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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 spring 2015 session¹

held in Bern from 23–27 March 2015

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² For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/138/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 (UNECE) was held in Geneva from 23 to 27 March 2015, 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, Azerbaijan, Belgium, Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, United Kingdom and United States of America.

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

(a) South Africa;

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

(c) The following international non-governmental organizations: European Association of Dangerous Goods Safety Advisers (EASA), European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), European Metal Packaging (EMPAC), International Association of the Body and Trailer Building Industry (CLCCR), International Dangerous Goods and Containers Association (IDGCA), 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)

Document: ECE/TRANS/WP.15/AC.1/137 and Add.1

Informal documents: INF.1, INF.2/Rev.1 and INF.3 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/137 and Add.1 (letter A 81-02/502.2015 from OTIF), as updated by informal documents INF.1 and INF.2/Rev.1.

III. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/134 and Add.1 (Reports of the Joint Meeting and its Working Group on Tanks on their spring 2014 sessions)

ECE/TRANS/WP.15/AC.1/136 and Add.1 (Report of the Joint Meeting and its Working Group on Tanks on their autumn 2014 sessions)

ECE/TRANS/WP.15/AC.1/2014/13 (Proposal for amendments to special provisions TU21 and TU16 of Chapter 4.3 of RID/ADR in order to align them with the requirements of SMGS, annex 2)

ECE/TRANS/WP.15/AC.1/2015/3 (OTIF Secretariat) (4.3.2.2 – Degree of filling)

ECE/TRANS/WP.15/AC.1/2015/8 (France) (Wall thickness of tanks with a capacity of less than 5,000 litres made of austenitic-ferritic stainless steel)

ECE/TRANS/WP.15/AC.1/2015/10 (Netherlands) (Shells made of aluminium alloy with protective linings)

ECE/TRANS/WP.15/AC.1/2015/16 (France) (Periodic inspection of tanks with protective internal linings)

ECE/TRANS/WP.15/AC.1/2015/19 (UIC) (Carriage of tanks, battery-vehicles (battery-wagons) and MEGC following the expiry of deadlines for periodic and intermediate inspections)

ECE/TRANS/WP.15/AC.1/2015/20 (UIC) (Indication of date of next inspection on both sides of tank containers, portable tanks and MEGC)

ECE/TRANS/WP.15/AC.1/2015/22 (United Kingdom) (Tanks: experience of the United Kingdom with improperly manufactured and wrongly certificated road tank-vehicles)

Informal documents: INF.48 (Spring 2014) (Russian Federation) (Comments on document ECE/TRANS/WP.15/AC.1/2014/13)

INF.10 (Germany) (Carriage of heat energy)

INF.12/Rev.1 (Poland) (Application of standards for LPG tanks)

INF.15 (Germany) (Interpretation of the term “cross-section” in 6.8.2.1.20 of ADR)

INF.17 (UIC) (Ascertainment of information on the expiry of holding times in the transport document when carrying refrigerated liquefied gases)

INF.18 (United Kingdom) (Tanks: experience of the United Kingdom with improperly manufactured and wrongly certificated road tank-vehicles)

INF.22 (Russian Federation) (Maximum average temperature to take into consideration in calculating the degree of filling of tanks for the transport of petroleum products)

INF.41 (AEGPL) (Application of standards for LPG tanks)

INF.42 (Belgium) (Application of special provision 664)

INF.51 (United Kingdom) (Presentation related to document -/2015/22)

5. Consideration of the documents was assigned to a working group that met from 23 to 25 March 2015 under the chairmanship of Mr. A. Bale (United Kingdom).

Report of the Working Group on Tanks

Informal document: INF.50

6. The Joint Meeting endorsed the conclusions and recommendations of the Working Group, whose report is reproduced in annex I as addendum 1 to this report, with the following comments or reservations. The adopted texts are reproduced in annex II to this report.

Item 1. Transport of phosphorus in tanks

7. The proposed amendment to provision TU16 was adopted. The secretariat was requested to draw the attention of the United Nations Sub-Committee of Experts to the suggestion to assign special provision TP7 (currently assigned to UN No. 2447) to UN No. 1381.

8. The Joint Meeting noted that the Russian Federation wished to amend the second indent of provision TU16. Its representative was thus asked to submit an official proposal with the necessary justification.

Item 3. Shells made of aluminium alloy with protective linings

9. The representative of the Netherlands agreed to submit a new proposal to the next session, as, for safety reasons, a solution to the problem raised had to be found urgently. However, he said that he was not in a position to support his proposal with replies to all the questions raised in paragraph 14. The Joint Meeting therefore invited all those delegations who might have some elements of replies to send them to the representative of the Netherlands before the deadline for the submission of documents, or to transmit them directly to the secretariat as informal documents for the next session. The proposal from the Netherlands will be examined even if the pieces of information in question have not been provided. Referring to this item and also to item 4, the representative of Germany said that a more general discussion on protective lining would be necessary in the future.

Item 5. Degree of filling

10. The representative of the Russian Federation invited the Member States of COTIF to provide temperature profiles for countries where transport is carried out in accordance with RID, as he had done in informal document INF.22 for countries that apply SMGS.

Item 10. Interpretation of the term cross-section in paragraph 6.8.2.1.20 of ADR and in section 6 of standard EN 13094:2008

11. The Joint Meeting noted that work on this issue would be continued. As some governments had already established their own interpretation of this term, and as tanks will be manufactured, also in the future, according to this interpretation, it will be necessary to provide a transitional provision if a different interpretation emerges from the discussions

IV. Standards (agenda item 3)**A. Work of CEN**

Documents: ECE/TRANS/WP.15/AC.1/2015/14 (CEN) (Work of CEN)
ECE/TRANS/WP.15/AC.1/2015/15 (United Kingdom) (Standard EN 12972:2014)
ECE/TRANS/WP.15/AC.1/2015/17 (CEN) (Understanding of reference texts for mandatory and non-mandatory standards)

Informal documents: INF.27 (Secretariat) (Standard EN 12493:2013 + A1:2014)
INF.28 (CEN) (Comments on draft standards)
INF.36 (United Kingdom) (Addendum to -/2015/15)
INF.40 (United Kingdom) (Comments on -/2015/17)

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

13. As for cooperation with CEN in accordance with the agreed procedure set out in documents ECE/TRANS/WP.15/AC.1/122/Add.2 and ECE/TRANS/WP.15/AC.1/130, annex III, the Joint Meeting thanked the representative of CEN for the effort made to compensate for the lack of a consultant. However, that effort had not been sufficient to absorb the backlog. While the Joint Meeting was pleased that CEN had at last identified the new consultant, it regretted that the question of funding had yet to be resolved. It emphasized once again the extreme importance in terms of safety and compatibility with RID and ADR of technically evaluating the relevance of standards before making reference to them, thus making possible their alternative or mandatory application as supplements to RID and ADR provisions. If a solution was not found, several delegates recommended reinstating the situation that had prevailed prior to 2008, which would mean no longer using references to certify the compatibility of standards with the regulations.

B. Report of the Working Group on Standards

Informal documents: INF.48 and INF.49

14. The Joint Meeting considered the report of the Working Group, contained in informal document INF.48, and reached the following conclusions.

15. For cooperation with CEN, the Joint Meeting endorsed the group's remark in section 5.1 of the report that the work of the CEN consultant was essential, as the consultant acted as an independent arbiter between the CEN technical committees and the Joint Meeting in respect of conformity of standards with the requirements of RID/ADR/ADN. While the experts who wrote standards were aware that it was necessary to ensure conformity with the regulation, they did not have the detailed knowledge necessary to draw up documents that were 100 per cent compliant. Furthermore, the members of the Joint Meeting's working group on standards did not have the time to carry out the painstaking but necessary comparison of the standards and the regulations that the CEN consultant provided.

16. The Joint Meeting noted that all the comments made on the draft standards distributed by the CEN secretariat and accepted by the Working Group were summed up in informal document INF.49 and that they would also be brought to the attention of the CEN technical committees in question.

17. The Joint Meeting noted that document -/AC.1/2015/15 and informal document INF.36 should be considered at the next session.

18. The Joint Meeting adopted the amendments to 6.2.4.1, 6.2.4.2, 6.8.2.6.1, 6.8.2.6.2 and 6.8.3.6 proposed in informal document INF.40 (see annex II).

19. The Joint Meeting adopted proposal 1 of the Working Group (see annex II) and recommended that WP.15 accept an early application of standard EN 12493:2013 + A1:2014 (except Annex C), in particular because the unmodified standard was not even available on the market.

20. Proposals 4 to 7 were adopted with a few corrections (see annex II).

21. The Joint Meeting noted the Working Group's reservations about draft standard prEN ISO 21029-2 (mentioned in section 5.2 of the report). It invited the Working Group on Tanks to give its opinion at the next session about standard EN 16522:2014.

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

A. Interpretation concerning 1.1.3.3 (c), non-road mobile machinery and equipment

Informal document: INF.11 (Sweden)

22. The representative of Switzerland felt that it is not the presence or not of an internal combustion engine that determines the exemption applicable to an equipment but the type of use thereof during carriage or only at destination without moving. Most delegates were of the opinion that the interpretation proposed by Sweden was correct and invited that country's representative to prepare a proposal clarifying the wording, keeping in mind that the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods would certainly be discussing the relationship between subsection 1.1.3.3 and special provision 363.

B. Differences between language versions of the text of 1.1.3.3 (c)

Informal document: INF.16 (Switzerland)

23. It was pointed out that the engine mentioned in the second sentence of 1.1.3.3 (c) could only be that of the non-road mobile machinery mentioned in the first sentence. It did not therefore seem necessary to specify "vehicle engine" in the English version of the text. Some delegations did however think that the provisions of the second sentence should apply only if the machinery had a means of propulsion. The proposal of Switzerland to delete the word "vehicle" was put to the vote and adopted (see annex II).

C. Hydraulic pressure test for gas cylinders

Informal document: INF.26 (Sweden)

24. The Joint Meeting was of the opinion that, in the normal context of the regulations, only water or a liquid that met the definition given in 1.2.1 should be used for the test, but that liquefied gas could be used in some cases, subject to the agreement of the competent authority.

D. Exemptions for gases

1. Interpretation of paragraphs 1.1.3.1 (b) and 1.1.3.2 (c)

Informal document: INF.35 (Germany)

25. There was no consensus as to whether or not there was a system of precedence for the different exemptions under 1.1.3. Some delegates felt that the text could be clarified in this respect.

2. Exemption for lamps containing gases of groups A and O at a pressure not exceeding 200 kPa (2 bar)

Informal document: INF.43 (Switzerland)

26. The Joint Meeting considered that the issue raised by Switzerland was not a matter of interpretation, since the NOTE in 1.1.3.2 (c) clearly stated that the exemption under 1.1.3.2 (c) did not cover lamps and that the exemptions for lamps appeared under 1.1.3.10.

The proposal of Switzerland would thus not resolve an issue of interpretation but rather alter the current conditions for exemption.

27. The representative of Switzerland said that, as he saw it, the current text of RID and ADR did not correspond to the UN Recommendations since paragraph 2.2.2.4 of the Model Regulations applied only to goods which are considered dangerous and lamps containing gases of groups A and O transported at a pressure less than or equal to 2 bars are already exempted by paragraph 2.2.2.3. He considered that the term receptacle as defined in 1.2.1 could cover lamps.

28. Other delegations were of the opinion that paragraph 1.1.3.2 (c) of RID/ADR/ADN was intended for the carriage of gases in a receptacle or a tank, and did not think that a lamp could be considered as a receptacle. Furthermore, lamps rarely contained only gases of groups A and O and usually contained traces or small quantities of other dangerous substances, and the risk of implosion, for example of tubes under partial vacuum, could not be excluded. They thus feared that the proposal of Switzerland would encourage the carriage, in inappropriate conditions, of lamps, and specifically of used lamps to circumvent the requirements of 1.1.3.10.

29. The Joint Meeting considered it inadvisable to alter the current provisions on the basis of an informal document that had been submitted late.

E. Interpretation of 7.5.2.1 (mixed loading prohibitions for explosives)

Document: ECE/TRANS/WP.15/AC.1/2015/2 (Germany)

Informal document: INF.44 (Germany)

30. The Joint Meeting confirmed that there was no need to take into account the subsidiary risk label when different Class 1 substances were loaded together. It adopted an amendment to the current text to make that interpretation clear (see annex II).

F. Loader and unloader

Documents: ECE/TRANS/WP.15/AC.1/2015/6 (Sweden)
ECE/TRANS/WP.15/AC.1/2015/7 (Spain)

Informal documents: INF.21 (Sweden)
INF.46 and INF.47 (Sweden and Spain)

31. The proposals of Sweden and Spain aimed at clarifying the definitions of loader and unloader and their obligations were discussed at length. At the end of the discussions it was decided that the proposals contained in informal documents INF.46 and INF.47 required further reflection. A new document would be presented at the next session to take into consideration the various statements made.

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

A. Pending issues

1. Marking on packages, display of reduced size labels on LPG cylinders

Document: ECE/TRANS/WP.15/AC.1/2015/12 (AEGPL)

32. Several delegations expressed reservations about the proposal because they felt that displaying reduced sized labels according to standard ISO 7225 was not improving transport safety when it was possible to display normal or intermediate sized labels. The Joint Meeting agreed that AEGPL could submit a new proposal for the next session taking account of the comments made.

2. Amendments to the provisions of section 1.8.3

Document: ECE/TRANS/WP.15/AC.1/2015/18 (Romania)

Informal document: INF.45 (Romania)

33. Most delegations thought that the packing and filling of packagings or tanks in accordance with the requirements applicable to carriage justified the use of the services of a safety adviser, and that was already provided for in their national legislation. The proposal to indicate that clearly in the different paragraphs of section 1.8.3 was put to the vote and adopted (see annex II). An oral proposal by Belgium not to include the wording in certain paragraphs so as to avoid, in particular, an increase in the number of reports to be made when incidents or accidents that occurred during such operations did not have any direct effect on a transport operation was put to the vote and rejected.

34. On the basis of the proposal made in informal document INF.45, a transitional period was also included for the changes to be made to the model certificate (see annex II).

3. Possibility of electronic processes for the examination of safety advisers

Document: ECE/TRANS/WP.15/AC.1/2015/21 (Germany)

Informal document: INF.4 (Germany)

35. The Joint Meeting endorsed the principle of including provisions for the use of electronic procedures for safety adviser examinations. As a number of comments were made about the details of the proposal, the representative of Germany asked the delegations concerned to send him their comments in writing, so that he could submit a revised proposal.

4. Carriage of live animals

Document: ECE/TRANS/WP.15/AC.1/2015/5 (Secretariat)

Informal document: INF.20 (Spain)

36. The Joint Meeting confirmed its acceptance of the texts adopted at the spring 2014 session, with the deletion of the square brackets around the word “intentionally” in NOTE 1 of 2.2.62.1.1 (see annex II).

37. As for the proposal by the delegation of Spain to introduce a reference to the Cartagena Biosafety Protocol, several delegations pointed out that while it was indeed necessary for the contracting parties to the Protocol to comply with its provisions, it was apparently unnecessary to mention that point, as doing so might lead to confusion. The proposal, put to the vote, was not adopted.

5. Approval of packagings for infectious substances

Document: ECE/TRANS/WP.15/AC.1/2015/9 (Switzerland)

38. The Joint Meeting adopted the proposed amendment of 4.1.8.2 (see annex II).

39. To the question raised by Switzerland the majority of delegations answered by noting that the current regulations require a packaging of an approved design type for the

carriage of clinical waste and did not see any reason for changing this. In any case, the Joint Meeting considered that the issues raised fell under the competence of the United Nations Sub-Committee of Experts.

6. Carriage of waste electrical and electronic equipment

Informal document: INF.13 and Add.1 (Germany)

40. The Joint Meeting accepted the offer by Germany to submit the results of the questionnaire and the texts proposed in informal document INF.13 to an informal working group that would consider the issue of waste electric and electronic equipment known to contain lithium batteries.

41. The representative of Switzerland hoped that the group would also look at the carriage of other waste electric and electronic equipment, such as used lamps and smoke detectors. The Joint Meeting considered that the work of the group should be restricted to the waste specified in informal document INF.13. If other subjects were to be addressed, a government or an organization would have to undertake to organize the sessions of another informal working group.

7. Updating of references to European Union instruments (toxic substances; corrosive substances; substances hazardous to the aquatic environment)

Document: ECE/TRANS/WP.15/AC.1/2015/11 (CEFIC)

Informal document: INF.31 (CEFIC)

42. The Joint Meeting noted that the references to Directives 67/548/EEC and 1999/45/EC or to Regulation 1272/2008/EC in 2.2.61.1.14, 2.2.8.1.9 and 2.2.9.1.10.5, originally included to resolve issues related to differences in classification between RID/ADR/ADN and other legislation, ultimately posed problems for industry because of the various interpretations of those involved in the transport chain. However, the solution proposed in informal document INF.31, which had been submitted late, was very different from the one proposed in document -/AC.1/2015/11, and the delegations therefore had not had time to take stock of it. Furthermore, the amendments to the eighteenth revised edition of the UN Model Regulations contained in document ST/SG/AC.10/42/Add.1 had changed the treatment of substances cited by name in the list of dangerous goods whose indicated classification was not in conformity with the criteria. The representative of CEFIC was thus asked to submit a new official proposal, taking into consideration the proposals that would be made by the ad hoc Working Group on harmonization of RID/ADR/ADN with the United Nations Recommendations.

B. New proposals

Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT)

Document: ECE/TRANS/WP.15/AC.1/2015/4 (EIGA)

43. As multilateral agreement M237 allowing for the carriage of gas cylinders not in conformity with RID/ADR but approved by the United States Department of Transportation (DOT) was expiring, EIGA proposed either renewing the agreement, which would go against the principle according to which multilateral agreements should be valid for a maximum of five years, or including the exception as a provision in RID/ADR, applicable only until 31 December 2030.

44. It was recalled that to facilitate trade between Europe and North America, the United Nations Sub-Committee of Experts had drawn up requirements for gas receptacles known as “UN” receptacles, in particular to solve problems related to the construction, filling, inspection and other requirements that differed on the two sides of the Atlantic. Those requirements had been introduced into RID/ADR, and UN receptacles authorized in any country, including the United States of America, were authorized for transport in Europe. On the other hand, UN receptacles approved by the authority of a Contracting Party to RID or ADR were not authorized for transport in the United States unless also approved by DOT. Furthermore, multilateral agreement M237 authorized the transport of DOT receptacles that were not in conformity with the requirements of either non-UN RID/ADR receptacles or UN receptacles.

45. Several delegations were thus of the opinion that the European countries had already taken significant steps to facilitate the transport in Europe of receptacles approved in the United States, even when they were not in conformity with European regulations, and they regretted that European receptacles — even when they were UN receptacles — were not always accepted in the United States. Some indicated that they could possibly support the renewal of the M237 agreement, but that they would like in exchange for the United States to carry out procedures to recognize receptacles approved in Europe. Most delegations opposed the second proposal, which would have the effect of authorizing DOT receptacles in RID/ADR although specific steps had not been taken for reciprocal recognition by the United States

46. The representative of the United States said that it would indeed be logical for provisions in his country to call for reciprocity, but that DOT could not guarantee that such a measure would be taken, as any amendment of the regulations would call for procedures to be carried out in conformity with the legislation. That meant that first a petition for rule-making would have to be submitted and that the technical aspects would have to be evaluated by the competent services of DOT, but above all that the proposal had to be the subject of a public hearing. He would be able to report how the situation developed to the Joint Meeting at its next session.

47. The Joint Meeting thus decided to take up the discussions again if new developments on reciprocal recognition were presented.

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

A. Informal working group on telematics

Informal document: INF.33 (France)

48. Although the group had not met since the previous session of the Joint Meeting, the representative of France gave an update on the situation, and specifically on the discussions with the European Commission in respect of support for the continuation of its work. The informal working group progress is delayed because the European Commission was not in a position to make any commitment in respect of the group’s proposals, particularly those concerning information flow management (see annex I of the report in informal document INF.6 from the previous session). The European Commission was asking for the prior submission of an impact study and work on impact assessment elements according to the EC impact assessment guidelines is in preparation in France. A member of the European Union delegation representing ERA said that the impact assessment is not specific to that topic. The agency had carried out many impact studies for similar projects and he offered to share his experience with the Joint Meeting.

49. Many delegations expressed their disappointment at the delay, pointing out that there were many different initiatives being undertaken all at the same time and that the European Union stood to benefit if a proliferation of uncoordinated approaches could be avoided, as well as from a logical, harmonized and coordinated introduction of telematic systems into the regulation of the transport of dangerous goods, not only within the European Union, but also in all the Contracting Parties to RID, ADR and ADN. It was regrettable that there was no European Commission representative present for the discussion and the Joint Meeting hoped that one would at least attend the next session of the working group to demonstrate its interest in intelligent transport systems.

50. The Joint Meeting accepted the offer by France to host a session of the informal working group in Bordeaux from 6 to 8 October 2015 during the ITS World Congress. The working group could address the points listed in INF.33 as well as other work items felt necessary by participants.

51. The representative of Germany said that, since the discussions with the European Commission on further work in the direction recommended by the working group had led to a stalemate to which there did not seem to be any solution in the short or medium term, his country had set up a working group to use the telematics architecture approved by the informal working group as far as possible in developing a national electronic transport document. He announced the group's planned meeting dates and invited any of the delegates to the Joint Meeting who wished to attend to contact him.

52. The representative of ERA recalled that the data exchange specified in the TAF TSI had integrated the elements of information required in Chapter 5.4 of RID.

B. Informal working group on alternative methods for periodic inspection of transportable refillable cylinders

Informal document: INF.23 (AEGPL)

53. The Joint Meeting took note of the progress made by the working group and of its programme of work. Comments on the details of its activities should be sent directly to the group.

54. While the work concentrated first and foremost on the case of over-moulded cylinders, there was also a need to check whether such alternative periodic inspection methods were appropriate for other types of cylinders.

C. Informal working group on provisions on equipment for tanks and pressure receptacles

Informal document: INF.24 (EIGA)

55. The Joint Meeting took note of the progress made by the group. A proposal on pressure receptacles would be submitted at the next session. The group would thereafter consider the case of tanks.

D. Informal working group on cross-border tank approval in the practice of the European Union Member States. Possibility of extending the scope of TPED

Document: ECE/TRANS/WP.15/AC.1/2015/13 (Germany)

56. The Joint Meeting approved the conclusions of the informal working group and agreed that work should continue as indicated in section A of part VIII of the report. If they have not yet done so, delegations that wish to participate are invited to provide the same information as that shown in the annex to document -/AC.1/2015/13.

57. The Joint Meeting agreed to establish a new informal working group which would deal with the questions raised in item 13 of the report of the Working Group on Tanks, paragraph 31, and the issues raised in section A of part VIII of the report -/AC.1/2015/13.

58. The Government of the United Kingdom will organise the session of the group in London at the beginning of summer 2015.

VIII. Accidents and risk management (agenda item 7)

Document: ECE/TRANS/WP.15/AC.1/2014/44 (Belgium and Netherlands)
ECE/TRANS/WP.15/AC.1/2014/52 (Secretariat and France)

Informal documents: INF.16 from the autumn 2014 session (ERA)
INF.44 from the autumn 2014 session (AEGPL)
INF.29 and INF.30 (ERA)
INF.34 and Add.1 (France)

59. The Joint Meeting noted the outcomes of the second and third workshops held by ERA from 28 to 30 October 2014 and from 17 to 19 February 2015 in Valenciennes, France, on risk management in the transport of dangerous goods by rail, road and inland navigation. So far, the work had resulted in the elaboration of principles that should be respected in further development. The principles had been reviewed and shared by the participants in the workshop. The delegate from ERA also mentioned the practical arrangements for the forthcoming workshops and the development of two draft guiding documents. He renewed his invitation to delegates of the Joint Meeting to participate in the workshops. He said in particular that it had been determined that the information required in the incident report under 1.8.5 was not well adapted to be used for risk analysis. That raised the question of how to proceed for the establishment of a database (document -/AC.1/2014/52).

60. A member of the secretariat stated that several governments had taken part in test runs of a database and that the experience had shown that it was possible to collect data using a database established with support from the French Government. However, before moving on to a more advanced stage, it would be necessary to decide whether 1.8.5 had to be amended to include more detailed information, and which service level — 1, 2 or 3 as described in document -/AC.1/2014/52 the Contracting Parties wish to use. The Joint Meeting accepted the offer by France and Germany to prepare a questionnaire to gather information on the way each government currently handled the data obtained through reports made under 1.8.5 and on the kind of more detailed information that should be collected so that it could be used for risk management. Replies to the questionnaire should be sent to the French Government, and a review would be presented at the next session. In the meantime, ERA would continue with its programme of workshops.

IX. Future work (agenda item 8)

A. Debate on the necessity of a harmonised approach for the instructions in writing

Document: ECE/TRANS/WP.15/AC.1/2015/1 (Romania)

61. The delegation of Romania will prepare a new document on this issue for the next session and other delegations were invited to send it their comments.

B. Date of the next session

62. Subject to any unforeseen administrative circumstances, the next session will be held in Geneva from 15 to 25 September 2015. As Wednesday, 23 September 2015 is a holiday at the United Nations, there will be no interpretation on that day, which will be reserved for the working groups and perhaps the reading of those parts of the draft report that are available. The working groups on tanks and standards will meet in the second week. The report reading, or of the end of the report, will take place on Friday, 25 September.

X. Any other business (agenda item 9)

A. Request for consultative status

Informal document: INF.5 (EASA)

63. The Joint Meeting agreed to grant consultative status to EASA on the understanding that this organisation will only be consulted on issues concerning safety advisers that come strictly within its scope of activities and that the reference to ERA in its statutes shall be deleted.

B. Tributes to Mr. J. M. Hart, Mr. P. Huurdeman and Mr. M. Bogaert

64. The Joint Meeting was informed that Mr. Hart (United Kingdom) and Mr. Huurdeman (Netherlands) would retire soon and this session was their last one. They had both participated as head or member of their delegation at nearly all sessions since 1997 for Mr. Hart and 1985 for Mr. Huurdeman, as well as at sessions of other bodies, notably the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods. The Joint Meeting expressed its profound appreciation to them and wished them a long and happy retirement.

65. The Joint Meeting deeply regretted that, pursuant to a redistribution of competences in Belgium's administration, Mr. Bogaert would cease to participate in its work. Mr. Bogaert got involved in international activities on transport of dangerous goods relatively recently, but had rapidly demonstrated a high level of expertise in this area as well as valuable negotiation skills in Joint Meeting sessions and in other arenas such as the United Nations Sub-Committee of Experts and WP.15. The Joint Meeting wished him all success in his new endeavours.

C. Corrections to the 2015 versions of RID/ADR/ADN

Informal document: INF.14 (OTIF Secretariat)

66. The Joint Meeting adopted the corrections proposed (see annex III). A member of the UNECE secretariat said that, although the contradiction between special provision 529 and the information provided in the alphabetical index concerning the classification of mercurous chloride (calomel) should be corrected indeed in RID, the situation was different for ADR and ADN because the index had no legal status. Therefore, for ADR and ADN, this correction would have to be considered as an amendment to special provision 529, and

it would be up to WP.15 to consider how to deal with this situation, bearing in mind that the text of annexes A and B of ADR (and of the Regulations annexed to ADN) takes precedence over any information provided by the index.

XI. Adoption of the report (agenda item 10)

67. The Joint Meeting adopted the report of its session in spring 2015 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.1/138/Add.1)

Annex II

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

Chapter 1.1

1.1.3.3 (c) In the second sentence before "engine", delete "vehicle".

(Reference document: informal document INF.16)

Chapter 1.6

1.6.1 Add a new transitional provision to read as follows:

"1.6.1.37 Contracting States/Contracting Parties may continue to issue training certificates for dangerous goods safety advisers conforming to the model applicable until 31 December 2016, instead of those conforming to the requirements of 1.8.3.18 applicable from 1 January 2017, until 31 December 2018. Such certificates may continue in use to the end of their five year validity."

(Reference document: informal document INF.45, as amended)

Chapter 1.8

1.8.3.2 In paragraph (c)/(b), before "loading or unloading", insert: "packing, filling," (twice).

(Reference document: ECE/TRANS/WP.15/AC.1/2015/18)

1.8.3.3 In the third, fifth, sixth and ninth indent of the third sub-paragraph, before "loading or unloading", insert "packing, filling," (four times). In the tenth and twelfth indent, before "loading and unloading", insert "packing, filling," (twice).

(Reference document: ECE/TRANS/WP.15/AC.1/2015/18)

1.8.3.6 Before "loading or unloading", insert "packing, filling,".

(Reference document: ECE/TRANS/WP.15/AC.1/2015/18)

1.8.3.9 After "carriage", insert "packing, filling, loading or unloading".

(Reference document: ECE/TRANS/WP.15/AC.1/2015/18)

1.8.3.11 (b) In the tenth indent, between the brackets, before "loading and unloading", insert "packing, filling,". In the eleventh indent, before "loading and after unloading", insert: "packing, filling,".

(Reference document: ECE/TRANS/WP.15/AC.1/2015/18)

1.8.3.18 In the eighth entry ("Valid until ..."), before "loading or unloading", insert: "packing, filling,".

(Reference document: ECE/TRANS/WP.15/AC.1/2015/18)

Chapter 2.2

2.2.62.1.1 Amend Note 1 to read as follows:

"NOTE 1: *Genetically modified microorganisms and organisms, biological products, diagnostic specimens and intentionally infected live animals shall be assigned to this Class if they meet the conditions for this Class.*

The carriage of unintentionally or naturally infected live animals is subject only to the relevant rules and regulations of the respective countries of origin, transit and destination."

(Reference document: ECE/TRANS/WP.15/AC.1/2015/5, as amended)

2.2.62.1.12.1 Delete footnote (RID:) 7/ (ADR/ADN:) 6. Renumber the following footnotes accordingly.

Add a new note at the end to read as follows:

"NOTE: *The approval of the competent authorities shall be issued on the basis of the relevant rules for the carriage of live animals, taking into consideration dangerous goods aspects. The authorities that are competent to lay down these conditions and rules for approval shall be regulated at national level.*

If there is no approval by a competent authority of an RID Contracting State/Contracting Party to ADR, the competent authority of an RID Contracting State/Contracting Party to ADR may recognize an approval issued by the competent authority of a country that is not an RID Contracting State/Contracting Party to ADR.

Rules for the carriage of livestock are, for example, contained in Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport (Official Journal of the European Community No L 3 of 5 January 2005) as amended."

(Reference document: ECE/TRANS/WP.15/AC.1/2015/5)

2.2.9.1.11 For Note 2, amend the text of footnote (RID:) 22 / (ADR:) 17 / (ADN:) 13 (respectively renumbered 21/16/12) to read as follows:

"See Part C of Directive 2001/18/EC of the European Parliament and of the Council on the deliberate release into the environment of genetically modified organisms and repealing Council Directive 90/220/EEC (Official Journal of the European Communities, No. L 106, of 17 April 2001, pp 8-14) and Regulation (EC) No. 1829/2003 of the European Parliament and of the Council on genetically modified food and feed (Official Journal of the European Union, No. L 268, of 18 October 2003, pp 1-23), which set out the authorization procedures for the European Union."

Insert a new Note 3 to read as follows and renumber existing Note 3 as Note 4:

"NOTE 3: *Genetically modified live animals which, in accordance with the current state of scientific knowledge, have no known pathogenic effect on humans, animals and plants and are carried in receptacles that are suitable for safely preventing both the escape of the animals and unauthorized access to them, are not subject to the provisions of RID/ADR/ADN. The provisions specified by the International Air Transport Association (IATA) for air transport "Live Animals Regulations, LAR" can be drawn on as guidelines for suitable receptacles for the transport of live animals."*

(Reference document: ECE/TRANS/WP.15/AC.1/2015/5)

Chapter 3.3

SP 664 (ADR only): The following amendment must be examined by WP.15:

Amend the last sentence of paragraph (a) (ii) to read as follows:

“Welding shall be carried out in accordance with the first paragraph of 6.8.2.1.23, except that other suitable methods may be applied to confirm the quality of the welding.”.

(Reference document: informal document INF.42, as amended by informal document INF.50)

Chapter 4.1

4.1.8.2 Replace "4.1.1.3, 4.1.1.9 to 4.1.1.12" by "4.1.1.10 to 4.1.1.12".

(Reference document: ECE/TRANS/WP.15/AC.1/2015/9)

Chapter 4.3

4.3.3.5 (see document ECE/TRANS/WP.15/226, Annex I – OTIF/RID/CE/GTP/2014-B, Annex I)

Amend the sentence after the Note to read as follows:

"The date at which the actual holding time ends shall be provided on the transport document (see 5.4.1.2.2. (d))."

(Reference document: informal document INF.17)

4.3.5, TU 16 In the first indent, after "nitrogen", insert "(with or without water)".

(Reference document: informal document INF.50)

Chapter 5.4

5.4.1.2.2 (see document ECE/TRANS/WP.15/226, Annex I – OTIF/RID/CE/GTP/2014-B, Annex I)

Amend sub-paragraph (d) to read as follows:

"(d) In the case of (RID:) tank-wagons and tank-containers/(ADR:) tank-containers carrying refrigerated liquefied gases the consignor shall enter in the transport document the date at which the actual holding time ends, in the following format:

"End of holding time: (DD/MM/YYYY)"."

(Reference document: informal document INF.17)

Chapter 6.2

6.2.4.1 Insert the following first sentence: "Type approval certificates shall be issued in accordance with 1.8.7."

Amend the sentence "The requirements of Chapter 6.2 referred to in column (3) shall prevail in all cases." to read as follows: "The standards shall be applied in accordance with 1.1.5."

(Reference document: informal document INF.40)

6.2.4.1 Amend the Table, under "for closures", as follows:

At the end, add the following standards:

"

(1)	(2)	(3)	(4)	(5)
EN ISO	Gas cylinders – Quick-release cylinder valves -	6.2.3.1, 6.2.3.3	Until	

17871:[2015]	Specification and type testing (ISO 17871:2015)	and 6.2.3.4	further notice	
EN 13953:2015	LPG equipment and accessories – Pressure relief valves for transportable refillable cylinders for Liquefied Petroleum Gas (LPG) <i>NOTE: The final sentence of the scope shall not apply.</i>	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	

"

(Reference document: informal document INF.48)

6.2.4.2 At the end of the first sub-paragraph, delete "which shall prevail in all cases".

At the end of the first sub-paragraph, add the following sentence "The standards shall be applied in accordance with 1.1.5."

(Reference document: informal document INF.40)

6.2.4.2 Amend the Table as follows:

For standard "EN 14912:2005", in the last column, replace "Until further notice" by "Until 31 December 2018".

After standard "EN 14912:2005", insert the following new row:

"

(1)	(2)	(3)
EN 14912:2015	LPG equipment and accessories – Inspection and maintenance of LPG cylinder valves at time of periodic inspection of cylinders	Mandatorily from 1 January 2019

"

(Reference document: informal document INF.48)

6.2.6.4 At the end of the second indent, replace ";" by ".".

Add the following new indent:

"– for UN No. 2037 small receptacles containing gas (gas cartridges) containing non-toxic, non-flammable compressed or liquefied gases: EN 16509:2014 Transportable gas cylinders – Non-refillable, small transportable, steel cylinders of capacities up to and including 120 ml containing compressed or liquefied gases (compact cylinders) – Design, construction, filling and testing (excluding clause 9)".

(Reference document: informal document INF.48)

Chapter 6.8

6.8.2.1.21 (ADR only):

[The first amendment in the French version does not apply to the English text.]

In the second Table, after the row for "Austenitic stainless steels", insert the following new row:

Austenitic-ferritic stainless steels	3 mm	3 mm	3.5 mm
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(Reference documents: ECE/TRANS/WP.15/AC.1/2015/8 as modified by informal document INF.50)

6.8.2.6.1 Insert the following first sentence "Type approval certificates shall be issued in accordance with 1.8.7 or 6.8.2.3."

Amend the sentence "The requirements of Chapter 6.8 referred to in column (3) shall prevail in all cases." to read as follows "The standards shall be applied in accordance with 1.1.5."

(Reference document: informal document INF.40)

6.8.2.6.1 Amend the Table under "For design and construction of tanks" as follows:

For standard "EN 13094:2008 + AC:2008", in column (4), replace "Until further notice" by "Between 1 January 2011 and 31 December 2018".

After the standard "EN 13094:2008 + AC:2008", insert the following new standard:

"

(1)	(2)	(3)	(4)	(5)
EN 13094:2014	Tanks for the transport of dangerous goods – Metallic tanks with a working pressure not exceeding 0.5 bar – Design and construction	6.8.2.1	Until further notice	

"

For standard "EN 12493:2013", in column (4), replace "Until further notice" by "Between 1 January 2015 and 31 December 2017".

For standard "EN 12493:2013", in column (5), insert "31 December 2018".

After the standard "EN 12493:2013", insert the following new standard:

"

(1)	(2)	(3)	(4)	(5)
EN 12493:2013 + A1:2014 (except Annex C)	LPG equipment and accessories – Welded steel tanks for liquefied petroleum gas (LPG) – Road tankers – Design and manufacture <i>NOTE: Road tankers is to be understood in the meaning of "fixed tanks" and "demountable tanks" as per ADR.</i>	6.8.2.1, 6.8.2.5, 6.8.3.1, 6.8.3.5, 6.8.5.1 to 6.8.5.3	Until further notice	

"

6.8.2.6.1 Amend the Table under "For equipment" as follows:

For standard "EN 14432:2006", in column (4), replace "Until further notice" by "Between 1 January 2009 and 31 December 2018".

After the standard "EN 14432:2006", insert the following new standard:

"

(1)	(2)	(3)	(4)	(5)
EN 14432:2014	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction <i>NOTE: This standard may also be used for tanks with a maximum working pressure not exceeding 0.5 bar.</i>	6.8.2.2.1, 6.8.2.2.2 and 6.8.2.3.1	Until further notice	

"

For standard "EN 14433:2006", in column (4), replace "Until further notice" by "Between 1 January 2009 and 31 December 2018".

After the standard "EN 14433:2006", insert the following new standard:

"

(1)	(2)	(3)	(4)	(5)
EN 14433:2014	Tanks for the transport of dangerous goods – Tank equipment for the transport of liquid chemicals and liquefied gases – Foot valves <i>NOTE: This standard may also be used for tanks with a maximum working pressure not exceeding 0.5 bar.</i>	6.8.2.2.1, 6.8.2.2.2 and 6.8.2.3.1	Until further notice	

"

(ADR only)

For standard "EN 12252:2005 + A1:2008", in column (4), replace "Until further notice" by "Between 1 January 2011 and 31 December 2018".

After the standard "EN 12252:2005 + A1:2008", insert the following new standard:

"

(1)	(2)	(3)	(4)	(5)
EN 12252:2014	LPG Equipment and accessories – Equipping of LPG road tankers <i>NOTE: Road tanker is to be understood in the meaning of "fixed tanks" and "demountable tanks" as per ADR.</i>	6.8.3.2 and 6.8.3.4.9	Until further notice	

"

(Reference document: informal document INF.48)

6.8.2.6.2 At the end of the first sub-paragraph, delete "which shall prevail in all cases".

At the end of the first sub-paragraph, add the following sentence "The standards shall be applied in accordance with 1.1.5.".

(Reference document: informal document INF.40)

6.8.3.6 (ADR only) Insert the following first sentence "Type approval certificates shall be issued in accordance with 1.8.7."

Amend the sentence "The requirements of Chapter 6.8 referred to in column (3) shall prevail in all cases." to read as follows: "The standards shall be applied in accordance with 1.1.5."

(Reference document: informal document INF.40)

6.8.4, TT 11 (ADR only) In the sub-paragraph after the Table, replace "EN 12493:2013" by "EN 12493:2013 + A1:2014".

(Reference document: informal document INF.48)

Chapter 6.12

6.12.3.1.3 (ADR only) In the Table, replace "Stainless austenitic steels" by "Austenitic stainless steels".

(Reference document: informal document INF.50)

6.12.3.2.3 (ADR only) In the Table, replace "Stainless austenitic steels" by "Austenitic stainless steels".

(Reference document: informal document INF.50)

Chapter 7.5

7.5.2.1 Current Note becomes Note 1. Add a new Note 2 to read as follows:

"NOTE 2: *For packages containing substances or articles only of Class 1 and bearing a label conforming to models Nos. 1, 1.4, 1.5 or 1.6, irrespective of any other danger labels required for these packages, mixed loading shall be permitted in accordance with 7.5.2.2. The Table in 7.5.2.1 shall only apply when such packages are loaded together with packages containing substances or articles of other classes."*

(Reference document: ECE/TRANS/WP.15/AC.1/2015/2 + INF.44, as amended)

Chapter 9.2

9.2.2.6.3 (ADR only) In the last sentence, replace "EN 15207:2006" by "EN 15207:2014".

(Reference document: informal document INF.48)

Annex III

Corrections to the 2015 version of RID/ADR/ADN

Chapter 2.2

2.2.51.1.7 [The amendment in the German version does not apply to the English text.]

2.2.52.1.17 (ADR/ADN) In the Note, amend "Manual of Tests and Criteria, Part II, Chapter 20 and sub-section 28.4" to read "Manual of Tests and Criteria, Part II, Section 20 and test series E in Section 25".

(Reference document: informal document INF.14)

Chapter 3.3

SP 529 Amend the last sentence to read "Mercurous chloride (calomel) is a substance of Class 6.1 (UN number 2025)".

(Reference document: informal document INF.14)

Chapter 6.2

6.2.2.4 In the Table, amend the heading of the last column, "applicable for manufacture", to read "applicable".

(Reference document: informal document INF.14)
