/2014/51 (France)

*Informal documents:* INF.30 (RECHARGE)  
INF.41 (France)

33. The Joint Meeting noted that the issue of lithium batteries installed in vehicles or equipment would be discussed by the United Nations Sub-Committee of Experts in December 2014. Therefore, while the Government of France had prepared a proposal for a special provision, as requested by the Joint Meeting, the proposal would have to be taken up again in the light of the recommendations of the United Nations Sub-Committee of Experts.

**Exemptions in 1.1.3.3**

*Document:* ECE/TRANS/WP.15/AC.1/2014/38 (Switzerland)

41. In principle, the Joint Meeting agreed with the Government of Switzerland that the exemptions in 1.1.3.3 should not be restricted to *carburants* (fuel) (which by definition is fuel for internal combustion engines) and should cover other liquid fuels used for operating equipment other than internal combustion engines such as heating appliances.

42. However, the Joint Meeting found that further consideration was needed before replacing the word “*carburant*” (fuel) with “*combustible liquide*” (liquid fuel). For example, in the context of 1.1.3.3, the latter term should be applied only to liquid fuels that actually were used during carriage because of their combustion properties and not for other

purposes. It was further suggested that 1.1.3.3 should be applicable to all liquids used for operating vehicles and their equipment rather than to liquid fuels alone. Lastly, it was noted that the United Nations Sub-Committee of Experts would be discussing a proposal submitted by Belgium (ST/SG/AC.10/C.3/2014/88) concerning the issue of internal combustion engines and vehicles and their fuel (UN No. 3166 and special provision 363) and that its discussions might have a bearing on the present debate. The representative of Switzerland was therefore invited to submit a new proposal if necessary, taking into consideration the outcome of those discussions.

**Raising the 100 Wh limit for the packaging and labelling requirements of small lithium ion batteries exempted under special provision 188**

*Document:* ECE/TRANS/WP.15/AC.1/2014/45 (RECHARGE)

44. The proposal sought to authorize by road transport in Europe what was allowed in North America. Although the proposal was not intended for either maritime or air transport, several delegations wished to see it discussed first at the level of the United Nations Sub-Committee of Experts. It was also hoped that the safety aspects introduced in section 5 of the document would be more thoroughly explored. The representative of RECHARGE would therefore submit a proposal to the United Nations Sub-Committee of Experts.

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