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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 Geneva from 13 to 17 September 2004

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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 (UNECE) held its autumn session in Geneva from 13 to 17 September 2004 with Mr. C. Pfauvadel (France) as Chairman and Mr. H. Rein (Germany) as Vice-Chairman. Representatives of the following countries took part in the work of the session: Austria; Belgium; Bulgaria; Czech Republic; Denmark; Finland; France; Germany; Hungary; Italy; Latvia; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Serbia and Montenegro; Slovakia; Slovenia; Spain; Sweden; Switzerland; United Kingdom. The European Commission was also represented. The following non-governmental organizations were represented: European Industrial Gases Association (EIGA); European Liquefied Petroleum Gas Association (AEGPL); European Battery Recycling Association (EBRA); International Association of the Soap, Detergent and Maintenance Products Industry (AISE); European Committee for Standardization (CEN); Liaison Committee of the Body and Trailer Building Industry (CLCCR); European Chemical Industry Council (CEFIC); European Aerosols Federation (FEA); International Federation of Freight Forwarders Associations (FIATA); International Organization of Motor Vehicle Manufacturers (OICA); International Union of Railways (UIC); International Union of Private Wagons (UIP); International Road Transport Union (IRU).

ADOPTION OF THE AGENDA

2. The Joint Meeting adopted the agenda proposed by the secretariat in document TRANS/WP.15/AC.1/95 (A81-02/501.2004), as updated by informal documents INF.1 and INF.2.

QUESTIONS PENDING

UN Nos. 1372, 1387, 1856, 1857 and 3360

Document: TRANS/WP.15/AC.1/2003/44 (Germany)

3. The representative of Germany was invited to submit a relevant proposal to the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods after consulting the other experts.

Mixed packing of goods of Class 1 in accordance with section 4.1.10

Document: TRANS/WP.15/AC.1/2003/48

4. This proposal was adopted in principle by the Joint Meeting, but new wording proposed by the representative of the United Kingdom was finally accepted (see annex 1).

Mixed loading of organic peroxides with or without a subsidiary risk label conforming to model No. 1

Document: TRANS/WP.15/AC.1/2003/54 (Germany)

5. This proposal was rejected by the Joint Meeting since it departed from the basic principles governing the provisions on mixed loading.

Mixed loading of self-reactive substances of Class 4.1 with other substances of Class 4.1

Document: TRANS/WP.15/AC.1/2003/55 (Germany)

6. The representative of Germany withdrew his proposal which also called in question the basic principles governing the provisions of mixed loading. He would consult the other delegations and possibly submit a new proposal.

Special packing provision PP6

Document: TRANS/WP.15/AC.1/2003/59 (Belgium)

Informal document: INF.22 (Belgium)

7. The representative of Belgium was invited to submit a proposal to the United Nations Sub-Committee of Experts, after consultation with the other experts, for the purposes of harmonization between the different transport modes.

Carriage of substances presenting combinations of hazards of Classes 4.1, 4.2, 4.3 and 5.1

Document: TRANS/WP.15/AC.1/2003/62 (Germany and Switzerland)

8. Several delegations were in favour of introducing provisions for substances with properties both of Class 4.3 and of either Class 4.1 or Class 4.2 (UN Nos. 3132 and 3135), since the United Nations Model Regulations already made provision for conditions of carriage. They were not, however, particularly in favour of referring to the competent authority for classification or packing. It would also be necessary to make provision for conditions specific to RID and ADR.

9. Opinions were more divided concerning substances with properties both of Class 5.1 and of either Class 4.1, Class 4.2 or Class 4.3. It was noted that such substances existed and that their carriage currently required an authorization from the competent authorities who also had to determine the conditions of carriage on a case-by-case basis. The Joint Meeting considered that it would be preferable to submit a proposal to the United Nations Sub-Committee of Experts in order to establish specific conditions of carriage for these substances.

10. The representative of Germany said that he would submit new proposals to the appropriate bodies.

11. It was also noted that RID/ADR prohibited the carriage of UN No. 1798, although the United Nations Model Regulations provided for conditions of carriage.

Safety obligations of unloaders

Document: TRANS/WP.15/AC.1/2003/41 (Spain)

12. Several governmental delegations and representatives of professional organizations (IRU and UIC) supported the proposal by Spain to clarify in Chapter 1.4 the obligations of unloaders, who were not necessarily consignees.

13. Others were not in favour of the proposal and considered that there was no need to specify the obligations of all participants in Chapter 1.4 and that the provisions proposed were not satisfactory, particularly where the discharge of tanks was concerned.

14. The representative of Spain said that he would prepare a new proposal in consultation with the professional bodies.

Interpretation of 7.5.1.1 (Loading, unloading and handling)

Document: TRANS/WP.15/AC.1/2003/70 (Belgium)

15. It was noted that the provisions of 7.5.1 of RID differed from those of ADR. In the context of road transport, however, the delegations taking the floor shared the opinion of the representative of Belgium that 7.5.1 applied also to the vehicle and its driver in container loading and unloading terminals.

16. In view of internal discussions in Belgium, the representative of Belgium considered that the text was not sufficiently clear and said that he would submit a proposal to the WP.15 Working Party so that there would be no further problems of interpretation.

Chapter 1.9: Transport restrictions by the competent authorities

Document: TRANS/WP.15/AC.1/2003/71 (OCTI)

17. No consensus was reached on this proposal for harmonization of RID and ADR. Numerous oral proposals, particularly of an editorial nature, were submitted. The representative of Germany recommended that these questions should be reviewed by the Working Group on standardized risk analysis of the RID Committee of Experts and he would submit a new proposal taking into account the comments made.

Packing instruction P800

Document: TRANS/WP.15/AC.1/2003/73 (Spain)

18. This proposal to increase the maximum capacity of flasks and bottles to 3 litres (instead of 2.5 litres) was adopted (see annex 1).

Report on incidents involving dangerous goods

Document: TRANS/WP.15/AC.1/2003/42 (Spain)

Informal document: INF.27 (Spain)

19. The Joint Meeting adopted amendments to 1.8.5.1 with a view to loaders, fillers, consignees or infrastructure managers also submitting reports in the event of serious incidents or accidents during loading, filling or unloading.

HARMONIZATION WITH THE UNITED NATIONS MODEL REGULATIONS ON THE TRANSPORT OF DANGEROUS GOODS

Corrosiveness of solids

Document: TRANS/WP.15/AC.1/2003/40 (Austria)

20. Since the problem raised in this communication had already been resolved by the United Nations Sub-Committee of Experts, the representative of Austria withdrew the proposal.

Limited quantities for UN No. 1791

Document: TRANS/WP.15/AC.1/2004/6 (AISE)

21. The representative of AISE withdrew his proposal. He would submit a new proposal for the spring 2005 session which would take account of the general criteria of RID/ADR for the allocation of the LQ19 code and the criteria of the United Nations Model Regulations. It would not be restricted to UN No. 1791.

HARMONIZATION OF PROVISIONS CONCERNING DOCUMENTS

22. Since no new proposal had been submitted, this agenda item was not discussed.

NEW PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN

Exemption of extinguishers

Document: TRANS/WP.15/AC.1/2004/7 (Germany)

23. The Joint Meeting confirmed the interpretation of 1.1.3.2 (d) proposed by the Government of Germany: extinguishers carried as a load were not exempted from the requirements of RID/ADR/ADN. The representative of Germany would submit a new proposal amending the text in order to avoid problems of interpretation. Delegates were invited to send him their comments and proposals for wording.

Incorporation of new obligations for the loader and the consignee

Document: TRANS/WP.15/AC.1/2004/8 (Germany)

24. The representative of Germany withdrew his proposal and would submit a new, fuller proposal.

Indication of a responsible person in the documentation

Document: TRANS/WP.15/AC.1/2004/9 (UIC)

Informal document: INF.20 (CEFIC)

25. The Joint Meeting agreed that what was important for emergency measures was not so much to identify a responsible person in the transport document but rather to be able to contact a person or a service capable of providing information on the steps to be taken in the event of an accident. The context of road transport, where the carrier had instructions in writing, was somewhat different from that of rail transport. There were also arrangements between consignors and transport operators linked to private law and insurance contracts as a result of which regulations were not necessarily mandatory. In addition, the chemical industry cooperated with the emergency response services.

26. The representative of UIC explained, however, that the aim of the proposal to require a telephone number in the transport document was to have a point of contact not only in the event of an emergency but also when transport was delayed. He said that he would prefer to submit a new proposal to the RID Committee of Experts. He was reminded that voluntary arrangements existed and that this should be taken into account in his proposal.

Footnote to LQ4 and LQ5

Document: TRANS/WP.15/AC.1/2004/13 (CEFIC)

27. The proposal to add a footnote ^c to the codes LQ4 and LQ5 of table 3.4.6 was adopted, so as to reinstate the situation existing prior to the restructuring of RID/ADR (see annex 1).

Provisions for empty uncleaned packagings in 5.4.1.1.6

Document: TRANS/WP.15/AC.1/2004/17 (EIGA)

28. Following a vote, the Joint Meeting considered that, generally speaking, the provisions relating to the declaration of empty uncleaned packagings in the transport document should continue to be aligned on those of the United Nations Model Regulations. It acknowledged, however, that these provisions could be too restrictive in practice in the case of gas cylinders and decided, also after a vote, that provisions similar to those previously existing in RID/ADR (a single mention of the class after the reference to the empty packaging, without including the particulars for full packagings) could be accepted as an alternative without impairing safety (see annex 1).

Empty uncleaned means of containment

Document: TRANS/WP.15/AC.1/2004/18 (Austria)

29. Several delegations were in favour of the proposal by Austria to use the transport document for full capacity carriage, when justified in practice, when such means of containment, uncleaned and emptied of their contents, were returned to the consignor, by simply adding “EMPTY, UNCLEANED” or “RESIDUE OF LAST CONTENTS”. This would avoid a situation in which the consignee or the driver of a vehicle would have to draw up a new transport document for the return of the means of containment when they themselves were not necessarily the consignors.

30. Some delegations were not in favour of this proposal since, in rail transport for example, a separate CIM consignment note had to be established for the return of these means of containment. In addition, the consignor for the return journey was not always the original consignor, but might be the consignee or the transport operator; in that case the use of the original transport document might require the authorization of the original consignor.

31. The representative of Austria requested that the matter should be kept on the agenda for the next session and invited the other delegations to send him suggestions in writing for amendments to the text he had proposed, so that he could prepare a new document.

Chapter 3.3: Special provisions

Document: TRANS/WP.15/AC.1/2004/10 (UIC)

32. The Joint Meeting adopted in principle the inclusion of an additional line in Table A for certain entries in order to take into account different labelling and orange plate requirements, currently indicated by means of special provisions, and the deletion of the special provisions in question.

33. It was noted, however, that the necessary amendments did not only concern Columns (2), (5) and (20), but also Columns (10), (12), (13), (14), (17) and (19). Any amendments of special provisions 271 and 635 would in addition have to be considered separately.

34. The representative of UIC took note of the necessary amendments and would submit a new proposal for the next meeting.

Carriage of pharmaceutical products ready for use

Document: TRANS/WP.15/AC.1/2004/4 (Germany)

Informal document: INF.30 (Germany)

35. The Joint Meeting adopted the reformulation of special provision 601 (applicable to medicines only), and the new list of UN numbers to which this special provision would have to apply, as proposed in informal document INF.30 (see annex 1).

Obligations of the filler (Chapter 1.4)

Document: TRANS/WP.15/AC.1/2004/15 (UIC)

36. The proposal to add a paragraph 1.4.3.3 specifying that fillers of goods in bulk must comply with the provisions of Chapter 7.3 was adopted with some changes (see annex 1).

Chemical compatibility

Document: TRANS/WP.15/AC.1/2004/19 (Netherlands)

Informal documents: INF.4 and INF.26 (Netherlands)
INF.23 (EuPC)

37. The representative of Belgium said that the information provided in informal document INF.4 was not sufficient for a decision to be taken on the proposal to update the system of compatibility testing.

38. It was agreed to postpone the discussion until a forthcoming session so that all interested delegates could read the full "CHEMPACK" study and consult their experts.

Revision of Chapter 6.2

Document: TRANS/WP.15/AC.1/2004/21 (EIGA)

Informal document: INF.21 (Belgium)

39. Several delegations pointed out that Chapter 6.2 had just been redrafted in order to incorporate the provisions of Chapter 6.2 of the United Nations Model Regulations; it seemed to them premature to proceed to a further redrafting, even if it would be desirable to adapt the chapter to the structure of the United Nations Model Regulations.

40. Certain delegations were also of the opinion that it would not be wise to mix the provisions of the United Nations Model Regulations with those of RID/ADR. Although there were many provisions in common, United Nations receptacles were accepted worldwide for international multimodal transport, while RID/ADR receptacles could only be accepted for RID/ADR carriage.

41. The Joint Meeting decided that the task should be entrusted to a working group which EIGA had offered to convene, whose main objective would be the definitive establishment of a stable structure for the future. The group's mandate would be as follows:

- Determination of a structure for Chapter 6 so as to minimize future work on transposing amendments to the United Nations Model Regulations;

- Drafting of a specific text in conformity with the new structure that would respect the four principles of:
 - User-friendliness;
 - Harmonization with the United Nations Model Regulations;
 - Concision;
 - Deletion of superfluous requirements.

Exemptions related to the nature of the transport operation

Document: TRANS/WP.15/AC.1/2004/22 (Sweden)

42. The representative of Sweden withdrew his proposal.

Removal of special provision 617

Document: TRANS/WP.15/AC.1/2004/23 (FIATA)

Informal document: INF.5 (Norway)

43. The Joint Meeting agreed that the commercial name of the blasting explosives in UN Nos. 0081, 0082, 0083, 0084, 0241, 0331 and 0332 would not be required in the transport document but considered that the marking of the name on packages should continue to be prescribed, in accordance with the comments by Norway. Special provision 617 was amended accordingly (see annex 1).

Provisions for the transport of lithium cells and batteries (UN No. 3090)

Document: TRANS/WP.15/AC.1/2004/25 (EBRA)

Informal document: INF.16 (EBRA)

44. Several delegates considered that the problem of the transport of used lithium cells and batteries had been settled satisfactorily by packing instruction P903B and special provision 636 after consultation with the waste recovery and recycling industry. The proposal by EBRA would be tantamount to subjecting the transport of used batteries to the same rules as new batteries; this was probably not the goal sought. The representatives of EBRA were invited to review their proposal and make a better presentation and argument for the problem they had raised and also submit a new relevant proposal for the conditions of carriage they proposed with fully justified arguments that took account of safety imperatives.

Placarding for explosives of 1.4S

Document: TRANS/WP.15/AC.1/2004/26 (Denmark)

45. The Joint Meeting adopted the proposal to exempt explosives of 1.4S from the placarding provisions of Chapter 5.3, with some amendments (see annex 1). The amendments proposed for 5.3.1.2 and 5.3.1.5 were not adopted since, bearing in mind the wording of the existing text, they were unnecessary.

STANDARDS

Informal documents: INF.11/Rev.1 (CEN)
INF.32 (Report of the working group)

46. The review of the comments on standards submitted by CEN (INF.11/Rev.1) was entrusted to a working group on standards which met outside the times of the plenary session. The Joint Meeting adopted the working group's report (INF.32).

47. As a result, the reference to two draft standards (pr EN 14596 and pr EN 14334) in RID/ADR was not accepted. Existing references to standards EN 1442:1998 and EN 13769:2003 in section 6.2.2 would be amended. A new reference to the standard corresponding to the draft pr EN 14595 would be added to 6.8.2.6 once the standard was published (see annex 1).

48. The Joint Meeting's comments on the other draft standards would be transmitted to the relevant technical committees of CEN.

TANKS

49. The documents submitted under this agenda item were considered by a working group chaired by Mr. A. Ludwig (Germany), which submitted its report as informal documents INF.33 and INF.33/Add.1 (see annex 2). The Joint Meeting's decisions on the various points contained in the report are summarized below:

Point 1: Flame-traps for vacuum-relief valves

Document: TRANS/WP.15/AC.1/2004/1 (Germany)

Informal document: INF.19 (Netherlands)

50. The proposed amendments to 6.8.2.2.3 were adopted, along with the pertinent transitional measures (with some drafting changes) (see annex).

Point 2: Paragraphs 6.8.2.2.2 and 6.8.2.2.4

Document: TRANS/WP.15/AC.1/2004/2 (Germany)

51. The Joint Meeting noted the working group's opinion that questions of minimum requirements to prevent any unintended opening of the internal stop-valve or of the filling and

discharge devices could be settled by the standardization bodies. It nevertheless considered that prior agreement on the essential requirements and an analysis of the various existing interpretations of the paragraphs in question would be necessary. The Joint Meeting should begin by considering these issues in depth.

Point 3: Requirements of 6.8.2.2.2 for tank equipment

Document: TRANS/WP.15/AC.1/2004/3 (Germany)

52. The amendments to 6.8.2.2.2 as proposed by the working group were adopted (see annex), on the understanding that pertinent transitional measures would be included in point 4.

Point 4: Tank test record

Document: TRANS/WP.15/AC.1/2004/5 (Germany)

53. The amendments to Chapter 1.2 and paragraphs 6.8.2.3.1, 6.8.2.4.5 and 6.8.3.4.16 and the addition of a new paragraph 4.3.2.1.7, as proposed by the working group, were adopted with some changes (see annex). In particular, it was decided that the record could only be requested from the person holding it (owner or operator) by the competent authority as specified by the legislation of the country in which the request was made (rather than by “any” competent authority).

54. The Joint Meeting confirmed that the record could take the form of an electronic file.

55. The representative of Portugal pointed out that, as a general rule, it should be possible to replace paper documents by electronic files and that the texts of RID and ADR should be reviewed and amended if necessary to ensure that they were accepted.

56. The Chairman considered that a distinction should be made between archive documents such as reports, etc. and operational documents and that prudence was necessary since the electronic versions of administrative documents such as certificates or transport documents were not necessarily recognized by the legal authorities of all RID/ADR countries.

Point 5: Carriage of solids in tanks intended for the carriage of liquids

57. The amendment to 4.3.4.1.2 proposed by France was adopted with a change to the example preceding the NOTE proposed by the working group (see annex).

Point 6: Proposals for amendments to Chapters 4.2 and 6.7 of the United Nations Model Regulations

Informal document: INF.9 (Germany)

58. The Joint Meeting noted that the working group supported the proposal by Germany.

59. It shared the working group’s opinion with reference to the proposal to mark the tank instruction on the tank and invited the representative of Germany to transmit the proposal to the United Nations Sub-Committee of experts with the appropriate justifications.

60. There was, however, no consensus on the proposal to amend the definitions of maximum permissible working pressure, design pressure and test pressure. The representative of Germany was requested to submit a new official, substantiated proposal to the Joint Meeting at its next session in order to try to find an appropriate solution.

Point 7: Filling of tanks

Document: TRANS/WP.15/AC.1/2004/16 (UIC)

Informal document: INF.12 (Netherlands)

61. The Joint Meeting considered that the working group's conclusions on the leakproofness of the closing devices of tanks were not clear. According to the regulations and standards, the closing devices must be leakproof; it was technically possible to ensure this, as was demonstrated by transport in portable tanks. The working group, however, did not seem to have ascertained whether leakage problems in tank-wagons derived from a problem of the leakproofness test or from handling procedures. Since the problem appeared to affect tank-wagons in general rather than tank-vehicles, the Joint Meeting was of the opinion that it should be studied by the tank and vehicle technology Working Group of the RID Committee of Experts.

Point 8: Tank codes for certain substances of Class 3

Document: TRANS/WP.15/AC.1/2004/11 (UIC)

62. Several delegations considered that the amendments proposed by UIC and approved by the working group could have important repercussions for industry and they did not wish to take a decision without considering the consequences and without knowing what transitional provisions would be associated with them.

63. It was decided to adopt these amendments, putting them in square brackets for confirmation at a later date, while the representative of UIC was requested to submit a new proposal for transitional measures.

Point 9: Hierarchy of tanks and special provisions

Document: TRANS/WP.15/AC.1/2004/12 (UIC)

64. With regard to the question of which special provision to apply when use was made of a tank instruction for carriage in a higher-performance tank than that provided for the substance carried, the Joint Meeting noted that the working group shared UIC's opinion that the special provision appropriate to the substance should be applied.

65. The representative of UIC was asked to propose an explanatory text for the captions of Columns (11) and (13).

Point 10: Implementation of the special provisions of 6.8.4

Document: TRANS/WP.15/AC.1/2004/24 (France)

66. The Joint Meeting approved the working group's recommendation of continuing the discussion on problems of interpretation when a special provision was indicated in Column (13) but applied only in a special case (e.g. TE5) and was not therefore always indicated in the tank document.

MISCELLANEOUS

Working Group on "standardized risk analysis"

Informal documents: INF.6 (OCTI), INF.7 (Germany) and INF.8 (Germany)

67. The representative of Germany introduced informal document INF.8, the intention of which was to transform the above-mentioned Working Group of the RID Committee of Experts into a working group of the RID/ADR Joint Meeting, and explained the goal of the research project.

68. The representative of the European Commission recalled that the Commission had expressed interest in the multimodal aspect of the project and envisaged financial support although no budget was available for 2005.

69. A representative of the UNECE secretariat recalled that the Joint Meeting's mandate was to harmonize the provisions of RID/ADR/ADN and that this was a new element in the programme of work which would have to be approved by WP.15 and the Inland Transport Committee.

70. In an indicative vote, the Joint Meeting declared, by 12 votes to 1, with 11 abstentions, that it was in favour of establishing a joint informal working group of the transport modes (roads, railways, inland waterways) for standardized risk analysis.

71. The Working Party on the Transport of Dangerous Goods, WP.15, was invited at its next session to accept this move so that the programme of work of the Inland Transport Committee could be amended accordingly. The above-mentioned informal documents would be submitted to it and the invitation to participate in the next meeting of the working group on risk analysis would be sent not only to the delegates of ADR who had already taken part in the first meeting but also to the Governments of Contracting Parties to ADR.

72. In the course of the discussion it was noted that the legal framework of RID and ADR differed in the context of Chapter 1.9 in the fact that in RID proof must be furnished of the need for the measures.

73. The Chairman of WP.15 said that the Working Party would at its next session consider the possibility of alignment with RID in the circumstances.

74. It was also noted that the working group's aim was to draft recommendations in order to achieve a minimum standard on the basis of a guiding principle. Several representatives

expressed the hope that these provisions (guidelines) would not be tied into a legal framework. It was further noted that risk analysis could be used to justify restrictions and also to make transport possible.

Exceptions for small quantities

Informal document: INF.14 (Chairman)

75. The Joint Meeting took note of the discussion that had taken place in the Sub-Committee of Experts on the harmonization of various provisions concerning the transport of dangerous goods packed in small quantities (limited quantities, excepted quantities, consumer products) (see also ST/SG/AC.10/C.3/2004/44 and related documents).

76. Generally speaking, delegations that took the floor said that they were in favour of seeking a harmonized solution to facilitate international multimodal transport. Some delegations were not opposed to the introduction of the notion of excepted quantities. With regard to consumer products, it was recalled that RID/ADR already provided for numerous total exceptions in 1.1.3, while on the whole delegations neither accepted the description “consumer products” for dangerous goods nor their classification in Class 9 on the pretext that they were intended for consumers.

77. The representative of Belgium recalled the study by France on the behaviour of limited quantities in accidents which showed that the splitting of a load of flammable products into small packagings did not proportionally reduce the violence of the reaction in the event of fire. She therefore regretted that the work of the United Nations Sub-Committee of Experts did not envisage a limitation of the quantities carried as exemptions in a transport unit.

78. The Chairman invited delegations to send him their comments in writing by the end of October 2004 so that he could submit a summary to the United Nations Sub-Committee of Experts.

ADOPTION OF THE REPORT

79. The Joint Meeting adopted the report and its annexes on the basis of a draft prepared by the secretariat.

Annex 1

TEXTS ADOPTED BY THE JOINT MEETING

Part 1 of RID/ADR

Chapter 1.2

1.2.1 Add a new definition to read as follows:

“Tank record means a file containing all the important technical information concerning a tank, a battery-wagon/battery-vehicle or a MEGC, such as certificates referred to in 6.8.2.3, 6.8.2.4 and 6.8.3.4.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/5 as amended by INF.33)

Chapter 1.4

1.4.3.3 Add a new subparagraph (ADR: (j))/(RID: (j))/(ADN: [(k)]) to read as follows:

“he shall, when filling wagons/vehicles or containers with dangerous goods in bulk, ascertain that the relevant provisions of Chapter 7.3 (ADN: of ADR or RID) are complied with.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/15, as amended)

Consequential amendment: (ADR only) In 1.4.3.3, add a new subparagraph (i) to read as follows:

“(i) (Reserved)”.

Chapter 1.6

Add new transitional measures 1.6.3.15 and 1.6.4.17 to read as follows:

1.6.3.15 [RID: Tank-wagons/ADR: Fixed tanks (tank-vehicles) and demountable tanks] constructed before 1 July 2007 in accordance with the requirements in force up to 31 December 2006 and which do not, however, conform to the requirements of 6.8.2.2.3 applicable as from 1 January 2007 may continue to be used until the next periodic inspection.

1.6.4.17 Tank-containers constructed before 1 July 2007 in accordance with the requirements in force up to 31 December 2006 and which do not comply with the requirements of 6.8.2.2.3 applicable as from 1 January 2007 may continue to be used until the next periodic inspection.

(Doc. Ref.: TRANS/WP.15/AC.1/2004/1 + INF.19 + INF.33 as amended)

Add new transitional measures 1.6.3.16 and 1.6.4.18 to read as follows:

- [1.6.3.16 For [RID: Tank-wagons/ADR: Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles] constructed before 1 January 2007 which do not comply with the requirements of 4.3.2, 6.8.2.4 and 6.8.3.4 concerning the tank record, the retention of files for the tank record shall start at the latest at the next periodic inspection.
- 1.6.4.18 For tank-containers constructed before 1 January 2007 which do not comply with the requirements of 4.3.2, 6.8.2.4 and 6.8.3.4 concerning the tank record, the retention of files for the tank record shall start at the latest at the next periodic inspection.]

(Doc. Ref.: TRANS/WP.15/AC.1/2004/5 as amended by INF.33/Add.1)

Chapter 1.8

Amend paragraph 1.8.5.1 to read as follows:

- “1.8.5.1 If a serious accident or incident takes place during loading, filling, carriage or unloading of dangerous goods on the territory of a Member State/Contracting Party, the loader, filler, carrier or consignee, respectively, (RID only: and if the case may be the railway infrastructure manager,) shall ascertain that a report conforming to the model prescribed in 1.8.5.4 is made to the competent authority of the Member State/Contracting Party concerned.”

(Doc. Ref.: TRANS/WP.15/AC.1/2003/42 and INF.27, as amended)

Part 3 of RID/ADR

Chapter 3.2

- 3.2.1 Modify Table A as follows:

UN No.	Column	Modification
1169 (PG II/III), 1170 (PG II/III), 1197 (PG II/III), 1219 (PG II/III), 1293 (PG II/III), 1987 (PG II/III), 1993 (PG II/III), 3077 (PG III), 3082 (PG III), 3272 (PG II/III)	(6)	Insert “601”

UN No.	Column	Modification
[1155, 1167, 1218, 1280, 1302, 2356, 2363 and 3336 (PG I)]	(12)	Replace “L1,5BN” with “L4BN”]
[1133, 1139, 1169, 1197, 1210, 1263, 1266, 1267, 1268, 1286, 1287, 1308, 1863, 1866, 1989, 1993, 2059 and 3295]	(2)	Delete “(vapour pressure at 50° C more than 175 kPa)” for each entry that is assigned “640A” in column (6)]
[1133, 1139, 1169, 1197, 1210, 1263, 1266, 1267, 1268, 1286, 1287, 1308, 1863, 1866, 1989, 1993, 2059 and 3295]		Delete the entries for which “640B” is assigned in column (6)]
[1133, 1139, 1169, 1197, 1210, 1224, 1263, 1266, 1267, 1268, 1286, 1287, 1306, 1308, 1863, 1866, 1987, 1989, 1993, 1999, 3295 and 3336]	(2)	Delete “but not more than 175 kPa” for each entry that is assigned “640C” in column (6)]
[1133, 1139, 1169, 1197, 1210, 1263, 1266, 1286, 1287, 1306, 1866, 1993 and 1999]	(2)	For each entry that is assigned “640F” in column (6) replace “vapour pressure at 50° C more than 175 kPa” with “boiling point not more than 35° C”]
	(2)	For each entry that is assigned “640G” in column (6) replace “but not more than 175 kPa” with “boiling point of more than 35° C”]

(Doc. Ref.: TRANS/WP.15/AC.1/2004/4 and INF.30, as amended + TRANS/WP.15/AC.1/2004/11)

Chapter 3.3

3.3.1 Amend special provision 601 to read as follows:

“601 Pharmaceutical products (medicines) ready for use, which are substances manufactured and packaged for retail sale or distribution for personal or household consumption are not subject to the requirements of RID/ADR/ADN.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/4 and INF.30, as amended)

In special provision 617, delete “and shall be specified in the transport document”.

(Doc. Ref.: TRANS/WP.15/AC.1/2004/23 as amended by INF.5)

Chapter 3.4

3.4.6 In the first column of table 3.4.6 replace “LQ4” and “LQ5” with “LQ4^c” and “LQ5^c” respectively.

(Doc. Ref.: TRANS/WP.15/AC.1/2004/13)

Part 4 of RID/ADR

Chapter 4.1

4.1.4.1 **P800** In paragraph (2), replace “2.5 l” with “3 l”.

(Doc. Ref.: TRANS/WP.15/AC.1/2003/73)

4.1.10 Amend special provisions MP20, MP22 and MP23 as follows:

MP 20 Amend the second sentence to read as follows:

“Shall not be packed together with goods and articles of Class 1 having different UN numbers, except if provided for by special provision MP 24.”

MP 22 Amend the second sentence to read as follows:

“Shall not be packed together with goods of Class 1 having different UN numbers, except

- (a) With their own means of initiation, provided that the means of initiation will not function under normal conditions of carriage; or
- (b) With articles of compatibility groups C, D and E; or
- (c) If provided for by special provision MP 24.”

MP 23 Amend the second sentence to read as follows:

“Shall not be packed together with goods and articles of Class 1 having different UN numbers, except

- (a) With their own means of initiation, provided that the means of initiation will not function under normal conditions of carriage; or
- (b) If provided for by special provision MP 24.”

(Doc. Ref.: TRANS/WP.15/AC.1/2003/48 as amended by INF.28)

Chapter 4.3

Add a new 4.3.2.1.7 to read as follows:

“4.3.2.1.7 The tank record shall be retained by the owner or the operator who shall be able to provide this documentation at the request of the competent authority. The tank record shall be maintained throughout the life of the tank and retained for 15 months after the tank is taken out of service. Should a change of owner or operator occur during the life of the tank the tank record shall be transferred to the new owner or operator.

Copies of the tank record or all necessary documents shall be made available to the expert for tests, inspections and checks on tanks in accordance with 6.8.2.4.5 or 6.8.3.4.16, on the occasion of periodic inspections or exceptional checks.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/5 + INF.33, as amended)

4.3.4.1.2 [In the table, for tank code L1,5BN, amend the first three entries to read as follows:

L1.5BN	3	F1	II vapour pressure at 50° C > 1.1 bar
		F1	III flashpoint <23° C, viscous, vapour pressure at 50° C > 1.1 bar boiling point > 35° C
		D	II vapour pressure at 50° C > 1.1 bar

In the table, include the following amendments under tank code L4BN in column (4):

- first entry, read: “I, III, boiling point > 35° C”
- third entry, delete: “vapour pressure at 50° C > 1.75 bar”.]

(Doc. Ref.: TRANS/WP.15/AC.1/2004/11)

In “Hierarchy of tanks”, first paragraph, replace “the first part of the code (L or S) remains unchanged and that any other” with “any” and replace “parts 2 to 4” with “parts 1 to 4”. Before “Part 2: Calculation pressure”, insert “Part 1: Types of tanks

S → L”.

Amend the paragraph before the note to read as follows:

“For example:

- A tank with the tank code L10CN is authorized for the carriage of a substance to which the tank code L4BN has been assigned;
- A tank with the tank code L4BN is authorized for the carriage of a substance to which the tank code SGAN has been assigned.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/20 as amended by INF.33)

Part 5 of RID/ADR/ADN

Chapter 5.3

5.3.1.1.2 Add the following subparagraph at the end:

“Placards are not required for the carriage of explosives of Division 1.4, Compatibility Group S.”

5.3.1.5.1 (ADR/ADN only) Amend to read as follows:

“5.3.1.5.1 For vehicles carrying packages containing substances or articles of Class 1 (other than of Division 1.4, Compatibility Group S), placards shall be affixed to both sides and at the rear of the vehicle.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/26 as amended)

Chapter 5.4

5.4.1.1.6.1 Add the following new subparagraph at the end:

“For empty packagings, uncleaned, which contain residues of dangerous goods of Class 2, the information described in 5.4.1.1.1 (c) may be replaced by the class number ‘2’.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/17 and INF.31 Option 1)

Part 6 of RID/ADR/ADN

6.2.2

and 6.8.2.6 Amend the tables in accordance with document INF.32, Joint Meeting Standards Working Group Report.

Chapter 6.8

- [6.8.2.1.14 (c) Replace “but not more than 175 kPa (1.75 bar) (absolute pressure)” with “and a boiling point of more than 35° C”.]

(Doc. Ref.: TRANS/WP.15/AC.1/2004/11)

- [6.8.2.1.14 (d) Replace “having a vapour pressure of more than 175 kPa (1.75 bar) (absolute pressure)” with “having a boiling point of not more than 35° C”.]

(Doc. Ref.: TRANS/WP.15/AC.1/2004/11)

- 6.8.2.2.2 Replace the second and fifth indent of 6.8.2.2.2 by the following:

“ - Closing device at the end of each pipe which may be a screw-threaded plug, a blank flange or an equivalent device. This closing device shall be sufficiently tight so that the substance is contained without loss. Measures shall be taken to enable the safe release of pressure in the discharge pipe before the closing device is completely removed.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/3 as amended by INF.33)

- 6.8.2.2.3 Insert “, as indicated in column (13) of Table A in Chapter 3.2”, at the end, after “special provisions of 6.8.4” and add a new subparagraph to read as follows:

“Vacuum valves [RID: and spring loaded self-operating ventilation valves] used on tanks intended for the carriage of substances meeting the flash-point criteria of Class 3, shall prevent the immediate passage of flame into the tank, or the shell of the tank shall be capable of withstanding, without leakage, an explosion resulting from the passage of the flame.”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/1 + INF.19 + INF.33 as amended)

- [6.8.2.2.7 Replace “but not exceeding 175 kPa (1.75 bar) (absolute)” with “and a boiling point of more than 35° C”.]

(Doc. Ref.: TRANS/WP.15/AC.1/2004/11)

- [6.8.2.2.8 Replace “a vapour pressure of more than 175 kPa (1.75 bar) but not exceeding 300 kPa (3 bar) (absolute) at 50° C” with “a boiling point of not more than 35° C”.]

(Doc. Ref.: TRANS/WP.15/AC.1/2004/11)

6.8.2.3.1 Add the following new subparagraph:

“A copy of the certificate shall be attached to the tank record of each tank, battery-wagon/battery-vehicle or MEGC constructed (see 4.3.2.1.7).”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/5 + INF.33, as amended)

6.8.2.4.5
and 6.8.3.4.16 Add the following new subparagraph:

“A copy of these certificates shall be attached to the tank record of each tank, battery-wagon/battery-vehicle or MEGC tested (see 4.3.2.1.7).”

(Doc. Ref.: TRANS/WP.15/AC.1/2004/5 + INF.33, as amended)
