



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.15/AC.1/84
11 July 2001

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Dangerous Goods

Joint Meeting of the RID Safety Committee
and the Working Party on the Transport of
Dangerous Goods

REPORT OF THE SESSION*

held in Bern from 28 May to 1 June 2001

* Distributed by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2000-B.

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
Attendance	1	3
Opening of the session	2	3
Elections	3	3
Adoption of the agenda	4 - 6	3
Working methods and other general matters	7 - 16	4
Harmonization with the United Nations Model Regulations (Twelfth revised edition) (Parts 1 to 3)	17 - 18	5
Proposals concerning Part 1 of RID/ADR	19 - 34	5
Proposals concerning Part 2 of RID/ADR	35 - 36	8
Proposals concerning Part 3 of RID/ADR	37 - 54	8
Proposals concerning Part 5	55 - 84	11
Proposals concerning gas receptacles and tanks for gases	85 - 103	15
Proposals concerning tanks other than for gases	104 - 127	17
Miscellaneous	128 - 132	21
Future work	133 - 135	22
Adoption of the report and its annexes	136	23

Annexes

Annex 1: Methods of work

Annex 2: Harmonization with the United Nations Model Regulations, Parts 1 to 3

Annex 3: Other texts adopted for Parts 1 to 7

ATTENDANCE

1. The Joint Meeting of the RID Safety Committee and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe held a session in Bern from 28 May to 1 June 2001. Representatives of the following countries took part in the work of the session: Austria; Belgium; Bulgaria; Czech Republic; Denmark; Finland; France; Germany; Hungary; Ireland; Italy; Liechtenstein; Netherlands; Norway; Poland; Portugal; Romania; Slovakia; Spain; Sweden; Switzerland; Tunisia; United Kingdom; Federal Republic of Yugoslavia. The following non-governmental international organizations were represented: European Liquefied Petroleum Gas Association (AEGPL); European Chemical Industry Council (CEFIC); European Committee for Standardization (CEN); International Rail Transport Committee (CIT); European Industrial Gases Association (EIGA); International Federation of Freight Forwarders Associations (FIATA); International Road Transport Union (IRU); International Union of Railways (UIC); International Union of Private Wagons (UIP).

OPENING OF THE SESSION

2. The Director-General of the Central Office for International Carriage by Rail (OCTI), Mr. Hans Rudolf Isliker, welcomed the participants and informed them about the in-depth revision of COTIF and in particular the introduction of English as a new working language. He recalled the lengthy and major work that had led to the restructured version of RID and ADR which would enter into force on 1 July 2001 and hoped that there would be no new large-scale amendments for 1 January 2003.

ELECTIONS

3. On the proposal of the representative of Italy, Mr. A. Johansen (Norway) was re-elected Chairman and Mr. H. Rein (Germany) was re-elected Vice-Chairman for 2001.

ADOPTION OF THE AGENDA

Documents: TRANS/WP.15/AC.1/83 and circular letter A 81-02/501.2001 of the secretariat (Central Office) of the Intergovernmental Organization for International Carriage by Rail (OTIF)

Informal documents: INF.1 and INF.2

4. The representative of France withdrew document TRANS/WP.15/AC.1/1998/46 and said that he would prepare a new proposal in accordance with the new structure of RID/ADR.

5. The Joint Meeting adopted the draft agenda as amended in accordance with documents INF.1 and INF.2, taking into account the withdrawal of document TRANS/WP.15/AC.1/1998/46 and the addition of four new informal documents (INF.31 to INF.34).

6. It was agreed that an informal working group on tanks would meet simultaneously on 30 May 2001 at the headquarters of OTIF.

WORKING METHODS AND OTHER GENERAL MATTERS

Document: TRANS/WP.15/AC.1/1999/17 (UN/ECE secretariat)

7. The Joint Meeting adopted this proposal to apply to the work of the Joint Meeting the same rules as had been decided by the Working Party on the Transport of Dangerous Goods for its own work (see annex 1).

Document: TRANS/WP.15/AC.1/1999/27 (Switzerland)

Informal document: INF.27 (EIGA)

8. Several delegations considered that it would not be appropriate to establish, as Switzerland had proposed, a new working group to study which standards related to RID/ADR and subsequently which were the standards to which reference could be made and to what extent. They considered that a mechanism had already been established for the purpose in CEN (working group WG 83) and that it functioned adequately, bearing in mind other standardization objectives at European Union level.

9. Other delegations, however, shared Switzerland's point of view that the body monitoring this reference mechanism should be a working group answerable to the legislator, thus to the Joint Meeting. This was not only a matter of CEN standards but also of ISO standards, UIC schedules or others, and it would be appropriate for countries other than member countries of CEN to be a part of the monitoring mechanism.

10. The representative of UIC said that the current mechanism had worked adequately for gas receptacles, but that the present problem tended to concern tanks and he proposed that the Joint Meeting's working group on tanks should play the same role for standards for tanks.

11. The Chairman asked the Joint Meeting to take a decision on the principle of establishing a Joint Meeting working group on standards. The proposal by Switzerland was adopted by a large majority.

12. The Chairman invited the representative of Switzerland to submit a more detailed proposal concerning the exact mandate, the composition and the working methods of the working group.

13. The UN/ECE and OTIF secretariats said that the working group should be considered as an informal group functioning without their services.

Document: TRANS/WP.15/AC.1/2000/17 (Germany)

14. The representative of Germany explained the problems raised by the transport of iron scrap contaminated by radioactive material but not declared as such. When such cases were discovered, current practice was to return the scrap to its country of origin, but this did not settle

the safety problem. He proposed that paragraph (6) of special provision CU 33 of 7.5.11 should be amended to specify that steps should be taken to remedy the situation (description, labelling, etc.); transport could then continue.

15. Some delegations considered that RID and ADR should not be used to settle problems concerning illicit trafficking in waste substances, which depended more directly on IAEA or other legislation. Adequate safety requirements existed in RID and ADR; the problem was one of non-compliance with RID/ADR but also with other regulations.

16. The representative of Germany said that he would prepare a specific proposal to settle the safety problem to which such situations gave rise.

HARMONIZATION WITH THE UNITED NATIONS MODEL REGULATIONS (Twelfth revised edition) (Parts 1 to 3)

Documents: TRANS/WP.15/AC.1/2001/20 to 22 (UN/ECE)

Informal document: INF.9 (Germany, Austria, Switzerland)

17. The Joint Meeting entrusted an ad hoc working group with the consideration of these documents concerning harmonization with the twelfth revised edition of the United Nations Model Regulations. It was considered that the amendments of definitions and the new definitions should on the one hand show more clearly that they applied to Class 2 only while on the other they should take account of the divergences between RID/ADR and the Model Regulations, particularly with reference to MEGCs, like the definition of United Nations portable tanks and the definition of RID/ADR tanks. The transfer of some definitions to Chapter 6.7, for example, with a reference to Part 1, should also be given consideration. The ad hoc working group's conclusions for Parts 1 to 3 were adopted (see annex 2).

18. The representative of Italy said that there might be a contradiction between the introduction of UN No. 3363 (document TRANS/WP.15/AC.1/2001/22) and the current provisions of 1.1.3.1 (b). The Joint Meeting accepted the proposal of the ad hoc working group to delete all the particulars for UN No.3363 from Table A of Chapter 3.2 and to replace them by "not subject to ADR [see 1.1.3.1 (b)]" (see annex 2). He also said that he would come back later to the deletion of special provision 301. The assignment of an RID/ADR tank code to the new UN No. 3375 had been postponed since this question figured in the agenda of the United Nations Sub-Committee of Experts.

PROPOSALS CONCERNING PART 1 OF RID/ADR

Document: TRANS/WP.15/AC.1/1999/20 (Netherlands)

19. This proposal for the definition of a number of minimum safety requirements for carriage in accordance with 1.1.3.1 (Exemptions) was amended by the Joint Meeting (see annex 3). In (a), the addition "in their original or other suitable packagings" was not kept, since in the original version of these provisions the intention had precisely been to exempt untested inner packagings of composite packagings, in accordance with Chapter 6.1 in particular.

20. The addition to (a) of the phrase “in quantities which are considered reasonable for this use” was similarly not accepted, since such terminology was too liable to interpretation. Only the leakage criterion was finally kept, although the wording of (b) - “provided that measures are taken to prevent ...” - was used, the “handling” parameter having been deleted in both (b) and (c).

Informal document: INF.34 (Sweden)

21. In order to ensure that the transport in particular of domestic heating oil in IBCs, large packagings or tanks was not exempted under 1.1.3.1, Sweden proposed the inclusion in (a) of a phrase specifying that in equipment of this type such goods “are not considered as packaged for retail sale”. This proposal was adopted (see annex 3).

Document: TRANS/WP.15/AC.1/2001/12 (CEFIC)

22. This proposal concerning an interpretation of the provisions for the 18-month transition period in 1.6.1.1 and recommending complete flexibility in the application of the old and the new regulations, was the subject of energetic debate. It had, however, been adopted in principle by WP.15 for ADR. It was noted that the situation was different in RID, since if the old regulations were applied this should be specified in the consignment note.

23. In the opinion of the Chairman, it was only the period of the traditional transitional measures that had changed on the one hand (18 months instead of six or 12 months) while on the other the old regulations were as safe as the new ones. Pragmatism and good sense should therefore prevail. Several delegations shared this opinion.

Document: TRANS/WP.15/AC.1/2001/16 (EIGA)

24. The representative of EIGA withdrew his proposal to replace the last sentence of 1.1.3.1 (c) by a new text referring to the carriage in question, but requiring packagings in conformity with the relevant requirements of Part 4. He justified his decision on the grounds that the proposal was controversial and that opinions were very divided. It could be the subject of a new proposal concerning Class 2 only.

Documents: TRANS/WP.15/AC.1/2001/30 and
TRANS/WP.15/AC.1/2001/31 (Germany)

25. The final decision on these two proposals concerning exemptions for substances and empty packagings of Class 7 (1.1.3.1/1.1.3.6.3) was postponed provisionally, although it had been accepted in principle, pending submission by the Government of Germany of specific texts on the amendments to be made and where to make them and took into consideration possible implications in 1.8.3 (Safety adviser).

Informal document: INF.35

26. The Joint Meeting adopted the amendments proposed by Germany in document TRANS/WP.15/AC.1/2001/31 (see annex 3). The structure was, however, revised for RID to

bring it into line with ADR. Since the amendments had been adopted, the representative of Germany withdrew the proposal contained in her document TRANS/WP.15/AC.1/2001/30 which had become unnecessary.

Document: TRANS/WP.15/AC.1/2001/35 (Germany)

Informal document: INF.5 (Germany)

27. The representative of Germany introduced the two reports of the working group on section 1.8.5 (Accident/incident report) and noted points on which the Joint Meeting should take a decision, in particular the application to participants other than the carrier of the criterion of immediate danger of leakage and different amounts and limits of damage for road and rail. He envisaged another meeting of the working group, in particular to finalize a report form.

Document: INF.24 (France)

28. The representative of France introduced the additions and amendments proposed by a working group for Class 7.

Document: INF.25 (Belgium)

29. The representative of Belgium submitted his position on the report contained in document INF.5.

Discussion

30. Several delegations expressed reservations on the new provisions and proposed that their implementation should be postponed so as to be able to profit from the experience gained from the reports of the safety advisers (1.8.3). The representative of FIATA regretted in particular that no account had been taken of loading and discharging situations which accounted for 30 per cent of accidents. The representatives of IRU and Belgium noted that the carrier could not sign the accident report form for reasons of legal ineligibility (insurance contract).

31. Some delegations approved the objective pursued (improvement of provisions on the basis of experiences in accidents) which was an excellent starting point. The representative of the Netherlands said that product leakage should also be taken into account in connection with environmental damage. The representative of the Czech Republic was opposed to taking loading and discharging into consideration since they were not part of the transport operation and the representative of UIC was of the opinion that the report form was inappropriate for the objective pursued, which was essentially to improve provisions.

32. The Joint Meeting finally adopted the following two principles:

(a) RID and ADR should include a minimum list of criteria entailing the obligation to produce a report, to supplement section 1.8.5;

(b) RID and ADR should include a model form containing minimum requirements for the information which the competent authorities should transmit to the secretariats.

33. The representative of Germany said that he would organize a further session of the working group on 30 and 31 August 2001 to follow up this decision, and that he would report to the September 2001 session of the Joint Meeting on the results of the working group's work.

Informal document: INF.22 (CEN)

34. The Joint Meeting took note of the information transmitted by CEN with reference to standards in RID and ADR, including the other sections.

PROPOSALS CONCERNING PART 2 OF RID/ADR

Document: TRANS/WP.15/AC.1/2001/5 (Norway)

35. The proposal to bring the definition of "fuse, instantaneous, non-detonating", UN No. 0101, in the glossary in 2.2.1.1.7, into line with that of the United Nations Model Regulations was adopted (see annex 3).

Informal document: INF.10 (Austria)

36. The representative of Austria pointed out that paragraph 2.2.62.1.2 of RID/ADR was not completely in line with the relevant provisions of the United Nations Model Regulations. The representative of Germany said that certain provisions of the current version of Class 6.2 had not been included in the restructured RID/ADR. They were requested to submit official proposals if they judged it necessary, bearing in mind that the revision of Class 6.2 was part of the programme of the United Nations Committee of Experts for the biennium 2001-2002.

PROPOSALS CONCERNING PART 3 OF RID/ADR

Informal document: INF.15 (CEFIC)

37. This document concerning the classification of vinegar would be transmitted to the September 2001 session as an official document.

Informal document: INF.23 (United Kingdom)

38. The representative of the United Kingdom requested all delegations to inform him as soon as possible of their views on this proposal to delete the "MP" special provisions on mixed packing so that he could submit an official proposal at the September 2001 session.

Informal document: INF.28 (Belgium)

39. The Joint Meeting confirmed that provisions VV1 and VV7 should appear in column (17) for the carriage of ferrosilicon in bulk (addition to ADR only).

40. The representative of CEFIC said that several omissions had been noted in Table A of Chapter 3.2 with reference to carriage in bulk and that he would submit a list at the next session.

Informal document: INF.29 (Belgium)

41. It was recalled that the Joint Meeting had decided not to introduce specific tank codes for reinforced plastics tanks since it was possible and simpler to use the codes for metallic tanks given in Table A of Chapter 3.2. It had also been agreed at that time that if the representative of Belgium wished to come back to this question he should prepare a comprehensive proposal.

Chapter 3.3

Document: TRANS/WP.15/AC.1/2001/6 (CEFIC, CEPE)

Informal document: INF.7 (Belgium), INF.40, INF.42, INF.46 (France) and INF.47 (Poland)

42. The representative of CEFIC proposed that special provision 640 should be deleted, since the requirement of additional particulars (not required for other transport modes) in the transport document was not, in his opinion, justified from a safety point of view; it was not very practical for multimodal transport and gave rise to very costly reprogramming of shippers' computer systems.

43. FIATA and several government delegations supported the point of view of CEFIC and CEPE.

44. Other delegations preferred a compromise solution as proposed by Belgium so as to limit this requirement to such cases as were strictly necessary, because this information seemed to them necessary not only for the monitoring services but also for successful communication between shippers and carriers.

45. CEFIC's proposal was put to the vote but was not adopted and the Joint Meeting agreed to adopt in principle the solution proposed by Belgium. An ad hoc working group was established to consider this proposal.

46. The ad hoc working group introduced a new proposal for special provision 640 (INF.40) and proposed, in order to abbreviate the particulars to be entered in the transport document concerning the physical and technical features giving rise to different conditions of carriage (tanks, IBCs, etc), to replace them by a letter (A, B, etc.). Other proposals were put forward concerning the position (e.g. column 6) this letter should occupy or a numbering system in the transport document for the entry concerned.

47. The Joint Meeting was unable to agree either on the proposed solutions or on another solution proposed by the UN/ECE secretariat (INF.42) concerning the indication in the transport document of special provision 640, divided into sections (a) to (h), in order to take account of the various features. It became clear that the problem was very hard to solve.

48. The proposal by a small working group was introduced by the representative of France in INF.46 and was finally adopted by the Joint Meeting. The proposed text made it possible immediately to identify different conditions of carriage; it required only a very brief mention in the transport document and a short addition in column 6 of Table A (see annex 3).

49. The problem caused by final transport following carriage by sea or air could be resolved by adding a sentence to the text of special provision 640 specifying that this provision did not apply to such transport.

50. The proposal by Poland (INF.47) was not kept.

Document: TRANS/WP.15/AC.1/2001/10 (CEFIC)

51. This proposal to delete special provision 539 for UN No. 2478 in order to remove a contradiction was adopted.

Chapter 3.4

Document: TRANS/WP.15/AC.1/2001/1 (Austria)

52. The proposal concerning 3.4.7 and 3.4.7.1, concerning labelling in accordance with 3.4.4. (c) of overpacks for packages containing limited quantities, was adopted (see annex 3). The proposal concerning 3.4.7.2 was not accepted. The representative of Austria suggested that he might submit a new proposal.

Informal document: INF.19 (Austria)

53. This question concerning 3.4.6 would be the subject of an official document for the next session.

Informal document: INF.36 (TRANS/WP.15/AC.1/2000/5/Rev.1) (Switzerland)

54. The representative of Switzerland introduced a new version of the original document TRANS/WP.15/AC.1/2000/5 in order to compensate for the difficulties encountered by industry and proposed that a working group should be invited to consider it (Bern, 6-7 September 2001). The secretary of UN/ECE recalled in this context that the new provisions were more stringent since they concerned the gross mass instead of the net mass. The representative of UIC requested the working group to draft the text more simply so that it would be comprehensible to everyone, while the representative of Austria hoped that the working group would on that occasion consider the amendment contained in 3.4.4 (c) proposed in document TRANS/WP.15/AC.1/2001/22. Document TRANS/WP.15/AC.1/2001/17 had thus become unnecessary.

PROPOSALS CONCERNING PART 5

Document: TRANS/WP.15/AC.1/2001/24 (UN/ECE) and
TRANS/WP.15/AC.1/2001/9 (FIATA)

Informal document: INF.11 (OCTI)

55. The Joint Meeting agreed that the drafting or substantive amendments should be considered by the ad hoc working group on harmonization. Basic questions requiring a decision, however, would be dealt with in plenary.

5.4.1.1.1 (a)

56. The Joint Meeting agreed that the UN number should be preceded by the letters “UN.”

5.4.1.1.1 (c)

57. The inclusion of the division and class number or subsidiary hazard division number for Class 2 gave rise to a lengthy debate. The representative of UIC deplored the fact that for this class reference was made to the divisions on the basis of a Note while in RID/ADR these divisions had not been made explicit. The secretary of OCTI (INF.11) noted that the additional information for Classes 1 and 2 in the Model Regulations constituted the classification code in RID/ADR.

58. It was also noted that this would cause confusion in RID with the hazard identification number (2.1 and 23, for example), and that bringing RID into line with the Model Regulations uniquely for the information in the transport document was not a pragmatic solution.

59. It was retorted, however, that harmonization in this specific area in no sense prevented the specific features of RID/ADR from being maintained in respect of the structure of Class 2, on the basis of physical and chemical properties.

60. The representative of Italy proposed that a reference should be made to column 5 (labels) for the subsidiary risk, in square brackets if appropriate. This proposal was welcomed by the majority of the Joint Meeting and he was asked to submit a written text on which a decision would be taken.

Informal document: INF.38 (Italy)

61. Following these discussions on particulars of the class, division or classification code in the transport document, the Joint Meeting adopted the proposal by Italy to include the label numbers appearing in column 5 in the transport document; this would be conducive to harmonization with the United Nations Model Regulations (see annex 3).

Packing group

62. The Joint Meeting agreed that it was not necessary that the letters “GE” or “PG” should precede the packing group.

Labels Nos. 13 and 15 (RID only)

63. The Joint Meeting also agreed not to include labels Nos. 13 and 15 in the consignment note (see document TRANS/WP.15/AC.1/2001/9, point 5).

Sequence of information 5.4.1.1.1 (e)

64. The Joint Meeting adopted the optional sequences appearing in the Model Regulations also in correlation with FIATA’s document TRANS/WP.15/AC.1/2001/9, point 1.

Document: TRANS/WP.15/AC.1/1999/14 (Austria)

65. The Joint Meeting considered that this question of the small size of labels should first of all be submitted to the United Nations Sub-Committee of Experts, since the problem of labels in general featured on its agenda. The representative of Austria found little support within the Joint Meeting for presenting variant 2 of his proposal and he therefore abandoned the attempt.

Document: TRANS/WP.15/AC.1/2000/18 (AEGPL)

66. The question of harmonization for model labels for GPL cylinders and cartridges was transmitted to the ad hoc working group.

Document: TRANS/WP.15/AC.1/2001/7 (Austria)

67. The Joint Meeting adopted this proposal concerning the labelling of overpacks with label No. 11 (see annex 3).

Paragraph 5.4.1.1.1 (d)

68. On the oral proposal of the representative of Poland, the Joint Meeting decided to delete the words “or article” at the end of 5.4.1.1.1 (d) (see annex 3).

Document: TRANS/WP.15/AC.1/2001/19 (EIGA)

69. This proposal to the effect that only the United Nations number or numbers and the labels for the dangerous substances contained in an overpack should be displayed on the overpack was adopted. It was also specified that, as in the case of labels, it was sufficient to apply the United Nations number once if several packages carried the same United Nations number (see annex 3).

Document: TRANS/WP.15/AC.1/2001/15 (EIGA)

70. Several delegations said that they were not in favour of bringing the requirements of 5.2.2.2 concerning labels for gas cylinders into line with practices based on the application of ISO standard 7225, not with reference to the dimensions (already accepted by RID/ADR) but with regard to the layout, especially the overlapping of labels and triple overlapping in particular. It was also pointed out that the ISO standard was no longer in keeping with the regulations and should be revised.

71. The representative of Austria said that he had submitted a similar but more extensive proposal to the United Nations Committee of Experts (ST/SG/AC.10/C.3/2001/1).

72. The representative of France considered that it might be preferable not to refer to the ISO standard, which was not necessarily familiar to the inspectors, but only to indicate the basic requirements to which the standards, whatever they were, should conform.

73. The representative of EIGA said that he would prepare a new proposal for the next session.

Document: INF.43 (EIGA)

74. Since this document followed on from the discussion on above-mentioned document TRANS/WP.15/AC.1/2001/15 (EIGA) it was adopted by the Joint Meeting (see annex 3). Its purpose was to allow labels to overlap while ensuring that the primary hazard and the label number(s) remained visible.

Chapter 5.3

Document: TRANS/WP.15/AC.1/2000/21 (FIATA)

75. The representative of FIATA withdrew his document since he considered that the question of the marking and placarding of transport units had been correctly settled in the restructured RID/ADR.

76. The representative of Germany said that this document represented the report of a working group which had drafted compromise proposals; he hoped that it could be discussed.

77. The discussion showed that there was some degree of confusion as to the objectives of this document vis-à-vis RID and ADR. The representative of France said that the working group's proposals concerned ADR only with reference to the placarding of transport units carrying more than 10 tonnes of goods. The purpose of the only proposal concerning RID and ADR was to specify that the marking of the United Nations number, in addition to the affixing of a placard, was permitted, although not mandatory, in the case of containers, vehicles or wagons carrying packages - something that appeared logical and obvious to some countries and not to others.

78. Several delegations requested that this question should be dealt with only on the basis of a new proposal which took account of the restructured RID/ADR so as to avoid any confusion.

79. The Chairman asked whether the Joint Meeting could agree to continue this discussion on the basis of a new proposal, but the question was not favourably supported (7 votes in favour and 7 against).

Document: TRANS/WP.15/AC.1/2001/29 (Switzerland and Liechtenstein)

Informal document: INF.4 (CTIF)

80. The Joint Meeting gave its approval in principle to preparing a proposal which would require, in accordance with the United Nations Recommendations on the subject, the placarding of each of the compartments of a tank containing different substances with all the placards relating to the contents of these compartments.

Chapter 5.4

Document: TRANS/WP.15/AC.1/2001/8 (FIATA)

81. The Joint Meeting accepted the proposal to delete “RID/ADR” in the transport document for the purpose of harmonization. The UIC standing RID working group opposed this deletion. It was recalled that the railway consignment note contained an RID box which should be ticked and which enabled an “RID” consignment to be immediately recognizable.

82. An oral proposal by Austria not to renumber 5.4.1.1.1 and to replace the texts deleted by “(reserved)” was not accepted.

Informal documents: INF.3 (CEFIC), INF.16 (Austria) and
INF.41 (UN/ECE)

83. The purpose of all these proposals was to specify clearly that the particulars required in the transport document (particularly the proper shipping name and/or other information) could appear in upper or lower case, even if in Chapter 3.1, in Table A of Chapter 3.2 and in Chapter 5.4 they were in upper case most of the time.

84. The proposals contained in INF.3 and INF.16 and the oral proposal by Italy (upper case only) were rejected. The proposal contained in INF.41 on the other hand was adopted (see annex 3).

PROPOSALS CONCERNING GAS RECEPTACLES AND TANKS FOR GASES

Chapter 4.1

Documents: TRANS/WP.15/AC.1/2001/32 (EIGA) (Amendment to accommodate Chapter 4.1 of the United Nations Model Regulations)

TRANS/WP.15/AC.1/2001/28 (Germany) (Packing instruction P 200 for substances of classes other than Class 2)

TRANS/WP.15/AC.1/2000/13 (Germany)

TRANS/WP.15/AC.1/2000/15 (EIGA) (Periodicity of inspections for acetylene cylinders)

Informal documents: INF.31 (AEGPL) (Adaptation of instruction P 200 for liquefied petroleum gases)

INF.30 (EIGA) (Corrections to document TRANS/WP.15/AC.1/2001/32)

85. The representative of EIGA said that the proposals he had prepared did not contain proposals for substantive amendments, which would be the subject of a new document for the September 2001 session.

86. The Joint Meeting agreed to entrust the consideration of these documents to an ad hoc working group of specialists on Class 2.

Document: TRANS/WP.15/AC.1/2001/32 (P 200) (EIGA)

87. The ad hoc working group reported to the Joint Meeting on the results of its discussions, namely :

(a) Non-inclusion of the new requirement of the Model Regulations in (9) (k) for highly toxic gases. This was a completely new requirement intended to facilitate trans-Atlantic carriage. It would be possible to return to it at a later stage;

(b) Periodicity of inspections (8) increased from three to five years; the Joint Meeting had already agreed to this;

(c) Account taken of documents INF.31 (AEGPL) and INF.30 (EIGA).

88. The Joint Meeting adopted the new wording of instruction P 200 as amended by the ad hoc working group (see annex 3).

Document: TRANS/WP.15/AC.1/2000/13 (Germany) and
TRANS/WP.15/AC.1/2000/15 (EIGA)

89. These documents concerning the periodicity of inspections for acetylene cylinders were withdrawn by their authors (Germany and EIGA).

Document: TRANS/WP.15/AC.1/2001/28 (Germany)

90. The ad hoc working group declared itself “incompetent” to take a decision on packing instructions for substances other than those of Class 2.

91. The representative of Germany introduced his document and informed the meeting that the table of these substances was no longer necessary as it had already been included in document TRANS/WP.15/AC.1/2001/32.

92. As regards UN No. 1614, the reference to instruction P 601 and special provision RRxx, containing the present text, were adopted.

93. For UN No. 2983, the replacement of instruction P 200 (more stringent) by instruction P 001 applicable to substances of the existing 17 (a) was also adopted, since the problem of multimodal transport could be settled by sub-section 4.1.3.6.

94. Where the other substances were concerned, it had not be possible to check, for lack of time, whether the relevant special provisions had not already been settled in instruction P 200 and Chapter 6.2.

95. As a result, document TRANS/WP.15/AC.1/2001/28 would remain on the agenda of the next meeting.

Chapter 6.2

Document: TRANS/WP.15/AC.1/2001/33 (EIGA)

96. Consideration of this document was entrusted to an ad hoc working group in correlation with document TRANS/WP.15/AC.1/2000/22.

97. After review by an hoc working group, the text proposed by EIGA for Chapter 6.2 was adopted with a few changes (replacement of existing 6.2.1.3.1 by the text proposed in document TRANS/WP.15/AC.1/2000/22; insertion of a text proposed in the aforementioned document as paragraph 6.2.1.3.2 (e); checking of the neck threads if the fittings are removed).

98. The representative of Germany regretted that the text adopted did not reflect the layout and paragraph numbering of the corresponding Chapter 6.2 of the United Nations Model Regulations. He suggested that this should be considered by a working group. The Chairman said that this could be envisaged, but at a later stage in the next working cycle.

Carriage of liquefied gases in tanks with recessed valve chest mounted in dished end

Informal document: INF.20 (United Kingdom)

99. The representative of the United Kingdom drew attention to document TRANS/WP.15/2001/4 which had been submitted to the Working Party on the Transport of Dangerous Goods (WP.15) at its May 2001 session. The WP.15 Working Party had considered that this question should be discussed by the Joint Meeting.

100. The representative of the United Kingdom invited all delegations to make comments so that he could prepare a new proposal for the next Joint Meeting session.

Informal document: INF.39 (Switzerland)

101. In this document Switzerland proposed the deletion of 6.2.5.6.2.6 (c) concerning the choice of the inspection body. The Joint Meeting rejected this proposal, in particular because of the provisions of 6.2.5.6.2.4 on inspection bodies and the responsibilities of the competent authorities in that regard.

Transport of refrigerated liquefied gases in battery vehicles, battery wagons and multiple element gas containers (MEGCs)

Informal document: INF.13 (OCTI)

102. A member of OCTI informed the Joint Meeting that refrigerated liquefied gases were not carried in battery vehicles, battery wagons and multiple element gas containers and that corrections should therefore be made to the tank codes assigned to these substances (deletion of the letter M).

Tank codes and classification codes for revised Class 2 entries

Informal document: INF.37 (UIC)

103. The revised tank codes and classification codes for revised Class 2 entries were adopted (see annex 3).

PROPOSALS CONCERNING TANKS OTHER THAN FOR GASES

104. The chairman of the ad hoc working group (see paragraph 6) presented the results obtained in the group. The Joint Meeting was in conformity with the results of the ad hoc group.

Document: TRANS/WP.15/AC.1/2001/29

105. The working group reached the same conclusion as the plenary (see para. 80).

RID 2001/1 multilateral agreement of Switzerland

106. The working group recommended that all States should sign this agreement so that tank-wagons and tank-containers would be covered by the transitional measures decided by WP.15 and tank-containers could be carried by rail in combined rail-road traffic.

Document: TRANS/WP.15/AC.1/2001/11 (CEN)

107. The working group did not agree to include a reference to these two standards in 6.8.5 instead of 6.2. CEN was asked to submit a new proposal.

Document: TRANS/WP.15/AC.1/2001/13 (AEGPL)

108. The working group approved in principle and amended point 3 (see annex 3).

Document: TRANS/WP.15/AC.1/2001/17 (EIGA)

109. The formula was considered appropriate from a technical point of view but it was thought necessary to take better account of a greater danger of perforation because of thinner walls. The limitation to compressed gases was contested by EIGA and CEN; high pressure liquefied gases should also be taken into consideration. A new proposal would be submitted. The new formula should be part of Chapter 6.2.

Document: TRANS/WP.15/AC.1/2001/28 (EIGA)

110. Paragraphs 6.8.3.4.3 and 6.8.3.4.6 had already been considered in Berlin. Paragraph 6.8.3.4.9 had not been accepted since there were gaps in it according to the working group. INF.33 submitted by AEGPL had also been refused by the working group as being incompatible with RID/ADR. EIGA would submit a new proposal.

Document: TRANS/WP.15/AC.1/2001/36 (France)

111. The working group adopted this proposal.

Document: TRANS/WP.15/AC.1/2001/14 (Germany)

Annex 1

112. The Joint Meeting adopted the amendment to 6.8.2.4.1.

113. Point 2

Document: INF.18: This would be the subject of an official document.

114. Point 3

A document had been submitted to the United Nations Sub-Committee of Experts by Spain.

115. Point 5

Informal document: INF.21: The Joint Meeting adopted this alternative equivalence formula.

116. Point 6

The working group was of the opinion that this question should be considered in a working group, either in parallel to the Joint Meeting or between sessions. The Joint Meeting preferred the first solution (in parallel). It established the following mandate:

- (1) To define a level of safety for all types of RID/ADR tanks;
- (2) Method for establishing the level of safety.

The Joint Meeting endorsed the conclusions of the ad hoc working group.

The representative of Germany announced that he would prepare a document on those alternative arrangements. This working group would also receive, prior to each meeting, a mandate from the Joint Meeting for the questions it should discuss.

117. Point 4

Hermetically closed tanks: Informal document INF.12

The Chairman of the ad hoc working group informed the Joint Meeting that the majority of the working group had adopted the proposal submitted by the United Kingdom in document INF.12.

118. Several delegations expressed concern at this decision since it implied that toxic substances of packing groups II and III could be carried in tanks with a safety valve but no bursting disc, which could cause dramatic accidents in the event of leakage of the valve. It was also noted that the adoption of this proposal would entail an extensive revision of the rational approach of 4.3.4.1.2 and of the codes assigned to tanks in Table A of Chapter 3.2.

119. Other delegations recalled that in current practice in road traffic, hermetically closed tanks were fitted with vacuum relief valves. It was also stressed that the situations in road and rail transport were very different. The representative of the Netherlands would submit a proposal based on TE15 in RID.

120. The proposal of the United Kingdom was put to the vote but was not adopted.

Hierarchy of tanks

Document: TRANS/WP.15/AC.1/2001/37 (UIP)

Informal document: INF.44/1 (UIC)

121. The representative of UIC explained that, in addition to the tank codes listed in the first column "Tank codes" of 4.3.4.1.2, it was possible to envisage other figures and letters as part of the tank code ensuring a higher safety level but not included in the right hand column. He proposed in document INF.44/1 that an additional provision should be included at the end of 4.3.4.1.2 explaining how to determine all other permitted tank codes from the tank code in the left hand column of the table in 4.3.4.1.2.

122. The Joint Meeting agreed in principle that tanks meeting more stringent requirements could be used; the text proposed in document INF. 44/1 was not considered to be clear enough, however, and the working group on tanks was invited to submit a text which would be easily understood by all concerned, especially in the context of road transport.

123. The Joint Meeting also adopted the principle of the alternative use of tanks (TRANS/WP.15/AC.1/2001/37), subject to the development of appropriate provisions by the ad hoc working group at its next session.

Tanks with automatic venting without safety valves

Informal document: INF.6 (UIP)

124. There was no agreement among the experts on the proposal by UIP. UIP's problem was acknowledged and the representative of UIP was asked to submit a new proposal.

Document: TRANS/WP.15/AC.1/2001/14 (continued); Point 9: Wall thickness reduction caused by corrosion

125. The ad hoc working group could not resolve this question at this session; the Chairman of the working group said that a new document should be prepared for the next session.

EN 12972 in Chapter 6.8

Informal document: INF.17 (CEN)

126. Proposal No. 1 in this document (reference to EN 12792: 2001 in 6.8.2.4 and 6.8.3.4 was adopted (see annex 3). Proposal No. 2 would be transmitted to WP.15 since it concerned ADR only.

Use of dedicated tanks for hydrogen peroxide

Informal document: INF.26

127. This document should be considered by the ad hoc working group on tanks at its next session.

MISCELLANEOUS

Packing method P402

Informal document: INF.45 (France)

128. The additional amendment to packing method P402 should be considered at the next session as an addendum to document TRANS/WP.15/AC.1/2001/23, for the purpose of harmonization with the United Nations Model Regulations.

Informal document: INF.32 (Netherlands)

129. The representative of the Netherlands drew attention to a very serious fireworks storage accident in the Netherlands in May 2000 which had caused 22 deaths and injured numerous people as well as leading to considerable material damage. The matter had been brought to the attention of the United Nations Committee of Experts, but since no decision could be taken at this level before December 2002, or could be reflected in RID/ADR before 1 June 2005, he had prepared a questionnaire with a view to enabling him to propose an emergency solution vis-à-vis RID and ADR for the prevention of such accidents. He explained the proposal he had submitted to the United Nations Sub-Committee. On the basis of the tests carried out, a list entitled "classification by default" had been prepared for fireworks and could also be used as an instrument of implementation.

130. Some delegations pointed out that it was not a transport accident and that it might be preferable to seek a solution in terms of the regulations concerning the use, handling or storage of explosives in the workplace.

131. Other delegations noted that the fireworks in question had not been correctly classified and that the transport regulations had not therefore been complied with. They said that the classification criteria could not be called in question, but considered that the monitoring of their application should be reinforced. In the case in question, the fireworks had come, by sea, from a country which was not a Contracting Party to RID and ADR and it was customary, in several countries which were Contracting Parties to RID and ADR to require a classification under the supervision of the competent authority before the substances were forwarded by rail or road following port warehousing. They suggested that this approach should be harmonized for countries that were Contracting Parties to RID and ADR. Several delegations said that they would like it to be an obligation on the part of the competent authority to check the classification as in the case of n.o.s. entries of Class 1. The Netherlands intended to submit a proposal to the Joint Meeting at its next session.

132. The Chairman invited participants to complete the questionnaire contained in document INF.32 as rapidly as possible so that the representative of the Netherlands could submit a conceivable proposal for the next session.

FUTURE WORK

133. The agenda for the session from 10 to 14 September 2001 would be as follows:

1. Harmonization with the United Nations Model Regulations (twelfth revised edition of the United Nations Recommendations) (priority should be given to the consideration of all documents pending) (comments and corrections concerning existing document should be submitted in writing in due time);
2. Corrigenda/errata to the 1 July 2001 edition of RID/ADR;
3. Documents pending from the current meeting;
4. The working group on tanks to meet in parallel and to report to the plenary on the Thursday morning.

134. The following documents remained pending:

INF.8	(CEN)
INF.9	(OCTI)
INF.11	(OCTI)
INF.14	(OCTI) = TRANS/WP.15/AC.1/2001/39
INF.15	(CEFIC/CPIV) = TRANS/WP.15/AC.1/2001/40
INF.18	(Germany) = new proposal
INF.19	(Austria) = TRANS/WP.15/AC.1/2001/38
INF.23	(United Kingdom) = new proposal
TRANS/WP.15/AC.1/1998/43	(France)
TRANS/WP.15/AC.1/1999/16	(FIATA)
TRANS/WP.15/AC.1/2000/18	(AEGPL)
TRANS/WP.15/AC.1/2000/19	(Austria)
TRANS/WP.15/AC.1/2001/4	(Germany)

TRANS/WP.15/AC.1/2001/9	(FIATA)
TRANS/WP.15/AC.1/2001/23	(UN/ECE)
TRANS/WP.15/AC.1/2001/24	(UN/ECE)
TRANS/WP.15/AC.1/2001/25	(UN/ECE)
TRANS/WP.15/AC.1/2001/26	(UN/ECE)
TRANS/WP.15/AC.1/2001/28	(Germany)
TRANS/WP.15/AC.1/2001/34	(EIGA)

135. The sessions of the Joint Meeting for 2002 have been scheduled as follows:
in Bern from 18 to 22 March 2002 and in Geneva from 9 to 13 September 2002.

ADOPTION OF THE REPORT AND ITS ANNEXES

136. The Joint Meeting adopted the report and its annexes.
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Annex 1

Texts adopted by the Joint Meeting

METHODS OF WORK

Rules concerning documents to be submitted to the RID/ADR/ADN Joint Meeting

Official documents

1. Documents submitted in English, French or Russian for consideration under each agenda item of a session shall be transmitted as early as possible so that they reach the secretariat not less than 12 weeks before the opening of the session or, if they are transmitted simultaneously in English, French and Russian, not less than 6 weeks before. Documents submitted in German shall also reach OCTI not less than 12 weeks before the opening of the session.
2. They shall be transmitted in one of the following forms, in order of preference:
 - (a) by e-mail
 - (b) by post, in paper form, accompanied by a diskette
 - (c) by post, in paper form.

They shall not be transmitted by fax.

3. Documents, including reports of working groups, shall be as brief and concise as possible and not exceed 20 pages, except in exceptional instances where long passages from regulations or recommendations are the subject of proposed draft amendments.
4. All documents containing proposed amendments to regulations or recommendations shall comply with the standard presentation shown in the appendix to these rules, include a brief summary and, where necessary, a justification taking into account the following criteria:

Safety: What are the safety implications?

Feasibility: Which economic sector or public service is concerned by the proposed amendments?

What are the consequences in terms of the advantages and disadvantages?

Is a transitional period required?

Enforceability: Once implemented, can the amendments be observed or monitored?

This rule shall not apply to editing amendments, amendments proposed by a working group or amendments proposed with a view to harmonization with the United Nations Recommendations on the Transport of Dangerous Goods or any other regulations.

5. The UN/ECE secretariat and OCTI may decide:

(a) to postpone until the next session documents which have not reached it 12 weeks before the opening of a session;

(b) only to translate parts of documents more than 20 pages long, so as not to delay their distribution, when they contain lengthy explanatory technical annexes or tables which it is not intended to include in the regulations or recommendations;

(c) to return the document to the sender if the presentation does not conform to that of the appendix to these rules. In such cases the document may be recast in accordance with the presentation required in rule 4, provided that the revised version reaches the UN/ECE secretariat in French, English or Russian not less than 10 weeks before the opening of the session;

If this is not the case, the document will nevertheless be distributed in its initial form.

Informal documents

6. Documents which do not reach the UN/ECE secretariat or OCTI 12 weeks before the session may also be submitted for consideration at the session under the “INF” symbol (informal documents) provided:

(a) that they contain specific commentaries or additional information concerning a new document included in the provisional agenda and that it has not therefore been possible to submit them in time;

(b) that they are submitted solely for information purposes and require no decision from the Joint Meeting;

(c) that they are intended to correct flagrant errors in existing texts; or

(d) that they are intended to clarify the interpretation of existing texts;

(e) that they contain the report of an informal working group mentioned in the provisional agenda.

7. The UN/ECE secretariat and OCTI shall assign an “INF” symbol to informal documents which shall be transmitted to the author of the document who may send advance copies to other delegations. The author of an informal document shall indicate clearly the title of his communication, the official document to which it refers, where relevant, and the agenda item under which it should be considered.

8. Informal documents reaching the UN/ECE secretariat or OCTI four weeks before the opening of a session shall be reproduced by the UN/ECE secretariat or OCTI in the original language(s) of submission and shall be distributed to delegations at the opening of the session.

9. Informal documents which do not arrive four weeks before the opening of the session shall not be reproduced by the secretariat. Delegations wishing to submit these late informal documents shall copy them to the UN/ECE secretariat and OCTI by e-mail or fax. The UN/ECE secretariat and OCTI shall assign them an "INF" symbol which shall be transmitted to the author who shall be responsible for reproducing 100 copies of the document for distribution to the other delegations at the opening of the session.

10. Other documents may be distributed to delegations during the session, for example, informal documents unrelated to an agenda item, advance copies of future proposals, etc. These documents shall not be assigned an "INF" symbol, and must be reproduced and distributed by their author and not by the UN/ECE secretariat or OCTI. They shall not be considered during the session, unless the Joint Meeting decides otherwise.

APPENDIX: Standard format for documents

TITLE OF AGENDA ITEM

Title of proposal, setting out the question

Submitted by ...

SUMMARY

Executive summary: This description outlines the proposed objective (amendment, information only)

Action to be taken: Reference is made to the marginals of ADR, ADN and RID to be amended

Related documents: Other key documents are listed.

Introduction Motive/developments, which urgently justify the amendment of ADR, ADN and RID.

Proposal Description of the proposed amendment,
Including: Amended text of paragraphs and ensuing amendments.

Justification Safety: What are the safety implications?
Feasibility: Which economic sector or public service is concerned by the proposed amendment?

What are the consequences in terms of advantages and disadvantages?

Is a transitional period required?

Enforceability: Once implemented, can the amendments be observed or monitored?

Dates of the session.

Number of the agenda item.

Annex 2

Texts adopted by the Joint Meeting

HARMONIZATION WITH THE UNITED NATIONS MODEL REGULATIONS, PARTS 1 TO 3

Text of document TRANS/WP.15/AC.1/2001/20 with the following amendments:

1.2.1 “Aerosols or aerosol dispensers:” use the singular

Add:

“Aerosol dispenser:” “see Aerosol or aerosol dispenser.”

“Bundles of cylinders:” add “toxic” before “gases of Class 2.”

“Salvage packaging:” concerns the French text only.

“Liquids:” delete the proposed amendment.

“Inspection body:” concerns the French text only.

“Test pressure:” replace “qualification or requalification” by “initial or periodic inspection.”

“Pressure receptacle:” concerns the French text only.

“Critical temperature:” concerns the French text only.

“Control temperature:” definition for ADR only.

“Remanufactured IBCs:” concerns the French text only.

“Routine maintenance of IBCs:” concerns the French text only.

“Repaired IBC:” delete “(see definition below).”

The definition for “multiple element gas container” and “Alternative arrangements” should be transferred to Chapter 6.7

Text of document TRANS/WP.15/AC.1/2001/21 with the following amendments:

2.1.1.3 Replace “three packing groups” by “packing groups.”

Delete “and” after “Substances presenting medium danger.”

Last sentence, read: "The packing group(s) to which a substance is assigned is (are) indicated in Table A of Chapter 3.2."

- 2.2.2.1.1 Note 4, "the provisions of" before "RID/ADR."
- 2.2.2.1.2 2. High pressure liquefied gas: "... a gas with a critical temperature of more than - 50°C and less than or equal to +65°C."
3. End, delete "or."
4. End, replace "." with ";
- If the term "dissolved gas" should be used instead of "gas dissolved under pressure," the following paragraphs should also be amended: 1.1.3.1, 1.2.2.2.2, 2.2.2.2.2, 2.2.2.3, 4.1.4.1 P200 (9), 4.3.3.2.2, 6.2.1.2 (a), (b) and (c), 6.2.3.2, 6.8.3.2.2, 6.8.3.2.9, 6.8.3.4.4, 6.8.3.4.9, 6.8.3.5.2, 6.8.3.5.6, 6.8.3.5.7 and 6.8.5.1.1 a).
- 2.2.2.1.3 Delete the proposed amendment. A new proposal will be made by the UN/ECE secretariat.
- 2.2.41.1.18 Read: "Delete the last sentence and add the following UN numbers: 3344, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3376."
- 2.2.41.4 Note 1: concerns the French text only.
Note 2: replace "in this column" by "in the column 'Packing method.'"
Table: delete "%" after "100" (four times).
- 2.2.52.4 Concerns the French text of RID only.
- 2.2.52.4 Concerns the French text only.
- 2.2.62.1.6 Note 1: add "the provisions of" before "RID/ADR."
Other amendments to this paragraph and Note 2 concern the French text only.
- 2.2.62.3 Add a new collective entry: "I4 DIAGNOSTIC SPECIMENS."
- 2.2.8.1.4 Concerns the French text of RID only.
- 2.2.9.3 Add "3363" after "or."

Text of document TRANS/WP.15/AC.1/2001/22, with the following amendments:

- 3.1.2 Delete Note 1; renumber Note 2 as "Note."

- 3.1.2.6 Replace “1.1.3” by “2.2.x.2.”
- 3.1.2.8.1 First sentence, replace “their technical or chemical group names” by “the technical or chemical group name of the goods.”
- Second sentence, replace “explosives” by “explosive substances and articles.”
- Second last sentence: concerns the French text only.
- Last sentence, example, delete “PG” before “II.”

Table A of Chapter 3.2

On page 3 of the English text, replace the amendment relating to substances assigned to packing instruction IBC 08 by the following:

UN Nos. 1364, 1365, 1841, 1931, 2211, 3077 and 3314: add «B3» to column (9 a);

UN Nos. 1374 and 3313: add «B 4» to column (9 a);

UN No. 2469: delete “B4” in column (9 a);

In new entries for UN No. 2030, make the following amendments:

Column (2), (twice), replace “hidrazine” by “hydrazine;”

Column (6), add “530” for packing groups I and III;

Column (7), replace “LQ0” by “LQ20” for packing group I;

 replace “LQ5” by “LQ19” for packing group III;

Column (9 b), replace “MP2” by “MP8, MP17” for packing group I;

Column (12), for packing group I, replace the tank code by “L10BH” and for packing group II, replace the tank code by “L4BN;”

Column (13), delete “TU14;”

Column (20), for packing group II, insert “86;”

New entries, make the following amendments:

Replace “NOT SUBJECT TO RID/ADR” by “Exempted;”

UN No. 3359: Delete “9” in column (5), “LQ0” in column (7), “AT” in column (14) and “3/4” in column (15);

UN No. 3362: Insert “L4BH” in column (12), “TU15, TE1” in column (13) and “FL” in column (14);

UN No. 3363: Name to be indicated in lower case. Replace the information in the other columns by “Exempt (see 1.1.3.1(b));

UN Nos. 3364 to 3370: To be added to the list with current conditions as laid down under their old UN numbers (see document TRANS/WP.15/AC.1/2001/22, page 9);

UN No. 3372: The three entries in column (20) concern RID only. The hazard identification number should read “X423” for packing group I (Substance not permitted in tanks or in bulk). In column (3 b), replace the code “WF1” by “WF2;”

UN No. 3373: Delete “274” in column (6), “MP15” in column (9 b) and amend the table in 1.1.3.6.3:

In column (3 b), replace “I1” by “I4;”

Consequential amendment: In MP5 (section 4.1.10), amend the second sentence to read:

“They shall not be packed together with other goods except UN No. 3373 DIAGNOSTIC SPECIMENS packing in accordance with P650 and substances added as ...”

UN No. 3374: Delete PP23 in column (9a); in the classification code, replace “1F” by “2F;”

Delete the tank code in column (12) and “FL” in column (14);

UN No. 3375: Indicate the RID/ADR tank code. Replace “MP10” by “MP2.” Delete “T2” and “TP9;”

UN No. 3376: As this product does not have a Class 6.1 subsidiary risk, the entries in column (18) (“CV13” and “CV28”) can be deleted.

“W1/V1” should be added to column (16);

Amended entries:

UN No. 0154, UN No. 0155, UN No. 0209, UN No. 0214, UN No. 0215, UN No. 0220 and UN No. 0234

The proposed amendments relate only to the Class 4.1 entries for these UN numbers in Table A.

UN No. 1040: Delete the proposed amendment.

UN No. 1350: Replace “641” by “242” in column (6) (ADR only, additional amendment).

UN No. 2031: Also delete “RR1.”

UN No. 2315: Also delete “SP 595.”

UN No. 2699: Delete the proposed amendment.

UN No. 3151 and 3152: Also delete “SP 595.”

UN No. 3166: The name should be displayed in lower case.

Chapters 3.3 and 3.4: Amend in accordance with document TRANS/WP.15/AC.1/2001/22, with the following modifications:

SP 162: Delete the proposed amendments.

SP 193: Replace “mixtures of the nitrogen, phosphate or potash type” by “mixtures of the nitrogen/phosphate, nitrogen/potash or nitrogen/phosphate/potash types.”

SP 242: RID: Delete “when it is transported in quantities of less than 400 kg per package, or.”
ADR: Add this special provision (twelfth revised edition) (additional amendment).

SP 251: Add after “Chapter 3.2: ” “according to the LQ code defined in 3.4.6.”

SP 298: Replace “60.5°C” by “61°C” and “a FLAMMABLE LIQUID label” by “a label conforming to label No.3.”

SP 300: Replace “carried” by “loaded.”

SP 301: First sentence, replace “substances” by “goods” and delete “of the machinery or apparatus” at the end of the sentence.

Third sentence, add: “according to the LQ code defined in 3.4.6” after “Chapter 3.2.”

Fifth sentence, replace “substances” by “goods” and “(see 4.1.1.6)” by “(see definition for dangerous reaction in 1.2.1).”

Fifth sentence, add “conforming to model No.11 or” after “package orientation labels” and replace “in the correct direction” by “towards the top.”

Second sub-paragraph, add “according to the LQ code defined in 3.4.6” after “Chapter 3.2.”

SP 302: Delete “a road tank vehicle.”

Replace “containers and vehicles” by “units.”

An alternative could be the addition of “tanks” in the last sentence.

Consequential amendment in 5.5.2.

SP 303: Beginning of the sentence, read:

“The classification of these receptacles (UN No. 2037) shall ...”

SP 309: Replace “supressants” by “suppressants.”

SP 310: Replace “Chapter 38.3” by “sub-section 38.3.”

In (a), end, delete “packagings.”

Add: Delete “SP.595” (redundant with new special provision 305).

Note to paragraph 2.2.9.1.5, wording to be brought into line with that of SP 305.

SP 641: ADR: = “(reserved)” (additional amendment).

3.4.4 (c): First sentence, end, add “surrounded by a line that measures at least 100 x 100 mm.”
End of paragraph, add: “If the size of the package so requires, the dimensions may be reduced provided the markings remain clearly visible.”

Annex 3

Texts adopted by the Joint Meeting

OTHER TEXTS ADOPTED FOR PARTS 1 TO 7

Part 1

Document TRANS/WP.15/AC.1/1999/20: adopted with the following amendments:

1.1.3.1 (a) Read:

“The carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their leisure or sporting activities, provided that measures are taken to prevent any leakage of contents in normal conditions of carriage. Dangerous goods in IBCs, large packagings or tanks are not considered to be packaged for retail sale.” (INF. 34).

(b)} End, delete: “and handling.”
(c)}

Document: INF.35 (TRANS/WP.15/AC.1/2001/31): adopted with the following wording:

1.1.3.1 (c) (ADR) Add the following second sentence:

“These exemptions do not apply to Class 7.”

1.1.3.1 (c) (RID) Introductory sentence, end, read:

“... and the maximum quantities in accordance with 1.1.3.6.3 are not exceeded.
The exemptions in accordance with this paragraph do not apply to Class 7.”

1.1.3.6 (RID, new) “total permissible maximum quantity per wagon or large container.”

1.1.3.6.1 (RID, new) “(reserved)”

1.1.3.6.2 (RID, new) “(reserved)”

1.1.3.6.3 (RID, new) Table and explanations of 1.1.3.1 (c)

Part 2

Document TRANS/WP.15/AC.1/2001/5: adopted.

Part 3

Table A: 1408 add “VV1” and “VV7 in column (17) ” (INF. 28) (ADR only).

Document TRANS/WP.15/AC.1/2001/10: adopted.

Document TRANS/WP.15/AC.1/2001/1: adopted without 3.4.7.2.

Document TRANS/WP.15/AC.1/2001/7: adopted.

Delete «(M)» in column (12) for the following UN numbers (INF. 13):

1003, 1038, 1073, 1913, 1951, 1961, 1963, 1966, 1970, 1972, 1977, 2187, 2201, 2591, 3136, 3138, 3158, 3311 and 3312.

For each entry containing special provision 640 in column (b), add the capital letters A, B, C ... to H, as necessary, after “640”, in ascending order and in brackets (INF. 46).

For the following UN numbers, delete “COMPRESSED” in column (2) (also concerns Table B) and amend the classification code (column (3 b)) and the tank code (column (12)) as follows (INF. 37):

1008 2TC PxBH (M)

1859 2TC PxBH (M)

1911 2TF -

1962 2F PxBN (M)

1982 2A PxBN (M)

2036 2A PxBN (M)

2193 2A PxBN (M)

2198 2TC -

2203 2F PxBN (M)

2417 2TC PxBH (M)

2451 2O PxBN (M)

Chapter 3.3

Special provision 640, read (INF. 46):

“The physical and technical characteristics mentioned in column (2) of Table A of Chapter 3.2 determine different conditions of carriage for the same packing group.

In order to identify these conditions of carriage, the following shall be added to the particulars required in the consignment note/transport document:

‘Special provision 640 (X)’ where (X) is the capital letter appearing in brackets after the reference to special provision 640 in column (6) of Table A of Chapter 3.2.”

Part 4

Chapter 4.1

Gas receptacles and tanks for gases

Document TRANS/WP.15/AC.1/2001/32: adopted with the following amendments:

The explanatory comments are deleted.

200 (9) (k): Delete the following text:

“The pressure receptacle(s) shall:

(i) ...

(ii) ...

(iii) ...”.

(p): First paragraph: concerns the French text only;

Second paragraph: concerns the French text only;

Last paragraph: the deleted text is adopted;

Add a new paragraph before the last paragraph, to read (INF. 31):

“Alternatively, for UN No. 1001 acetylene, dissolved and UN No. 3374 acetylene, solvent free, cylinders which are not “UN” certified pressure receptacles may be filled with a non monolithic porous mass; the working pressure, the quantity of acetylene and the quantity of solvent shall not exceed the values prescribed in the approval. The maximum test period for periodic inspection of the cylinders shall not exceed five years.”

(s): Second dash: "Cleaned for hydrocarbons contamination and not contaminated with oil. "UN" certified pressure receptacles shall be cleaned in accordance with ISO 11621:1997."

(t): (new) (INF. 31)

"Other criteria may be used for filling of welded steel cylinders intended for the carriage of substances of UN No. 1965:

(a) with the agreement of the competent authorities of the countries where the transport is carried out; and

(b) in compliance with the provisions of a national code or standard recognized by the competent authorities or standard EN 1439: 1996 'Transportable refillable steel cylinders for liquefied petroleum gases (LPG) - Procedures for checking before, during and after refilling.'

When the criteria for filling are different from those in P200 (5), the transport document/consignment note shall include the statement 'Carriage in accordance with packing instruction P200, special requirement (t)' and the indication of the reference temperature used for the calculation of the filling factor."

(u): (INF. 31) Add: "This derogation may only be applied to "UN" certified pressure receptacles when the alloy of the pressure receptacle has been subjected to stress corrosion testing as specified in ISO 7866:1999."

(z) (new) (INF. 30): "Requirements for n.o.s. entries and for mixtures:

The construction materials of the pressure receptacles and their accessories shall be compatible with the contents and shall not react to form harmful or dangerous compounds therewith.

The test pressure and filling ratio shall be calculated in accordance with the relevant requirements of (3).

Toxic gases with an LC₅₀ less than or equal to 300 ml/m³ shall not be transported in tubes, pressure drums [or MEGCs]* and shall meet the requirements of special packing provision (k).

For pressure receptacles containing pyrophoric gases or flammable mixtures of gases containing more than 1% pyrophoric compounds, the requirements of special packing provision (q) shall be met.

* P200 = only for receptacles.

The necessary steps shall be taken to prevent dangerous reactions (i.e. polymerization or decomposition) during transport. If necessary, stabilization or addition of an inhibitor shall be required.

Mixtures containing UN No. 1911 diborane shall be filled to a pressure such that, if complete decomposition of the diborane occurs, two thirds of the test pressure of the pressure receptacle shall not be exceeded.”

For the following UN numbers, special packing provision (r) shall be added:

1005, 1009, 1010, 1011, 1012, 1013, 1015, 1017, 1018, 1020, 1022, 1026, 1027, 1028, 1029, 1030, 1032, 1033, 1035, 1036, 1037, 1039, 1040, 1041, 1048, 1050, 1053, 1055, 1058, 1060, 1061, 1063, 1064, 1069, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1085, 1086, 1087, 1741, 1858, 1860, 1912, 1952, 1958, 1959, 1965, 1968, 1969, 1973, 1974, 1976, 1978, 1983, 1984, 2035, 2044, 2192, 2194, 2195, 2196, 2197, 2200, 2204, 2418, 2419, 2420, 2422, 2424, 2452, 2453, 2454, 2517, 2534, 2599, 2601, 2602, 2676, 3057, 3070, 3153, 3154, 3159, 3160, 3161, 3163, 3220, 3252, 3296, 3297, 3298, 3299, 3300, 3308, 3309, 3337, 3338, 3339, 3340, 3354, 3355.

Entry UN No. 1965, read:

1965	HYDROCARBON GAS MIXTURE, 2F	X	X	X	X	10	b)	r,t,v,z
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LIQUEFIED, N.O.S.

Mixture A	10	10	0.50
Mixture A 01	10	15	0.49
Mixture A 02	10	15	0.48
Mixture A 0	10	15	0.47
Mixture A 1	10	20	0.46
Mixture B 1	10	25	0.45
Mixture B 2	10	25	0.44
Mixture B	10	25	0.43
Mixture C	10	30	0.42

In table 3 (substances not belonging to Class 2), delete entry UN No. 2983 and for all entries add “X” in the column “pressure drums” if it has not already been included.

Document TRANS/WP.15/AC.1/2001/28: adopted with the following amendments:

- Point 1, Table: delete.
- Point 2: adopted.
- Points 3 to 6: place in square brackets.
- Points 7 to 12 adopted with the following amendments:
- Point 9: read “RRxx.”
- Point 10: read “RRxx” (twice)
delete “for the gas cylinders and receptacles.”

Part 5

Chapter 5.1

Document TRANS/WP.15/AC.1/2001/19: adopted with the following amendment:

5.1.2.1 Last sentence, read:

“If the same marking or the same label is required for different packages, it only needs to be applied once.”

Chapter 5.2

Add the following text to the end of 5.2.2.2.1.2 (INF. 43):

“Notwithstanding the provisions of 5.2.2.1.6, labels may overlap to the extent provided for by ISO 7225. However, in all cases, the primary risk label and the numbers appearing on any label shall remain fully visible and the symbols recognizable.”

Chapter 5.4

5.4.1.1.(c) Read (INF. 38):

- For substances and articles of Class 1: the classification code given in column (3 b) of Table A in Chapter 3.2.
- When, in column (5) of the same Table A, model label numbers other than 1, 1.4, 1.5 and 1.6 [for RID also 13 and 15], these model label numbers, in brackets, shall follow the classification code.
- For radioactive material of Class 7: see 5.4.1.2.5.

- For substances and articles of other classes: the model label numbers [for RID: apart from 13] given in column (5) of Table A in Chapter 3.2. When more model label numbers are given, the numbers following the first shall be given in brackets.

Document TRANS/WP.15/AC.1/2001/8: adopted.

5.4.1.1.2 Add (INF. 41):

[“Although upper case is used in Chapter 3.1 and in Table A in Chapter 3.2 to indicate the elements which must be part of the proper shipping name, and although upper and lower case are used in this Chapter to indicate the information required in the transport document/consignment note, the use of upper or of lower case for entering the information in the transport document/consignment note is left optional.”]

Part 6

Chapter 6.2

Document TRANS/WP.15/AC.1/2001/33: adopted.

Document TRANS/WP.15/AC.1/2000/22: adopted.

Chapter 6.8

6.8.2.6, add (INF. 17): «The requirements of Chapter 6.8 are considered to have been complied with if the following standard is applied:

Applicable paragraphs	Reference	Title of document
6.8.2.4 6.8.3.4	EN 12972:2001 (with the exception of annexes D and E)	Tanks for transport of dangerous goods - testing, inspection and marking of metallic tanks

Document TRANS/WP.15/AC.1/2001/13: adopted with the following amendment:

“The required capacity of the safety valves shall be calculated in accordance with the formula contained in 6.7.3.8.1.1.”

Document TRANS/WP.15/AC.1/2001/36: adopted.

Document TRANS/WP.15/AC.1/2001/14, annex 1: adopted.

Chapter 6.8, amend to read (INF. 21):

1. RID only:

(a) The existing formula in 6.8.2.1 concerns the left hand column only.

Add the following formula in the right hand column:

$$e_1 = \frac{464 \cdot e_0}{\sqrt[3]{(Rm_1 \cdot A_1)^2}}$$

(b) The existing formula in 6.8.2.1.18, footnote 3, concerns the left hand column only. Add the following formula in the right hand column:

$$e_1 = e_0 \sqrt[3]{\left(\frac{Rm_0 \cdot A_0}{Rm_1 \cdot A_1}\right)^2}$$

2. ADR only, right hand column:

Delete the formula and the line between the columns in 6.8.2.1.18 (in the text and in footnote 4). The formulae in the left hand column apply to the whole page.

3. RID/ADR:

Add the following to the right hand column of 6.8.2.1.19:

“the thickness of shells which are fitted with protection against damage in conformity with 6.8.2.1.20 shall not be less than the values given in the table below.”

4. The table in 6.8.2.1.19 of ADR, left hand column, should apply to both columns in ADR and to the right hand column only in RID.

5. Add the following sentence to the end of the last paragraph of 6.8.2.1.16:

“These increased minimum values shall, however, not be exceeded if the formula given in 6.8.2.1.18 is applied.”

6. The transitional requirements should be adapted so as to allow tanks built so far to continue to be used.
