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

Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its Autumn 2010 session¹

held in Geneva from 13–17 September 2010

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² For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/120/Add.1.

Report

I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe (ECE) was held in Geneva from 13 to 17 September 2010, 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, Croatia, Czech Republic, Denmark, Finland, France, Germany, Latvia, Netherlands, Norway, Poland, Romania, Slovakia, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland. The European Union was also represented. The following intergovernmental organization was represented: the Organization for Cooperation between Railways (OSJD). The following international non-governmental organizations were represented: European Aerosol Federation (FEA); European Chemical Industry Council (CEFIC); European Committee for Standardization (CEN); European Conference of Fuel Distributors (ECFD); European Cosmetic, Toiletry and Perfumery Association (COLIPA); European Cylinder Makers Association (ECMA); European Industrial Gases Association (EIGA); European Liquefied Petroleum Gas Association (AEGPL); International Technical Committee for the Prevention and Extinction of Fire (CTIF); International Association for Soaps, Detergents and Maintenance Products (AISE); International Confederation of Plastics Packaging Manufacturers (ICPP); International Federation of Freight Forwarders Associations (FIATA); International Road Transport Union (IRU); International Union of Private Wagons (UIP); International Union of Railways (UIC) and International Association of the Body and Trailer Building Industry (CLCCR).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/119 and Add.1

Informal documents: INF.1 and INF.2/Rev.1 (Secretariat)

2. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/119 and addendum 1 (letter A 81-02/502.2010 from OTIF), as updated by informal documents INF.1 and INF.2/Rev.1.

III. Tanks (agenda item 2)

A. Proposals submitted

Documents: ECE/TRANS/WP.15/AC.1/2010/39 (ECFD)
ECE/TRANS/WP.15/AC.1/2010/43 (Germany)
ECE/TRANS/WP.15/AC.1/2010/49 (Italy)

Informal documents: INF.6 (Germany)
INF.10 (ECFD)
INF.22 (Austria, Germany, CEFIC and UIP)
INF.27 (Belgium)
INF.29 (Sweden)

3. At the request of the representative of Italy, who was unable to take part in the session, consideration of document ECE/TRANS/WP.15/AC.1/2010/49 was deferred to the next session.

4. After a preliminary discussion in the plenary, consideration of all the other documents was assigned to the Working Group on Tanks, which met concurrently with the Joint Meeting from 13 to 15 September 2010 under the chairmanship of Mr. A. Ulrich (Germany).

5. As for informal document INF.22 regarding the carriage of calcium carbide-based desulphurizing agents, the Joint Meeting noted that such products were currently carried, in large quantities and in bulk, for the steel industry. That did not comply with the regulations in force, as such agents were recently checked and proven to be in packing group I of Class 4.3, for which carriage in bulk was not authorized. The Working Group was therefore requested to consider, as soon as possible, provisions to be concluded through multilateral agreements for conditions of carriage that would make allowance for such bulk carriage as from 1 January 2013.

B. Report of the Working Group on Tanks

Informal document: INF.35 (Germany)

6. The Joint Meeting adopted the report of the Working Group on Tanks, subject to the following observations.

7. It was agreed that the Chairman of the Working Group on Tanks would henceforth be assisted by a member of the Working Group, who would draft the group's report in English. The representative of Belgium said that he was prepared to carry out that task.

1. Additive systems on tanks for UN No. 1202 heating oil, light (ECE/TRANS/WP.15/AC.1/2010/39 and informal document INF.10)

8. The Joint Meeting took note of the draft of a new special provision proposed by the Working Group. The representative of ECFD expressed his willingness to prepare a new proposal for the next session on the basis of the draft, taking into account the comments made by the members of the Joint Meeting.

2. Transitional measures (ECE/TRANS/WP.15/AC.1/2010/43 and informal documents INF.6 and INF.27)

9. The Joint Meeting approved the principles listed in paragraphs 7 (a) to (c) of document ECE/TRANS/WP.15/AC.1/2010/43. The secretariats and the members of the Joint Meeting were requested to make available to the Working Group the decisions that had led to the introduction of provisions for tanks, and the corresponding transitional measures.

3. Measures adopted according to 6.8.2.1.20 (informal document INF.29)

10. The Joint Meeting endorsed the interpretation of the Working Group according to which 6.8.2.1.20 contained examples of measures to protect against damage owing to lateral impact, while standard EN 13094 contained, over and above such measures, other additional ones. In the event that protection measures not contained in 6.8.2.1.20 or standard EN 13094 applied, they must be specified in a national technical code. The Joint Meeting noted that the text of 6.8.2.1.20 could be simplified in the future.

4. Carriage of desulphurizing agents based on UN No. 1402, calcium carbide (informal document INF.22)

11. Based on the discussions held in the Working Group, the representative of Germany said that he would submit a new proposal regarding requirements for RID/ADR tanks in which calcium carbide of packing group I could be transported in the medium term. The representative of Germany would initiate multilateral agreements concerning carriage in silo vehicles/wagons on the basis of the text contained in informal document INF.22, so that calcium carbide of packing group I currently being transported in bulk could continue to be transported at a higher safety level until the new provisions for tanks were introduced into RID/ADR.

IV. Standards (agenda item 3)

A. Work of CEN

Document: ECE/TRANS/WP.15/AC.1/2010/51 (CEN)

Informal document: INF.15 (CEN)

12. The Joint Meeting entrusted consideration of the above documents to the Working Group on Standards.

B. Improvement of working methods of the Working Group on Standards

Document: ECE/TRANS/WP.15/AC.1/2010/54 (CEN)

Informal documents: INF.14 (CEN)
INF.19 (CEN)

13. The Joint Meeting took note of the outcome of the work of the special informal working group on standards, which met in Bonn on 14 and 15 June 2010.

14. The Joint Meeting considered that the procedure proposed by CEN for dedicated standards (EN, EN ISO and EN ISO IEC) referring directly to RID/ADR/ADN was acceptable (informal document INF.14).

15. As to general purpose standards, it was noted that the problem was more complex, either because they were not subject to CEN (ISO standards, ASTM standards, etc.) or, if they were, they did not relate only to RID/ADR/ADN and might therefore be mandatory in other legal contexts. Accordingly, the representative of CEN was asked to look into a simplified procedure for standards of this kind that may be limited to information about changes and checking conformity with the regulations. He was also invited to draw up a list of the general purpose standards cited in RID/ADR/ADN to which the reference could be updated.

16. For references to other standards, it might be best to consider cooperation with other organizations such as ISO for dedicated standards in the transport of dangerous goods, but this could be done only within the framework of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods. As to references to general purpose standards set by ISO or standard-setting bodies other than CEN, the recommendations of the informal working group could be studied on the basis of concrete proposals.

C. Report of the Working Group on Standards

Informal documents: INF.33 (Report of the Working Group)
INF.15/Rev.2 (CEN)

17. The Joint Meeting approved the report of the Working Group (INF.33) and adopted the amendments proposed to the table in 6.2.4 (see annex II).

18. With regard to the decision by the United Nations Sub-Committee of Experts to include a reference to standard ISO 13 340 in the UN Model Regulations, the Joint Meeting shared the group's view that the text of the equivalent standard EN ISO 13 340 should again be examined by the Working Group on Standards.

19. The Joint Meeting asked CEN to improve procedures for cooperating with ISO with regard to draft joint EN/ISO standards concerning the transport of dangerous goods when they were developed under the leadership of ISO, in order to ensure that both at the enquiry stage and at the formal voting stage, only the EN versions of the documents (i.e. the versions showing any European particularities in relation to the draft ISO standard) are submitted to the Joint Meeting with a European cover page and preface.

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

A. Examination of the provisions of 4.1.3.6.1 (b)

Document: ECE/TRANS/WP.15/AC.1/2009/26 (Germany)

20. The Joint Meeting considered that the question of the competence of the authorities of third countries to approve transport equipment used in carriage subject to RID/ADR/ADN was a complex problem that did not relate only to 4.1.3.6.1 (b), given the implications for international trade and international multimodal transport. The Joint Meeting noted that the ECE secretariat was preparing a document listing all references to the competent authority in ADR in order to enable the Joint Meeting to establish unequivocally which competent authorities are meant in those cases that might require interpretation.

21. The Joint Meeting would revisit the issue when the secretariat document was available.

B. Waste lithium batteries

Document: ECE/TRANS/WP.15/AC.1/2010/50 (United Kingdom)

22. The majority of the delegations considered that the English term "tray" and the French term "bac", used in packing instruction P903 (b), meant a rigid, solid box without lid. This concept could be clarified as part of the work of the United Nations Sub-Committee of Experts, which was currently dealing with the matter.

23. Opinions were divided as to whether, under special provision 636, only the provisions mentioned in that special provision were applicable. Some delegations considered that other provisions, such as those of chapter 1.4, should apply. It was agreed that, if that were so, all the provisions that applied should be listed, and proposals should be made to that effect.

C. Test samples for the vibration test of IBCs

Informal document: INF.17 (EuPC)

24. RID and ADR reproduced paragraph 6.5.6.3.3 of the UN Model Regulations, according to which, in order to prove the chemical compatibility of rigid plastics or composite IBCs with dangerous goods, samples of the IBCs to be tested could be subjected to preliminary test storage of six months holding the substance they are supposed to contain or an equivalent substance. Afterwards, the IBCs were to be submitted to all the design type tests provided under 6.5.6.3.7, including the vibration test, which, like the drop test, could be carried out on a separate IBC of the same model.

25. That method was given as an example. However, in accordance with 6.5.6.3.4 of the UN Model Regulations, RID and ADR provided an alternative method for testing the chemical compatibility of rigid polyethylene IBCs or of composite IBCs containing inner receptacles in polyethylene. That entailed a preliminary storage period of three weeks instead of six months, with the use of an appropriate reference liquid. The EuPC representative noted that RID and ADR (para. 6.5.6.3.5) did not provide for that three-week preliminary storage period for samples submitted for the vibration test; the period was required only for the other tests. He therefore expressed the wish that the preliminary storage period prior to the vibration test, i.e., storage of six months with the substance the IBC is intended to contain, should not be required when the UN Model Regulations method was used.

26. Opinions differed. Some delegations considered that preliminary storage should be required no matter what method was used to verify the chemical compatibility, otherwise the equivalence of the alternative method with the one recommended by the UN Model Regulations could not be guaranteed. Others considered that the decision in question had been taken intentionally, and that it was for the Contracting Parties to determine how to verify the chemical compatibility in conformity with 6.5.6.3.2 and 6.5.6.3.4 of the Model Regulations.

27. It was agreed to bring to the attention of the United Nations Sub-Committee of Experts the question of whether it would be acceptable if IBC samples used for vibration tests were not subjected to preliminary storage in order to verify chemical compatibility.

D. Periodic inspections and tests of IBCs

Informal documents: INF.9 (Belgium)
INF.32 (Austria), INF.36 and INF.36/Rev.1

28. The representative of Belgium noted that IBCs, once put into service, were often subjected to periodic inspections or tests in countries other than the ones where they were initially approved. That apparently was in contradiction with 6.5.1.1.3, which stipulated in particular that tests should be subject to acceptance by the competent authority of the country where the IBCs were approved.

29. Some delegations considered that 6.5.1.1.3, which was taken from the UN Model Regulations, should not be amended, as the Model Regulations concerned other modes of transport as well. There was nothing stopping the competent authority of the country of approval from accepting periodic tests done in other countries.

30. A large majority, however, preferred to add a note clearly specifying that once the IBC had entered into service it was not necessary for the competent authority of the country of approval to authorize bodies carrying out inspections and tests in other countries, but that

such inspections and tests must be carried out in conformity with the rules specified in the type approval (see annex II).

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

A. Pending issues

1. Transport of ammonia solution in IBCs

Document: ECE/TRANS/WP.15/AC.1/2010/24 (United Kingdom)

Informal documents: INF.29 (spring 2010 session) (Belgium)
INF.31 (spring 2010 session) (Portugal)

31. The first proposal, introducing special provision B11 of the UN Model Regulations into packing instruction IBC 03 to allow for the carriage of ammonia solution in concentrations not exceeding 25% in rigid or composite plastics IBCs (31H1, 31H2, 31HZ1), was supported by one delegation. However, for safety reasons, in the specific case of ammonia, several delegations opposed the principle of providing an exemption from the provisions of 4.1.1.10 for higher concentrations.

32. The representative of the United Kingdom said that she might present a new proposal taking into account the response of the Joint Meeting.

2. Additional text on danger labels

Document: ECE/TRANS/WP.15/AC.1/2010/34 (Austria)

Informal document: INF.25 (Switzerland)

33. The Joint Meeting noted that the various language versions of 5.2.2.2.1.5 were not very clearly worded in respect of the information that may or may not be optionally inserted in the lower portion of the danger label. However, since that text was from the UN Model Regulations, the issue should preferably be brought to the attention of the United Nations Sub-Committee of Experts with a view to determining, in particular, whether the UN number should be displayed either alone or after the letters "UN". In the latter case, it should be determined whether it was also necessary to mark the UN number after the letters "UN" on the package itself.

3. Placards for radioactive material

Document: ECE/TRANS/WP.15/AC.1/2010/41 (OTIF)

34. The Joint Meeting agreed with the OTIF secretariat that it was wrong, in RID and ADR, to include a reference to 5.3.2.1.2 in the description of the placard in accordance with model No. 7D, as RID and ADR required the UN number to be displayed only on the orange-coloured marking, not on the placard itself (see annex II).

4. Soils and construction and demolition waste contaminated with PCBs

Document: ECE/TRANS/WP.15/AC.1/2010/44 (Belgium)

35. The Joint Meeting adopted the proposal by Belgium to amend the first paragraph of special provision VV15, but lowered the maximum concentration of the materials to 1% (i.e., 10,000 mg/kg) from 5% (see annex II).

5. Adequate use of the terms defined in section 1.2.1

Document: ECE/TRANS/WP.15/AC.1/2010/45 (Romania)

Informal document: INF.3 (Romania)

36. The Joint Meeting acknowledged that it might be necessary to improve the consistency of the terminology used in the various parts of RID, ADR and ADN in order to facilitate translation into the different languages.

37. However, it was considered advisable to exercise caution, given that the terminology was often lifted from the UN Model Regulations, that it should therefore reflect the terminology used in different fields (packagings, tanks) and the related standards (which were not always consistent either), and that it should also reflect the specific terms used in each context.

38. The Joint Meeting accepted Romania's proposal to study the question in an informal working group that would meet in Romania, probably in April 2011.

6. Classification of synthetic diesel fuel, gasoil and heating oil (light)

Document: ECE/TRANS/WP.15/AC.1/2010/56 (Sweden)

Informal document: INF.34 (Sweden)

39. The Joint Meeting accepted the proposal to amend Note 2 under sub-section 2.2.3.1.1, with some amendments (see annex II).

7. Carriage of gas tanks and gas storage systems removed from motor vehicles powered by gases (UN Nos. 1011, 1049, 1075, 1954, 1965, 1966, 1969, 1971 or 1978)

Document: ECE/TRANS/WP.15/AC.1/2010/40 (Germany)

Informal documents: INF.12 (Netherlands)
INF.28 (Belgium)

40. The Joint Meeting agreed that there was a need to draw up provisions for the carriage of such tanks with different degrees of filling that sometimes needed to be removed and transported for repairs or other purposes. The question would nevertheless need to be studied by an informal working group first.

8. Separate conformity assessment of pressure receptacles

Document: ECE/TRANS/WP.15/AC.1/2010/46 (ECMA)

41. The proposed amendment to the text following the table in subsection 6.2.3.6.1 was adopted with some changes (see annex II).

9. Correction of special provision 584

Informal document: INF.26 (Austria)

42. The representative of Austria pointed out that the correction of special provision 584, adopted at the previous session (ECE/TRANS/WP.15/AC.1/118, para. 29 and annex III), had been added to the list of amendments for 2013. He requested that a correction procedure be carried out for 1 January 2011 since there was clearly an error (a liquefied gas could not be in the gaseous state), which had resulted from the restructuring process, when the former marginal 2201a (2) (b) had been incorrectly transposed into special provision 584.

43. It was reiterated that the procedure for correcting legal texts was relatively cumbersome and that the correction could not legally take effect on 1 January 2011. The Contracting Parties to RID, ADR and ADN were nevertheless invited to consider that, in practice, the exemption stipulated in that special provision was applicable to the liquefied gas not if it was in the gaseous state and contained not more than 0.5% air, but to the substance when liquefied, if in the gaseous state it would contain not more than 0.5% air.

10. Carriage of contaminated medical devices

Document: ECE/TRANS/WP.15/AC.1/2010/57 (Germany)

Informal documents: INF.21 (United Kingdom)
INF.37 (Working group)

44. The Joint Meeting adopted a new 2.2.62.1.5.7 to allow the exemption of contaminated medical devices carried for purposes of disinfection, cleaning or sterilization, subject to certain specified packing conditions (see annex II).

11. Marking of refillable pressure receptacles

Document: ECE/TRANS/WP.15/AC.1/2009/30 (EIGA)

Informal document: INF.31 (EIGA)

45. The Joint Meeting adopted a new 6.2.3.9.7 relating to the marking of bundles of cylinders (see annex II).

B. New proposals

1. Labelling of LPG cylinders, empty, uncleaned

Informal document: INF.23 (Belgium and AEGPL)

46. The representative of Belgium explained the problem of ensuring the labelling of empty, uncleaned LPG cylinders in the usual collection rounds for filling, as the users of these cylinders often returned the empty cylinders to the distributor without the original labelling. He therefore proposed not to make the labelling of empty, uncleaned cylinders mandatory, as long as placards were affixed to the vehicle carrying them.

47. Some delegations were not convinced of the legitimacy of this proposal and the representatives of Belgium and AEGPL were invited to submit a new proposal with more in-depth arguments demonstrating the particular features of the operations concerned.

2. Inclusion of Emergency Action Code Marking on RID/ADR/ADN placards

Document: ECE/TRANS/WP.15/AC.1/2010/55 (CTIF)

Informal document: INF.20 (Switzerland)

48. The Joint Meeting thanked the representative of CTIF for the quality of the arguments put forward in its proposal, but the proposal was not supported. Several delegations recalled that this issue had been discussed at length at the beginning of the 1990s and they considered that the arguments which at that time had led the Joint Meeting to reject this proposal were still valid. Among other things, a proliferation of different codes on the orange-coloured plate could cause confusion and it did not seem appropriate to prescribe in the regulations precise action to be taken in response to an accident when, most of the time, the emergency services have to adapt their response to the accident conditions or the resources available. In addition, the progress in modern means of communication meant that all the necessary information (including emergency action codes) could be

obtained much more easily and quickly from the UN number or from electronic transport documents. It was emphasised that the working group on telematics was studying ways to improve transmission of the necessary information to the emergency services by electronic data interchange.

3. Hazard precedence for packing group I substances of Class 6.1 for the criterion of toxic by inhalation

Document: ECE/TRANS/WP.15/AC.1/2010/52 (United Kingdom)

49. The proposal to amend 2.1.3.5.3 (h) was adopted (see annex II).

4. Marks for environmentally hazardous substances on cylinders

Informal document: INF.8 (EIGA)

50. The proposal to extend the scope of 5.2.2.2.1.2 to marks for environmentally hazardous substances was adopted with some amendments (see annex II), subject to the checking of cross-references at the next session.

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

A. Informal working group on the periodicity of testing of cylinders

Document: ECE/TRANS/WP.15/AC.1/2010/48 (Germany)

Informal documents: INF.9 (spring 2010 session) (Germany)
INF.16 (CEN)
INF.18 (EIGA)
INF.24 (United Kingdom)

1. Fifteen year interval for types of cylinders other than LPG cylinders

51. The Joint Meeting approved the group's recommendation that this issue could only be re-examined if it becomes indispensable to take measures and if sufficient, well documented experience is available. Examination of this issue was therefore postponed until the necessary documentation has been gathered.

2. Inspection and refurbishment of valves

52. The Joint Meeting noted that this issue had been discussed by the group as a secondary matter, as it was not really part of its terms of reference.

53. The Joint Meeting accepted having this issue discussed in more depth by a special informal working group which would meet in Brussels and would be chaired by Germany at the invitation of EIGA and AEGPL, who would provide the secretariat. The terms of reference were defined as follows:

Safety of valves after placing into service

- Inspection conditions
- Refurbishment
 - Acceptability criteria
 - Practical conditions for implementation

- Fitting valves to receptacles (suitability of valves for their use, marking, etc)
- Checking the relevance of the various points in view of existing standards (without prejudice to the verification activities of the Working Group on Standards).

54. It would be advisable to invite not just interested delegations from the Joint Meeting and the NGOs concerned, such as EIGA, AEGPL and ECMA, but also valve manufacturers, who are not currently organised into associations.

3. Definition of LPG

55. The Joint Meeting adopted a definition of liquefied petroleum gases (LPG) (see annex II).

56. In a majority vote, it also adopted a special provision applicable to UN Nos. 1011, 1969 and 1978, specifying that the entries “1011 butane”, “1969 isobutane” and “1978 propane” may only be used for technically pure gases (see annex II). The representative of the United Kingdom said that this could have major practical repercussions for cylinders already marked in her country and that the United Kingdom would propose a transitional measure for the application of this provision.

4. Filling of cylinders

57. The Joint Meeting noted that in special provision “ta” in paragraph (10) of packing instruction P200, ADR permitted different filling conditions with the agreement of the competent authorities concerned in order to take account of the ambient temperatures in the various climatic zones in Europe. RID does not contain this provision.

58. It was considered that WP.15 should not be asked to check whether this divergence was warranted, nor should the RID Committee of Experts be asked to introduce it into RID, but that the matter could be examined in the Joint Meeting on the basis of appropriate documentation.

5. Quality criteria (purity) of LPG

59. The proposal to amend paragraph (7) of packing instruction P200 was adopted with amendments (see annex II).

B. Report of the informal working group on the reduction of the risk of a BLEVE

Documents: ECE/TRANS/WP.15/AC.1/2010/9 (Netherlands)
ECE/TRANS/WP.15/AC.1/2010/47 (Netherlands)

60. The Joint Meeting noted the progress of the work. The next session of the group would be held in Paris from 20–22 December 2010.

61. The representative of Germany and the Chairman informed the Joint Meeting that Germany and France were preparing databanks to collect data on accidents. It would be useful to set up a joint database where information could be entered in a similar way to the accident reports and statistical data. The database could be used to exchange information between competent authorities, improve safety on the basis of analysis of these accident data and could also be used as the basis for risk analysis.

C. Report of the informal working group on telematics

Document: ECE/TRANS/WP.15/AC.1/2010/42 (OTIF)

Informal documents: INF.4, INF.11 and Add.1 (spring 2010 session) (OTIF)
INF.11 (OTIF)

62. The Joint Meeting noted the progress of the work and endorsed the preparation of the table (INF.11), which would serve as a basis for later work on the information.

63. The representative of Germany thanked OTIF for having provided the interpretation service from German or French into English and hoped OTIF would be in a position to continue to provide this service for future sessions. The Joint Meeting supported the wish expressed by the representative of Germany.

64. The next session would probably be held in Paris in January 2011.

D. Report of the informal working group on packaging waste

Informal document: INF.13 (Germany)

65. The Joint Meeting noted that a proposal from FEAD was being prepared. Therefore the discussion was postponed pending availability of this proposal.

VIII. Election of officers for 2011 (agenda item 7)

66. Mr. C. Pfauvadel (France) and Mr. H. Rein (Germany) were respectively re-elected Chair and Vice-Chair for 2011.

IX. Future work (agenda item 8)

67. The next session will be held in Bern from 21–25 March 2011.

X. Any other business (agenda item 9)

A. Rules of procedure

Document: ECE/TRANS/WP.15/AC.1/2010/10 (Germany)

68. The Joint Meeting adopted the proposed new rules 38 and 33a and provisionally adopted rule 33b, which was placed in square brackets (see annex III).

B. Theme of the policy-oriented segment of the 73rd session of the Inland Transport Committee (1 March 2011, 15.00–18.00)

Informal document: INF.38 (Secretariat)

69. The Director of the UNECE Transport Division, Mrs. Eva Molnar, informed the Joint Meeting that the theme of the policy-oriented segment of the next session of the Inland Transport Committee (1–3 March 2011) was the transport of dangerous goods in the regional and global context. A round table on this subject would be organised on the

afternoon of 1 March 2011 and she therefore invited national delegates and delegates from intergovernmental or non-governmental organisations to make themselves known to the secretariat (see INF.38) if they wished to present their views on the policy issues in this context.

XI. Adoption of the report (agenda item 10)

70. The Joint Meeting adopted the report on its session of autumn 2010 and the annexes on the basis of a draft prepared by the secretariats.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/120/Add.1)

Annex II

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2013

Part 1

Chapter 1.2

1.2.1 Add the following new definition:

"*Liquefied Petroleum Gas (LPG)*" means a low pressure liquefied gas composed of one or more light hydrocarbons which are assigned to UN 1011, UN 1075, UN 1965, UN 1969 or UN 1978 only and which consists mainly of propane, propene, butane, butane isomers, butene with traces of other hydrocarbon gases.

NOTE 1: Flammable Gases assigned to other UN numbers shall not be regarded as LPG.

NOTE 2: For UN 1075 see NOTE 2 in 2.2.2.3 under 2F/UN 1965."

(Reference documents: ECE/TRANS/WP.15/AC.1/2010/48 and INF.16 as amended)

Part 2

Chapter 2.1

2.1.3.5.3 Amend the beginning (before the parenthesis) of sub-paragraph (h) to read as follows:

"(h) Substances of Class 6.1 meeting the inhalation toxicity criteria of packing group I".

(Reference document: ECE/TRANS/WP.15/AC.1/2010/52)

Chapter 2.2

2.2.3.1.1 In NOTE 2, add "including synthetically manufactured products" after "heating oil (light)".

2.2.62.1.5 Add the following new paragraph:

"2.2.62.1.5.7 Uncleaned medical devices (such as surgical instruments) which are carried for purposes of disinfection, cleaning or sterilization before their subsequent reuse are not subject to the provisions of RID/ADR/ADN if packed in rigid, puncture-resistant packagings of metal or plastic, which shall be designed to meet the construction requirements listed in 6.1.4.

The packagings shall bear the inscription "uncleaned medical devices". When using overpacks, these shall be marked in the same way, except when the inscription remains visible.

These packagings shall meet the general packing requirements of 4.1.1.1 and 4.1.1.2 and be capable of retaining the medical devices when dropped from a height of 1.20 m.

This exemption shall not apply to uncleaned medical devices containing infectious substances in Category A. These devices shall be assigned to UN No. 2814 or 2900.

NOTE: This provision shall not apply to medical devices contaminated or filled with other dangerous goods that meet the definition of another class."

(Reference document: INF.37 as amended)

Part 3

Chapter 3.2

3.2.1, Table A

UN Nos. 1011, 1969 et 1978: Add "657" in column (6).

(Reference document: ECE/TRANS/WP.15/AC.1/2010/48)

Chapter 3.3

3.3.1 Add the following new special provision:

"**657** This entry shall be used for the technically pure substance only; for mixtures of LPG components, see UN 1965 or see UN 1075 in conjunction with NOTE 2 in 2.2.2.3."

(Reference document: ECE/TRANS/WP.15/AC.1/2010/48 as amended)

Part 4

Chapter 4.1

4.1.4.1 **P200** Renumber the existing paragraph (7) as sub-paragraph (7) (a) and add a new sub-paragraph (b) to read as follows:

"(b) LPG to be filled in cylinders shall be of high quality; this is deemed to be fulfilled if the LPG to be filled is in compliance with the corrosion contaminants level of EN 1440:2008, annex E.1, letter b."

In paragraph (12), number 2.5, in the English text, replace "contaminates" with "contaminants".

(Reference document: ECE/TRANS/WP.15/AC.1/2010/48)

Part 5

Chapter 5.2

5.2.2.2.1.2 In the first paragraph, add "and the environmentally hazardous substance mark when appropriate" after "specified in this section". In the second paragraph, add "and the environmentally hazardous substance mark (see 5.2.1.8.3)" before "may overlap to the extent".

(Reference document: INF.8 as amended)

Chapter 5.3

5.3.1.7.2 In the description under the placard in accordance with Model No. 7D, delete ", when required," and replace "(see 5.3.2.1.2)" with ", ,".

(Reference document: ECE/TRANS/WP.15/AC.1/2010/41 as amended)

Part 6

Chapter 6.2

6.2.3.6.1 In the first paragraph after the table, at the beginning, replace "The conformity assessment of valves and other accessories" with "For refillable pressure receptacles, the conformity assessment of valves and other demountable accessories".

(Reference document: ECE/TRANS/WP.15/AC.1/2010/46 as amended)

6.2.3.9 Add the following new sub-section:

"6.2.3.9.7 Marking of bundles of cylinders

6.2.3.9.7.1 Individual cylinders in a bundle of cylinders shall be marked in accordance with 6.2.3.9.

6.2.3.9.7.2 A plate permanently attached to the frame of the bundle shall bear the following markings:

(a) The certification marks specified in 6.2.2.7.2 (b), (c), (d) and (e);

(b) The operational marks specified in 6.2.2.7.3 (f), (i), (j) and the gross mass which shall include the mass of the frame of the bundle and all permanently attached parts (cylinders, manifold, fittings and valves). Bundles intended for the carriage of UN 1001 acetylene, dissolved and UN 3374 acetylene, solvent free shall bear the tare mass as specified in paragraph a) 6) of clause 5.4 of EN 12755:2000; and

(c) The manufacturing marks specified in 6.2.2.7.4 (n), (o) and, where applicable (p).

6.2.3.9.7.3 The marks shall be placed in three groups:

(a) The manufacturing marks shall be the top grouping and shall appear consecutively in the sequence given in 6.2.3.9.7.2 (c);

(b) The operational marks in 6.2.3.9.7.2 (b) shall be the middle grouping and (f) shall be immediately preceded by (i) when the latter is required;

(c) Certification marks shall be the bottom grouping and shall appear in the sequence given in 6.2.3.9.7.2 (a)".

(Reference document: INF.31 as amended)

6.2.4.1 In the table under "**for closures**", amend the column (3) for the 7 entries to read "6.2.3.1 and 6.2.3.3". For reference "EN 849:1996 (except Annex A)", add in column (5) "31.12.2014". For reference "EN 849:1996 + A2:2001", add in column (5) "31.12.2016".

In the table under "**for design and construction**", add a new line to read as follows:

EN 14638-3:2010	Transportable gas cylinders - Refillable welded receptacles of a capacity not exceeding 150 litres - Part 3: Welded carbon steel cylinders made to a design justified by experimental methods	6.2.3.1 and 6.2.3.4	Until further notice	
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(Reference document: INF.33)

Chapter 6.5

6.5.1.1.3 Add a new note to read as follows: "Parties performing inspections and tests in other countries, after the IBC has been put into service, need not be accepted by the competent authority of the country in which the IBC has been approved, but the inspections and tests have to be performed according to the rules specified in the IBC's approval."

(Reference document: INF.36/Rev.1)

Part 7

Chapter 7.3

(RID/ADR:)

7.3.3 In special provision VW15/VV15, first paragraph, insert "on an average" before "not more than 1000 mg/kg". At the end of the first paragraph, add the following new sentence: "At no point of the load shall the concentration of this substance or these substances be higher than 10 000 mg/kg."

(Reference document: ECE/TRANS/WP.15/AC.1/2010/44 as amended)

Annex III

Amendments to document ECE/TRANS/WP.15/AC.1/112/Add.2 (Rules of Procedure of the Joint Meeting)

Chapter VII

After rule 32, insert the following two new rules:

"Rule 33a

A proposal or a motion may be withdrawn by its sponsor at any time before voting on it has commenced, provided that it has not been amended. A proposal or a motion thus withdrawn may be reintroduced by any representative."

"[Rule 33b

When a proposal has been adopted or rejected, it may not be reconsidered at the same session unless the Joint Meeting so decides. Permission to speak on a motion to reconsider shall be accorded only to two representatives opposing the motion, after which it shall be put to the vote immediately.]".

Renumber existing rule 33 as rule 33c.

Chapter VIII

Amend rule 38 to read as follows:

"Rule 38

If a vote is equally divided on a matter other than an election, the proposal shall be regarded as rejected."

(Reference document: ECE/TRANS/WP.15/AC.1/2010/10)
