



Economic and Social Council

Distr.: General
18 October 2018
English
Original: English and French

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 Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its autumn 2018 session*

held in Geneva from 17 to 21 September 2018

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-3	4
II. Adoption of the agenda (agenda item 1)	4	4
III. Tanks (agenda item 2).....	5-6	4
Report of the Working Group on Tanks.....	6	5
IV. Standards (agenda item 3).....	7-14	5
Report of the Working Group on Standards.....	13-14	6
V. Interpretation of RID/ADR/ADN (agenda item 4).....	15	6
VI. Proposals for amendments to RID/ADR/ADN (agenda item 5)	16-41	6
A. Pending issues.....	16-20	6
1. Status of publication of standards which were not published in time to be included in the list of amendments to be notified to Contracting Parties for entry into force on 1 January 2019.....	16-19	6

* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2017-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.

2.	Hazard identification number 836.....	20	7
B.	New proposals	21-41	7
1.	Mixed loading prohibitions for packages for which no danger labels are prescribed (7.5.2.1).....	21	7
2.	Deletion of special provision 556 in Chapter 3.3 of RID/ADR/ADN....	22	8
3.	Increase of the maximum allowed internal pressure for aerosol dispensers.....	23-24	8
4.	Name and description of UN No. 1010 (Butadienes, stabilized).....	25-27	8
5.	Display packs of limited quantities	28-30	8
6.	Status of the annexes to directives 84/525/EEC, 84/526/EEC and 84/527/EEC referred to in 6.2.4 of RID/ADR.....	31-33	9
7.	Alignment of 1.8.5.1 with 1.4.2 and 1.4.3 in RID/ADR/ADN.....	34-35	9
8.	Carriage of articles containing PCBs that are contaminated with dioxins and furans	36	10
9.	Amendments to 5.2.2.2.1.3 and 5.2.2.2.1.5 of RID/ADR/ADN.....	37	10
10.	Special provision 386 in ADR/ADN	38	10
11.	Separate assessment of valves and other demountable accessories having a direct safety function of UN pressure receptacles.....	39-40	10
12.	Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT)	41	11
VII.	Reports of informal working groups (agenda item 6)	42-51	11
A.	Informal working group on telematics.....	42-46	11
B.	Informal working group on the definitions of “risk” and “hazard/danger” in the context of RID/ADR/ADN	47-50	12
C.	Informal working group on the reduction of the risk of a boiling liquid expanding vapour explosion (BLEVE) during transport of dangerous goods	51	12
VIII	Accidents and risk management (agenda item 7)	52-54	12
A.	Accident involving molten aluminium	52-53	12
B.	Improvement of the accident report.....	54	13
IX.	Election of officers for 2019 (agenda item 8).....	55	13
X.	Future work (agenda item 9)	56	13
XI.	Any other business (agenda item 10)	57-63	13
A.	References to “competent authority” in ADR.....	57-59	13
B.	E-learning for transport operators.....	60-61	14
C.	Transport of hazardous waste	62	14
D.	Tribute to Mr. H. Rein (Germany).....	63	14
XII.	Adoption of the report (agenda item 11).....	64	14

Annexes

I.	Report of the Working Group on Tanks**	15
II.	Draft amendments to RID, ADR and ADN for entry into force on 1 January 2021	16
III.	Guideline for the application of EN 12972 (Tanks for the transport of dangerous Goods – Testing, inspection and marking of metallic tanks) to achieve compliance with RID/ADR	22
IV.	Terms of reference for the informal working group on the improvement of accident reporting.....	23

** For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/152/Add.1.

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 was held in Geneva from 17 to 21 September 2018, with Mr. C. Pfauvadel (France) as Chair and Mr. H. Rein (Germany) as Vice-Chair.

2. In accordance with rule 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, Czechia, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, United Kingdom and United States of America.

3. In accordance with rule 1 (c) and (d) of the rules of procedure, the following were represented in a consultative capacity:

(a) European Union (European Commission and European Union Agency for Railways) and Organization for Cooperation between Railways (OSJD);

(b) The following international non-governmental organizations: European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), Council on Safe Transportation of Hazardous Articles (COSTHA), 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), International Association of the Body and Trailer Building Industry (CLCCR), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Private Wagons (UIP), and International Union of Railways (UIC).

II. Adoption of the agenda (agenda item 1)

Document: ECE/TRANS/WP.15/AC.1/151
ECE/TRANS/WP.15/AC.1/151/Add.1
RID-18001-RC

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.1/151 and Add.1 (document RID-18001-RC from OTIF) as updated by informal document INF.2 after amending it to take account of informal documents INF.1 to INF.32.

III. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/2018/27 (France)
ECE/TRANS/WP.15/AC.1/2018/29 (France)
ECE/TRANS/WP.15/AC.1/2018/31 (Netherlands)

Informal documents: INF.3 (Netherlands)
INF.7 (ITCO)
INF.9 (United Kingdom)
INF.11 (Switzerland)
INF.17 (United Kingdom)
INF.18 (France)

INF.20 (Poland)
 INF.23 (European Union)
 INF.25 (Poland)

5. Consideration of the documents was entrusted to the Working Group on Tanks that met from 17 to 19 September with Mr. A. Bale (United Kingdom) as Chair.

Report of the Working Group on Tanks

Informal document: INF.30 (Report of the Working Group on Tanks)

6. The Joint Meeting endorsed the conclusions and recommendations of the Working Group, whose report appears in annex I as addendum 1 to this report. It adopted proposals 2 and 3, as amended, as well as 4 and 5 and agreed to the introduction of a reference to the type 3.1 certificate in 6.8.2.6.1 for EN 14025:2018 (see annex II) and to the proposed guideline in proposal 1, as amended (see annex III).

IV. Standards (agenda item 3)

Document: ECE/TRANS/WP.15/AC.1/2018/28 (CEN)

Informal document: INF.15 (CEN)

7. The Joint Meeting was informed that the new system of harmonized standard consultants (HAS) created by the European Commission was applicable since 1 April 2018 and noted that, to date, no HAS consultant with suitable experience in the matters addressed by the standards relevant to the work of the Joint Meeting has been identified.

8. The HAS consultant would provide assistance to the European Commission on standards where such standards could be incorporated by reference into European Union (EU) acts and where they could have a legal effect. The main task of the consultant would be to assess:

(a) to which extent the standards (or parts thereof) drafted by European standardisation organisations (CEN, European Committee for Electrotechnical Standardisation (CENELEC) and European Telecommunications Standards Institute (ETSI)) comply with the Commission requests and;

(b) to which extent they deal with and support relevant essential or other requirements set by the relevant EU legislation.

9. The Joint Meeting noted that the HAS consultant would not be allowed to receive advice from third parties nor to share his/her findings outside the European Commission. In addition, several delegations pointed out that the scope of the work of the HAS consultant did not address the assessment of the suitability of a given standard for the purposes of RID/ADR/ADN regulations and therefore considered that a new arrangement for consultative services, outside the HAS framework, was necessary.

10. In view of the above, and after an exchange of views on possible ways forward, the Joint Meeting invited the representative of CEN to check whether a CEN consultant (selected among its staff or among representatives of its Members states or industry associations) could continue to do the work as it was done prior to the applicability of the new HAS consultants framework to verify the compatibility of draft standards with the requirements of RID/ADR/ADN. The representative of CEN said he would update the Joint Meeting on this matter at its spring 2019 session.

11. The Joint Meeting invited the working group on standards to consider the comments made during the discussion in plenary and provide, to the extent possible, some advice before the end of the session.

12. Consideration of all documents under agenda item 3 was entrusted to the Working Group on Standards, which met during the lunch breaks.

Report of the Working Group on Standards

Informal document: INF.29 (Report of the Working Group on Standards)

13. The Joint Meeting adopted the proposals made by the Working Group as follows:

- (a) proposals 1 and 2: adopted without changes (see annex II);
- (b) proposal 3: adopted, with the additional deletion of the existing note addressing the concept of “road tankers” under column (2) for EN 12493:2013 + A1:2014 + AC:2015 and a consequential amendment to 6.8.4 (d), special provision TT11 (see annex II);
- (c) proposal under item 5.3.1: adopted, with an additional amendment to the note under the title of EN 14205:2018 (see annex II);
- (d) proposals under items 5.3.2, 5.3.3, 5.3.4, 5.3.5 and 5.3.6: adopted without changes (see annex II).

14. The Joint Meeting also noted the outcome of the discussions of the working group on the problems associated with the absence of a suitable consultant. The Joint Meeting concurred with the working group on the importance of having the necessary expertise to assist with the review of the standards for the purposes of RID/ADR/ADN and reiterated its wish that a solution could be identified as soon as possible. It invited delegations to contact their national standardisation bodies and explore means to finance a consultant by CEN/CENELEC.

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

15. As no document had been submitted under this agenda item, no discussion took place on this subject.

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

A. Pending issues

- 1. Status of publication of standards which were not published in time to be included in the list of amendments to be notified to Contracting Parties for entry into force on 1 January 2019**

Documents: ECE/TRANS/WP.15/242, paragraphs 13 and 43 and annexes III and IV (Secretariat)
OTIF/RID/CE/GTP/2018-A, paragraph 8 and annex II (OTIF Secretariat)
OTIF/RID/CE/2018-A, paragraphs 6-8 (OTIF Secretariat)
ECE/TRANS/WP.15/AC.1/2018/29 (France)

Informal documents: INF.12 (France)
INF.16 (AEGPL)

16. The Joint Meeting noted that the amendments concerning references to new standards or modifications to referenced standards which were adopted by the Working Party on the Transport of Dangerous Goods (WP.15) at its 103rd and 104th sessions and by the Joint Meeting at its spring 2018 session, and which were still unpublished on 1 June 2018 could not be included in the list of amendments to be notified to the Contracting Parties on 1 July 2018 for entry into force on 1 January 2019. Consequently, the amendments relating to standards EN ISO 17871:2015 + A1:2018, EN 1440:2016 + A1:2018, EN 16728:2016 + A1:2018, EN 13317:2018, EN 14025:2018 and EN 12972:2018 had been listed separately in annexes III and IV of the report of WP.15 on its 104th session, as draft amendments adopted by WP.15 for entry into force as soon as possible following their publication.

17. Noting that this procedure would require a separate notification to Contracting Parties, several delegations recalled that, due to European Union and national procedural requirements for transposition into national law of amendments notified following this procedure, their timely implementation could not be ensured. On these grounds, the Joint Meeting agreed that it would be preferable to consider their adoption for the 2021 edition of RID/ADR.

18. The Joint Meeting recognized however that in the case of EN 12972, the scientific and technical progress achieved since the 2007 edition (currently referred to in RID/ADR) and the 2018 edition justified the application of the provisions of the latter as soon as possible. It was noted that 6.8.2.7 of RID/ADR allowed competent authorities to approve the use of standards adopted for reference in a future edition of RID/ADR. There was agreement that a possible way to ensure the harmonized application of these provisions in all Contracting Parties/Contracting States, could be to encourage inspection bodies to apply the provisions of EN 12972:2018 as from a commonly agreed date, on the understanding that after that date, only the 2018 edition of the standard should be used.

19. The Joint Meeting welcomed a proposal for the 2021 edition of RID/ADR, detailing the amendments relating to the standards referred to in paragraph 16 above and including the dates of application for each of them.

2. Hazard identification number 836

Document: ECE/TRANS/WP.15/AC.1/2018/18 (Spain)

20. The proposal to assign hazard identification number 836 to UN No.2683 was adopted (see annex II). On a question from the representative of Belgium regarding the rationale for the order of the hazards, the representative of Spain explained that the proposed hazard identification number conformed to the order of precedence of hazards in Chapter 2.1.

B. New proposals

1. Mixed loading prohibitions for packages for which no danger labels are prescribed (7.5.2.1)

Document: ECE/TRANS/WP.15/AC.1/2018/15 (Germany)

21. The Joint Meeting agreed that mixed loading of UN Nos. 2211 and 3314 with goods of Class 1 (with the exception of 1.4S), when carried in packages for which no labels were prescribed should be prohibited. It was pointed out that the provisions in 7.5.2.1 were broader in scope and addressed packages bearing different labels. To avoid misinterpretations and to ensure application of the proposed prohibition for mixed loading to UN Nos. 2211 and 3314

only, the Joint Meeting decided to adopt the text proposed in paragraph 3 of the document, with some amendments, as a new special provision applicable to these UN numbers (see annex II).

2. Deletion of special provision 556 in Chapter 3.3 of RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2018/16 (Germany)

22. The proposal to delete special provision 556 was adopted (see annex II).

3. Increase of the maximum allowed internal pressure for aerosol dispensers

Document: ECE/TRANS/WP.15/AC.1/2018/17 (FEA)

23. After an exchange of views, the Joint Meeting adopted the proposal for amendment of the first sentence of 6.2.6.1.5, to increase the maximum allowed internal pressure for aerosol dispensers, as proposed in paragraph 3 of the document (see annex II) to ensure alignment of the RID/ADR requirements with those of Directive 75/324/EEC¹.

24. The Joint Meeting invited the representative of FEA to consider the need to address this matter from a multimodal perspective and invited him to submit a proposal to the Sub-Committee of Experts on the Transport of Dangerous Goods (TDG Sub-Committee), to allow for the same provisions to be applied worldwide.

4. Name and description of UN No. 1010 (Butadienes, stabilized)

Document: ECE/TRANS/WP.15/AC.1/2018/19 (Spain)

25. The Joint Meeting noted the differences between the name and description of UN No. 1010 in RID/ADR and in the Model Regulations. It was pointed out in particular that the description currently in RID/ADR could cover butadienes and butadiene mixtures with less than 40% butadiene, while the description in the Model Regulations covered only those with more than 40% butadiene.

26. The representative of Spain indicated that to her knowledge, all butadienes and butadiene mixtures currently used and carried contained more than 40% butadiene and consequently, the description used in RID/ADR should be aligned with that of the Model Regulations. There was some support for this proposal in principle. However, some reservations were expressed regarding how to address stabilization of butadiene mixtures with less than 40% butadiene, if needed, in accordance with 2.2.2.2.1, if these butadienes were to be carried under generic n.o.s entries.

27. The Joint Meeting invited the representative of Spain to come back with a proposal identifying the n.o.s entries that could be used and to check whether they are suitable for carriage of these substances by all modes.

5. Display packs of limited quantities

Document: ECE/TRANS/WP.15/AC.1/2018/21 (COSTHA)

28. The Joint Meeting did not support the proposal and felt that it should be first examined by the TDG Sub-Committee.

29. Some delegations considered that the proposal was not needed. Others were concerned about the characteristics of the proposed packs in terms of safety (for instance

¹ Council Directive 75/324/EEC of 20 May 1975 on the approximation of the laws of the Member States relating to aerosol dispensers, as amended.

their performance if subject to drop tests). Some others were reluctant to extend the applicable mass limit for carriage of packages in limited quantities from the current 30 kg to 550 kg, in the cases and conditions proposed by COSTHA. Others mentioned that it would be difficult from an enforcement point of view to ensure that the packages conditioned as proposed by COSTHA would only be used for retail distribution.

30. The representative of COSTHA said that she would take account of the comments made and consider submitting a proposal to the TDG Sub-Committee.

6. Status of the annexes to directives 84/525/EEC, 84/526/EEC and 84/527/EEC referred to in 6.2.4 of RID/ADR

Document: ECE/TRANS/WP.15/AC.1/2018/24 (Russian Federation)

Informal documents: INF.14 (ECMA/EIGA)
INF.26 (Russian Federation)
INF.28 (ECMA/EIGA)

31. The Joint Meeting confirmed the views expressed at its March 2018 session on the need to keep the references to the annexes to directives 84/525/EEC, 84/526/EEC and 84/527/EEC in 6.2.4 of RID/ADR. It was noted that although the directives had been repealed, there was a significant demand for cylinders designed and constructed in accordance with the technical specifications of their annexes.

32. Regarding their status, there was agreement that as soon as a reference to the annexes existed in RID/ADR, they were deemed applicable within the legal framework of RID/ADR. Some delegations suggested including a note or a footnote against the reference to these standards to make this interpretation clear. The Joint Meeting agreed with that suggestion and invited interested delegations to come back with a proposal that would include:

- (a) the agreed interpretation on the status of the annexes to these standards for RID/ADR purposes;
- (b) the references to the Official Journal of the European Union where the text of the annexes can be found; and
- (c) a transitional period during which the annexes should be deemed to remain applicable.

33. As an interim solution, pending the transposition of the annexes to these directives into a standard, the Joint Meeting adopted with some changes the note proposed in informal document INF.28, to be inserted against the references to the annexes to directives 84/525/EEC, 84/526/EEC and 84/527/EEC in table 6.2.4 of RID/ADR (see annex II). The Joint Meeting encouraged CEN to develop a standard.

7. Alignment of 1.8.5.1 with 1.4.2 and 1.4.3 in RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2018/30 (Austria)

34. Most of the delegations who took the floor considered that the reference to “consignee” in 1.8.5.1 was appropriate and should not be deleted and that a reference to the “unloader” should instead be added. After discussion, the Joint Meeting concurred with that suggestion and adopted the proposal from Austria, as amended (see annex II).

35. There was some discussion on the different roles and responsibilities of the participants in the transport chain when it comes to notifying occurrences involving dangerous goods to the competent authorities. It was noted that, according to 1.4.1.3, Contracting Parties had the possibility to transfer the obligations from a specific participant to one or several others and therefore, practices might differ from one Contracting Party to

another. The Joint Meeting concluded that should a discussion on matters of principle related to incident reporting be necessary, this question could be addressed by an informal working group on incident reporting matters (see paragraph 54 and annex IV).

8. Carriage of articles containing PCBs that are contaminated with dioxins and furans

Document: ECE/TRANS/WP.15/AC.1/2018/23 (Germany)

Informal document: INF.27 (Germany)

36. The Joint Meeting adopted the proposal in informal document INF.27, with some changes (see annex II).

9. Amendments to 5.2.2.2.1.3 and 5.2.2.2.1.5 of RID/ADR/ADN

Informal document: INF.8 (Russian Federation)

37. The Joint Meeting noted that this question had been considered by the TDG Sub-Committee at its fifty-third session on the basis of an informal document and that the representative of the Russian Federation had been invited to submit an official document at the next session (see ST/SG/AC.10/C.3/106, paragraphs 102 and 103). Noting that the proposal addressed existing text in the Model Regulations, the Joint Meeting considered that the question should be first examined by the TDG Sub-Committee before the consequential amendments to RID/ADR/ADN could be considered.

10. Special provision 386 in ADR/ADN

Informal document: INF.6 (Germany)

38. The Joint Meeting adopted the proposal in paragraph 3 of informal document INF.6, to replace the reference to 2.2.41.1.17 by 2.2.41.1.21 in the first sentence of special provision 386 (see annex II).

11. Separate assessment of valves and other demountable accessories having a direct safety function of UN pressure receptacles

Informal document: INF.13 (France)

39. The Joint Meeting agreed that the provisions of 6.2.3.6.1 applicable to non-UN pressure receptacles as regards the conformity assessment of valves and other demountable accessories having a direct safety function, were also pertinent for UN pressure receptacles, and that 6.2.2.11 should be amended accordingly. The representative of France said that she would submit a proposal in an official document for the next session.

40. The representative of EIGA informed the Joint Meeting that EIGA had been leading an informal working group since 2015 to review the provisions for closures of pressure receptacles in the Model Regulations (see the report of the TDG Sub-Committee on its forty-eight session, document ST/SG/AC.10/C.3/96, paragraphs 69 and 70). The Joint Meeting noted that the informal working group expected to complete the work and submit proposals for amendment to the Model Regulations during the biennium 2019-2020.

12. Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT)

Document: ECE/TRANS/WP.15/AC.1/2018/22 (EIGA)

Informal document: INF.32 (EIGA)

41. The Joint Meeting agreed in principle to the draft text in paragraph 5 of informal document INF.32 and noted that EIGA intended to continue working on its development together with the representative of the United States of America and other interested delegations with a view to submitting an official document for a future session. The representative of EIGA invited delegates to provide comments on the proposed draft text.

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

A. Informal working group on telematics

Document: ECE/TRANS/WP.15/AC.1/2018/25 (France)

Informal document: INF.24 (European Union)

42. The Joint Meeting was informed that at its last meeting in London (4 and 5 June 2018) the informal working group had agreed on the memorandum of understanding (MOU) reproduced in the annex to document ECE/TRANS/WP.15/AC.1/2018/25. It was noted that the MOU had been developed taking account of the most recent research projects conducted in Italy and France.

43. The Joint Meeting also noted with satisfaction that the MOU contained the fundamental agreed principles for the establishment of a telematics architecture for the transport of dangerous goods and provided a common understanding on how the provisions of 5.4.0.2 in RID/ADR/ADN should be applied, thus ensuring their harmonised implementation. It was pointed out that the MOU did not create any regulatory obligation and that no issues related to its implementation had been identified. Contracting Parties that had not yet done so were invited to participate in the work of the informal working group, either by participating in its meetings when feasible or by providing comments in writing. Some delegations indicated that they intended to get involved in this work and consider signing the MOU.

44. On the proposal for a regulation on electronic freight transport information referred to in informal document INF.24 several delegations expressed concern about the lack of information on the functional requirements and technical specifications that would be addressed by the legal acts supplementing the regulation. They considered that the activities related to telematics currently under development at European level should take account of the work already done in other instances, and for dangerous goods in particular, by the Joint Meeting informal working group on telematics.

45. The Joint Meeting noted these concerns and invited delegations participating in the work of the relevant bodies at EU level to ensure that the technical specifications developed under their auspices do not contradict or deviate significantly from those already addressed by the informal working group on telematics for the transport of dangerous goods.

46. The Joint Meeting noted that the next meeting of the informal working group on telematics would take place in Vienna from 12 to 14 November 2018 and that the representative of Austria would circulate an invitation soon.

B. Informal working group on the definitions of “risk” and “hazard/danger” in the context of RID/ADR/ADN

Informal documents: INF.10 and Add.1-2 (Romania/UIC)

47. The Joint Meeting welcomed the results of the work of the informal working group. Noting that some of the amendments concerned texts from the Model Regulations, it invited the representative of Romania to bring them to the attention of the TDG Sub-Committee at its fifty-fifth session (July 2019) in an official document.

48. The Joint Meeting agreed in principle to the proposed amendments to the instructions in writing. However, noting that they were not safety-related, and that renewal of the stock of already printed copies could have significant budgetary implications, the Joint Meeting considered that they should be introduced when other amendments to the instructions had been adopted. The representative of Romania indicated that a proposal for amendment of footnote b in the instructions in writing according to ADR had been submitted for consideration by the WP.15 at its 105th session (see document ECE/TRANS/WP.15/2018/5) and that it included a transitional period of implementation of two years. He noted that if both proposals were adopted for the 2021 edition of the ADR, the same transitional period would apply to the amendments to the instructions in writing in items 27 to 47 of informal document INF.10/Add.1.

49. The Joint Meeting invited the representative of Romania to submit an official document for the next session with the proposed amendments to RID/ADR/ADN. The decisions taken by the Joint Meeting would be then brought to the attention of the WP.15, the ADN Safety Committee and the RID Committee of Experts' standing working group.

50. The Joint Meeting noted that the next meeting of the informal working group would take place in The Hague from 11 to 13 June 2019. Delegations interested in participating in the work of this group were invited to contact the representative of Romania.

C. Informal working group on the reduction of the risk of a boiling liquid expanding vapour explosion (BLEVE) during transport of dangerous goods

Informal document: INF.22 (Spain)

51. Following a request made by several delegations, the representative of Spain agreed to change the dates for the next meeting of the informal working group, initially scheduled in October, to 15 to 17 January 2019 to facilitate the participation of all those interested in the work of the group. She encouraged delegations to confirm their participation before 28 December 2018 and to provide information on the topics listed under paragraph 6 of informal document INF.22.

VIII. Accidents and risk management (agenda item 7)

A. Accident involving molten aluminium

Informal document: INF.5 (Germany)

52. After an exchange of views, the Joint Meeting noted that national and international carriage of molten aluminium or similar substances in the conditions described in informal document INF.5 occurred in several countries and was addressed differently at national level.

To get an overview of the provisions applicable at national level in each country and be in a better position to consider the need for a harmonized approach, it invited delegations to provide information to the representative of Germany on:

- (a) types of approvals and authorisations granted by competent authorities in their countries; and
- (b) data about accidents involving these substances, if available.

53. The representative of Germany volunteered to compile the information received before the end of 2018 and prepare a document for a future session of the Joint Meeting.

B. Improvement of the accident report

Document: ECE/TRANS/WP.15/AC.1/2018/26 (France)

Informal documents: INF.26 (March 2018 session) (France)
INF.31 and INF.31/Rev.1 (France)

54. After discussion, the Joint Meeting agreed on the terms of reference for improvement of accident reporting in informal document INF.31/Rev.1, as amended (see annex IV). The work was entrusted to an informal working group to be led by France.

IX. Election of officers for 2019 (agenda item 8)

55. Upon a proposal by the representative of Romania and a proposal by the representative of Austria, Mr. C. Pfauvadel (France) was re-elected Chairman and Ms. S. García Wolfrum (Spain) was elected Vice-Chairman of the Joint Meeting for 2019.

X. Future work (agenda item 9)

56. The Joint Meeting was informed that the next session would be held in Bern from 18 to 22 March 2019 and that the deadline for submission of documents was 21 December 2018.

XI. Any other business (agenda item 10)

A. References to “competent authority” in ADR

Informal document: INF.21 (Secretariat)

57. The Joint Meeting welcomed the work done by the secretariat. Acknowledging that it would be difficult to analyse in plenary all the questions raised in informal document INF.21, the Joint Meeting agreed to entrust their consideration to an informal working group. It was suggested to undertake the work in two phases:

- (a) first, agree on a set of guiding principles for the definition of the type of competent authority that needs to be referred to and how; and
- (b) second, revise the existing references in accordance with these principles.

58. It was suggested that the outcome of the discussions of the informal working group on the inspection and certification of tanks on matters related to references to competent authorities should also be taken into account.

59. The Joint Meeting invited interested delegations to consider submitting a document to the March 2019 session with proposed terms of reference for the work. The Joint Meeting considered that the participation of the secretariat in the meetings of the informal working group, as time and resources allowed, was desirable.

B. E-learning for transport operators

Informal document: INF.19 (IRU)

60. The Joint Meeting noted that e-learning was addressed differently at national level. Some delegations were of the opinion that the decision to allow e-learning for RID/ADR/ADN purposes, as well as the definition of the conditions under which a training body could be approved to deliver such training should be left to the discretion of the competent authorities. Others considered that it would be beneficial to define a general framework in RID/ADR/ADN for this type of training. There was on the contrary, general agreement that e-learning or IT supported learning should not cover 100% of the learning programme, as the interactions between trainers and trainees and the exchange of experiences among trainees was considered crucial to the learning process.

61. The Joint Meeting invited the representative of IRU to revise the proposal in document ECE/TRANS/WP.15/AC.1/2018/10 in the light of the comments made and to submit it for consideration at the next sessions of WP.15 and the ADN Safety Committee. This would enable them to assess whether specific issues need to be addressed. The representative of IRU was invited to review the proposal to take account of the comments made by these bodies and come back with a new document at a future session of the Joint Meeting.

C. Transport of hazardous waste

Informal document: INF.4 (FEAD)

62. There was general support for the establishment of an informal working group led by FEAD. As a first step, the Joint Meeting requested the representative of FEAD to prepare a list of the issues, including a description of the legal and factual situation in each case, that need to be addressed and to circulate it for comments to all those who expressed interest in participating in the work, well in advance of the first meeting of the informal working group. A document compiling all comments received should be submitted to a future session of the Joint Meeting for examination, and the Joint Meeting would consider at that time the most appropriate way to deal with them.

D. Tribute to Mr. H. Rein (Germany)

63. The Joint Meeting was informed that Mr. Rein, who has been vice-chairing the sessions since 1996, was attending the session for the last time since he would be retiring soon. The Joint Meeting expressed its appreciation for his commendable work and engagement for the safe transport of dangerous goods and wished him a long and enjoyable retirement.

XII. Adoption of the report (agenda item 11)

64. The Joint Meeting adopted the report on its autumn 2018 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.1/152/Add.1)

Annex II

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2021

Chapter 1.4

1.4.3.3 (e) Delete “maximum” (twice).

(Reference document: informal document INF.30)

Chapter 1.6

1.6.2.16 Add the following new paragraph:

“1.6.2.16 The requirements of NOTE 3 of 6.2.3.5.1 applicable until 31 December 2020 may continue to be applied until 31 December 2022.”

(Reference document: informal document INF.29)

[ADR only]

1.6.3.100 Merge the two existing paragraphs under the title, renumber them as 1.6.3.100.1 and add the following new subparagraph 1.6.3.100.2:

“1.6.3.100.2 FRP tanks constructed before 1 July 2021 in accordance with the requirements in force up to 31 December 2020 but which do not, however, meet the requirements for the marking of the tank code of 6.9.6.1 applicable as from 1 January 2021 may continue to be marked in accordance with the requirements applicable up to 31 December 2020 until the next periodic inspection after 1 July 2021.”

(Reference document: informal document INF.30, as amended)

[RID only]

1.6.4.55 Add the following new paragraph:

“1.6.4.55 FRP tank-containers constructed before 1 July 2021 in accordance with the requirements in force up to 31 December 2020 but which do not, however, meet the requirements for the marking of the tank code of 6.9.6.1 applicable as from 1 January 2021 may continue to be marked in accordance with the requirements applicable up to 31 December 2020 until the next periodic inspection after 1 July 2021.”

(Reference document: informal document INF.30, as amended)

Chapter 1.8

1.8.5.1 After "carrier" add ", unloader".

(Reference document: ECE/TRANS/WP.15/AC.1/2018/30, as amended)

Chapter 2.1

2.1.3.4.3 Add the following new paragraph:

“2.1.3.4.3 Used articles, e.g. transformers and condensers, containing a solution or mixture mentioned in 2.1.3.4.2 shall always be classified under the same entry of Class 9, provided:

- (a) they do not contain any additional dangerous components, other than polyhalogenated dibenzodioxins and dibenzofurans of Class 6.1 or components of packing group III of classes 3, 4.1, 4.2, 4.3, 5.1, 6.1 or 8, and
- (b) they do not have the hazard characteristics as indicated in 2.1.3.5.3 (a) to (g) and (i).”

(Reference document: informal document INF.27, as amended)

Chapter 3.2, Table A

For UN Nos. 2211 and 3314, in column (6), insert “675”.

(Reference document: ECE/TRANS/WP.15/AC.1/2018/15, as amended)

For UN No. 2683, in column (20), replace “86” by “836”.

(Reference document: ECE/TRANS/WP.15/AC.1/2018/18)

Chapter 3.3

Special provision 556 Delete and add “(Deleted)”.

(Reference document: ECE/TRANS/WP.15/AC.1/2018/16)

Special provision 675 Add the following new special provision:

“675 For packages containing these dangerous goods, mixed loading with substances and articles of Class 1, with the exception of 1.4S, shall be prohibited.”

(Reference document: ECE/TRANS/WP.15/AC.1/2018/15, as amended)

[ADR/ADN only]

Special provision 386 In the first sentence, replace “2.2.41.1.17” by “2.2.41.1.21”.

(Reference document: informal document INF.6)

Chapter 5.3

5.3.2.3.2 After “X83”, insert the following new hazard identification number 836:

“836 Corrosive or slightly corrosive substance, flammable (flash-point between 23 °C and 60 °C inclusive) and toxic”.

(Reference document: ECE/TRANS/WP.15/AC.1/2018/18)

Chapter 6.2

6.2.3.5.1 Replace NOTE 3 with the following text:

“NOTE 3: The check of 6.2.1.6.1 (b) and the hydraulic pressure test of 6.2.1.6.1 (d) may be replaced by ultrasonic examination carried out in accordance with EN ISO 18119:[2018] for cylinders and tubes of seamless steel or seamless aluminium alloy. Notwithstanding clause B.1 of this standard, all cylinders and tubes whose wall thickness is less than the minimum design thickness shall be rejected.”

(Reference document: informal document INF.29)

6.2.4.1 Amend the table as follows:

(a) Under **“for design and construction”**:

- In column (2), insert the following note against the references to directives 84/525/EEC, 84/526/EEC and 84/527/EEC:

“NOTE: Notwithstanding the repeal of the directives 84/525/EEC, 84/526/EEC and 84/527/EEC as published in the Official Journal of the European Communities No. L300 of 19.11.1984 the annexes of these directives remain applicable as standards for design, construction and initial inspection and test for gas cylinders. These annexes may be found at: <https://eur-lex.europa.eu/oj/direct-access.html>”.

(Reference document: informal document INF.28)

- For “EN 12807:2008”, in column (4), replace the existing text with “Between 1 January 2009 and 31 December 2022”.

(Reference document: informal document INF.29)

- After the existing row for “EN 12807:2008” add the following new entry:

EN 12807:[2019]	LPG equipment and accessories - Transportable refillable brazed steel cylinders for liquefied petroleum gas (LPG) - Design and construction	6.2.3.1 and 6.2.3.4	Until further notice	
-----------------	---	---------------------	----------------------	--

(Reference document: informal document INF.29)

(b) Under **“for closures”**:

- For “EN ISO 17871:2015”, in column (4), replace the existing text with “Between 1 January 2017 and 31 December 2021”.

(Reference document: informal document INF.29)

- After the existing row for “EN ISO 17871:2015” add the following new entry:

EN ISO 17871:2015 + A1:2018	Gas cylinders – Quick-release cylinder valves – Specification and type testing	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	
-----------------------------	--	------------------------------	----------------------	--

(Reference document: informal document INF.29)

6.2.4.2 Amend the table as follows:

- For “EN 1968:2002 + A1:2005 (except Annex B)”, in column (3), replace the existing text with “Until 31 December 2022”.

(Reference document: informal document INF.29)

- For “EN 1802:2002 (except Annex B)”, in column (3), replace the existing text with “Until 31 December 2022”.

(Reference document: informal document INF.29)

- After the existing row for “EN 1802:2002 (except Annex B), add the following new entry:

EN ISO 18119:[2018]	Gas cylinders - Seamless steel and seamless aluminium-alloy gas cylinders and tubes - Periodic inspection and testing NOTE: <i>Notwithstanding clause B.1 of this standard, all cylinders and tubes whose wall thickness is less than the minimum design wall thickness shall be rejected.</i>	Mandatorily from 1 January 2023
---------------------	--	---------------------------------

(Reference document: informal document INF.29)

- For “EN 1440:2016 (except Annex C)”, in column (3), replace the existing text with “Until 31 December 2021”.

(Reference document: informal document INF.29)

- After the existing row for “EN 1440:2016 (except Annex C)”, add the following new entry:

EN 1440:2016 + A1:2018 (except Annex C)	LPG equipment and accessories – Transportable refillable traditional welded and brazed steel Liquefied Petroleum Gas (LPG) cylinders – Periodic inspection	Mandatorily from 1 January 2022
---	--	---------------------------------

(Reference document: informal document INF.29)

- For “EN 16728:2016 (except clause 3.5, Annex F and Annex G)”, in column (3), replace the existing text with “Until 31 December 2021”.

(Reference document: informal document INF.29)

- After the existing row for “EN 16728:2016 (except clause 3.5, Annex F and Annex G)”, add the following new entry:

EN 16728:2016 + A1:2018	LPG equipment and accessories – Transportable refillable LPG cylinders other than traditional welded and brazed steel cylinders – Periodic inspection	Mandatorily from 1 January 2022
-------------------------	---	---------------------------------

(Reference document: informal document INF.29)

6.2.6.1.5 Amend the first sentence to read as follows:

“The internal pressure of aerosol dispensers at 50 °C shall exceed neither two-thirds of the test pressure nor 1.2 MPa (12 bar) when using flammable liquefied gases, 1.32 MPa (13.2 bar) when using non-flammable liquefied gases, and 1.5 MPa (15 bar) when using non-flammable compressed or dissolved gases.”.

(Reference document: ECE/TRANS/WP.15/AC.1/2018/17)

Chapter 6.8

6.8.2.6.1 Amend the table as follows:

(a) Under “**for design and construction of tanks**”:

- For “EN 14025:2013 + A1:2016 (except Annex B)”, in column (4), replace the existing text with “Between 1 January 2017 and 31 December 2021”.

(Reference document: informal document INF.29)

- After the existing row for “EN 14025:2013 + A1:2016 (except Annex B)”, add the following new entries:

EN 14025:2018	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction <i>NOTE: Materials of shells shall at least be attested by a type 3.1 certificate issued in accordance with standard EN 10204.</i>	6.8.2.1 and 6.8.3.1	Until further notice	
EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.3	Mandatorily from 1 January 2022	

(Reference document: informal document INF.29, as amended)

[ADR only]

- For “EN 12493:2013+A1:2014 + AC:2015 (except Annex C)”, in column (4), replace the existing text with “Between 1 January 2017 and 31 December 2022”.

(Reference document: informal document INF.29)

- After the existing row for “EN 12493:2013 + A1:2014+AC:2015 (except Annex C)”, add the following new entry:

EN 12493:2013+ A2:2018 (except Annex C)	LPG equipment and accessories - Welded steel pressure vessels for LPG road tankers - Design and manufacture	6.8.2.1, 6.8.2.5 6.8.3.1, 6.8.3.5 6.8.5.1 to 6.8.5.3	Until further notice	
---	---	--	----------------------	--

(Reference document: informal document INF.29, as amended)

[ADR only]

(b) Under “**For equipment**”:

- For “EN 13317:2002+A1:2006”, in column (4), replace the existing text with “Between 1 January 2009 and 31 December 2021”.

(Reference document: informal document INF.29)

- After the existing row for “EN 13317:2002+A1:2006” add the following new entry:

EN 13317:2018	Tanks for transport of dangerous goods - Service equipment for tanks - Manhole cover assembly	6.8.2.2 and 6.8.2.4.1	Until further notice	
---------------	---	-----------------------------	----------------------	--

(Reference document: informal document INF.29)

- 6.8.2.6.2 For “EN 12972:2007”, in column (4), replace the existing text with “Until 30 June 2021”.

(Reference document: informal document INF.29)

Add the following new entry to the table after the entry for “EN 12972:2007”:

EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.4 6.8.3.4	Mandatorily from 1 July 2021	
---------------	---	--------------------	---------------------------------	--

(Reference document: informal document INF.29)

- 6.8.3.4.12 Replace “6.8.3.4.6” by “6.8.2.4.2 and 6.8.2.4.3”.

(Reference document: informal document INF.30)

[ADR only]

- 6.8.4 (d) In TT11, in the paragraph after the Table, replace “EN 14025:2013 + A1:2016” by “EN 14025:2018” and replace “EN 12493:2013 + A1:2014 + AC:2015” by “EN 12493:2013 + A2:2018”.

(Reference document: informal document INF.29, as amended)

Chapter 6.9

[ADR]

- 6.9.6.1 At the end of the second indent, replace “.” with “;” and add the following third indent:

“- where a tank code is required in accordance with 6.8.2.5.2, the second part of the tank code shall indicate the highest value of the calculation pressure for the substance(s) permitted for carriage according to the type approval certificate.”.

(Reference document: informal document INF.30, as amended)

[RID]

- 6.9.6.1 At the end of the second indent, replace “.” with “;” and add the following third indent:

“- the second part of the tank code shall indicate the highest value of the calculation pressure for the substance(s) permitted for carriage according to the type approval certificate.”.

(Reference document: informal document INF.30, as amended)

Annex III

Guideline for the application of EN 12972 (Tanks for transport of dangerous goods - Testing, inspection and marking of metallic tanks) for compliance with RID/ADR

In order to comply with the requirements of RID/ADR, EN 12972:2007 referenced in 6.8.2.6.2 of RID/ADR needs to be applied together with the requirements of RID/ADR in 1.1.5.

EN 12972:2018 has been published and it has been decided that this standard will be referenced in the 2021 edition of RID/ADR.

To aid compliance with and consistent application of the 2019 edition of RID/ADR, competent authorities are encouraged to approve the use of EN 12972:2018 for testing and inspection of tanks according to RID/ADR 6.8.2.7 paragraph 3 as soon as possible, but no later than 1 January 2020.

(Reference document: Informal document INF.30, as amended)

Annex IV

Terms of reference for the informal working group on the improvement of accident reporting

The informal working group shall organise its work by examining the points (a) to (h) hereafter. It may complement and adapt them as appropriate during its first session and report to the joint meeting as appropriate.

- (a) Clarify the purpose of reporting information on accidents and identify the use of the reported information (1.8.3.6, 1.8.5, etc);
- (b) Clarify the participants responsible for sending the report and/or complementary information to the report;
- (c) Examine anonymity issues;
- (d) Study the relevant information necessary for the report according to its intended use (such as: lessons learnt from single occurrences, lessons learnt from repeated occurrences, risk assessment) and propose relevant improvements to RID/ADR/ADN;
- (e) Propose measures to facilitate the collection of the report by competent authorities and the transmission of relevant information to the UNECE and OTIF secretariats;
- (f) Exchange of experience from competent authorities on methods that are used to ensure the accuracy of accident reporting;
- (g) Take into account relevant input including the contributions provided by the transport of dangerous goods workshop for risk management, in particular the list established by workgroup A and the “input parameter table” for the harmonised risk estimation model;
- (h) Take into account the relevant IT tools, including coordination with the development of the common occurrence reporting system (COR).

(Reference document: Informal document INF.31/Rev.1, as amended)
