

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

Sub-Committee of Experts on the Transport of Dangerous Goods

28 June 2016

Forty-ninth session

Geneva, 27 June – 6 July 2016

Item 7 of the provisional agenda

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

### **Outcome of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its spring 2016 session**

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

The RID/ADR/ADN Joint Meeting adopted a few changes at its Spring 2016 session that the Sub-Committee may wish to consider since they could also be relevant for the UN Model Regulations.

#### **Date of ISO 9001**

##### **Abstract of the report of the Standard Working Group (informal document INF.57)**

“4.2 a) ECE/TRANS/WP.15/AC.1/2016/1 (Germany)

ISO standard 9001:2008 is referred to in RID/ADR, 1.1.3.10 (b) (i), Note and 3.3.1, special provision 373 (a) (iii), Note. Both of these texts originate from the UN SCE-TDG so if the date is changed in RID/ADR, there will be conflict with the UN Model Regulation. However, the Standards WG recommend that RID/ADR should delete the date 2008 without inserting 2015. Organizations who use ISO 9001 are required by their inspection body to use the latest version. There is therefore no need to specify the date in RID/ADR. Also, the use of the standard is optional and other routes may be used.”.

The changes to the UN Model Regulations that would correspond to the changes made to RID/ADR/ADN would be as follows:

1.1.1.9 (b) In the Note after subparagraph (i), replace “ISO 9001:2008” by “ISO 9001”.

Chapter 3.3, SP 373 (a), in the Note after subparagraph (iii), replace “ISO 9001:2008” by “ISO 9001”.

Chapter 3.3, special provision 378, in the Note under sub-paragraph e), replace “ISO 9001:2008” by “ISO 9001”.

#### **“4N” packagings**

##### **Paragraph 49 of the report of the Joint Meeting (ECE/TRANS/WP.15/AC.1/142)**

“49. The Joint Meeting acknowledged that the introduction of “4N” packagings should have led to consequential amendments to 4.1.3.4 and 4.1.15.17 which were overlooked. Therefore, it accepted the proposals of rectification, which should be brought to the attention of the United Nations Sub-Committee of Experts. (see annex III).”.

The changes to the UN Model Regulations that would correspond to the changes made to RID/ADR/ADN would be as follows:

Chapter 4.1, 4.1.3.4 After “Boxes”, insert: “4N,”.

*Note: In RID/ADR/ADN, the following boxes are also mentioned as not allowed for substances liable to become liquid during carriage: 4A, 4B and 4H2.*

Chapter 4.1, 4.1.5.17 Amend the text in brackets to read as follows: “(1A1, 1A2, 1B1, 1B2, 1N1, 1N2, 4A, 4B, 4N and metal receptacles)”.

## **Harmonization of terminology**

### **Amendments adopted by the Joint Meeting (with reference to corresponding paragraphs of the UN Model Regulations)**

Chapter 4.1, 4.1.4.1, P620 In sub-paragraph (c) of additional requirement 2, in the third sentence, replace “Provisions for the consignment” by “Provisions for the carriage”.

*(Reference document: informal document INF.15 of the spring 2016 session of the Joint Meeting)*

4.1.4.1, P906 (2) In the introductory sentence and in paragraph (b), replace “devices” by “articles” (three times).

*(Reference document: informal document INF.24 of the spring 2016 session of the Joint Meeting)*

5.2.2.2.2 Amend the title of label No. 4.1 to read as follows:

“Division 4.1 Flammable solids, self-reactive substances, polymerizing substances and solid desensitized explosives”.

*(Reference document: informal document INF.7 of the spring 2016 session of the Joint Meeting)*

7.1.1.10, Note 2 Replace “(“IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (CTUs)”)” by “(“IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)”)”.

*(Reference document: informal document INF.19)*

## **Other issues to be raised**

### **Scope of packing instruction P005 – Paragraph 20 of the report of the Joint Meeting (ECE/TRANS/WP.15/AC.1/142)**

“20. A question arose as to why packing instruction P005 had been created for UN Nos. 3528 to 3530 when special provision 363 exempted them from application of that instruction. The Joint Meeting wondered whether packing instruction P005 was applicable when the exemptions under special provision 363 were applied, and decided to await the opinion of the Sub-Committee of Experts on the matter. The provisions of RID/ADR/ADN 2017 on the subject would thus remain aligned with those of the UN Model Regulations and the Joint Meeting decided that it was not necessary to assign transport categories for the reasons given in paragraph 16. It would be for WP.15 to decide on road tunnel restrictions.”.

*Note: See informal documents INF.19, INF.22 and INF.49 for the 49<sup>th</sup> session of the SCETDG.*

**Use of intermediate bulk containers (IBCs) as salvage packagings – Paragraphs 23-24 of the report of the Joint Meeting (ECE/TRANS/WP.15/AC.1/142)**

*“Informal documents:*      INF.14 (FEAD)  
   INF.24 (Secretariat)

23.    The Joint Meeting noted that the United Nations Sub-Committee of Experts had not agreed to authorize the use of IBCs as salvage packaging because in principle IBCs were not tested to contain articles. The Sub-Committee had considered that large packagings should be used in this case.

24.    The Joint Meeting decided by vote to continue authorizing the use of IBCs as salvage packaging for carriage under RID/ADR/ADN, but only those of type 11A, the representative of FEAD having confirmed that other types were not used by the European industry in waste recovery (see annex II).”

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