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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 2012 session¹

held in Geneva from 17–21 September 2012

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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 17 to 21 September 2012, with Mr. C. Pfauvadel (France) as Chairman and Mr. H. Rein (Germany) as Vice-Chairman.

2. In accordance with rule 1 (a) of the rules of procedure of the Joint Meeting, (ECE/TRANS/WP.15/AC.1/112/Add.2), representatives of the following countries participated as full members at the session: Austria, Belgium, Croatia, Czech Republic, Denmark, Finland, France, Germany, Latvia, Luxembourg, Netherlands, Norway, Poland, Romania, Russian Federation, Serbia, Slovakia, Sweden, Switzerland, Turkey and United Kingdom.

3. In accordance with rule 1 (b) of the rules of procedure, the Democratic Republic of Congo and South Africa were represented in a consultative capacity.

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

(a) European Union;

(b) The following international non-governmental organizations: European Aerosol Federation (FEA), European Chemical Industry Council (CEFIC), European Committee for Standardisation (CEN), European Conference of Fuel Distributors (ECFD), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), European Cosmetic, Toiletry and Perfumery Association (COLIPA), International Association for Soaps, Detergents and Maintenance Products (AISE), International Dangerous Goods and Containers Association (IDGCA), International Federation of Freight Forwarders Associations (FIATA), International Road Transport Union (IRU), International Union of Private Wagons (UIP), International Union of Railways (UIC).

II. Adoption of the agenda (item 1 of the provisional agenda)

Document: ECE/TRANS/WP.15/AC.1/127 and Add.1

Informal documents: INF.1 and INF.2 (Secretariat)
INF.33 (Russian Federation)

5. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/127 and Add.1 (letter A 81-02/502.2012 from OTIF), as updated by informal document INF.2, with some adjustments.

6. The Joint Meeting noted with interest that the Government of the Russian Federation had submitted informal document INF.33, containing the Russian translation of various informal documents, with comments. A member of the secretariat pointed out that some of the comments related to the translation of texts from the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, and that it would be preferable to bring them to the attention of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods so that they could first be incorporated into the Model

Regulations. The comments would be forwarded to the competent translation service of the United Nations Office at Geneva.

III. Tanks (agenda item 2)

A. Definitions of “closure”, “tank” and “shell”

Document: ECE/TRANS/WP.15/AC.1/2012/23 (Romania)

Informal document: INF.3 (Romania)

7. The Joint Meeting agreed that the documents in question should be studied by the working group on tanks at the next session.

B. Transitional measures for the transport of heavy fuel oils

Informal document: INF.10 (Belgium)

8. Although some delegations expressed their support for the idea of introducing transitional measures in the regulations, others were not in favour. On the one hand, the issue had been raised in the previous biennium and the discussions had not led to the introduction of transitional measures in the 2013 versions of ADR/RID; on the other hand the industry had foreseen that it could comply with the provisions of the 2011 versions within a two-year period, i.e. before 15 January 2013 provided that it could benefit from multilateral agreements M235 (ADR) and 5/2011 (RID) during the interim period.

9. Therefore most delegations preferred the option of leaving it for the countries where application continued to be problematic to conclude multilateral agreements to replace M235 for ADR and 5/2011 for RID. The representative of Belgium indicated that he would take the initiative to propose appropriate agreements.

C. Holding times for the carriage of refrigerated liquefied gases

Informal document: INF.13 (EIGA)

10. The problem raised by EIGA should be discussed by the working group on tanks at the next session.

D. Use of vacuum-operated waste tanks

Document: ECE/TRANS/WP.15/AC.1/2012/25 (Netherlands)

Informal document: INF.39 (Netherlands)

11. The Joint Meeting adopted an amendment to 4.5.1.1 and a new paragraph 4.5.1.2 clearly indicating that vacuum-operated waste tanks may also be used for the transport of non-waste substances and setting forth the conditions under which they may be used (see annex I).

E. Incident involving a propane tank

Informal document: INF.34 (Belgium)

12. The representative of Belgium asked that this document be submitted to the next session as an official document for consideration by the working group on tanks. Several delegations considered that it would be necessary to look closely at incidents involving LPG tanks in cooperation with the industry in order to draw conclusions that would help improve the regulations.

IV. Standards (agenda item 3)

Document: ECE/TRANS/WP.15/AC.1/2012/26 (CEN)

Informal documents: INF.25 (Belgium)
INF. 26 (CEN)
INF.28 (CEN)
INF.33 (Russian Federation)

13. The Joint Meeting noted the information provided by the representative of CEN, which, as was the custom, had been sent on to the working group on standards during the lunch breaks.

14. The representative of the Russian Federation said that he wished to make use of interpretation into Russian during the discussions of the working group. That would only be possible if the discussions took place during the plenary.

15. It was recalled that the conclusions of the working group had to be discussed in the plenary session, and that delegations unable to take part in the work of the group would have the opportunity to make their views known at that stage. They could also request a discussion of specific points in the submitted documents before the group met.

16. The group would be able to discuss new working methods that would make it possible for Russian-speaking delegations to take part more actively. It was noted in particular that the EN standards that were the subject of the group's discussions were unavailable in Russian, which made it difficult for the countries not applying those standards to adopt them.

17. Responding to a question from the representative of the Russian Federation, a member of the secretariat pointed out that standards were not, a priori, binding. Legal instruments could, however, make reference to them either for optional or mandatory application. In the latter case, the legal instrument in question would establish whether the standard was binding.

18. Several delegations noted that there were errors in the various languages versions of some of the EN standards, as indicated by the representative of Belgium in informal document INF.25. That situation could lead to practical or legal problems when it involved standards to which RID and ADR referred as mandatory standards. The representative of CEN was asked to specify the procedures used by CEN to make corrections.

Report of the working group on standards

Informal documents: INF.37 and INF.38 (CEN)

19. Regarding point 3.1 of the report, the Joint Meeting noted that six questions ((i) to (vi)) should be dealt with in greater detail, notably concerning acetylene cylinders, but that

certain of the questions should be discussed at the level of the UN Sub-Committee of experts. It was agreed that CEN should present an official document detailing the problems and that it should be determined how to deal with them at the next session.

20. The Joint Meeting adopted amendment proposals 1, 2 and 3 with some modifications (see annex I). The texts in square brackets should be checked at the next session.

21. The Joint Meeting took note of the solutions envisaged by CEN in point 3.2 to correct mistakes in the standards referenced in RID and ADR. It would be kept informed of the measures taken to correct them by the CEN consultant.

22. The Joint Meeting noted that CEN would present a proposal to the next session on improving the methods of work.

23. The Joint Meeting noted that the reference to standard EN 50015 should be deleted in the footnote to paragraph 9.7.8.3 of ADR. The Working Party WP.15 should decide whether this should be treated as a correction or an amendment.

24. The Joint Meeting noted that the European Commission had decided to make Standard EN ISO/IEC 17020:2012 mandatory in place of the 2004 version, with effect from 1 October 2012. This decision would necessitate an amendment to various paragraphs in RID and ADR (see annex II) and the Working Party WP.15 and the RID Committee of Experts were invited to take appropriate measures as soon as possible.

25. The Joint Meeting took note of the intention of CEN to improve cooperation notably with Canada, China, Japan and Russian Federation on the recognition and application of EN standards in those countries. The representative of Serbia expressed his interest in being involved.

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

A. Use of non-mandatory standards

Informal document: INF.30 (Finland)

26. It was generally considered that the standards referred to in standards referenced in RID/ADR as being mandatory were themselves mandatory if it was essential to comply with them in order to be in conformity with the standard referenced in RID/ADR, but only to the extent necessary for compliance with RID/ADR. In other words, the parts of such standards to which reference was made indirectly, and that had no relation with the application of RID/ADR requirements, were not binding.

27. The representative of CEN pointed out that generally the standards referenced in RID/ADR set out in their introductions the list of other standards that had to be applied. In his work verifying that the referenced standards were in conformity with the requirements of RID/ADR, the CEN consultant normally also checked that the relevant parts of such other, indirectly referenced, standards were in conformity as well.

28. The representative of Finland was invited, if she wished to receive further explanations, to present an official proposal with a concrete example that required interpretation.

B. Interpretation of the term “written” in the provisions concerning examinations

Informal document: INF.9 (Germany)

29. Most delegations commenting on this issue considered that the term “written examination” did not preclude the use of electronic processes in the examinations for ADR vehicle drivers or safety advisers, on the understanding that measures must be taken to prevent cheating (see, for example, 1.8.3.12.3).

30. The representative of Germany said that he would prepare a proposal to avoid problems of interpretation in the current texts.

C. Display of reduced size labels on gas cylinders

Informal document: INF.16 (EIGA and AEGPL)

31. The Joint Meeting noted the request of EIGA and AEGPL to be able to place reduced size labels on other parts of gas cylinders than the shoulder, for example on fittings.

32. It was recalled that reduced size labels are permitted only if the normal size labels cannot be used owing to the shape of the cylinders, the cylinders’ position during transport or the system used to secure them during transport, and that the purpose of labelling was not only to ensure safety during handling but also to provide hazard information to the emergency services in the event of accident.

33. In general the Joint Meeting found it acceptable for reduced size labels to be displayed on other parts mounted on the shoulder, for example on protective or handling devices, provided that such parts were permanent fixtures of the cylinders and that the labels were clearly visible. AEGPL and EIGA were invited to work together to prepare a proposal which could be submitted to the United Nations Sub-Committee of Experts, for a new text to be included in the United Nations Model Regulations that could be subsequently introduced in RID, ADR and ADN.

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

A. Pending issues

1. Carriage in bulk

Document: ECE/TRANS/WP.15/AC.1/28 (United Kingdom)

Informal documents: INF.4, INF.5 and Add.1
INF.14 and INF.15 (United Kingdom)

34. The Joint Meeting considered the proposed amendments drawn up by the United Kingdom on the basis of the work of the informal working group on carriage in bulk and the discussions held at the previous session. It consequently adopted the proposals as amended (see annex I).

35. During the discussion it was specified that the definition of bulk containers in 1.2.1 applied only to those covered by Chapter 6.11. These bulk containers must either be in conformity with the CSC Convention or be authorized by the competent authority.

36. The Joint Meeting noted that for practical reasons the United Kingdom was proposing to keep the VV13/VW13 code for the special provision applicable to clinical waste. As the entire set of VV/VW special provisions was being reorganized, the Joint Meeting preferred to assign a new code VV3/VW3 to the provision in question.

37. Some delegations considered that the reference in the provision to standards specified by the competent authority of the country of origin posed practical problems when a bulk vehicle was used for domestic carriage in a country other than the one that had specified the standards. They were invited to submit a proposal if they considered that the problem should be addressed.

38. The representative of Luxembourg expressed concern about the authorization to carry infectious substances in bulk under UN Nos. 2814 and 2900. It was recalled that such carriage would be exclusively of animal carcasses, and that those provisions had been drawn up by the United Nations Sub-Committee of Experts to address the problem of transporting slaughtered animals in order to prevent serious animal epidemics (such as foot and mouth disease and mad cow disease).

39. The Joint Meeting decided not to change the text containing the warning for current provision CV36/CW36, and instead to align the warning proposed for provision AP5 with the one for provision CV36/CW36. The French text, "Espace confiné", implied that the space was not ventilated. It was therefore not necessary to add a specification that would necessitate changing labels currently in service.

40. The Joint Meeting adopted the proposal in informal documents INF.5, INF.5/Add.1 and INF.15 to assign codes VV/VW and AP, except for class 4.3 substances. For the 16 UN numbers of class 4.3 (UN Nos. 1394, 1396, 1398, 1402, 1405, 1408, 1418, 1435, 1436, 2803, 2844, 2950, 2968, 3170, 3208 and 3209), several delegations noted that the current requirements called for containers or vehicles specially equipped with hermetic closures (provision VV5/VW5), except for UN Nos. 1408 and 3170, where sheeted containers or vehicles were authorized, and UN Nos. 1405 and 2844, where they were authorized if the substance was transported in pieces. It was suggested that the industry should be consulted to find out how those various substances were transported. The representative of CEFIC pointed out that his organization had no members involved in the transport of such substances, and that it would be appropriate to consult the industry at the national level, or relevant international organizations (e.g. metal industry).

2. Classification of radioactive material as environmentally hazardous

Informal document: INF.11 (Germany)

41. The Joint Meeting noted that Germany had submitted document DSC 17/3/7 to the International Maritime Organization with a view to exempting radioactive material from classification as pollutant to the aquatic environment (as in RID/ADR/ADN).

B. New proposals

1. Special Provision 658

Document: ECE/TRANS/WP.15/AC.1/2012/21 (Switzerland)

42. Most delegations that expressed themselves were unconvinced of the soundness of the proposal, basically for practical reasons such as proper verification of net mass. The representative of Switzerland withdrew his proposal and will return to the issue if necessary.

2. Description of pollutants

Document: ECE/TRANS/WP.15/AC.1/2012/22 (CEPE)

Informal document: INF.22 (UIC)

43. The Joint Meeting was informed during the session that the CEPE proposal had not been accepted by IMO, but that IMO was apparently in favour of seeking a single multimodal solution to meet the marking and documentation requirements of the MARPOL Convention.

44. The Joint Meeting considered that it might be difficult to secure international acceptance of the solution proposed by UIC for a numeric symbol, but that it would perhaps be possible to make use of the formulations employed by the GHS to identify substances toxic to the aquatic environment, or possibly solutions already considered in the past, such as the replacement of the inscription “MARINE POLLUTANT” with “AQUATIC POLLUTANT”. IMO should be informed of the Joint Meeting’s wish to cooperate in seeking a multimodal solution to deal with all aquatic environments.

3. Amendments to 5.2.2.2.2

Document: ECE/TRANS/WP.15/AC.1/2012/24 (Romania)

45. The delegations that expressed opinions were not in favour of deleting the word “HAZARD” from 5.2.2.2.2, as the hazard labels in question represented the hazards — either main or subsidiary — of a class, and not a specific class.

46. The representative of Romania said that she might raise the question again so as to address the terminological inconsistency in another way.

4. Corrections

Informal documents: INF.6 (Germany)
INF.21 and INF.23 (Secretariat)

47. The Joint Meeting noted that the amendments entering into force on 1 January 2013 contained some errors that should be officially corrected before the end of the general transitional period of six months (see annex III).

5. Flexible bulk containers

Documents: ECE/TRANS/WP.15/AC.1/2012/29 (IDGCA)
ECE/TRANS/WP.15/AC.1/2011/30/Add.1

Informal document: INF.7 (IDGCA)

48. It was recalled that the Joint Meeting had adopted in principle the provisions concerning flexible bulk containers from the seventeenth revised edition of the UN Recommendations, but that the Working Party on the Transport of Dangerous Goods (WP.15) had not adopted them for ADR because no additional operational provisions for road transport had been proposed. In view of the decision by WP.15, the RID Committee of Experts and the ADN Safety Committee had not introduced the provisions into RID or ADN either.

49. The discussions showed that some delegations were not convinced that inland transport of dangerous goods in flexible bulk containers could be done safely. Others noted that maritime transport of such containers was permitted and the issue was thus to find solutions for carriage by land. It was also pointed out that goods permitted for maritime transport in flexible bulk containers could be transported directly in bulk, without packaging, in vehicles, wagons or sheeted containers.

50. Finally, it was decided to set up an informal working group, led by the International Dangerous Goods and Containers Association (IDGCA), to work initially by correspondence, with the following terms of reference:

(a) To identify the constraints to the adoption of relevant provisions for inland transport;

(b) To carry out a coordinated study for the three forms of land transport; of possible operating conditions for the actual transport of these containers in road vehicles, railway wagons and inland navigation vessels, and draw up relevant proposals for the consideration of the competent bodies.

6. Special provision 363

Document: ECE/TRANS/WP.15/AC.1/2012/27 (Switzerland)

Informal document: INF.40 (Germany/Switzerland)

51. It was recalled that liquid fuels which are exempted by virtue of 1.1.3.3, are exempted from all provisions of RID/ADR including the application of special provision 363, and that is the reason that a reference to the exemptions in 1.1.3.3 had been introduced into the special provision. This reference only underlines that special provision 363 can only apply to substances which do not already benefit from the general exemptions in 1.1.3.3.

52. The majority of delegations also considered that the exemptions in 1.1.3.3 (a) of ADR only concerned fuel used for the propulsion of the vehicle or for the functioning of the equipment required to carry out the transport operation, for example the functioning of the refrigerating equipment. They considered that this general exemption could not be applied to fuel to be used for the functioning of other equipment placed or even fixed on the vehicle to function independently of the transport operation (for example electric generators). In the last case only special provision 363 could be applied. An amendment of 1.1.3.3 (a) of ADR was proposed in informal document INF.40 to confirm this interpretation. As there was no consensus on this proposal, it was put to the vote and adopted for 1.1.3.3 (a) of ADR as well as for 1.1.3.3 of RID (see annex I).

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

A. Informal working group on fire extinguishers

Informal document: INF.17 (Germany)

53. The Joint Meeting took note of the report on the group's work and the fact that a proposal had been submitted to the United Nations Sub-Committee of Experts under the symbol ST/SG/AC.10/C.3/2012/62.

B. Informal working group on packaging waste with residues of dangerous goods

Informal documents: INF.24 (France)
INF.29 (CEFIC)

54. The Joint Meeting noted that a proposal (ST/SG/AC.10/C.3/2012/85) had been submitted to the United Nations Sub-Committee of Experts so that a UN number could be allocated to such waste, as suggested in the report of the Sub-Committee on its forty-first

session. The Joint Meeting could thus revisit the issue the following year to determine conditions for inland transport based on the decisions taken by the United Nations Subcommittee in December 2012.

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

Informal document: INF.27 (EIGA)

55. The Joint Meeting approved the proposal to continue work under the leadership of Mr. F. Le Fort (Switzerland) replacing Mr. G. Oberreuter (Germany) who had died suddenly on 4 July 2012.

56. The Chairman expressed his condolences on behalf of the Joint Meeting to the German delegation and asked that they be transmitted to Mr. Oberreuter's family, recalling his long contribution to the work of the Joint Meeting and to other groups responsible for the safe carriage of dangerous goods.

D. Informal working group on telematics

Informal documents : INF.32 (United Kingdom)
INF.35 (Chairman of the Working Group WG7 of Technical Committee ISO TC204)

57. The Joint Meeting took note of the report of the session of the group held in Southampton on 3 and 4 September 2012.

58. The representative of Germany considered that the conclusions reported in paragraph 13 should be nuanced to the extent that he considered that priority should be given to defining an architecture which would make telematic applications possible.

59. The Joint Meeting noted that at least two other projects concerning telematic applications in the field of the transport of dangerous goods were underway at the initiative of the European Commission. As the work of the informal working group had also been started at the request of the European Commission, the Joint Meeting asked that it be kept informed of the different initiatives of the European Commission in this field in order to avoid duplication of work.

60. The Joint Meeting noted that Working Group WG7 of the Technical Committee ISO TC 204 was working on a draft ISO Standard on telematic applications for ADR vehicles (informal documents INF.32, para. 12 and INF.35). Interested delegations were asked to send their comments on the draft to the Chairman of the Working Group WG7.

61. The next session of the informal group would take place in Munich (Germany) from 4 to 7 June 2013.

VIII. Election of officers for 2013 (item 7 of the agenda)

62. On the proposal of the representative of the United Kingdom, Mr. C. Pfauvadel (France) and Mr. H. Rein (Germany) were re-elected in their respective functions as Chairman and Vice-Chairman for 2013.

IX. Future work (item 8 of the agenda)

63. The next session of the Joint Meeting will be held in Bern from 18 to 22 March 2013.

X. Any other business (agenda item 9)

A. Accident reports

Informal documents: INF.36 (France)
 INF.31 (AEGPL)

64. The Joint Meeting recognized that, the provisions of 1.8.5.2 notwithstanding, the Contracting Parties to RID/ADR/ADN provided only very little information to the secretariat on accidents/incidents arising in the transport of dangerous goods. The number of accidents attributable to the dangerous goods themselves was low, which demonstrated the effectiveness of the regulations, but a more systematic analysis of incidents or accidents would still be beneficial for improving safety.

65. The representative of France presented a database of accidents occurring in France during the transport of dangerous goods and proposed to make it available to the secretariats so that they could fill it in with data from other countries. Several delegations said that they were prepared to provide data. The database could be maintained by the secretariats. A pilot project could be set up in cooperation with France, the secretariats and delegations expressing an interest. The Joint Meeting would raise the matter again at the next session to clarify how such a project for collecting and analysing data on accidents/incidents should be maintained.

B. Tribute to Mrs. Emge

66. The Joint Meeting expressed its sincere thanks to Mrs. Emge, interpreter in the German booth, who had contributed faithfully to its work for 35 years, and wished her a long and happy retirement.

XI. Adoption of the report (item 10 of the agenda)

67. The Joint Meeting adopted the report of its autumn 2012 session and its annexes on the basis of a draft prepared by the secretariats.

Annex I

Draft amendments for entry into force on 1 January 2015

Chapter 1.1

(ADR:)1.1.3.3 (a) At the end of the first sentence add the following: “used or intended for use during carriage” after “or for the operation of any of its equipment”.

(RID:) 1.1.3.3 At the end of the first sentence, before “(e.g. cooling systems)” insert “used or intended for use during carriage”.

[Reference document: informal document INF.40]

Chapter 1.2

1.2.1 In the definition of “Bulk container” add the following new Note at the end:

“NOTE: *This definition only applies to bulk containers meeting the requirement of Chapter 6.11.*”.

(ADR:)

1.2.1 In the definition for “Carriage in bulk” replace “in vehicles or containers” by “in vehicles, containers or bulk containers”.

[Reference document: ECE/TRANS/WP.15/AC.1/2012/28]

(RID:)

1.2.1 In the definition for “Carriage in bulk” replace “in wagons or containers” by “in wagons, containers or bulk containers”.

[Reference document: ECE/TRANS/WP.15/AC.1/2012/28]

Chapter 3.2 of ADR

[Reference documents: ECE/TRANS/WP.15/AC.1/2012/28 as amended and informal document INF.5]

3.2.1 Amend the explanation for column (17), Table A, to read as follows:

“Column (17) “Special provisions for carriage - Bulk”

Contains the alphanumeric code(s), starting with letters “VV”, as well as the alphanumeric code(s) starting with letters “AP”, of the applicable provisions for carriage in bulk. These are listed in 7.3.3. If no code or a reference to a specific paragraph is given, carriage in bulk is not permitted. General and additional provisions concerning the carriage in bulk are to be found in Chapters 7.1 and 7.3.

NOTE: *In addition, special provisions indicated in Column (18), concerning loading, unloading and handling, shall be observed.”.*

Table A:

For UN 2912:Delete “VV16” in column (17) and add “see 4.1.9.2.3” in columns (10) and (17).

For UN 2913: Delete “VV17” in column (17) and add “see 4.1.9.2.3” in columns (10) and (17).

For the entries to which only “VV1” is assigned in column (17), replace “VV1” by “VV1 VV2”.

For UN No. 1408, insert “[AP3] AP4 AP5” in column (17) after “VV1 VV2”.

For UN No. 3170 (packing group III), replace “VV1 VV5” by “VV1 VV2 [AP3] AP4 AP5”.

For UN No. 1334, replace “VV2” by “VV1 VV2 AP1”.

For the entries to which “VV4” is assigned in column (17) replace “VV4” by “VV1 VV2 AP1”.

For the entries to which “VV3” is assigned in column (17) replace “VV3” by “VV1 VV2”.

For UN No. 3170 (packing group II), insert “[AP3] AP4 AP5” after “VV1 VV2”.

For UN Nos. 2211, 3175 and 3314, insert “AP2” after “VV1 VV2”.

For the entries to which only “VV5” is assigned in column (17) replace “VV5” by “[VV1] VV2 [AP3] AP4 AP5”.

For UN No. 1405 (packing group II), replace “VV7” by “VV1 VV2 AP3 AP4 AP5”.

For UN Nos. 1405 (packing group III) and 2844, replace “VV5 VV7” by “VV1 VV2 AP3 AP4 AP5”.

For the entries to which “VV8” is assigned in column (17) replace “VV8” by “VV1 VV2 AP6 AP7”.

For the entries to which “VV9” is assigned in column (17) replace “VV9” by “VV1 VV2 AP7”.

For the entries to which “VV10” is assigned in column (17) replace “VV10” by “VV1 VV2 AP7”.

For the entries to which “VV11”, “VV12” or “VV13” is assigned in column (17) replace “VV11”, “VV12” and “VV13” by “VV3”.

For the entries to which “VV14” is assigned in column (17) replace “VV14” by “VV1 VV2 AP8”.

For the entries to which “VV15” is assigned in column (17) replace “VV15” by “VV1 VV2 AP9”.

Chapter 3.2 of RID

[Reference document: ECE/TRANS/WP.15/AC.1/2012/28 as amended and informal document INF.15]

3.2.1 Amend the explanation for column (17), Table A, to read as follows:

“Column (17) "Special provisions for carriage - Bulk"

Contains the alphanumeric code(s), starting with letters “VW”, as well as the alphanumeric code(s) starting with letters “AP”, of the applicable provisions for carriage in bulk. These are listed in 7.3.3. If no code or a reference to a specific paragraph is given, carriage in bulk is not permitted. General and additional provisions concerning the carriage in bulk are to be found in Chapters 7.1 and 7.3.

NOTE: *In addition, special provisions indicated in Column (18), concerning loading, unloading and handling, shall be observed.”.*

Table A:

For UN 2912:Delete “VW16” in column (17) and add “see 4.1.9.2.3” in columns (10) and (17).

For UN 2913:Delete “VW17” in column (17) and add “see 4.1.9.2.3” in columns (10) and (17).

For the entries to which only “VW1” is assigned in column (17), replace “VW1” by “VW1 VW2”.

For UN No. 1408, insert “[AP3] AP4 AP5” in column (17) after “VW1 VW2”.

For UN No. 3170 (packing group III), replace “VW1 VW5” by “VW1 VW2 [AP3] AP4 AP5”.

For UN No. 1334, replace “VW2” by “VW1 VW2 AP1”.

For the entries to which “VW4” is assigned in column (17) replace “VW4” by “VW1 VW2 AP1”.

For the entries to which “VW3” is assigned in column (17) replace “VW3” by “VW1 VW2 AP2”.

For the entries to which only “VW5” is assigned in column (17) replace “VW5” by “[VW1] VW2 [AP3] AP4 AP5”.

For UN No. 1405 (packing group II), replace “VW7” by “VW1 VW2 AP3 AP4 AP5”.

For UN Nos. 1405 (packing group III) and 2844, replace “VW5 VW7” by “VW1 VW2 AP3 AP4 AP5”.

For UN No. 3170 (packing group II), replace “VW6” by “VW1 VW2 [AP3] AP4 AP5”.

For the entries to which “VW8” is assigned in column (17) replace “VW8” by “VW1 VW2 AP6 AP7”.

For UN Nos. 1841 (packing group III), 1931 (packing group III) and 2969 (packing group II), replace “VW9” by “VW1 VW2”.

For the other entries to which “VW9” is assigned in column (17) replace “VW9” by “VW1 VW2 AP7”.

For the entries to which “VW10” is assigned in column (17) replace “VW10” by “VW1 VW2 AP7”.

For the entries to which “VW11”, “VW12” or “VW13” is assigned in column (17) replace “VW11”, “VW12” and “VW13” by “VW3”.

For the entries to which “VW14” is assigned in column (17) replace “VW14” by “VW1 VW2 AP8”.

For the entries to which “VW15” is assigned in column (17) replace “VW15” by “VW1 VW2 AP9”.

Chapter 4.5

4.5.1.1 Amend the beginning of the second sentence to read as follows: “Wastes consisting of substances assigned to tank code L4BH in Column (12) of Table A of Chapter 3.2 or to

another tank code permitted under the hierarchy in 4.3.4.1.2 may be carried... *Remainder unchanged.*”.

(Reference document: informal document INF.39 as amended)

Add a new 4.5.1.2 to read as follows:

“4.5.1.2 Non waste substances may be carried in vacuum-operated waste tanks under the same conditions as mentioned under 4.5.1.1.”.

(Reference document: informal document INF.39)

Chapter 6.2

6.2.4.1 In the table, under “For design and construction”, for standard “EN 14893:2006 + AC:2007” in column (4), replace “Until further notice” with “[Until 31 December 2016]”. After the standard “EN 14893:2006 + AC:2007”, add a new standard to read as follows:

(1)	(2)	(3)	(4)	(5)
[EN 14893:2012]	LPG equipment and accessories – Transportable LPG welded steel pressure drums with a capacity between 150 and 1 000 litres	6.2.3.1 and 6.2.3.4	Until further notice]	

[Reference document: informal document INF.37 as amended]

Chapter 6.8

(ADR only:)

6.8.2.6.1 In the table, under “For tanks for gases of Class 2”, add the following new standard to read as follows:

(1)	(2)	(3)	(4)	(5)
EN 14129:2012]	LPG Equipment and accessories - Pressure relief valves for LPG pressure vessels	6.8.2.1.1 and 6.8.3.2.9	Until further notice	

[Reference document: informal document INF.37 as amended]

(ADR only:)

6.8.2.6.1 In the table, under “For tanks intended for the carriage of liquid petroleum products and other dangerous substances of Class 3 which have a vapour pressure not exceeding 110 kPa at 50 °C and petrol, and which have no toxic or corrosive subsidiary hazard”, add the following new standard to read as follows:

(1)	(2)	(3)	(4)	(5)
EN 16257:2012]	Tanks for the transport of dangerous goods - Service equipment - Footvalve sizes other than 100 mm dia (nom)	6.8.2.2.1 and 6.8.2.2.2	Until further notice	

[Reference document: informal document INF.37]

Chapter 7.3 of ADR

[Reference document: ECE/TRANS/WP.15/AC.1/2012/28 as amended]

7.3.1.1 (a) Insert “or a reference to a specific paragraph” after “identified by the code BK”.

7.3.1.1 (b) Amend to read as follows:

“(b) a special provision, identified by the code VV or a reference to a specific paragraph, explicitly authorizing this mode of carriage is indicated in column (17) of Table A of Chapter 3.2 and the conditions of this special provision, together with any additional provision identified with the code(s) AP, as laid down in 7.3.3 are satisfied in addition to those of this section.”.

7.3.1.4 and 7.3.1.6 At the beginning, replace “Bulk solids” with “Substances”.

7.3.2 In the title, delete the word “Additional”.

7.3.2.1 Add the following new first sentence: “In addition to the general provisions of section 7.3.1, the provisions of this section are applicable.”.

7.3.3 Amend to read as follows:

“7.3.3 Provisions for carriage in bulk when the provisions of 7.3.1.1 (b) are applied

7.3.3.1 In addition to the general provisions of section 7.3.1, the provisions of this section are applicable, when they are shown under an entry in column (17) of Table A of Chapter 3.2. Sheeted or closed vehicles or sheeted or closed containers used under this section need not be in conformity with the requirements of Chapter 6.11. The codes VV1, VV2 and VV3 in column (17) of Table A of Chapter 3.2 have the following meanings:

VV1 Carriage in bulk in sheeted vehicles, sheeted containers or sheeted bulk containers is permitted;

VV2 Carriage in bulk in closed vehicles, closed containers or closed bulk containers is permitted;

VV3 Carriage in bulk is permitted in specially equipped vehicles or containers in accordance with standards specified by the competent authority of the country of origin. If the country of origin is not a contracting party to ADR, the conditions laid down shall be recognized by the competent authority of the first country contracting party to ADR reached by the consignment.

7.3.3.2 When the VV bulk codes are used the following additional provisions shown in column (17) of Table A of Chapter 3.2 shall apply:

7.3.3.2.1 Goods of Class 4.1

AP1 Vehicles and containers shall have a metal body and where fitted the sheet shall be non-combustible.

AP2 Closed vehicles and closed containers shall have adequate ventilation.

7.3.3.2.2 Goods of Class 4.2

AP1 Vehicles and containers shall have a metal body and where fitted the sheet shall be non-combustible.

7.3.3.2.3 Goods of Class 4.3

AP3 Sheeted vehicles and sheeted containers shall be used only when the substance is in pieces (not in powder, granular, dust or ashes form).

AP4 Closed vehicles and closed containers shall be equipped with hermetically closed openings used for loading and unloading to prevent the exit of gas and exclude the ingress of moisture.

AP5 The cargo doors of the closed vehicles or closed containers shall be marked with the following in letters not less than 25 mm high:

“WARNING
NO VENTILATION
OPEN WITH CAUTION”

This shall be in a language considered appropriate by the consignor.

7.3.3.2.4 *Goods of Class 5.1*

AP6 If the vehicle or container is made of wood or other combustible material an impermeable surfacing resistant to combustion or a coating of sodium silicate or similar substance shall be provided. Sheeting shall also be impermeable and non-combustible.

AP7 Carriage in bulk shall only be as a full load.

7.3.3.2.5 *Goods of Class 6.1*

AP7 Carriage in bulk shall only be as a full load.

7.3.3.2.6 *Goods of Class 8*

AP7 Carriage in bulk shall only be as a full load.

AP8 The design of the load compartment of vehicles or containers shall take account of any residual currents and impacts from the batteries.

The load compartments of vehicles of containers shall be of steel resistant to the corrosive substances contained in the batteries. Less resistant steels may be used when there is a sufficiently great wall thickness or a plastics lining/layer resistant to the corrosive substances.

NOTE: Steel exhibiting a maximum rate of progressive reduction of 0.1 mm per year under the effects of the corrosive substances may be considered as resistant.

The load compartments of vehicles or containers shall not be loaded above the top of their walls.

Carriage is also permitted in small plastics containers which shall be capable of withstanding, when fully loaded, a drop from a height of 0.8m on to a hard surface at -18 °C, without breakage.

7.3.3.2.7 *Goods of Class 9*

AP2 Closed vehicles and closed containers shall have adequate ventilation.

AP9 Carriage in bulk is permitted for solids (substances or mixtures, such as preparations or wastes) containing on average not more than 1 000 mg/kg of substance to which this UN number is assigned. At no point of the load shall the concentration of this substance or these substances be higher than 10 000 mg/kg.”.

Chapter 7.3 of RID

[Reference documents: ECE/TRANS/WP.15/AC.1/2012/28 as amended and informal document INF.14 as amended]

7.3.1.1 (a) Insert “or a reference to a specific paragraph” after “identified by the code BK”.

7.3.1.1 (b) Amend to read as follows:

“(b) a special provision, identified by the code VW or a reference to a specific paragraph, explicitly authorizing this mode of carriage is indicated in column (17) of Table A of Chapter 3.2 and the conditions of this special provision, together with any additional provision identified with the code(s) AP, as laid down in 7.3.3 are satisfied in addition to those of this section.”.

7.3.1.1 Delete the sub-paragraph before the Note.

7.3.1.4 and 7.3.1.6 At the beginning, replace “Bulk solids” with “Substances”.

7.3.2 In the title, delete the word “Additional”.

7.3.2.1 Add the following new first sentence: “In addition to the general provisions of section 7.3.1, the provisions of this section are applicable.”.

7.3.3 Amend to read as follows:

“7.3.3 Provisions for carriage in bulk when the provisions of 7.3.1.1 (b) are applied

7.3.3.1 In addition to the general provisions of section 7.3.1, the provisions of this section are applicable, when they are shown under an entry in column (17) of Table A of Chapter 3.2. Sheeted or closed wagons or sheeted or closed containers used under this section need not be in conformity with the requirements of Chapter 6.11. The codes VW1, VW2 and VW3 in column (17) of Table A of Chapter 3.2 have the following meanings:

VW 1 Carriage in bulk in sheeted wagons, sheeted containers or sheeted bulk containers is permitted.

VW 2 Carriage in bulk in closed wagons, closed containers or closed bulk containers is permitted.

VW 3 Carriage in bulk is permitted in specially equipped wagons or large containers in accordance with standards specified by the competent authority of the country of origin. If the country of origin is not an RID Contracting State, the conditions laid down shall be recognized by the competent authority of the first RID Contracting State reached by the consignment.

7.3.3.2 When the VW bulk codes are used the following additional provisions shown in column (17) of Table A of Chapter 3.2 shall apply:

7.3.3.2.1 *Goods of Class 4.1*

AP1 Wagons and containers shall have a metal body and where fitted the sheet shall be non-combustible.

AP2 Closed wagons and closed containers shall have adequate ventilation.

7.3.3.2.2 *Goods of Class 4.2*

AP1 Wagons and containers shall have a metal body and where fitted the sheet shall be non-combustible.

7.3.3.2.3 *Goods of Class 4.3*

AP3 Sheeted wagons and sheeted containers shall be used only when the substance is in pieces (not in powder, granular, dust or ashes form).

AP4 Closed wagons and closed containers shall be equipped with hermetically closed openings used for loading and unloading to prevent the exit of gas and exclude the ingress of moisture.

AP5 The cargo doors of the closed wagons or closed containers shall be marked with the following in letters not less than 25 mm high:

“WARNING
NO VENTILATION
OPEN WITH CAUTION”

This shall be in a language considered appropriate by the consignor.

7.3.3.2.4 *Goods of Class 5.1*

AP6 If the wagon or container is made of wood or other combustible material an impermeable surfacing resistant to combustion or a coating of sodium silicate or similar substance shall be provided. Sheeting shall also be impermeable and non-combustible.

AP7 Carriage in bulk shall only be as a wagon load or a full load.

7.3.3.2.5 *Goods of Class 6.1*

AP7 Carriage in bulk shall only be as a wagon load or a full load.

7.3.3.2.6 *Goods of Class 8*

AP7 Carriage in bulk shall only be as a wagon load or a full load.

AP8 The design of the load compartment of wagons or containers shall take account of any residual currents and impacts from the batteries.

The load compartments of wagons or containers shall be of steel resistant to the corrosive substances contained in the batteries. Less resistant steels may be used when there is a sufficiently great wall thickness or a plastics lining/layer resistant to the corrosive substances.

NOTE: Steel exhibiting a maximum rate of progressive reduction of 0.1 mm per year under the effects of the corrosive substances may be considered as resistant.

The load compartments of wagons or containers shall not be loaded above the top of their walls.

Carriage is also permitted in small plastics containers which shall be capable of withstanding, when fully loaded, a drop from a height of 0.8m on to a hard surface at -18 °C, without breakage.

7.3.3.2.7 *Goods of Class 9*

AP2 Closed wagons and closed containers shall have adequate ventilation.

AP9 Carriage in bulk is permitted for solids (substances or mixtures, such as preparations or wastes) containing on average not more than 1000 mg/kg of substance to which this UN number is assigned. At no point of the load shall the concentration of this substance or these substances be higher than 10000 mg/kg.”.

Annex II

Draft amendments for entry into force as soon as possible

1.8.6.8 (twice), 6.2.2.10 (three times), 6.2.3.6.1 (three times), (RID: 6.8.2.4.6,) and special provisions TA4 and TT9 in 6.8.4 Replace “EN ISO/IEC 17020:2004” with “EN ISO/IEC 17020:2012”.

[Reference document: informal document INF.37]

Annex III

Draft corrections to RID/ADR/ADN 2013

Chapter 2.2

2.2.62.1.5.7 In the second sentence, for “6.6.5” read “6.6.4”.

(Reference document: informal document INF.6)

Chapter 4.1

4.1.4.1, P114(a) For “Outer packagings”, “Drums”, after “other metal (1N1, 1N2)” insert the following entry “Plywood (1D)”.

(Reference document: informal document INF.23)

4.1.4.1, P903, paragraph (2), subparagraphs (a) and (b): For the existing text, substitute:

- “(a) Strong outer packagings;
- (b) Protective enclosures (e.g., fully enclosed or wooden slatted crates); or
- (c) Pallets or other handling devices.”.

(Reference document: informal document INF.21)

Chapter 9.7

(ADR only:)

9.7.8.3, footnote 2: Delete “50015,”

[Reference document: informal document INF.37]
