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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 autumn 2016 session<sup>1</sup>

held in Geneva from 19–23 September 2016

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<sup>1</sup> Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2016-B. 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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## 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 Geneva from 19 to 23 September 2016 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, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, United Kingdom and United States of America.

3. 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: Cosmetics Europe, European Aerosol Federation (FEA), European Association for Advanced Rechargeable Batteries (RECHARGE), European Association of Dangerous Goods Safety Advisers (EASA), European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Federation of Waste Management and Environmental Services (FEAD), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), FuelsEurope, International Association of the Body and Trailer Building Industry (CLCCR), International Association for Soaps, Detergents and Maintenance Products (AISE), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Private Wagons (UIP) and International Union of Railways (UIC).

(c) The Council on Safe Transportation of Hazardous Articles (COSTHA) in relation to its request for consultative status only (see paras. 57-58).

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

*Document:* ECE/TRANS/WP.15/AC.1/143 and Add.1

*Informal documents:* INF.1 and INF.2 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/143 and Add.1 (letter A 81-02/503.2016 from the Intergovernmental Organisation for International Carriage by Rail (OTIF)), as updated by informal documents INF.1 and INF.2.

5. The representative of France, noting that the documentation for the present session had been made available well in advance, expressed her satisfaction with the clear improvement in the provision of translation and document management services.

### III. Tanks (agenda item 2)

*Documents:* ECE/TRANS/WP.15/AC.1/2016/20 (CEN) (Request for advice with regard to EN 16522 and ISO 16852)  
ECE/TRANS/WP.15/AC.1/2016/21 (EIGA) (Service equipment on tanks)  
ECE/TRANS/WP.15/AC.1/2016/23 (Russian Federation) (Indication in the transport document of the residual pressure in empty gas tanks)  
ECE/TRANS/WP.15/AC.1/2016/25 (Netherlands) (General requirement for safety valves on tanks and pressure rating of bursting discs)  
ECE/TRANS/WP.15/AC.1/2016/26 (Netherlands) (Miscellaneous topics on tanks)  
ECE/TRANS/WP.15/AC.1/2016/31 (Netherlands) (Report of the working group on tanks with a protective lining or coating)  
ECE/TRANS/WP.15/AC.1/2016/36 (CEN) (Request for clarification on the meaning of “in special cases” in footnote 10 of 6.8.2.4.1 and 6.8.2.4.2)  
ECE/TRANS/WP.15/AC.1/2016/37 (France) (Carriage of tanks for bromine after the expiry date of the annual test of the lining)

*Informal documents:* INF.6 (Russian Federation) (Proposal for amendment to 4.3.4.1.3)  
INF.8 (AEGPL) (Comments on document -/2016/26)  
INF.9 (AEGPL) (Comments on document -/2016/25)  
INF.12 (United Kingdom) (Informal Working Group on the inspection and certification of tanks)  
INF.16 (United Kingdom) (Comments on -/2016/37)  
INF.19 (United Kingdom) (Comments on informal document INF.6)  
INF.21 (Germany) (Information about dangerous goods used for cooling tanks)  
INF.23 (Germany) (Interpretation of diameter in paragraphs 6.8.2.1.18 and 6.8.2.1.19)  
INF.28 (Portugal) (Particulars inscribed on the tank plates)  
INF.31 (United States) (Comments on -/2016/37)

6. Consideration of the documents was assigned to a working group that met from 19 to 21 September 2016 with Mr. A. Bale (United Kingdom) as Chair.

#### Report of the Working Group on Tanks

*Informal document:* INF.38

7. The Joint Meeting endorsed the conclusions and recommendations of the Working Group, whose report appears in annex I as addendum 1 to this report, with the following comments or observations. The adopted proposals of amendments to RID/ADR/ADN for entry into force on 1 January 2019 appear in annex II to this report.

8. The proposed new paragraph at the end of 6.8.3.2.9 in proposal 4 under item 5 was placed between square brackets in order to allow EIGA to check that the protective caps would not have adverse effects on the proper functioning of the safety valves.

9. At the request of the representative of the Netherlands, the Joint Meeting agreed that the topic addressed under item 4 should remain on the agenda of the next session.

10. For item 11, the representative of Germany will prepare a proposal of amendments for the next session to reflect the interpretation that the references to the diameter of tanks are references to the internal diameter.

11. For item 12, the Joint Meeting confirmed that it would be advisable to further look into the problem raised by Portugal regarding the particulars prescribed on plates or on the tank itself. Enforcement authorities should be informed about this issue.

12. The Chairman of the Working Group said that the Working Group had also discussed informal document INF.12 (Informal working group on the inspection and certification of tanks) but that the outcome of the discussions had inadvertently not been recorded in the report. The Working Group had noted the information provided in INF.12. In relation to the questionnaire on tank inspection and certification, the representative of the United Kingdom had been asked to check on whether all competent authorities had received the questionnaire.

13. As recommended by the Working Group, the Joint Meeting approved the proposed further work outlined in paragraph 9 of informal document INF.12 to be carried out at the next meeting to be held from 13-15 December 2016 in London.

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

*Documents:* ECE/TRANS/WP.15/AC.1/2016/28 (CEN)  
ECE/TRANS/WP.15/AC.1/2016/38 (ECMA)

*Informal documents:* INF.11 (ECMA)  
INF.15 (CEN)

14. Consideration of the documents was assigned to the Working Group on Standards, which met during the lunch breaks and evenings with Mr. C. Jubb (CEN) as Chairman.

*Informal document:* INF.34/Rev.1 (Report of the Working Group on Standards)

15. The Joint Meeting endorsed the Working Group's conclusions and adopted its proposals, with some changes (see annex II). In particular, for proposal 4, it decided to delete the end of the proposed additional sentence, as the transport of small receptacles containing gas (UN No. 2037) under Chapter 3.4 (limited quantities) was not an obligation and there was no need in Chapter 6.2, on receptacle construction, to deal with consignment marks, which were covered under Chapter 5.2, or in some cases Chapter 3.4.

16. The Joint Meeting also noted that even if the term "vessel" was defined in the UN Model Regulations as a seagoing vessel or inland waterway craft, its use in English to designate a receptacle was justified as well.

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

##### **A. Entering the technical name in the transport document**

*Document:* ECE/TRANS/WP.15/AC.1/2016/33 (UIC)

17. The Joint Meeting confirmed that RID/ADR/ADN 5.4.1.4.1 also applied to the technical name. Where infectious substances were concerned, scientific names were also acceptable.

18. As for the second question, the Joint Meeting considered that the carrier was not expected to be in a position to judge whether a technical name had been correctly entered in the transport document.

19. During the discussion, it was noted that RID 5.4.1.4.1 differed from the corresponding ADR and ADN paragraphs in that RID allowed for the use of only English,

French or German, regardless of the countries en route, whereas ADR and ADN required, in addition, the language of the forwarding country if that language was not English, French or German.

20. A member of the secretariat pointed out that the term “consignor country” would need to be clarified. The Joint Meeting agreed to look into this matter but only on the basis of a written document.

## **B. Transitional provisions 1.6.2.13 and 1.6.2.15**

*Informal document:* INF.20 (EIGA)

21. The Joint Meeting noted that the provisions in question were the subject of different interpretations on the part of certain operators and inspection bodies. It noted, however, that the wording of the provisions was consistent with usage and that a modification of the wording would involve reformulating many other transitional provisions. It therefore preferred not changing the two provisions, while specifying that:

(a) The transitional provision covered the marking; the bundles of cylinders could be used with the old mark until the date of the next periodic inspection;

(b) At the next periodic inspection, the mark must be brought into compliance, after which the transitional provision would no longer be relevant for the bundles of cylinders in question, which could continue to be used with the new, compliant mark.

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

### **A. Pending issues**

#### **1. Correction to special provision 363 as amended for entry into force on 1 January 2017**

*Document:* ECE/TRANS/WP.15/AC.1/2016/27 (Switzerland)

22. The Joint Meeting confirmed that the correction proposed by Switzerland should be made (see annex III).

#### **2. Consequential amendment to 7.5.2.1**

*Informal document:* INF.10 (Germany)

23. The Joint Meeting confirmed that the introduction of label model No. 9A in the 2017 amendments should have also brought about a consequential amendment in 7.5.2.1. A correction should thus be made to reflect the consequential amendment (see annex III).

#### **3. Questions related to safety advisers**

*Document:* ECE/TRANS/WP.15/AC.1/2016/24 (EASA)

*Informal documents:* INF.17 (EASA)

INF.18 (EASA)

INF.30 (UIP)

INF.35 (Germany)

24. The Joint Meeting adopted transitional measures for requirements relating to safety advisers in undertakings whose activities were limited to the consigning of dangerous goods, on the basis of the proposals contained in document

ECE/TRANS/WP.15/AC.1/2016/24 and informal document INF.35, with some changes (see annex II).

25. As for the proposal of guidelines for the drafting of harmonized annual safety adviser reports (INF.17), many delegations expressed reluctance, for various reasons: there were mandatory formats in some countries; the reports must be adapted to the sectors concerned, and thus to the operations carried out by the undertakings; the need for flexibility; and models adapted to the sectors in question had already been developed by the organizations representing them.

26. Some questions already brought up at the previous session (ECE/TRANS/WP.15/AC.1/142, para. 41), in particular relating to the purpose of the reports, were again raised: were the reports intended for the directors of the undertakings, to help them improve safety and comply with regulations, or rather for the competent authorities, to allow them to assess whether the undertakings were correctly carrying out their obligations under the regulations?

27. The representative of EASA was requested to give the question some thought in the light of the discussion and to prepare a new proposal if he deemed it appropriate.

28. As for the proposal to extend the scope of current requirements to the handling or operation of tank-containers, portable tanks and tank-wagons (informal documents INF.18 and INF.30), several delegations expressed reservations, insofar as operators were not necessarily handlers. Furthermore, the proposal had been submitted very late and as an informal document, and it had not been possible to verify whether it interfered with other regulations establishing operators' obligations in a broader framework. The representative of EASA was thus invited to submit a new proposal as an official document, taking into consideration the comments that he considered relevant.

#### **4. Alternative methods for periodic inspection of refillable pressure receptacles**

*Document:* ECE/TRANS/WP.15/AC.1/2016/22 (AEGPL)

*Informal documents:* INF.4 (Spain)  
INF.32 (Germany)  
INF.37 (AEGPL)  
INF.37/Rev.1 (AEGPL)

29. After a discussion in the plenary of the proposals submitted by AEGPL on behalf of the informal working group on alternative methods for periodic inspections, it was decided that detailed consideration of the proposals should be assigned to a working group, which met during the lunch breaks and submitted its report as informal document INF.37.

30. In this report, the working group proposed a list of items to be considered for further work and a draft agenda for the next session of the informal working group that would take place in Paris from 10-11 January 2017. Some delegations felt that the proposed list did not reflect appropriately some concerns they had expressed. Therefore a revised list of working items and agenda were drafted (INF.37/Rev.1) and adopted by the Joint Meeting.

31. The Chairman recalled that, in principle, standards are intended to explain how to comply with the essential requirements of the regulations, and not to substitute the regulations. Therefore starting developing standards and requesting afterwards to include in RID/ADR/ADN essential requirements based on the provisions of such standards would be a wrong approach contrary to this principle.

## **B. New proposals**

### **1. Amendment to 6.2.3.9.6 concerning pressure receptacles**

*Document:* ECE/TRANS/WP.15/AC.1/2016/32 (EIGA)

*Informal document:* INF.29 (EIGA)

32. The proposal put forward by EIGA was adopted (see annex II).

### **2. Use of UN No. 1202 for the transport of mazout**

*Informal document:* INF.22 (Russian Federation)

33. It was noted that in accordance with the UN Model Regulations, UN No. 1202 should not be used for substances whose flash-points were over 60° C and under 100° C. However, taking into account NOTE 2 to RID/ADR/ADN 2.2.3.1.1, which made it possible to classify diesel fuel, gasoil and heating oil (light) having a flash-point above 60° C and not more than 100° C as substances under that UN number, several delegations considered that it would also be logical to classify mazut with similar characteristics under the same UN number, either by adding “mazut” as a possible proper shipping name or by adding a special provision indicating the proper shipping name to use for it.

34. It was, however, noted that if, as document INF.22 implied, mazut was transported at temperatures above the flash-point, the appropriate UN number would be UN No. 3256.

35. The representative of the Russian Federation was invited to prepare an official proposal for the next session explaining more precisely how the mazut was transported (i.e., whether the transport temperature was below or above the flash-point). At the current juncture, it was apparently not necessary to refer the matter to the United Nations Sub-Committee of Experts, unless the Russian Federation wished to extend to all modes of transport the exception provided under NOTE 2, in RID/ADR/ADN.

### **3. Obligations of the participants and traceability**

*Document:* ECE/TRANS/WP.15/AC.1/2016/29 (Italy)

36. The Joint Meeting considered with interest the possibility of requiring in RID, ADR and ADN that participants’ activities in transporting dangerous goods should be traceable. However, several delegations were not in favour of the proposal submitted in document ECE/TRANS/WP.15/AC.1/2016/29, as they specifically considered it too general in respect of the activities and information in question.

37. The representative of Italy would be able to present a revised proposal at a later session. The new proposal should specify the framework in which the traceability information would be required (safety management system, or information required for an inspection). If the information was required for an inspection, an amendment to 1.8.1.2 might be considered.

38. The representative of Italy invited delegations that so wished to send their observations in writing.

### **4. Use of the terms “danger” and “risk” in 1.4.1.1**

*Informal document:* INF.33 (Romania)

39. The Joint Meeting noted that the United Nations Sub-Committee on the Transport of Dangerous Goods had adopted amendments aimed at harmonizing the use of the terms “danger” and “risk” in the next edition of the Model Regulations. The Joint Meeting invited the representative of Romania to submit his proposal in the form of an official document at



the autumn 2017 session, in the light of the results of the work done by the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods.

## **5. Carrier's obligations; visual inspection of the load in sealed cargo transport units**

*Document:* ECE/TRANS/WP.15/AC.1/2016/34 (Austria)

*Informal document:* INF.36 (Austria)

40. After a long discussion in which views differed as to how a carrier could visually ensure that the loads of containers or wagons/vehicles had no defects, it was decided to amend only 1.4.2.2.2 in accordance with the proposal in INF.36 with some amendments so as to allow carriers to base their assessments on the certificates (see annex II).

## **6. Use of receptacles meeting both the requirements of Chapter 6.1 for packagings and those of Chapter 6.5 for intermediate bulk containers (IBCs), for waste collection**

*Informal document:* INF.24 (FEAD)

41. The representative of FEAD explained that, in waste collection, metal containers performed two roles; they were used as 4A boxes for carrying small receptacles and as IBC 11A for carrying bulk solids. They met the requirements of both Chapter 6.1 and Chapter 6.5 and bore a double marking. However, the definition of IBC in section 1.2.1 excluded packagings specified in Chapter 6.1. He therefore proposed changing the definition.

42. Several delegations considered that before changing the definition the question should be brought before the United Nations Sub-Committee of Experts. The proposed change might make sense in the case in point, but it might have unforeseen repercussions in other cases. It should also be ascertained whether the problem in question could specifically be settled by other means, in the framework of RID/ADR/ADN, without changing the definition in the UN Model Regulations.

43. The representative of FEAD was requested to prepare a new proposal for the next session, justifying it with more specific and detailed explanations regarding the types of receptacles in question, in the light of the questions raised by various delegations.

## **7. Transport of used TL low pressure discharge lamps**

*Informal document:* INF.25 (FEAD)

44. Opinions were divided regarding the proposal from FEAD.

45. The proposal extended the exemption under 1.1.3.10 (a) to TL low pressure discharge lamps collected from enterprises, and not just from individuals, but for collection from individuals, it restricted the exemption to low pressure discharge lamps. The exemption under 1.1.3.10 was related to the difficulty in practice of requiring that individuals should comply with dangerous goods transport regulations, regardless of the type of lamp used. That difficulty might also exist for craftsmen or small enterprises, but it could not be invoked for large companies.

46. Most delegations were not in favour of deleting 1.1.3.10 (c), as they considered that aside from in cases of collection from individuals (1.1.3.10 (a)) and of lamps containing only mercury in quantities under 1 kg, the transport of used lamps containing dangerous goods should be subject to safety regulations.

47. It was noted that special provision 366 completely exempted lamps containing only mercury as a dangerous substance in quantities of or under 1 kg, including TL low pressure mercury vapour discharge lamps. One delegation objected, considering that the exemption

was valid for mercury enclosed in instruments and articles and not for damaged unpacked lamp where mercury vapours may escape.

48. The representative of FEAD was invited to recast the proposal in the light of the comments. The Chair noted that, taking into consideration the doubts expressed about the interpretation of 1.1.3.10 and special provision 366, it might be appropriate to take another look at the documentation of the United Nations Sub-Committee of Experts that led to the exemptions under 1.1.1.9 of the UN Model Regulations and to special provision 366 (ST/SG/AC.10/C.3/82, para.121, informal document INF.18 of the forty-first session, ST/SG/AC.10/C.3/84, para.50, ST/SG/AC.10/C.3/2012/76, informal documents INF.3, INF.55, INF.61 and INF.61/Rev.1 of the forty-second session, ST/SG/AC.10/C.3/80, para.29 and informal document INF.12 of the forty-first session.

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

### **A. Discussions on the acceptance of receptacles approved by the United States Department of Transport (DOT)**

*Document:* ECE/TRANS/WP.15/AC.1/2016/30 (EIGA)

49. The Joint Meeting welcomed the progress made in the negotiations held by EIGA and the Compressed Gas Association in order to allow preferably, by 2019, for the acceptance by the United States authorities of RID/ADR pressure receptacles in exchange for the acceptance by the European authorities of DOT receptacles, in the conditions set out by multilateral agreement M299. If such efforts bore fruit, an amendment to RID/ADR could be considered so as to incorporate the conditions of agreement M299.

### **B. Report on the informal working group on the transport of waste electrical and electronic equipment containing lithium batteries**

*Document:* ECE/TRANS/WP.15/AC.1/2016/19 (Germany)

*Informal documents:* INF.3 (Germany)  
INF.13 (RECHARGE)

50. The Joint Meeting adopted the proposals of the informal working group contained in document ECE/TRANS/WP.15/AC.1/2016/19, as amended by informal document INF.13, on the condition that editorial changes would be made to the English version by the UNECE secretariat. The UNECE and OTIF secretariats were also requested to carefully check the French and German translations, as some of the texts in force had been changed during translation, while they were not subject to amendment.

51. The representative of Germany said that he intended to begin work on a multilateral agreement as soon as the texts checked by the secretariats were available.

### **C. Seventh workshop of the European Union Agency for Railways (ERA) on the roadmap on risk management in the context of rail, road and inland waterways (Valenciennes, France, 14-16 June 2016)**

*Informal document:* INF.14 (ERA)

52. The Joint Meeting took note of and welcomed the results of the workshop. The representative of ERA provided detailed explanations about the activities and results of each of the workgroups, A, B and C, that had been set up (A: identification of parameters

used in current databases, drafting of accident parameters and categorization of relevant parameters; B: harmonized approach to risk estimations; and C: harmonized approach for decision-making).

53. In a first instance, it was noticed that the Joint Meeting would have to consider the results of the workshop in the area of data. As a clarification, the representative of ERA explained that the developments were intended to be used by any party interested in risk evaluation and decision-making in a wide range of application areas, including Chapter 1.9 of RID/ADR/ADN. However, he confirmed that the intent was not to ask the Joint Meeting to implement this approach systematically.

54. The Joint Meeting noted that delegates could have access to the documentation available on the ERA extranet if they requested a password from the ERA representative. They were invited to take part in the eighth session, to be held in Valenciennes from 11 to 13 October 2016. Those unable to attend in person could send their comments on the documentation available on the ERA extranet site or submit their own documents by contacting the ERA representative.

## **VIII. Election of officers for 2017 (agenda item 7)**

55. Upon a proposal by the representative of Belgium, Mr. C. Pfauvadel (France) and Mr. H. Rein (Germany) were re-elected respectively Chairman and Vice-Chairman of the Joint Meeting for 2017.

## **IX. Future work (agenda item 8)**

56. The next session will take place in Bern from 13-17 March 2017, and the deadline for submission of documents is 16 December 2016.

## **X. Any other business (agenda item 9)**

### **A. Request for consultative status**

*Informal document:* INF.5 (Secretariat)

57. The Joint Meeting considered with interest the request for consultative status filed by COSTHA. Several delegations asked the COSTHA representative to provide additional information, in particular to justify the organization's compliance with the principles set out in Economic and Social Council resolution 1996/31, parts I and II, in accordance with rule 1 (d) of the Joint Meeting's rules of procedure. Specifically, they considered that in respect of paragraph 12 of the resolution, COSTHA should explain the mechanisms of accountability to its members and how its members exercised control over its policies.

58. Following the discussion, in which several delegations expressed support for the application, the COSTHA representative was asked to draw up a new application incorporating the appropriate justification. The secretariat was requested to submit the application as an official document, with additional information attached in an appropriate format.

## **B. Creation of an informal working group to deal with textual changes to the regulations**

*Document:* ECE/TRANS/WP.15/AC.1/2016/35 (United Kingdom)

59. Most delegations supported the idea of improving the editorial quality of the regulations, but they considered that the proposal underestimated the scope and complexity of the task. The experience of restructuring RID/ADR and of the informal group on editorial improvement of the definitions' various language versions, headed by Romania, and quite simply the discussion of certain proposals at each session, had all demonstrated that discussions on matters that were apparently editorial often opened up debates on substance or on the interpretation of the texts in force. If such a group worked in English, it should be recalled that, from the legal point of view, for ADR and ADN only the French versions were authentic texts. The group's proposals must therefore be the subject of discussions during the regular sessions, with interpretation, as they would have repercussions for the French, German and Russian texts. It was thus not to be assumed that the work of such a group would lead to savings in terms of meeting time. On the contrary, it was suggested that it would be liable to increase the workload. Furthermore, an informal working group would not benefit from the services of the secretariat, and a request to establish a new official working group solely for editorial purposes was not likely to be accepted. A large part of the texts in RID/ADR/ADN came directly from the UN Model Regulations, and it was not clear that editorial changes made by the Joint Meeting in the harmonization process, and brought to the attention of the United Nations Sub-Committee of Experts, would be accepted for the Model Regulations. That would lead to a serious risk of editorial variation between the modal regulations, and even if they were accepted, to a significant amount of extra work for the other modal organizations and all the Governments that directly depended upon the Model Regulations as a reference.

60. Lastly, several delegations stated that despite their interest in the matter, they would not be able to take part in the work done by groups between sessions. It was suggested that the work on editorial questions could be conducted during lunch breaks, in the evening or at the end of the sessions.

61. The representative of the United Kingdom concluded that the Joint Meeting did not have a great deal of enthusiasm for establishing an informal working group and said that he would consider alternative solutions in the light of the discussion.

## **C. Tribute to Mr. Thomsen**

62. The Joint Meeting was informed that Mr. Thomsen (Denmark) was attending a Joint Meeting session for the last time since he would retire soon. The Joint Meeting thanked Mr. Thomsen for his long-lasting contribution to the safety of transport of dangerous goods and wished him a long and happy retirement.

## **D. Global and regional impact of UNECE regulations and United Nations Recommendations on the Transport of Dangerous Goods**

63. The Joint Meeting was informed that the analysis of the results of the questionnaire that had been sent to all delegations last year were now available on the UNECE website at [www.unece.org/info/open-unece/evaluation.html](http://www.unece.org/info/open-unece/evaluation.html), together with an evaluation report prepared by a consultant and a secretariat response to this report.

**E. Seventieth anniversary of the UNECE Inland Transport Committee**

64. The Joint Meeting was informed that the UNECE Inland Transport Committee will celebrate its seventieth anniversary at its seventy-ninth session to be held in Geneva from 21-24 February 2017 and which will include a ministerial segment on 21 February, with plans to develop a strategy running up to 2030. For preparing this strategy, a questionnaire had been sent to all delegates participating in the work of ITC and its subsidiary bodies, and all delegates of the Joint Meeting were invited to respond to this questionnaire since their contribution would be taken into account in the definition of the ITC strategy.

**F. Russian terminology relating to the terms “placards” and “placarding”**

*Informal document: INF.27 (Russian Federation)*

65. The Joint Meeting noted that the concerns raised by the Russian Federation regarding the terminology used in the Russian text in relation to placards were being addressed by the secretariat and UN translation services and that Russian speaking delegates of other bodies such as WP.15 would also be consulted.

**XI. Adoption of the report (agenda item 10)**

66. The Joint Meeting adopted the report on its autumn 2016 session and its annexes on the basis of a draft prepared by the secretariat.

## **Annex I**

### **Report of the Working Group on Tanks** (see ECE/TRANS/WP.15/AC.1/144/Add.1)

## Annex II

### Proposals for amendments to RID/ADR/ADN

#### Chapter 1.2

1.2.1 Add the following new definition:

“*Protective lining*” (for tanks) means a lining or coating protecting the metallic tank material against the substances to be carried;

*NOTE: This definition does not apply to a lining or coating used only to protect the substance to be carried.*”

*(Reference document: Informal document INF.38, proposal 6)*

#### Chapter 1.4

1.4.2.2.2 Add the following new sentence at the end: “In the case of 1.4.2.2.1 (c) he may rely on what is certified in the “container/vehicle packing certificate” provided in accordance with 5.4.2.”.

*(Reference document: informal document INF.36, as amended)*

#### Chapter 1.6

1.6.1 Add the following new transitional measures:

“1.6.1.44 Undertakings which participate in the carriage of dangerous goods only as consignors and which did not have to appoint a safety adviser on the basis of the provisions applicable until 31 December 2018 shall, by derogation from the provisions of 1.8.3.1 in force from 1 January 2019, appoint a safety adviser no later than 31 December 2022.”.

*(Reference document: ECE/TRANS/WP.15/AC.1/2016/24, as amended in informal document INF.35)*

“1.6.1.45 Contracting Parties/Contracting States may, until 31 December 2020, continue to issue training certificates for dangerous goods safety advisers conforming to the model applicable until 31 December 2018, instead of those conforming to the requirements of 1.8.3.18 applicable from 1 January 2019. Such certificates may continue in use to the end of their five-year validity.”.

*(Reference document: ECE/TRANS/WP.15/AC.1/2016/24, as amended)*

[1.6.3 Add the following new transitional measure:

“1.6.3.47 Safety valves meeting the requirements applicable up to 31 December 2018 but which do not meet the requirements of 6.8.3.2.9 regarding the protective cap applicable from 1 January 2019 may continue to be used [until the next intermediate or periodic inspection after 1 July 2019].”.]

*(Reference document: Informal document INF.38, proposal 5)*

1.6.3 Add the following new transitional measure:

“1.6.3.48 Tank wagons / Fixed tanks (tank vehicles) and demountable tanks with a shell constructed of aluminium alloy, including those with protective lining), constructed before 1 July 2019, used for the carriage of substances which do not conform to the requirements of special provision TU42 of 4.3.5 applicable from 1 January 2019 may continue to be used for the carriage of these substances until 31 December 2022.”<sup>2</sup>

*(Reference document: Informal document INF.38, proposal 7)*

[1.6.4 Add the following new transitional measure:

“1.6.4.49 Safety valves meeting the requirements applicable up to 31 December 2018 but which do not meet the requirements of 6.8.3.2.9 regarding the protective cap applicable from 1 January 2019 may continue to be used [until the next intermediate or periodic inspection after 1 July 2019].”.]

*(Reference document: Informal document INF.38, proposal 5)*

1.6.4 Add the following new transitional measure:

“1.6.4.50 Tank-containers with a shell constructed of aluminium alloy, including those with a protective lining, constructed before 1 July 2019, used for the carriage of substances which do not conform to the requirements of special provision TU42 of 4.3.5 applicable from 1 January 2019 may continue to be used for the carriage of these substances until 31 December 2022.”<sup>3</sup>

*(Reference document: Informal document INF.38, proposal 7)*

## **Chapter 3.2, Table A**

For UN Nos. 1755 PG II and PG III, 1778 PG II, 1779 PG II, 1788 PG II and PG III, 1789 PG II and PG III, 1791 PGII and PG III, 1803 PG II, 1805 PG III, 1814 PG II and PG III, 1819 PG II and PG III, 1824 PG II and PG III, 1830 PG II, 1832 PG II, 1840 PG III, 1906 PG II, 2031 PG II, 2581 PG III, 2582 PG III, 2586 PG III, 2693 PG III, 2796 PG II, 3264 PG II and PG III, add “TU42” in column (13).

*(Reference document: Informal document INF.38, proposal 9)*

For UN Nos. 3091 and 3481, replace “636” by “670” in column (6).

*(Reference document: ECE/TRANS/WP.15/AC.1/2016/19)*

## **Chapter 3.3**

Amend special provision 636 to read as follows:

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<sup>2</sup> *Note by the Secretariat:* The following wording is suggested: “Notwithstanding the requirements of special provision TU42 of 4.3.5 applicable from 1 January 2019, tank wagons / fixed tanks (tank vehicles) and demountable tanks with a shell constructed of aluminium alloy, including those with a protective lining, which were used before 1 January 2019 for the carriage of substances with a pH value less than 5.0 or more than 8.0, may continue to be used for the carriage of such substances until 31 December 2022.

<sup>3</sup> *Note by the Secretariat:* The following wording is suggested: “Notwithstanding the requirements of special provision TU42 of 4.3.5 applicable from 1 January 2019, tank-containers with a shell constructed of aluminium alloy, including those with a protective lining, which were used before 1 January 2019 for the carriage of substances with a pH value less than 5.0 or more than 8.0, may continue to be used for the carriage of such substances until 31 December 2022.



“636 Up to the intermediate processing facility, lithium cells and batteries with a gross mass of not more than 500 g each, lithium ion cells with a Watt-hour rating of not more than 20 Wh, lithium ion batteries with a Watt-hour rating of not more than 100 Wh, lithium metal cells with a lithium content of not more than 1 g and lithium metal batteries with an aggregate lithium content of not more than 2 g, not contained in equipment, collected and handed over for carriage for sorting, disposal or recycling, together with or without other non-lithium cells or batteries, are not subject to the other provisions of RID/ADR/ADN including special provision 376 and 2.2.9.1.7, if the following conditions are met:

(a) The cells and batteries are packed according to packing instruction P909 of 4.1.4.1 except for the additional requirements 1 and 2;

(b) A quality assurance system is in place to ensure that the total amount of lithium cells or batteries per wagon or large container/transport unit/transport unit, trailer if detached from its drawing motor vehicle, wagon or container does not exceed 333 kg;

*NOTE: The total quantity of lithium cells and batteries in the mix may be assessed by means of a statistical method included in the quality assurance system. A copy of the quality assurance records shall be made available to the competent authority upon request.*

(c) Packages are marked "LITHIUM BATTERIES FOR DISPOSAL" or "LITHIUM BATTERIES FOR RECYCLING" as appropriate.”.

*(Reference document: ECE/TRANS/WP.15/AC.1/2016/19, as amended and informal document INF.13)*

Insert a new special provision 670:

“670 (a) Lithium cells or batteries installed in equipment from private households collected and handed over for carriage for depollution, dismantling, recycling or disposal are not subject to the other provisions of RID/ADR/ADN including special provision 376 and paragraph 2.2.9.1.7 when:

(i) They are not the main power source for the operation of the equipment in which they are contained;

(ii) The equipment in which they are contained does not contain any other lithium cell or battery used as the main power source; and

(iii) They are afforded protection by the equipment in which they are contained.

Examples for cells and batteries covered by this paragraph are button cells used for data integrity in household appliances (e.g. refrigerators, washing machines, dishwashers) or in other electrical or electronic equipment;

(b) Up to the intermediate processing facility lithium cells and batteries contained in equipment from private households not meeting the requirements of (a) collected and handed over for carriage for depollution, dismantling, recycling or disposal are not subject to the other provisions of RID/ADR/ADN including special provision 376 and paragraph 2.2.9.1.7, if the following conditions are met:

(i) The equipment is packed in accordance with packing instruction P 909 of 4.1.4.1 except for the additional requirements 1 and 2; or it is packed in strong outer packagings, e.g. specially designed collection receptacles, which meet the following requirements:

- The packagings shall be constructed of suitable material and be of adequate strength and design in relation to the packaging capacity

and its intended use. The packagings need not meet the requirements of 4.1.1.3;

- Appropriate measures shall be taken to minimize the damage of the equipment when filling and handling the packaging, e.g. use of rubber mats; and

- The packagings shall be constructed and closed so as to prevent any loss of contents during carriage, e.g. by lids, strong inner liners, covers for transport. Openings designed for filling are acceptable if they are constructed so as to prevent loss of content;

(ii) A quality assurance system is in place to ensure that the total amount of lithium cells or batteries per wagon or large container / transport unit/ transport unit, trailer if detached from its drawing motor vehicle, wagon or container does not exceed 333 kg;

*NOTE: The total quantity of lithium cells and batteries in the equipment from private households may be assessed by means of a statistical method included in the quality assurance system. A copy of the quality assurance records shall be made available to the competent authority upon request.*

(iii) Packages are marked "LITHIUM BATTERIES FOR DISPOSAL" or "LITHIUM BATTERIES FOR RECYCLING" as appropriate. If equipment containing lithium cells or batteries is carried unpackaged or on pallets in accordance with packing instruction P 909 (3) of 4.1.4.1, this mark may alternatively be affixed to the external surface of the wagons or large containers /vehicles or containers/vehicle, wagon or container).

*NOTE: "Equipment from private households" means equipment which comes from private households and equipment which comes from commercial, industrial, institutional and other sources which, because of its nature and quantity, is similar to that from private households. Equipment likely to be used by both private households and users other than private households shall in any event be considered to be equipment from private households."*

(Reference document: ECE/TRANS/WP.15/AC.1/2016/19, as amended)

## Chapter 4.1

4.1.4.1, packing instruction P200 (11): In the table, delete the first two rows (EN 1919:2000 and EN 1920:2000) and add the following new row:

Applicable Requirements	Reference	Title of document
(7)	EN ISO 24431:[2016]	Gas cylinders - Seamless, welded and composite cylinders for compressed and liquefied gases (excluding acetylene) - Inspection at time of filling

(Reference document: informal document INF.34, proposal 1)

4.1.4.1, packing instruction P200 (13): Under paragraph 2.1, replace "EN 1919:2000 and EN 1920:2000" by "EN ISO 24431 [2016]".

(Reference document: informal document INF.34, proposal 1)

## Chapter 4.3

4.3.4.1.3 At the end of the first paragraph, add the following new sentence:  
“Requirements for these tanks are provided in special provisions in Column (13) of Table A in Chapter 3.2 based on the tank code.”.

Replace sub-paragraphs (a) to (i) by the following table:

Class	UN No.	Name and description	Tank code
[ADR only:]			
1	0331	Explosive, blasting, Type B	S2.65AN
4.1	3531	Polymerizing substance, solid, stabilized, N.O.S.	SGAN
	[ADR only:]		
	3533	Polymerizing substance, solid, stabilized, temperature controlled, N.O.S	
	2448	Sulphur, molten	LGBV
	3532	Polymerizing substance, liquid, stabilized, N.O.S	L4BN
[ADR only:]			
3534	Polymerizing substance, liquid, stabilized, temperature controlled, N.O.S.		
4.2	1381	Phosphorus, white or yellow, dry, or under water or in solution	L10DH
	2447	Phosphorus, white, molten	
4.3	1389	Alkali metal amalgam, liquid	L10BN
	1391	Alkali metal dispersion	
	1391	Alkaline earth metal dispersion	
	1392	Alkaline earth metal amalgam, liquid	
	1415	Lithium	
	1420	Potassium metal alloys, liquid	
	1421	Alkali metal alloy, liquid, N.O.S.	
	1422	Potassium sodium alloys, liquid	
	1428	Sodium	
	2257	Pottasium	
	3401	Alkali metal amalgam, solid	
	3402	Alkaline earth metal amalgam, solid	
	3403	Potassium metal alloys, solid	
	3404	Pottasium sodium alloys, solid	
	3482	Alkali metal dispersion, flammable	
	3482	Alkaline earth metal dispersion, flammable	
	1407	Caesium	
	1423	Rubidium	S2.65AN
	1402	Calcium carbide, packing group I	
5.1	1873	Perchloric acid with more than 50% but not more than 72% acid, by mass	L4DN
	2015	Hydrogen peroxide, aqueous solution, stabilized with more than 70% hydrogen peroxide	L4DV
	2014	Hydrogen peroxide, aqueous solution with not less than 20% but not more than 60% hydrogen peroxide	L4BV
	2015	Hydrogen peroxide, aqueous solution, stabilized with more than 60% hydrogen peroxide and not more than 70% hydrogen peroxide	
	2426	Ammonium nitrate, liquid, hot concentrated solution with more than 80% but not more than 93%	
	3149	Hydrogene peroxide and peroxyacetic acid mixture, stabilized	LGAV
	3375	Ammonium nitrate emulsion, suspension or gel, intermediate for blasting explosives, liquid	
3375	Ammonium nitrate emulsion, suspension or gel, intermediate for blasting explosives, solid	SGAV	
5.2	3109	Organic peroxide, type F, liquid	L4BN
	[ADR only:]		
	3119	Organic peroxide, type F, liquid, temperature controlled	
	3110	Organic peroxide, type F, Solid	
[ADR only:]		S4AN	
3120	Organic peroxide, type F, solid, temperature controlled		

Class	UN No.	Name and description	Tank code
6.1	1613	Hydrogene cyanide, aqueous solution	L15DH
	3294	Hydrogene cyanide solution in alcohol	
7*		All substances	special tanks
		Minimum requirement for liquids	L2.65CN
		Minimum requirement for solids	S2.65AN
8	1052	Hydrogene fluoride, anhydrous	L21DH
	1744	Bromine or bromine solution	
	1790	Hydrofluoric acid, solution, with more than 85% hydrofluoric acid	
	1791	Hypochlorite solution	L4BV
	1908	Chlorite solution	

\* Notwithstanding the general requirements of this paragraph, tanks used for radioactive material may also be used for the carriage of other goods provided the requirements of 5.1.3.2 are complied with.

(Reference document: Informal documents INF.6 and INF.19)

4.3.5 Add the following new special provision:

“TU42 Tanks with a shell constructed of aluminium alloy, including those with a protective lining, shall only be used if the pH value of the substance is not less than 5.0 and not more than 8.0”.

(Reference document: Informal document INF.38, proposal 8)

## Chapter 6.2

6.2.3.9.6 Add “or pressure drum” after “cylinder” twice.

(Reference document: ECE/TRANS/WP.15/AC.1/2016/32)

6.2.4.1 In the table, under “For design and construction”, for standard “EN ISO 11120:1999 + A1:2013”, in column (4), replace “Until further notice” by “Between 1 January 2015 and 31 December 2020”. After standard “EN ISO 11120:1999 + A1:2013”, insert the following new row:

EN ISO 11120:2015	Gas cylinders - Refillable seamless steel tubes of water capacity between 150 l and 3000 l - Design, construction and testing	6.2.3.1 and 6.2.3.4	Until further notice	
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(Reference document: informal document INF.34, proposal 3)

6.2.6.4 At the end of the third indent, delete “, excluding clause 9” and add the following new sentence: “In addition to the marks required by this standard the gas cartridge shall be marked “UN 2037/EN 16509”.”.

(Reference document: ECE/TRANS/WP.15/AC.1/2016/38 and informal documents INF.11 and INF.34, proposal 4, as amended)

## Chapter 6.8

6.8.2.1.9 In the first paragraph, replace “substantially” by “appreciably”]

(Reference document: Informal document INF.38, proposal 10)

[6.8.2.2 Add the following new paragraph: “Glass level-gauges and level-gauges made of other fragile material, which are in direct communication with the contents of the shell, shall not be used.”.]

*(Reference document: Informal document INF.38, proposal 1)*

6.8.2.2.2 After the second set of indents, replace the wording “an ebonite or thermoplastic coating” by “a protective lining”.

*(Reference document: Informal document INF.38, proposal 11)*

[6.8.3.2.6 Delete the first sentence]

*(Reference document: Informal document INF.38, proposal 2)*

6.8.2.4.2 and 6.8.2.4.3 Add the following new paragraph at the end:

“Protective linings shall be visually examined for defects. In case defects appear the condition of the lining shall be evaluated by appropriate test(s).”.

*(Reference document: Informal document INF.38, proposal 12)*

[6.8.3.2.9 At the end, add the following new paragraph:

“Safety valves that may collect water, for example due to rain or spray, which would prevent their correct functioning, for example if the water freezes, shall be provided with a protective cap. The protective cap shall not affect the performance of the valve.”.]

*(Reference document: Informal document INF.38, proposal 4)*

6.8.5.4 Replace “EN 1252-1:1998 Cryogenic vessels - Materials - Part 1: Toughness requirements for temperatures below -80°C” by “EN ISO 21028-1:[2016] Cryogenic vessels - Toughness requirements for materials at cryogenic temperature - Part 1: Temperatures below -80 °C”.

*(Reference document: Informal document INF.34, proposal 2)*

## **Chapter 6.10**

[6.10.3.8 (f) In the second sentence, replace “Sight glasses” by “Glass level-gauges and level-gauges of other suitable transparent material”.]

*(Reference document: Informal document INF.38, proposal 3)*

## Annex III

### **Draft corrections to RID/ADR/ADN as modified by the amendments entering into force on 1 January 2017**

#### **Chapter 3.3**

In special provision 363 (a), delete “in quantities above those specified in column (7a) of Table A of Chapter 3.2”.

*(Reference document: ECE/TRANS/WP.15/AC.1/2016/27)*

#### **Chapter 6.2**

6.2.4.1 The correction does not apply to the English text.

*(Reference document: informal document INF.50 from the autumn 2015 session)*

#### **Chapter 6.8**

6.8.2.6.1 (ADR) The correction does not apply to the English text.

*(Reference document: informal document INF.50 from the autumn 2015 session)*

#### **Chapter 7.5**

7.5.2.1 In the table, in the heading of the last row and of the last column, replace “9” by “9, 9A”.

*(Reference document: informal document INF.10)*

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