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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

Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its spring 2014 session¹

held in Bern from 17–21 March 2014

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² For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/134/Add.1.

³ For practical reasons, annexes II and III have been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/134/Add.2.

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 (UNECE) was held in Bern from 17 to 21 March 2014, with Mr. C. Pfauvadel (France) as Chairman and Mr. H. Rein (Germany) as Vice-Chairman.

2. In accordance with article 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, Iceland, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Romania, Russian Federation, Serbia, Spain, Sweden, Switzerland, United Kingdom and United States of America.

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

(a) European Union and Organization for Cooperation between Railways (OSJD);

(b) The following international non-governmental organizations: Association of European Road Milling Enterprises (VESF), European Association for Advanced Rechargeable Batteries (RECHARGE), European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), International Dangerous Goods and Containers Association (IDGCA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Private Wagons (UIP) and International Union of Railways (UIC).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/133 and Add.1

Informal documents: INF.1, INF.2/Rev.1, INF.6 and INF.17 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/133 and Add.1 (letter A 81-02/502.2014 from OTIF), as updated by informal documents INF.1 and INF.2/Rev.1 and the provisional timetable (INF.17). Document ECE/TRANS/WP.15/AC.1/2014/19 was withdrawn by the representative of France.

III. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/2014/1 (Germany) (Continued use of fixed tanks (tank-vehicles), demountable tanks and battery-vehicles in accordance with the transitional provisions of ADR 1.6.3.1, 1.6.3.2 and 1.6.3.3)

ECE/TRANS/WP.15/AC.1/2014/5 (Romania) (Special provision 664 and definition of service equipment)

ECE/TRANS/WP.15/AC.1/2014/6 (Germany) (Vacuum-operated waste tanks – Explosion-pressure proof design of vacuum-operated tanks as an alternative to flame traps)
 ECE/TRANS/WP.15/AC.1/2014/9 (Russian Federation) (Transport of UN No. 1131, CARBON DISULPHIDE, in tanks)
 ECE/TRANS/WP.15/AC.1/2014/13 (Ukraine) (Special provisions TU 21 and TU 16)
 ECE/TRANS/WP.15/AC.1/2014/15 (CEN) (Understanding of terms “in special cases” and as a general rule” in the context of pressure testing of tanks)
 ECE/TRANS/WP.15/AC.1/2014/24 (Spain) (Carriage of liquefied refrigerated natural gas (UN No. 1972) in non-vacuum insulated vessels)
 ECE/TRANS/WP.15/AC.1/2014/30 (AEGPL) (Alternatives to the hydraulic test)
 ECE/TRANS/WP.15/AC.1/2014/32 (EIGA) (Holding times for refrigerated liquefied gases in tank containers and demountable tanks)
 ECE/TRANS/WP.15/AC.1/2014/34 (France) (Vacuum-operated waste tanks)

Informal documents: INF.5 (France) (for ECE/TRANS/WP.15/AC.1/2014/34)
 INF.9 (EIGA) (for ECE/TRANS/WP.15/AC.1/2014/32)
 INF.15 (OTIF secretariat) (paragraphs 6.8.3.2.6 and 6.8.3.2.13 and special provision TM3 in 6.8.4)
 INF.24 (United Kingdom) (for ECE/TRANS/WP.15/AC.1/2014/32)
 INF.25 (Belgium) (Transitional measure for tanks with additive devices)
 INF.28 (ECE Secretariat) (Transitional measures for tanks)
 INF.30 (Sweden) (Interpretation of standards)
 INF.33 (Germany) (Complement to provision TC8 of ADR 6.8.4 for the transport in tanks of UN No. 0331, Type B blasting agents)
 INF.35 (EIGA) (Comments on ECE/TRANS/WP.15/AC.1/2014/1)
 INF.43 (Poland) (Comments on ECE/TRANS/WP.15/AC.1/2014/1)
 INF.48 (Russian Federation) (Comments on ECE/TRANS/WP.15/AC.1/2014/13)

5. Following a preliminary discussion in the plenary, consideration of all the above documents was entrusted to the working group on tanks, which met concurrently from 17 to 19 March 2014 under the chairmanship of Mr. A. Bale (United Kingdom).

Report of the Working Group on Tanks

Informal document: INF.53 (Report of the Working Group)

6. The Joint Meeting endorsed the conclusions and recommendations of the Working Group as contained in the report reproduced as annex I in addendum 1 to this report, with or subject to the following comments:

Item 3 (Transitional measures for additive devices)

7. The representative of Belgium would submit a proposal to the Working Party on the Transport of Dangerous Goods.

Item 4 (Vacuum-operated waste tanks)

8. In paragraph 4.5.2.6, a reference would be made to flammable liquids in general rather than to liquids with a flashpoint not more than 60° C. A consequential amendment to 4.5.2.1 was also necessary (see annex II).

Item 6 (Special provisions TU 16 and TU 21)

9. The Joint Meeting noted that paragraph 22 of the report did not reflect the unanimous opinion of the Group. It is therefore necessary to come back to the question of interpretation of provision TU 21. As a consequence, document ECE/TRANS/WP.15/AC.1/2013/43 (Ukraine) was kept on the agenda for the next session.

Item 7 (Carriage of liquefied natural gas (UN No. 1972) in non-vacuum insulated vessels)

10. The representative of Spain requested that the possibility of including a transitional measure be put to the vote. Put to a vote, the principle of a general transitional measure, then of a transitional measure with a limited geographical character were both rejected.

Item 9 (Holding times for refrigerated liquefied gases)

11. The proposed texts were adopted for 2017 (see annex III). Certain issues still had to be resolved such as the situation of the return of empty uncleaned tanks.

12. EIGA was reminded that it would be necessary to refer to the United Nations Subcommittee of Experts regarding the carriage in portable tanks.

Item 12 (Interpretation of standards)

13. It was noted that the decision presented in paragraph 46 (deletion of the subheadings in table 6.8.2.6.1) was based on a late proposal made by Sweden in informal document INF.30, and several delegations wished to take the time to evaluate the consequences of it. The Joint Meeting agreed to come back to the question at a future meeting and thus postpone the decision.

Non-compliant certified tank vehicles

Informal document: INF.16/Rev.1 (United Kingdom)

14. The Joint Meeting took note of the problems described by the representative of the United Kingdom in informal document INF.16/Rev.1 relating to the importation of road tank vehicles that were manufactured in a country that was not a contracting party and were operating under a certificate of approval issued in the name of the United Kingdom by an unaccredited body. The representative of the United Kingdom stated that the contents of the informal document and the test results and conclusions set out within it were disputed by the manufacturer and were the subject of legal proceedings. The representative of Germany asked that this problem experienced in the United Kingdom be borne in mind in the current ongoing discussions on the type-approval of tanks other than tanks intended for class 2 substances.

IV. Standards (agenda item 3)

A. Establishment of an informal working group on provisions for equipment for tanks and pressure receptacles

Informal document: INF.22 (EIGA)

15. The Joint Meeting accepted the offer by EIGA to establish an informal working group, with EIGA providing the chairmanship and secretariat, with the terms of reference proposed in informal document INF.22.

B. Work in CEN

Document: ECE/TRANS/WP.15/AC.1/2014/11 (CEN)

Informal documents: INF.20 (CEN)
INF.21 (CEN)
INF.42 (Germany)

16. Consideration of the documents was entrusted to the Working Group on Standards, which met during the lunch breaks.

Report of the Working Group on Standards

Informal document: INF.21/Rev.1

17. The Joint Meeting adopted all the amendments proposed by the Group with some corrections (see annexes II and III).

18. As regards proposal 5 (b) concerning 6.2.3.1.5, the Joint Meeting noted that old cylinders equipped with fusible plugs could be carried under cover of the transitional provision in 1.6.2.1.

19. The Joint Meeting expressed the wish that these amendments enter into force from 1 January 2015. However this would not be possible for amendments introducing references to standards that would not be published before 1 July 2014. Those amendments could only enter into force on 1 January 2017.

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

Understanding of reference text for mandatory standards

Document: ECE/TRANS/WP.15/AC.1/2014/12 (CEN)

20. The Joint Meeting confirmed the interpretation contained in paragraph 9 (b) of the document, according to which the standards should explain how to respect the requirements of RID/ADR. The standards were applicable as a supplement to the requirements. When there were contradictions between a standard and RID/ADR, as indicated in 6.8.2.6.1, 6.8.2.6.2, 6.2.4.1 and 6.2.4.2, the RID/ADR requirements took precedence over those of the standard.

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

A. Pending issues

1. Addition to RID/ADR 1.8.6.4.1 (accreditation of testing laboratories and inspection bodies)

Document: ECE/TRANS/WP.15/AC.1/2014/7 (Belgium and Germany)

Informal documents: INF.19 (Germany)

INF.27 (Spain)
INF.41 (France)
INF.47 (Drafting group)

21. After some discussion the Joint Meeting adopted a proposal suggested by a drafting group in INF.47 (see annex II).

2. Widening the scope of special provision 594

Document: ECE/TRANS/WP.15/AC.1/2014/14 (Germany)

22. The proposal was adopted (see annex II).

3. Assignment of flammable liquids in packing group II to packing group III according to their viscosity

Document: ECE/TRANS/WP.15/AC.1/2014/20 (CEPE)

Informal documents: INF.26 (Secretariat)
INF.29 (United Kingdom)

23. The Joint Meeting adopted proposal 2 from the CEPE document, meaning that the criterion of kinematic viscosity would be retained in RID, ADR and ADN (see annex II). CEPE would propose, through IPPIC, introducing that criterion in the United Nations Recommendations.

24. In the light of the opinion of CEPE that imposing a 450 litres limit would not create problems for their industry, the Joint Meeting also decided to set the capacity limit at 450 litres, as in the United Nations Recommendations. That decision required the consequential amendments mentioned in paragraph 2 of informal document INF.29 (see annex II). The other comments by the United Kingdom in informal document INF.29 should possibly be the subject of subsequent discussions by the United Nations Sub-Committee of Experts.

4. Lithium batteries contained in vehicles and equipment assigned to UN Nos. 3166 and 3171

Document: ECE/TRANS/WP.15/AC.1/2014/36 (France)

Informal document: INF.36 (France)

25. Several delegations did not support the proposal for clarification made by France, as they considered that the current provisions of RID/ADR were sufficiently explicit:

- If the battery was indeed installed on a vehicle such as an electric bicycle, the vehicle could be transported under UN Nos. 3166 or 3171, as appropriate. In such cases there was no requirement for the battery to meet the test requirements of the Manual of Tests and Criteria;
- If the battery was transported from its place of manufacture to an assembly plant, or if it was transported disassembled, it should meet the test requirements and be transported under UN Nos. 3090 or 3480;
- If the battery was packed separately in the same package as the vehicle, it should be transported under UN Nos. 3091 or 3481, and thus had to meet the test conditions.

They therefore considered it improbable that electric bicycle manufacturers, that did not necessarily produce batteries, would install batteries not meeting the test requirements. At one stage or another in the life of the batteries such requirements would probably have to be met.

26. It was, however, noted that several scenarios were possible, depending on the type of vehicles listed in the NOTE to 2.2.9.1.7, and that the testing requirements were currently under review to verify whether the tests in ECE Regulation 100 (Rev.2) for the safety of batteries installed in electric vehicles and those of the Manual of Tests and Criteria for their transport were equivalent from the safety standpoint.

27. It was decided to raise the question once again taking account of possible exemptions, preferably providing a specific special provision in RID/ADR for UN Nos. 3166 and 3171, for example as provided in the IMDG Code (special provision 962). The French Government would submit a proposal in due course.

5. Maximum total quantity per transport unit in 1.1.3.6 for adsorbed gases

Document: ECE/TRANS/WP.15/AC.1/2014/35 (France)

Informal document: INF.39 (France)

28. The proposed amendments to 1.1.3.6.3 and the consequential amendments to the Table were adopted (see annex II).

6. Carriage in bulk of UN No. 3170, ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS

Document: ECE/TRANS/WP.15/AC.1/2014/21 (Spain and Norway)

Informal documents: INF.26 (Secretariat)
INF.49 (Spain and Norway)

29. The proposals contained in informal document INF.49 were adopted with minor drafting changes (see annex II). The representatives of Norway and Spain were invited to submit a proposal to the United Nations Sub-Committee of Experts on this subject.

7. Decisions of the RID Committee of Experts standing working group at its second session (Copenhagen, 18–22 November 2013)

Informal document: INF.7 (OTIF secretariat)

30. The Joint Meeting took note of the conclusions of the working group. The proposals relating to flexible bulk containers and to 1.1.3.10 were discussed during the consideration of the topics in question.

8. Amendment of 4.1.1.19

Informal document: INF.18 (Germany)

31. The proposed amendments to take into account the introduction of provisions relating to large salvage packagings were adopted (see annex II).

9. Carriage of FERROSILICON in bulk (UN No. 1408)

Informal document: INF.26 (Secretariat)

32. The Joint Meeting decided by a vote to assign provision AP3 to UN No. 1408 (see annex II).

10. Editorial amendments to 1.1.3.10

Informal document: INF.32 (Russian Federation)

33. Given that the new 1.1.3.10 reproduced the provisions of 1.1.1.9 of the United Nations Model Regulations, the representative of the Russian Federation was requested to submit his proposal to the United Nations Sub-Committee of Experts.

11. Amendment to special provision 663

Informal document: INF.34 (Secretariat)

34. The proposal to exclude specifically radioactive material from material that might be contained in discarded packagings (UN No. 3509) in accordance with special provision 374 of the United Nations Model Regulations was adopted.

12. Flexible bulk containers

Documents: ECE/TRANS/WP.15/AC.1/132, paragraph 96
ECE/TRANS/WP.15/221 (Report of the Working Party on the Transport of Dangerous Goods), paragraphs 23–26
OTIF/RID/CE/GTP/2013-A (Report of the standing working group of the RID Committee of Experts of OTIF), paragraphs 13 and 14
ECE/TRANS/WP.15/AC.1/2014/3 (UIC)

Informal documents: INF.7 (OTIF secretariat)
INF.26 (ECE secretariat)
INF.45 (IDGCA)
INF.46 (IDGCA)
INF.51 (IDGCA)

35. The question was discussed at length. Some delegations wished to receive further information on the results of the tests for the flexible bulk containers that IDGCA would like to transport.

36. The Joint Meeting considered that before introducing new provisions into RID/ADR/ADN for new transport equipment, the industry should provide proof of the existence of equipment capable of meeting such requirements.

37. The Joint Meeting eventually agreed to recommend that the RID Committee of Experts, the Working Party on the Transport of Dangerous Goods and the ADN Safety Committee introduce the provisions of the United Nations Model Regulations concerning flexible bulk containers, as already adopted in document ECE/TRANS/WP.15/AC.1/132/Add.2, into RID, ADR and ADN, with the following reservations:

- That they should be satisfied with the way specific requirements provided for their respective modes of transport would be met;
- That all actual test results for tests to be performed in accordance with 6.11, except the top lift test would be provided prior to their respective sessions.

38. The Joint Meeting also adopted a new paragraph 7.5.1.6 (as proposed in informal document INF.51) and, if the provisions were to be introduced into RID, ADR and ADN, accepted the proposal of UIC (ECE/TRANS/WP.15/AC.1/2014/3) to transfer the definitions of BK1, BK2 and BK3 bulk containers into section 1.2.1 (see annex II).

13. Periodic inspection and testing of some transportable refillable steel cylinders for liquefied petroleum gas (LPG)

Document: ECE/TRANS/WP.15/AC.1/2014/13 (AEGPL)

Informal documents: INF.52 and INF.52/Rev.1 (AEGPL)

39. The Joint Meeting would come back to this issue at its next session. Delegates who had comments on the proposed texts were invited to send them to AEGPL before the end of May so that a new proposal could be prepared in time. In this new document, AEGPL was invited to summarize previous discussions.

B. New proposals

1. Reference to UIC leaflets

Document: ECE/TRANS/WP.15/AC.1/2014/4 (UIC)

Informal documents: INF.3 and INF.13 (UIC)

40. The Joint Meeting agreed to add a reference to UIC leaflet 592 as it stood on 1 October 2013 but did not agree to delete references to leaflets 592-2 and 592-4, which were still acceptable for equipment in service (see annex II).

41. It noted the new situation that had arisen with the development of European and international regulations for rail transport and the consequent need to reconsider the validity of maintaining the application of the leaflets as a statutory requirement. For that reason, certain delegations would not have wanted the amendment to enter into force until 2017.

42. As the new UIC leaflet 592 had already been published, it was agreed that the amendment could enter into force on 1 January 2015, but UIC was requested to begin discussions with various stakeholders as soon as possible so that RID and ADR provisions might be harmonized accordingly as from 1 January 2017.

2. Exempting the carriage of construction, agricultural and forestry machinery from special provision 363

Document: ECE/TRANS/WP.15/AC.1/2014/8 (VESF)

43. Proposal 1, aimed at adding a new paragraph 1.1.3.3 (c), was put to the vote and was adopted with a few amendments, in particular extending the exemption to any non-road mobile machinery according to article 2 of Directive 97/68/EC (but only internal combustion engine machinery operating on liquid fuel) (see annex II).

3. Marking of bundles of cylinders

Document: ECE/TRANS/WP.15/AC.1/2014/16 (ISO)

Informal document: INF.12 (ISO)

44. The three proposals by ISO contained in informal document INF.12 were adopted (for entry into force on 1 January 2015), with the deletion of the words “as applicable” from 6.2.3.9.7.1 (see annex II).

4. Placarding of large containers, MEGCs, tank-containers and portable tanks

Document: ECE/TRANS/WP.15/AC.1/2014/18 (Spain)

45. The Joint Meeting noted that the French version of the second paragraph of 5.3.1.2 of ADR referred to tank-containers and portable tanks with multiple compartments carrying two or more different dangerous goods, while neither the English version nor the equivalent RID paragraph include the word “different”. The Joint Meeting was of the view that referring to two or more substances implied that they were different and that therefore the word “different” was not strictly necessary. In any case, the interpretation was that if the same substance was contained in all compartments, the related placards could be displayed only once and did not need to be displayed along the side of each compartment. However, it

was noted that for multiple-compartment tanks in multimodal transport, the placards have to be displayed along the side of each compartment when different substances are contained in the various compartments including when these substances possess the same dangers, which leads to the repeated display of the same placards when the dangers they possess are the same. Should the representative of Spain wish to modify this situation, she was invited to submit her proposal first to the United Nations Sub-Committee of Experts.

5. Carriage of genetically modified live animals

Document: ECE/TRANS/WP.15/AC.1/2014/10 (Germany)

Informal document: INF.8 (Germany)

46. The Joint Meeting agreed to the proposal by Germany to set up an informal working group to clarify the current provisions of RID/ADR/ADN concerning the carriage of genetically modified live animals, and if necessary to propose modifications to them, taking into account other applicable domestic or international regulations.

6. Approval of packages intended for carriage of infectious substances

Document: ECE/TRANS/WP.15/AC.1/2014/28 (Switzerland)

47. The Joint Meeting noted that the text of RID/ADR differs from that of the United Nations Model Regulations. The origins of the text of 4.1.8.2 of RID/ADR should therefore be checked to clarify the situation.

7. Paragraph 5.5.3

Document: ECE/TRANS/WP.15/AC.1/2014/25 (Austria and Spain)

Informal document: INF.50 (Austria and Spain)

48. Proposal 1 to delete the last sentence in 5.5.3.1.5 in the new 2015 version according to which it could be assumed that dry ice would not present any danger, when put to the vote, was adopted (see annex II). The other proposals will be discussed at the next session.

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

A. Informal working group on a multimodal database on events involving the transport of dangerous goods (Valenciennes, 10–11 October 2013)

Documents: ECE/TRANS/WP.15/AC.1/2014/37 (France)

ECE/TRANS/WP.15/AC.1/2014/23 (Belgium and Netherlands)

49. The Joint Meeting took note of the progress of work to date, in particular on the pilot database project with data input from Germany, Belgium and France.

50. Delegations that wished to contribute to the development of the pilot database project by providing data should now use version 2 of the database module available on the UNECE website.

51. The UNECE secretariat and the Government of France would consider possible ways of improving the structure of the database, particularly by exploring the potential for extracting online information and feasibility of taking into account the comments on the need for both anonymity and transparency.

52. The discussions during the meeting of the informal working group had led the governments of Belgium and the Netherlands to consider possible improvements to section

1.8.5 (ECE/TRANS/WP.15/AC.1/2014/23). The Joint Meeting invited them to prepare an official proposal to improve the criteria for requiring reports on events to be submitted and also the events to be taken into consideration. Delegations wishing to make contributions were invited to submit their proposals to the representatives of Belgium and the Netherlands before the end of May 2014. This issue might need to be further discussed in an informal working group.

53. The representative of Germany said that for his Government it would be important that only information according to 1.8.5 is recorded and that this information should be provided by the competent authority.

B. First workshop on risk assessment in the context of the transport of dangerous goods by rail, road and inland waterways

Informal documents: INF.14 (ERA)
INF.38 (Chairman of the Joint Meeting)

54. The Joint Meeting took note of the conclusions of the workshop. Certain delegations voiced some reservations to a harmonized approach to risk assessment and wished to avoid a regulatory approach, preferring general guidelines that would leave it to the discretion of the competent authorities. Others favoured an internationally harmonized approach, as arbitrary decisions often came down to shifting the focus of the problem.

55. The Chairman indicated that if the ultimate goal was to have harmonized risk acceptance criteria, they would have to be established in stages. It was already possible to consider the methodology for assessing the probability of occurrences and related uncertainties and calculating the effects based on modelling.

56. It was agreed that ERA would submit a proposal for a road map at the next session. The Joint Meeting also accepted the ERA offer to organize a second workshop from 28 to 30 October 2014 that would seek to take stock of the existing databases on accidents and their contents and to explore the notion of calculations and uncertainties mentioned by the Chairman.

VIII. Future work (item 7 of the agenda)

A. Main decisions of the Inland Transport Committee

Informal document: INF.37 (UNECE Secretariat)

57. The Joint Meeting took note of the main decisions of the Inland Transport Committee notably of its support for the work on telematics and on the development of a database of accidents involving the carriage of dangerous goods.

B. Dates of meetings of informal working groups

Informal document: INF.44 (France)

58. The Joint Meeting noted that the informal working group on telematics should meet in Bordeaux from 3 to 5 June 2014, and the group on BLEVE in Paris from 23 to 25 April 2014.

C. Carriage of ammonia solutions in IBCs

Document: ECE/TRANS/WP.15/AC.1/2014/2 (Belgium)

59. The Joint Meeting noted that the problems raised were referenced in the document but that Belgium was no longer calling for the establishment of an informal working group given the reticence expressed by the Joint Meeting at its last session.

D. Dates of the next session

60. The 2014 autumn session will take place in Geneva from 15 to 19 September 2014.

61. The following documents remain on the agenda: ECE/TRANS/WP.15/AC.1/2014/17, 22, 23, 25, 26, 27, 29, 33 and 43.

IX. Any other business (agenda item 8)

Tribute to Mr. K. Wieser

62. The Joint Meeting asked the representative of CEN to transmit its most sincere thanks to the CEN consultant, Mr. Karol Wieser, who had not been able to attend the present session even though he had been responsible for all the preparatory work. It also warmly thanked Mr. Wieser for his valuable contribution to the work on standards as a CEN consultant for numerous years.

63. The representative of CEN indicated that it had not been possible until now to find someone to take on this work and invited any delegate that might be interested to apply for the post or to inform qualified experts about the vacancy.

X. Adoption of the report

64. The Joint Meeting adopted the report on its spring session and its 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.1/134/Add.1)

Annex II

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2015

(See ECE/TRANS/WP.15/AC.1/134/Add.2)

Annex III

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2017

(See ECE/TRANS/WP.15/AC.1/134/Add.2)
