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Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods**

Geneva, 13–17 September 2010

Item 3 of the provisional agenda

Standards**Report of the special informal working group on standards^{1,2}
(Bonn 14–15 June 2010)**

1. The special informal working group set up to review the processes of adoption and updating of standards met in Bonn under the chairmanship of Mr. C. Jubb (United Kingdom) supported by CEN-CENELEC for the secretariat.

K. Wieser (CEN Consultant) apologised for his absence due to illness. ISO/CS had declined the invitation due to lack of resources.

Representatives from Belgium, France, Germany, Sweden, Switzerland, the Netherlands, United Kingdom, the European Commission, the European Liquefied Petroleum Gas Association (AEGPL), CEN and CENELEC also attended the session.

2. The group had been tasked by the Joint Meeting to consider

- The informal document INF.39 (Spring 2010 session);
- ECE/TRANS/WP.15/AC.1/2010/31 and INF.4 (Spring 2010 session);
- The report of the Joint Meeting on its Spring 2010 session (ECE/TRANS/WP.15/AC.1/118, paras 11-13).

3. It was not felt necessary to revise, at this stage, the “Revised Procedure of Cooperation with the European Committee for Standardization (CEN) to ensure conformity of EN standards with RID/ADR/ADN safety requirements for the purpose of incorporation by reference” (ECE/TRANS/WP.15/AC.1/108/Add.3). The CEN Consultant and CEN-

¹ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2010/54.

CENELEC Management Centre were requested by the working group to update this document taking into account its recommendations.

4. It was also agreed within the group that it was not necessary and contrary to the objectives of multimodal harmonization for the Joint Meeting to review the standards adopted by the UN Sub-Committee of Experts on the Transport of Dangerous Goods (TDG Sub-Committee). Delegations would have to seek at TDG Sub-Committee level for improvements of the current procedures of adopting references to standards in the Model Regulations if they felt this was necessary.

5. After long debates on the various possible categorizations of the various documents it was agreed to retain only 2 categories already defined in the initial proposal of CEN:

Dedicated standards: EN or EN ISO standards referring to RID/ADR/ADN in the title, foreword or introduction and related to existing RID/ADR/ADN requirements. Standards developed specifically in relation to the transport of dangerous goods; Where the Joint Meeting is able to change the content of the standards without having to consult other sectors (e.g. standards on the design, construction, testing of pressure receptacles and tanks as well as some packaging standards). These are to be reviewed by the Working Group on Standards.

General purpose standards: All the others;

The suitability of the referencing will be reviewed by the Joint Meeting, WP.15 or the RID Committee of experts as appropriate.

The Joint Meeting, WP.15, WP.15/AC.2 or the RID Committee as appropriate may submit a standard to the Working Group on Standards in order to request a review of this standard. The Working Group on Standards may revert back such requests if it feels that it does not have the relevant expertise.

From a preliminary analysis from the CEN consultant, the following figures were noted: 432 paragraphs in RID, ADN and ADR refer to standards (including repeated references and reference to different issues of the same standard):

- (a) 173 European standards (EN, EN ISO and EN ISO IEC);
- (b) 99 international standards (ISO and IEC);
- (c) 22 national standards (ASTM, BS, DIN, NF); and
- (d) 2 industry standards (IP, NFPA).

CEN mentioned that it was already refreshing on a systematic manner the Joint Meeting delegates with revision of 'Dedicated' standards.

6. As one of the demand from the Joint Meeting was to avoid to overload the Working Group on Standards, it is recommended to submit to the full process (as defined in ECE/TRANS/WP.15/AC.1/108/Add.3) only the 'Dedicated' standard.

The CEN consultant will be asked to complete the table (shown in informal document INF.4) and to mention in a last column the status of the standard (Dedicated or not). A new column will mention where the standard is referenced in the UN Model Regulations on the Transport of Dangerous Goods. UIC leaflets should also be included.

For the 'Dedicated' standards, CEN-CENELEC agrees continue the process as running.

For the revision of 'Non Dedicated' standards CEN-CENELEC will submit an advance version of the standards to the Joint Meeting when diverging from the currently referred one.

7. The Working Group recommends that the Joint Meeting secretariat maintains the table described in 6. and bring in any additional clarification notes on the existing fields and any new field. The Joint Meeting secretariat will also be invited to seek from the other Publishers' notification of revisions of the technical specifications referred into the RID/ADR/ADN and ask if possible for a revised version of the documents identified by the CEN Consultant in its table.

8. When this procedure is agreed by the Joint Meeting, the Joint Meeting secretariat will invite the 'Publisher' to provide an advanced version of the revised standards. Those standards will be submitted to the delegations by the classical channel (e.g. for CEN-CENELEC, the 'livelink' system). The Working Group on Standards will NOT be involved in this process. The Working Group on Standard will continue to progress his core task of maintenance of 'Dedicated' standards.

9. When introducing standards into RID/ADR/ADN the working group recommends that:

- The standards should add value for the application of the regulatory text;
- The references to standards are dated;
- Reference should be either mandatory or proof of compliance;

The regulatory bodies should refrain from referring to standards in a vague way such as:

- "e.g. as described in EN..."
- "which are similar to EN..."
- "such as EN..."
- "EN...provides guidance."

The Working Group prefers to substitute those references by clear specifications of the essential requirements in the regulatory text and for the reference to a standard to state clearly that it is a proof of conformity.

10. The standards referred in 'Normative Reference' clauses of dedicated standards are examined by the CEN Consultant. In most cases, the standards are classical welding, metallurgy standards which do not need in depth study. If there is a concern about one of the references, the CEN Consultant will discuss it with the experts of the Working Group on Standards and provide copies of the references to the experts as necessary.

The Working Group recommends that this current process should continue.

The Working Group asks the CEN Consultant to remind the Technical Committees that the number of normative references should be kept to a minimum.