|  |  |  |  |
| --- | --- | --- | --- |
|  | United Nations | ECE/TRANS/WP.15/AC.1/2019/35 | |
| _unlogo | **Economic and Social Council** | | Distr.: General  21 June 2019  Original: English |

**Economic Commission for Europe**

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**

Geneva, 17-27 September 2019

Item 3 of the provisional agenda

**Standards**

Version (year) of the standards EN ISO/IEC 17025 and EN ISO/IEC 17020

Transmitted by the Government of Finland[[1]](#footnote-2)\*, [[2]](#footnote-3)\*\*

|  |
| --- |
| *Summary* |
| **Executive summary**: It is proposed that reference be made to the latest applicable version of the standards EN ISO/IEC 17025 and EN ISO/IEC 17020. |
| **Action to be taken:** Amend the text of RID/ADR with reference to the applicable standards without mentioning the year of the standard.  **Related documents:** ECE/TRANS/WP.15/AC.1/154 (Report of the spring 2019 session of the Joint Meeting, paras. 22-25) and Inf. 6 of the spring 2019 session of the Joint Meeting. |
|  |

Introduction

1. RID/ADR 1.8.6.4.1 refers to standard EN ISO/IEC 17025:2005. The latest version of the standard is EN ISO/IEC 17025:2017. In the foreword of the 2017 standard, it is stated that the standard supersedes EN ISO/IEC 17020:2005.

2. In March 2019, the Joint meeting noted that accreditation bodies always refer to the most recent version of a standard. The Joint Meeting agreed in principle that the reference to EN ISO/IEC 17025:2005 should be updated. Some delegations indicated that the reference to EN ISO/IEC 17020 might also need to be updated. After an exchange of views, the Joint Meeting invited the representative of Finland to submit an official document for the autumn session with a proposal that would take account of the comments made.

3. As a possible solution to overcome the need for regular updates of references to specific years, it was suggested that they be replaced with “dynamic references” (i.e. referring to the latest applicable version instead of a specific year) on the understanding that previous versions could continue to be used until their expiry date.

4. The transition period for ISO 17025:2017 is three years. The 2017 version can already be used, but the 2005 version will not expire until October 2020 and, therefore, the 2017 version of the standard will only become of mandatory use for the purposes of RID/ADR after that date.

5. In November 2020, when the transition period ends, all the laboratories have to be evaluated and updated in accordance with the 2017 version. During the transition period, evaluations may be carried out according to the old standard, but for example the Finnish national accreditation body has decided that as from autumn 2019 all laboratories in Finland will be evaluated according to the new 2017 version.

6. Experts at the accreditation body in Finland are of the opinion that, regardless of the version of the standard according to which the operator is accredited during the transition period, all accredited operators are equally qualified. As a matter of fact, the RID/ADR could not separately determine which annual version is used for accreditation, as accreditation will in any case be made according to the latest version (taking account of transition periods).

7. The same applies to EN ISO/IEC 17020.

8. Finland would like to ask the Joint Meeting to consider if there is any national or local legislation that requires references to standards to include the year of the standards. If no such legislation exists, Finland is of the opinion that the year of the standards EN ISO/IEC 17025 and EN ISO/IEC 17020 should be deleted and proposes the following amendments (proposals 1 and 2).

9. The acceptance of the proposals would mean that the Joint Meeting (RID Contracting States / Contracting Parties to ADR) is committed to any future changes to the standards. However, accreditation by any accreditation body will in any case be made according to the latest version of the standard.

Proposal 1 (EN ISO/IEC 17025)

10. In 1.8.6.4.1:

Replace “EN ISO/IEC 17025:2005” by “EN ISO/IEC 17025”.

Proposal 2 (EN ISO/IEC 17020)

11. In 1.8.6.4.1, 1.8.6.8 (twice), 6.2.2.11 (three times), 6.2.3.6.1 (three times), 6.8.4 (c) TA4 and 6.8.4 (d) TT9:

Replace “EN ISO/IEC 17020:2012” by “EN ISO/IEC 17020”.

Keeping the reference to the version (year) of the standards

12. If the Joint Meeting considers that the reference to the version (year) of the standard EN ISO/IEC 17025 shall be kept, and depending on the outcome of proposal 1, Finland proposes updating the year of the standard (proposal 3).

Proposal 3 if proposal 1 is not approved (EN ISO/IEC 17025)

13. In 1.8.6.4.1:

Replace “EN ISO/IEC 17025:2005” by “EN ISO/IEC 17025:2017”.

1. \* In accordance with the programme of work of the Inland Transport Committee for 2018-2019, (ECE/TRANS/2018/21/Add.1, Cluster 9, (9.2)). [↑](#footnote-ref-2)
2. \*\* Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2019/35. [↑](#footnote-ref-3)