



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.15/AC.1/110  
16 April 2008

ENGLISH  
Original: FRENCH

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**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

**REPORT OF THE SESSION\***

**Held in Bern from 25 to 28 March 2008**

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\* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2008-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>1</sup> For practical reasons, this annex has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/110/Add.1.

## REPORT

### 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 25 to 28 March 2008 with Mr. C. Pfauvadel (France) as Chair and Mr. H. Rein (Germany) as Vice-Chair. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Hungary, Ireland, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland and the United States of America. The European Commission was also represented. The following intergovernmental organization was represented: the Committee of the Organization for Cooperation between Railways (OSJD). The following international non-governmental organizations were represented: European Aerosol Federation (FEA); European Chemical Industry Council (CEFIC); European Committee for Standardization (CEN); European Cylinder Makers Association (ECMA); European Cosmetic, Toiletry and Perfumery Association (COLIPA); European Industrial Gases Association (EIGA); European Liquefied Petroleum Gas Association (AEGPL); International Association for Soaps, Detergents and Maintenance Products (AISE); International Federation of Freight Forwarders Associations (FIATA); International Union of Railways (UIC); International Union of Private Wagons (UIP); International Road Transport Union (IRU); and Liaison Committee of Coachwork and Trailer Builders (CLCCR).

### II. ADOPTION OF THE AGENDA (agenda item 1)

2. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/109 and Add.1 (letter A 81-02/501.2008 from OTIF), as updated by informal documents INF.2 and INF.19.

### III. TANKS (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/2007/37 (Switzerland)  
ECE/TRANS/WP.15/AC.1/2008/5 (OTIF) (paras. 10 and 11)

Informal documents: INF.6 (UIP)  
INF.10 (Sweden)  
INF.11 and INF.14 (secretariat)  
INF.16 (European Commission)  
INF.17 (ECMA)  
INF.18 (France)  
INF.28, INF.30, INF.32 (Belgium)  
INF.33, INF.39 (AEGPL)

3. The Joint Meeting decided to submit the documents to the working group on tanks for its initial consideration, prior to their discussion in plenary session. The working group met concurrently with the Joint Meeting on 25 and 26 March 2008, with Mr. J. Ludwig (Germany) as Chair.

## **Report of the working group on tanks**

Informal documents: INF.35 (Germany)  
INF.38 (European Commission)

4. The report of the working group is reproduced in annex I to the present report. The Joint Meeting made the following statements on the various points requiring a decision.

### *Point 1*

5. The Joint Meeting supported the suggestion of the working group that CENTC 296 should be invited to extend the scope of standard EN 14025.

### *Point 2*

6. In informal document INF.38, the representative of the European Commission proposed new wording for the transitional measures, which were accepted by the Joint Meeting (14 votes in favour, 4 against and 4 abstentions) subject to amendments (see annex II).

### *Point 3*

7. The Joint Meeting invited UIP to set up an informal working group before submitting a new proposal. The representative of Germany expressed his delegation's support for the proposal by UIP.

### *Point 4*

8. The Joint Meeting approved the deletion from the draft amendment to RID/ADR scheduled for entry into force on 1 January 2009 of text in 6.8.3.2.3 that had already been adopted (see annex II) (13 votes in favour, 2 against and 6 abstentions), since the Joint Meeting was of the view that the operation of those non-return valves was sufficiently safe for the time being. The representative of Belgium strongly opposed that decision. The representative of AEGPL agreed to set up an informal working group which would meet in May 2008 to discuss the issue in greater depth, following which he would submit a new proposal for the next session in September 2008.

### *Point 5*

9. The Joint Meeting took note of the decision by the representative of Switzerland.

### *Point 6*

10. The Joint Meeting noted that the proposal should apply in the first instance to containers covered by the TPED directive and should then take into account other tanks. No text was adopted for the moment. However, the Joint Meeting invited ECMA to continue consideration of the matter in an informal intersessional working group. Specifically, the newly introduced term "significantly changed" should be clearly defined.

*Point 7*

11. The secretariat's proposal, approved by the working group on standards, was adopted.

*Point 9*

12. In the light of the information provided by the representative of CEN regarding the dates when the new editions of standards EN 14025 and EN 13094 were likely to appear, the Joint Meeting expressed support for the following procedure for the insertion of references in the 2009 edition:

(a) Standard EN 14025: 2008, to be issued in May, would be referenced in the notification text for 1 January 2009 following approval by WP.15 and the RID Committee of Experts, provided it was actually published before their respective sessions;

(b) Standard EN 13094: 2008, to be issued only after the May meetings of WP.15 and the RID Committee of Experts, would be referenced in a separate amendment to enter into force on 1 July 2009 following approval by the Joint Meeting in September and by WP.15 and the RID Committee of Experts at their autumn sessions, provided it was actually published prior to their respective sessions at the end of 2008.

13. Point 8 was thus no longer applicable.

*Point 10*

14. The Joint Meeting confirmed the view of the working group that the general transitional measure of six months for the application of new amendments to RID/ADR did not apply to the standards referenced in 6.8.2.6. The dates for the application of the standards listed in the table in 6.8.2.6 must be strictly respected; the term "unless otherwise provided" used in 1.6.1.1 specifically covered such a situation.

**IV. STANDARDS** (agenda item 3)

Document: ECE/TRANS/WP.15/AC.1/2008/9 (United Kingdom)

Informal documents: INF.7/Rev.1 (CEN)  
INF.11 and INF.14 (secretariat)

15. The Joint Meeting entrusted consideration of the documents to the working group on standards, which met during the lunch breaks and which was requested to cooperate with the working group on tanks in respect of the standards relating to tanks (see section III of this report).

## **Report of the working group**

Informal document: INF.37/Rev.1 (CEN)

16. The Joint Meeting adopted the proposed amendments to the tables in 4.1.6.14 and 6.2.4, which should enter into force on 1 January 2009, but with changes to their dates of application (see annex II).

17. The Joint Meeting noted that the table in 4.1.6.14 did not set dates of application according to the date of construction of the receptacles, and that such an approach might pose a practical problem each time a reference was amended, as newly referenced standards would become applicable to the equipment already in service.

18. For the second part of the report, addressing amendments entering into force in 2011, the representative of CEN was asked to submit them in a new document at the next session, taking into consideration the remarks made for the first part.

19. The representative of the United Kingdom of Great Britain and Northern Ireland withdrew document ECE/TRANS/WP.15/AC.1/2008/9.

## **V. INTERPRETATION OF RID/ADR/ADN (agenda item 4)**

### **Clarification of the definition of “liquid”**

Document: ECE/TRANS/WP.15/AC.1/2007/61 (United States of America)

20. It was pointed out that the definitions of “liquid” and “solid” in RID/ADN/ADR differed from those in other regulations, including the UN Model Regulations. That gave rise to interpretations and applications which were different, and even contradictory.

21. The Joint Meeting was of the view that those definitions must be standardized, including with those of the Globally Harmonized System of Classification and Labelling of Chemicals, since they had repercussions for the entire transport chain (including transport in tanks). The definition of the term “viscous” should also be standardized.

22. Pending a proposal from the representative of the United States of America to the United Nations Sub-Committee of Experts, the Joint Meeting agreed on the following:

(a) If the melting point or initial melting point could be determined, the substance should be classified as a liquid or solid, depending on the melting point;

(b) If a specific melting point could not be determined, the substance should be classified as a solid provided one of the two tests employed (ASTM or penetrometer) gave that result.

## **Safety provisions relating to explosives of division 1.4**

Informal documents: INF.4 (Finland)  
INF.25 (United Kingdom)

23. The Joint Meeting noted that the amendments on safety which were due to enter into force on 1 January 2009 would have no repercussions on articles 1.4S listed in chapter 1.10 (UN Nos. 0366, 0441, 0455, 0456 and 0500), since, in accordance with 1.1.3.6.2, the provisions of chapter 1.10 did not apply to such objects. The Joint Meeting conceded that there was some inconsistency, but felt that the amendments to 1.1.3.6.2 could not be considered at the current session on the basis of informal documents that had been submitted late.

24. The representative of the United Kingdom could perhaps submit specific amendment proposals to both working group WP.15 and the Committee of Experts on RID, but the implications of such amendments should be carefully studied.

## **VI. PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN (agenda item 5)**

### **A. Pending issues**

#### **Establishment of a register of safety advisers**

Document: ECE/TRANS/WP.15/AC.1/2007/34 (Spain)

Informal document: INF.20 (Belgium)

25. Views were divided on the proposal put forward by the “Euro-Contrôle-Route” (ECR) training working group to set up such a register. Most of the representatives who took the floor did not support the proposal to make systematic communication of the identity of the safety adviser mandatory or to keep a register.

26. In the discussion, apprehensions were also expressed that the proposal could lead to changes in the tasks and responsibilities of the safety advisers, which was not the objective.

27. In those circumstances, the representative of Spain withdrew the proposal and informed the Joint Meeting that ECR intended to request the status of observer so that it would be able to take part in the sessions of WP.15.

#### **Definition of the safety obligations of unloaders**

Document: ECE/TRANS/WP.15/AC.1/2007/35 (Spain)

Informal documents: INF.21 (Belgium)  
INF.24 (Austria)

28. Views were divided on the need for a definition of “unloaders” and specifications on their obligations. Some representatives supported the proposal, pointing out that the obligations arising during unloading operations were currently not clearly defined. Others were of the view that the problem could be resolved by more clearly specifying the obligations of consignees

when they were acting as unloaders. Yet others felt that the task of unloader could be taken on by a range of participants and that unloading could involve several participants at the same time, participants whose respective responsibilities were often stipulated in domestic regulations and whose obligations could stem from other regulations, such as those on safety at the workplace; accordingly, they were not in favour of introducing provisions which could cause more complications, such as inconsistencies between different legal instruments.

29. Following a lengthy discussion, the representative of Spain proposed that an informal working group should be set up on the issue, with the proviso that the Joint Meeting supported in principle the introduction of effective provisions on the matter.

30. The Joint Meeting voted in favour of the principle (14 for, 5 against, 4 abstentions) and accordingly accepted the offer by the Government of Spain.

31. The informal working group's terms of reference were the following:

(a) To identify possible obligations of enterprises responsible for unloading and to clarify the respective roles of the different participants;

(b) To explore, as an alternative solution, the possibility of clarifying the role of the consignee and the procedure which the consignee should follow in using the services of subcontractors (in the context of 1.4.2.3.2);

(c) To consider the problems created by each of the proposals put forward, such as the imposition on the participants of new obligations which they were unable to meet;

(d) To consider the idea that the unloaders' obligations could be shared by a number of participants;

(e) To consider the issue in the specific context of each mode of transport (rail, road, inland navigation);

(f) To submit a report and recommendations to the Joint Meeting.

### **Repetition on carrying wagons/vehicles of placards that are not visible (section 5.3.1)**

Document: ECE/TRANS/WP.15/AC.1/2007/39 (Austria)

32. The Joint Meeting agreed (15 votes in favour, no objections) that 5.3.1.3 should be understood to mean that, in all cases where the placards affixed to containers, MEGCs, tank-containers or portable tanks were not visible from outside, placards must also be affixed to the carrying vehicles and wagons, including when, in accordance with 5.3.1.7.3, the placards were replaced by labels on tanks with a capacity of less than 3 m<sup>3</sup> and small containers and those labels were not visible from outside.

33. The representative of Austria was invited, if he thought it necessary, to prepare a text reflecting that interpretation. It was noted in particular that the labels referred to in 5.3.1.7.3 served as placards and should therefore be regarded as covered by the word "placard" in 5.3.1.3.



### **Cargo securing for dangerous goods vehicles**

Document: ECE/TRANS/WP.15/AC.1/2007/41 (European Commission)

Informal document: INF.10 (EIGA) (September 2007 session)

34. The representative of the European Commission withdrew the Commission's document as it had already been adopted by the Working Party.

### **Packing instruction P200 (10), special packing provision "v"**

Document: ECE/TRANS/WP.15/AC.1/2007/59 (Germany)

Informal documents: INF.31 (AEGPL) (September 2007 session)  
INF.15 (Germany)

35. The issue had been studied by an informal working group (INF.15), which had met in Krefeld (Germany) on 9 and 10 January 2008. The representative of Germany presented the group's report.

36. He said that the group had considered only the issue of welded steel LPG cylinders, and that its report proposed no specific changes. He requested the Joint Meeting to extend the mandate of the working group so that it could continue its work, in particular, on priority options 3, 4 and 5, as set out in paragraph 19 and in annex II of the report (INF.15).

37. The representative of the European Commission drew attention to the potential conflict between P200 and the TPED directive, and expressed the hope that the texts of RID/ADR/ADN and TPED could be harmonized to obviate such risks.

38. The proposal to extend the interval between periodic inspections from 10 to 15 years was explained and justified by the representatives of Germany and AEGPL, primarily with reference to annex III of the report.

39. The Joint Meeting approved the continuation of the group's work.

### **Provisions for gas receptacles in chapters 1.8 and 6.2**

Document: ECE/TRANS/WP.15/AC.1/2008/2 (Switzerland)

Informal documents: INF.23 (United Kingdom)

40. The representative of Switzerland outlined the interpretation problems caused by the coexistence of UN receptacles and other pressure receptacles in both chapter 1.8 and chapter 6.2 and explained that his purpose was to facilitate the use of UN receptacles by supplementing the existing provisions of chapter 6.2 of the UN Model Regulations.

41. The representative of the European Commission recalled that the current TPED directive as concerned with chapters 1.8 and 6.8, but pointed out that the new version under development would also focus on chapter 6.7, with regard to marketing. He hoped that the Joint Meeting would also consider extending consideration to include chapter 6.7.

42. The Joint Meeting confirmed the opinion of the representative of the United Kingdom (INF.23) that the provisions of chapter 6.2 of the UN Model Regulations should not be changed.

43. In those circumstances, it decided to limit its consideration to points 7-11 of the Swiss proposal, as follows.

*Point 7 (6.2.1)*

44. The amendment to the NOTE was adopted.

*Point 8 (6.2.1.6.1)*

45. The Joint Meeting considered that, in the light of the explanations provided by the representative of the United Kingdom in point 7 of his informal document INF.23, there was no inconsistency between 6.2.1.6.1 and 6.2.3.6, as had been affirmed by the representative of Switzerland. The competent authority's approval of the in-house inspection service was implicit, insofar as the competent authority delegated its competences by applying the new conformity assessment system.

*Point 9 (6.2.1.4.1)*

46. The representative of Switzerland withdrew his comments on 6.2.1.4.1.

*Point 10 (6.2.1.4.2)*

47. The proposal to retain a reference to standard EN ISO 9000 in 6.2.1.4.2 was not supported. Quality assurance must be performed to the satisfaction of the competent authority, and due account must also be taken of the new provisions of chapter 1.8.

*Point 11 (6.2.1.7.2)*

48. For receptacles that did not originate from a Contracting Party to ADR or a member State of COTIF, the Joint Meeting agreed that, in the case of "non-UN" receptacles, reference to the competent authority meant the competent authority of a COTIF member State or a contracting party to ADR in the event that the country where the receptacle was approved was neither a COTIF member State nor a contracting party to ADR, and that the current footnote should be reinstated, as appropriate.

**Breathing appliances designed and constructed according to Directive 97/23/EC (PED)**

Document: ECE/TRANS/WP.15/AC.1/2007/45 (Sweden)

Informal documents: INF.12 (September 2007 session) (EIGA)  
INF.36 (Sweden)

49. The Joint Meeting adopted a new special provision allowing the carriage of breathing appliances containing compressed air (UN No. 1002) which did not fully meet the requirements of chapter 6.2 (see annex II), in conformity with the requirements of the "PED" directive.

### **Amendment of special provision 653**

Document: ECE/TRANS/WP.15/AC.1/2007/40 (EIGA)

Informal document: INF.34 (EIGA)

50. The Joint Meeting adopted the amendments to special provision 653 to extend its scope to include small nitrogen cylinders for avalanche airbags (see annex II).

### **B. New proposals**

#### **Marking of periodic inspections of pressure receptacles**

Document: ECE/TRANS/WP.15/AC.1/2008/6 (France)

51. The proposal to amend 6.2.3.9.6 was adopted with a few changes (see annex II).

#### **Definition of gas cartridges**

Document: ECE/TRANS/WP.15/AC.1/2008/8 (France)

Informal documents: INF.26 (France)  
INF.31 (Belgium)

52. The proposal to amend the definition was adopted with a few changes (see annex II).

#### **Safety of gas cartridges**

Document: ECE/TRANS/WP.15/AC.1/2008/7 (France)

Informal document: INF.27 (AEGPL)

53. The Joint Meeting noted that standard EN 417: 2003 was currently being revised (publication expected in 2010). As the standard was referenced in 6.2.6.4 of RID and ADR, it would be advisable, in due course, to verify whether or not application of the revised standard would still permit compliance with the requirements of section 6.2.6.

54. Regarding the addition of a paragraph 6.2.6.1.6, several delegations felt that the paragraph would cover only the safe use of gas cartridges (preventing leaks when installing or removing cartridges), and did not apply to transport. They were therefore opposed to the proposal.

55. The Chair said that the relationship between the requirements of transport law and those of European law relating to product safety should also be the topic of substantive discussions during the session of the informal working group that the Government of France would be organizing in Paris on 14 and 15 October 2008 (see ECE/TRANS/WP.15/AC.1/108, para. 111).

56. The representative of France said that her delegation might submit a new proposal taking into account the discussion and evaluation of work on standard EN 417.

### **Infectious waste of UN No. 3291**

Document: ECE/TRANS/WP.15/AC.1/2008/1 (Switzerland)

Informal document: INF.29 (Belgium)

57. Several delegations supported the proposal to introduce a special provision exempting the carriage of waste from health-care activities that involved a risk of infection from the documentation provisions of UN No. 3291 when such carriage was performed by professionals in their personal vehicles or in service vehicles as part of their health-care activities, when the transported mass was less than or equal to 15 kg.

58. Other delegations considered that such transport was already exempt under 1.1.3.1 (c).

59. The representative of Switzerland said that he would raise the matter at a forthcoming session.

### **Carriage of animal material**

Document: ECE/TRANS/WP.15/AC.1/2008/10 (France)

60. Proposal 2, under which animal material under UN Nos. 2814 and 2900 would not be considered as high-consequence dangerous goods under chapter 1.10, was adopted (see annex II).

61. Proposal 1 addressing the bulk transport of animal material would be discussed later. The question of the packing instructions (proposal 3) could require a discussion in the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

62. The Joint Meeting considered that cooperation was called for with the European Commission, as a special group was also dealing with the transport of animal material under European regulations (Regulation (EC) No. 1774/2002 of the European Parliament and of the Council of 3 October 2002 laying down health rules concerning animal by-products not intended for human consumption).

## **VII. REPORTS OF THE INFORMAL WORKING GROUPS (agenda item 6)**

### **Working group on the assignment of special provision (SP) 274**

Document: ECE/TRANS/WP.15/AC.1/2008/3 (CEFIC)

Informal document: INF.3 (CEFIC)

63. The Joint Meeting approved the report of the informal working group as a whole. It adopted the proposed amendments contained in paragraph 35 (see annex II) and endorsed the recommendations in paragraph 36, which CEFIC was requested to submit to the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

**VIII. FUTURE WORK** (agenda item 7)

64. The following documents were to remain on the agenda for the next session:

ECE/TRANS/WP.15/AC.1/2008/5

Informal documents: INF.9, INF.12, INF.13 (to be submitted as official documents), INF.5.

65. The following informal documents should be submitted directly to WP.15 and to the RID Committee of Experts at their May 2008 sessions: INF.8 and INF.22.

**IX. MISCELLANEOUS** (agenda item 8)

**A. Terms of reference and rules of procedure**

Document: ECE/TRANS/WP.15/190/Add.1 (Terms of reference and rules of procedure of the Working Party on the Transport of Dangerous Goods (WP.15))

66. The Joint Meeting noted that the ECE Inland Transport Committee had approved new terms of reference and new rules of procedure for Working Party WP.15. The new rules of procedure differed from the UNECE rules of procedure, which to date had been applied *mutatis mutandis*. Contracting Parties to ADR which were not members of UNECE were now permitted to participate in decisions on amendments to ADR. The new rules also established a voting procedure for amendments to ADR (rule 35) which differed from the simple majority procedure stipulated in the UNECE rules of procedure, but was comparable to the procedure followed by the RID Committee of Experts (quorum of one third of the contracting parties and number of affirmative votes equal to at least one third of the full participants represented during the vote).

67. The Joint Meeting noted that rule 42, which was intended to ensure that the rules of procedure applied *mutatis mutandis* to its own sessions and to those of the Joint Meeting of Experts on the Regulations annexed to ADN, had been placed in brackets, as WP.15 was of the view that it was up to those two inter-organizational bodies to decide whether that arrangement was acceptable to them.

68. Some delegations voiced reservations regarding rule 35, concerned that the voting procedure it contained might lead to a deadlock in votes on regulations which affected only a few countries and in which abstention levels would accordingly be high.

69. In that context it was noted that the procedure was the one followed by the RID Committee of Experts for amendments to RID and by WP.15 for amendments to ADR, and that it therefore seemed logical that it should also be followed for amendment decisions taken by the Joint Meeting.

70. It was also pointed out that not all the rules could be applied *mutatis mutandis* to the Joint Meeting: examples included the rules on working languages, venue of sessions, etc.

71. Following a long discussion, in which it was observed that the Joint Meeting of Experts on the Regulations annexed to ADN, which had become the ADN Safety Committee, should also be consulted, it was deemed advisable to defer a decision on the matter to the following session. The secretariats were requested to prepare a version of the rules of procedure adapted to the specific context of the Joint Meeting.

72. In the meantime, the Joint Meeting would continue to follow the ECE rules of procedure in its decision-making processes.

73. The rules on document submission contained in the annex to document ECE/TRANS/WP.15/190/Add.1 had already been adopted by the Joint Meeting (see document ECE/TRANS/WP.15/AC.1/84).

Document: ECE/TRANS/WP.15/AC.1/2008/4 (IRU)

74. IRU's proposals that documents which had not been received by the secretariats within a time limit of 12 weeks prior to the session should not be put to the vote (para. 8) and that the number of official and informal documents to be dealt with at each session should be limited (para. 9) were not considered acceptable. The Joint Meeting considered that it was up to the Chair and the secretariats themselves, when preparing and adopting the agenda, to determine whether or not to consider certain informal documents which were not urgent or which took up new topics.

75. It was pointed out that the rules cited in paragraph 10, subparagraphs (a) to (e), had already been adopted by the Joint Meeting (see report ECE/TRANS/WP.15/AC.1/84), and should be taken into consideration by the Chair and the secretariats when drawing up the finalized provisional agenda.

#### **B. Tribute to Mr. Erkki Laakso**

76. The Joint Meeting, having learned that the representative of the European Commission, Mr. Erkki Laakso, was retiring, expressed its heartfelt thanks to him for his active contribution to its work, and wished him a long and happy retirement.

#### **X. ADOPTION OF THE REPORT (agenda item 9)**

77. The Joint Meeting adopted the report on its spring 2008 session and its annexes, on the basis of a draft prepared by the secretariats.

Annex I

Report of the working group on tanks  
(see ECE/TRANS/WP.15/AC.1/110/Add.1)

Annex II

Texts adopted by the Joint Meeting

A. Amendments to RID/ADR/ADN for entry into force on 1 January 2009

**Part 1**

1.6.2 Add the following new transitional measure:

“1.6.2.7 Member States/Contracting Parties may continue to apply the requirements of 6.2.1.4.1 to 6.2.1.4.4 applicable until 31 December 2008 instead of those of 1.8.6, 1.8.7, 6.2.2.9, 6.2.3.6 to 6.2.3.8 until 30 June 2011.”

*(Reference documents: INF.16 + INF.35 + INF.38, as amended)*

1.6.3 and 1.6.4 Add the following new transitional measures:

“1.6.3.35/1.6.4.34 Member States/Contracting Parties need not apply the requirements of 1.8.6, 1.8.7 and 6.8.4 TA4 and TT9 before 1 July 2011.”

*(Reference documents: INF.16 + INF.35 + INF.38, as amended)*

**Part 4**

4.1.6.14 In the Table, replace “EN 13152: 2001” by “EN 13152: 2001 + A1: 2003”.  
*(Reference document: INF.37/Rev.1)*

In the Table, replace “EN 13153: 2001” by “EN 13153: 2001 + A1: 2003”.  
*(Reference document: INF.37/Rev.1)*

**Part 6**

6.2.1 In the Note, replace “are subject only to the requirements of 6.2.6” by “are not subject to the requirements of 6.2.1 to 6.2.5”.

*(Reference document: ECE/TRANS/WP.15/AC.1/2008/2)*

6.2.3.9.6 At the beginning, replace “The date of the most recent periodic inspection and the stamp of the inspection body” by “The marks in accordance with 6.2.2.7.6”.

*(Reference document: ECE/TRANS/WP.15/AC.1/2008/6)*

6.2.4 In the Table, under “for marking” and “for design and construction”, replace “EN 1442: 1998” by “EN 1442: 1998 + AC: 1999”.

*(Reference document: INF.11)*

In the Table, under “for design and construction”, replace “EN 1442: 2006 + A1: 2007” by “EN 1442: 2006 + A1: 2008”.  
*(Reference document: INF.11; already taken into account in ECE/TRANS/WP.15/195)*



- 6.2.4 In the Table, under “for closing”, replace the entries for EN 13152: 2001 and EN 13153: 2001 by the following entries:

<b>Reference</b>	<b>Title of document</b>	<b>Applicable subsections and paragraphs</b>	<b>Mandatory application for pressure receptacles constructed</b>	<b>Application authorized for pressure receptacles constructed</b>
(1)	(2)	(3)	(4)	(5)
EN 13152: 2001	Specifications and testing of LPG cylinder valves - Self-closing	6.2.3.3		Between 1 July 2005 and 31 December 2010
EN 13152: 2001 + A1: 2003	Specifications and testing of LPG cylinder valves - Self-closing	6.2.3.3	As from 1 January 2011	Before 1 January 2011
EN 13153: 2001	Specifications and testing of LPG cylinder valves - Manually operated	6.2.3.3		Between 1 July 2005 and 31 December 2010
EN 13153: 2001 + A1: 2003	Specifications and testing of LPG cylinder valves - Manually operated	6.2.3.3	As from 1 January 2011	Before 1 January 2011

(Reference document: INF.37/Rev.1 as amended)

- 6.8.2.6 In the Table, under “For all tanks”, replace the entry for “EN 14025: 2003” by the two following entries:

<b>Applicable subsections and paragraphs</b>	<b>Reference</b>	<b>Title of document</b>	<b>Mandatory application for tanks constructed</b>	<b>Application authorized for tanks constructed</b>
6.8.2.1	EN 14025: 2003 + AC: 2005	Tanks for the transport of dangerous goods - Metallic pressure tanks - Design and construction		Between 1 January 2005 and 31 December 2008
[6.8.2.1	EN 14025: 2008	Tanks for the transport of dangerous goods - Metallic pressure tanks - Design and construction	As from 1 January 2009	Before 1 January 2009]

(Reference documents: INF.11 + INF.35, as amended)

In the Table, under “For tanks with a maximum working pressure not exceeding 50 kPa and intended for the carriage of substances for which a tank code with the letter “G” is given in column (12) of Table A of Chapter 3.2” and under “For tanks intended for the carriage of liquid petroleum products and other dangerous substances of Class 3 which have a vapour pressure not exceeding 110 kPa at 50 °C and petrol, and which have no toxic or corrosive subsidiary hazard”, replace the entry for “EN 13094: 2004” by the two following entries:

Applicable subsections and paragraphs	Reference	Title of document	Mandatory application for tanks constructed	Application authorized for tanks constructed
6.8.2.1	EN 13094: 2004	Tanks for the transport of dangerous goods - Metallic tanks with a working pressure not exceeding 0.5 bar - Design and construction		Between 1 January 2005 and 30 June 2009
[6.8.2.1	EN 13094: 2008	Tanks for the transport of dangerous goods - Metallic tanks with a working pressure not exceeding 0.5 bar - Design and construction	As from 1 July 2009	Before 1 July 2009]

(Reference document: *INF.35, as amended*)

(ADR only:) In the Table, under “For tanks for gases of Class 2”, replace “EN 12252: 2007” by “EN 12252: 2005 + A1: 2008”.

(Reference document: *INF.11; already taken into account in ECE/TRANS/WP.15/195*)

(ADR only:) In the Table, under “For tanks intended for the carriage of liquid petroleum products and other dangerous substances of Class 3 which have a vapour pressure not exceeding 110 kPa at 50 °C and petrol, and which have no toxic or corrosive subsidiary hazard”, replace the entries for “EN 13317: 2002” by the following entries:

Applicable subsections and paragraphs	Reference	Title of document	Mandatory application for tanks constructed	Application authorized for tanks constructed
6.8.2.2 and 6.8.2.4.1	EN 13317: 2002	Tanks for transport of dangerous goods - Service equipment for tanks - Manhole cover assembly		Between 1 January 2005 and 30 June 2007
6.8.2.2 and 6.8.2.4.1	EN 13317: 2002 (except for the figure and table B.2 in Annex B) (The material shall meet the requirements of standard EN 13094: 2004, Clause 5.2)	Tanks for transport of dangerous goods - Service equipment for tanks - Manhole cover assembly	Between 1 January 2009 and 31 December 2010*	Between 1 January 2007 and 31 December 2008
* Unless the application of another standard is authorized in column (5) for the same purposes for tanks constructed at the same date.				
6.8.2.2 and 6.8.2.4.1	EN 13317: 2002 + A1: 2006	Tanks for transport of dangerous goods - Service equipment for tanks - Manhole cover assembly	As from 1 January 2011	Before 1 January 2011

(Reference document: *INF.11; already taken into account in ECE/TRANS/WP.15/195*)

6.8.3.2.3 In ECE/TRANS/WP.15/195, delete the following amendment:

“At the end, add the following subparagraph:

‘A non-return valve does not fulfil the provisions of this paragraph.’”

(Reference document: INF.35)

B. Amendments to RID/ADR/ADN for entry into force on 1 January 2011

**Part 1**

1.2.1 Amend the definition for “gas cartridge” to read as follows:

“‘Gas cartridge’, see ‘Small receptacle containing gas’;”.

Amend the definition for “small receptacle containing gas” to read as follows:

“‘Small receptacle containing gas (gas cartridge)’ means a non-refillable receptacle meeting the relevant requirements of 6.2.6 containing, under pressure, a gas or a mixture of gases. It may be fitted with a valve;”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2008/8 + INF.26 + INF.31)

Table 1.10.5 In the third column, for Class 6.2, amend the text in parentheses to read “(UN Nos. 2814 and 2900, except for animal material)”.

(Reference document: ECE/TRANS/WP.15/AC.1/2008/10)

**Part 3**

Chapter 3.2

Table A

For UN No. 1002, insert “655” in column (6).

(Reference document: ECE/TRANS/WP.15/AC.1/2007/45 as amended in INF.36)

For UN No. 1066, insert “653” in column (6).

(Reference document: INF.34)

For UN Nos. 1353, 1373, 1389, 1390, 1391 (both entries), 1392, 1393, 1421, 1477 (PG II and III), 1481 (PG II and III), 1483 (PG II and III), 1740 (PG II and III), 2430 (PG I, II and III), 2583, 2584, 2585, 2586, 2837 (PG II and III), 2985, 2986, 2987, 2988, 3089 (PG II and III), 3145 (PG I, II and III), 3167, 3168, 3169, 3211 (PG II and III), 3215, 3216, 3218 (PG II and III), 3401 and 3402, delete “274” in column (6).

(Reference documents: ECE/TRANS/WP.15/AC.1/2008/3 + INF.3)

Chapter 3.3

SP 653 Amend the beginning to read as follows:

“The carriage of this gas in cylinders having a test pressure capacity product of maximum 15 MPa.litre (150 bar.litre) is not subject ...”.

*(Reference document: INF.34 as amended)*

In the fifth indent, replace “marked with ‘UN 1013’” with “marked with ‘UN 1013’ for carbon dioxide or ‘UN 1066’ for nitrogen, compressed”.

*(Reference document: INF.34)*

Add a new special provision 655 to read as follows:

“655 Cylinders and their closures designed, constructed and approved in accordance with Directive 97/23/EC of the European Parliament and of the Council of 29 May 1997 on the approximation of the laws of the Member States concerning pressure equipment (PED) and used for breathing apparatus may be carried without additional approval in accordance with Chapter 6.2, provided they are periodically inspected in accordance with the applicable requirements of packing instruction P200 in 4.1.4.1. All other applicable provisions of RID/ADR/ADN shall apply.”

*(Reference document: ECE/TRANS/WP.15/AC.1/2007/45 as amended in INF.36)*

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