

Joint Meeting RID/ADR/ADN (WP.15/AC.1)

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

19-23 September 2016

<http://www.unece.org/trans/main/dgdb/ac1/ac1age.html>

Paper Number	Summary	Industry Segment
REPORT		
ECE/TRANS/WP.15/AC.1/144 17 October 2016 Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its autumn 2016 session PDF		
AGENDAS		
ECE/TRANS/WP.15/AC.1/143 16 June 2016 Provisional agenda for the autumn 2016 session PDF	Provisional agenda for the autumn 2016 session	
ECE/TRANS/WP.15/AC.1/143/Add.1 11 July 2016 Provisional agenda for the autumn 2016 session – Addendum	Provisional agenda with annotations and list of documents	

PDF		
WORKING PAPERS		
ECE/TRANS/WP.15/AC.1/2016/19 29 June 2016 Report on the informal working group on the transport of waste electrical and electronic equipment containing lithium batteries Submitted by Germany PDF	The informal working group on the transport of waste electrical and electronic equipment containing lithium batteries held its second meeting on 27 and 28 April 2016 in Bonn. The (WEEE) report of the informal working group is submitted in the annex.	
ECE/TRANS/WP.15/AC.1/2016/20 29 June 2016 Request for advice from the Working Group on Tanks Submitted by the European Committee for Standardisation (CEN) PDF	At the Joint Meeting in March 2015, the Working Group on Standards considered whether to include the standard EN 16522:2014 'Tanks for transport of dangerous goods – Service equipment for tanks - Flame arresters for breather devices' in the table of 6.8.2.6.1 of ADR (only). A decision was deferred and it was decided to ask the Working Group on Tanks to give an opinion on the two issues that prevented a decision to be reached.	
ECE/TRANS/WP.15/AC.1/2016/21 29 June 2016 Service equipment on tanks Submitted by the European Industrial Gases Association (EIGA) PDF	The informal working group on "Provisions on equipment for tanks and pressure receptacles" has almost completed its considerations concerning pressure receptacles and would like to turn its attention to the final element of its terms of reference which concerns tanks. Addressing the provisions for tanks requires the participation of tanks experts, so in order to better understand the need for, and scope, of amendments to Chapter 6.8, EIGA requests time for discussion in the Working Group on Tanks. This will also enable the setting of appropriate dates for any subsequent meetings of the	

	informal working group to discuss tank provisions.	
<p>ECE/TRANS/WP.15/AC.1/2016/22</p> <p>29 June 2016</p> <p>Alternative methods for periodic inspection of refillable pressure receptacles</p> <p>Submitted by the European Liquefied Petroleum Gas Association (AEGPL) on behalf of the informal working group on alternative methods for periodic inspections</p> <p>PDF</p>	<p>This submission is the outcome of work of the “Working group on alternative methods for periodic inspections of refillable cylinders”. It requests to introduce into RID/ADR:</p> <p>A general provision, split in 3 proposals, describing the requirements to create and propose an alternative method for periodic inspection of pressure receptacles.</p> <p>proposal 1 – General rules</p> <p>proposal 2 – Non-destructive testing as a first substitute</p> <p>proposal 3 – Destructive testing when non-destructive testing is inappropriate</p>	
<p>ECE/TRANS/WP.15/AC.1/2016/23</p> <p>29 June 2016</p> <p>5.4.1.2.2 – Documentation – Additional provisions for Class 2</p> <p>Submitted by the Russian Federation</p> <p>PDF</p>	<p>OTIF Secretariat in its report OTIF/RID/CE/GTP/2015-A, as well as in the document INF.5 drew the attention of the Working Group on the difference between the provisions of paragraph 5.4.1.2.2 in Annex 2 to SMGS and RID. In case of the carriage of empty tank wagons, which contained some of liquefied gases of classification codes, an additional provision in Annex 2 to SMGS prescribes that the residual pressure in the tank after unloading should be indicated in the transport document. The Working Group has come to opinion that this issue should be submitted to the Joint RID/ADR/ADN Meeting to the Working Group on tanks for further study.</p>	

<p>ECE/TRANS/WP.15/AC.1/2016/24</p> <p>29 June 2016</p> <p>Dangerous Goods Safety Adviser: Proposals for transitional measures</p> <p>Submitted by the European Association of Dangerous Goods Safety Advisers (EASA)</p> <p>PDF</p>	<p>The aim of this document is to propose transitional measures. Amend section 1.6.1 as proposed.</p>	
<p>ECE/TRANS/WP.15/AC.1/2016/25</p> <p>29 June 2016</p> <p>General requirements for safety valves on tanks and pressure rating of bursting discs</p> <p>Submitted by the Netherlands</p> <p>PDF</p>	<p>This proposal prevents unnecessary intervention of competent authorities and includes basic requirements for safety valves in line with Chapter 6.7.</p>	
<p>ECE/TRANS/WP.15/AC.1/2016/26</p> <p>29 June 2016</p> <p>Miscellaneous topics on tanks</p> <p>Submitted by the Netherlands</p> <p>PDF</p>	<p>The three topics presented in this document were elaborated in national procedures for better understanding; these procedures are to be withdrawn. Having an additional safety benefit these topics are presented in this document.</p>	
<p>ECE/TRANS/WP.15/AC.1/2016/27</p> <p>29 June 2016</p> <p>Adopted text for 2017 – Special provision 363</p> <p>Submitted by Switzerland</p>	<p>The words “in quantities above those specified in column (7a) of Table A of Chapter 3.2” in paragraph (a) of special provision 363 of Chapter 3.3 are unnecessary. Action to be taken: Delete the words “in quantities above those specified in column (7a) of Table A of Chapter 3.2” from paragraph (a) of special provision 363 of Chapter 3.3.</p>	

PDF ECE/TRANS/WP.15/AC.1/2016/28 29 June 2016 Information on work in progress in CEN Submitted by the European Committee for Standardisation (CEN)	Following the cooperation agreement between CEN/CENELEC and the Joint Meeting (see ECE/TRANS/WP.15/AC.1/122/Add.2, as amended by ECE/TRANS/WP.15/AC.1/130/Annex III), the CEN consultant will advise the Joint Meeting of work in progress in CEN which will result in standards intended to be referenced in the RID/ADR/ADN.	
PDF ECE/TRANS/WP.15/AC.1/2016/29 29 June 2016 Assignment of obligations of the participants Submitted by Italy PDF	Considering that the activities listed in Sections 1.4.2 and 1.4.3 define security requirements that must be met, the proposal simply requires anyone who performs one or more of these activities, to retain documentary evidence that all obligations under the RID/ADR/ADN have been effectively executed. It is not considered necessary to specify in RID/ADR/ADN which kind of documents should be retained. Could be underlined that the executor shall have to determine how to meet this obligation in relation to its organization and activities performed	
ECE/TRANS/WP.15/AC.1/2016/30 8 July 2016 Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT) Submitted by the European Industrial Gases Association (EIGA) PDF	The United Kingdom initiated a new Multilateral Agreement, and this multilateral agreement M299 has been signed by a number of contracting parties. Work is progressing with the Compressed Gas Association in the United States in developing text for the submission of special permit for rulemaking to allow European pressure receptacles of a type to be defined to be permitted to be imported into the United States for transport (carriage) and discharge as well as filling for export. EIGA would wish to work with European Competent Authorities to modify the text of RID/ADR to incorporate the text of	

	multilateral agreement M299.	
ECE/TRANS/WP.15/AC.1/2016/31 29 June 2016 Report of the working group on tanks with a protective lining or coating Submitted by the Netherlands PDF	Tanks with a protective lining and with shells made of materials that react fiercely with the contents if a defect in the lining occurs should not be used. The report reflects the discussion of the informal working group that met on 20 and 21 April 2016 in the Hague and proposals for amendments.	
ECE/TRANS/WP.15/AC.1/2016/32 8 July 2016 Amendment to 6.2.3.9.6 concerning pressure receptacles Submitted by the European Industrial Gases Association (EIGA) PDF	6.2.3.9.6 permits certain information relating to the periodic inspection and test of cylinders to be “engraved on a ring of an appropriate material affixed to the cylinder when the valve is installed and which is removable only by disconnecting the valve from the cylinder.” As the use of such a ring has benefits for pressure drums, specifically the ease of applying the marks as well as inspection of the marks whilst in service it is proposed to modify 6.2.3.9.6 to permit an engraved ring to be used on pressure drums.	
ECE/TRANS/WP.15/AC.1/2016/33 8 July 2016 Entering the technical name in the transport document Submitted by the International Union of Railways (UIC) PDF	Following a check carried out by the authorities in an RID Contracting State in accordance with RID 1.8.1, a member of UIC has raised the question of whether the provisions of 5.4.1.4.1 also apply to a technical name that might be required in accordance with Chapter 3.2, Table A, column (6), special provision 274 or 318.	
ECE/TRANS/WP.15/AC.1/2016/34 8 July 2016 Carrier’s obligation; visual inspection of the load in sealed cargo transport units	Clarification of which sealed cargo transport units need not be subject to a load inspection by the carrier.	

Submitted by Austria PDF		
ECE/TRANS/WP.15/AC.1/2016/35 8 July 2016 Creation of an informal working group to deal with textual changes to the regulations Submitted by the United Kingdom PDF	This paper follows previous informal papers, submitted to the last WP.15 meeting and the previous Joint Meeting. This paper sets out the United Kingdom's view of what matters this informal group could deal with and asks a number of questions of the delegations at the Joint Meeting about taking this forward.	
ECE/TRANS/WP.15/AC.1/2016/36 8 July 2016 Request for clarification on the meaning of "in special cases" in footnote 10 of 6.8.2.4.1 and 6.8.2.4.2 Submitted by the European Committee for Standardisation (CEN) PDF	CEN/TC 296/WG 5 is willing to describe how to test with gas but needs first to know what is legally meant by "special cases", and therefore requests the Joint Meeting and the Working Group on Tanks to clarify this term.	
ECE/TRANS/WP.15/AC.1/2016/37 8 July 2016 Carriage of tanks for bromine after the expiry date of the annual test of the lining Submitted by France PDF	The issue of the carriage of such tanks after the expiry date of the annual test is raised in respect of the provisions of RID/ADR that allow, for instance, the transportation of tanks for the purposes of inspection. It seems that the bromine industry has always thought that the provisions of 6.7.2.19.6 applied to the annual testing of the lining under provision TP10. We would like the opinion of the Joint Meeting on this issue, taking account particularly of 4.3.2.4.4 and of 4.3.2.3.7, which is to be introduced in RID/ADR 2017.	
ECE/TRANS/WP.15/AC.1/2016/38	The aim of this proposal, following the discussion at the September 2015 session of the Joint	

<p>9 August 2016</p> <p>Amendment of the reference to standard EN 16509 in 6.2.6.4</p> <p>Submitted by the European Cylinder Makers Association (ECMA)</p> <p>PDF</p>	<p>Meeting, is to amend the marking requirements set out in EN 16509 so as to make these consistent with the marking requirements of RID/ADR.</p>	
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	INFORMAL PAPERS	
<p>September 2016/INF.3</p> <p>23 June 2016</p> <p>Report on the Working Group on the transport of WEEE containing lithium batteries – Comments received</p> <p>Submitted by Germany</p> <p>PDF</p>	<p>This document provides additional information concerning the informal working group on the transport of waste electrical and electronic equipment containing lithium batteries.</p>	
<p>September 2016/INF.4</p> <p>12 July 2016</p> <p>Comments on ECE/TRANS/WP.15/AC.1/2016/2 Alternative methods for periodic inspection of refillable pressure receptacles</p> <p>Submitted by Spain</p> <p>PDF</p>	<p>In ECE/TRANS/WP.15/AC.1/2016/22 3 different proposals on alternative methods for periodic inspection of refillable pressure receptacles are proposed.</p>	
<p>September 2016/INF.5</p>	<p>The secretariat reproduces hereafter the</p>	

November 4, 2016

12 July 2016 Request for consultative status Note by the secretariat PDF	information received from the Council on Safe Transportation of Hazardous Articles (COSTHA) seeking consultative status for participation in the work of the Joint Meeting.	
September 2016/INF.6 15 July 2016 Proposal for amendment to Chapter 4.3, Item 4.3.4.1.3 of the RID/ADR Submitted by the Russian Federation PDF	In connection with the above, the Ministry of Transport of the Russian Federation proposes that the second part of item 4.3.4.1.3 should be expressed in tabular form, with multiple repetitions of textual and numerical data being spread across columns and excessive information removed.	
September 2016/INF.7 13 July 2016 Registration for the Joint Meeting Note by the secretariat PDF	For the autumn 2016 session, all delegates are requested to register online using the registration system on the UNECE website	
September 2016/INF.8 24 August 2016 Response of AEGPL to ECE/TRANS/WP.15/AC.1/2016/26, Miscellaneous topics on tanks (informal document INF.38 of the Spring 2016 session) Submitted by the European Liquefied Petroleum Gas Association (AEGPL)	Topic 1: Fire safe design of primary shut off valves on tanks intended for the carriage of under pressure liquefied flammable or toxic gases. Topic 2: Prohibition of gauge glasses. Topic 3: Prevention of water ingress in safety valves.	

PDF		
<p>September 2016/INF.9</p> <p>24 August 2016</p> <p>Response of AEGPL to ECE/TRANS/WP.15/AC.1/2016/25, Pressure of safety valves, nominal pressure for rupture discs and general requirements for safety valves on tanks (informal document INF.39 of the Spring 2016 session)</p> <p>Submitted by the European Liquefied Petroleum Gas Association (AEGPL)</p> <p>PDF</p>		
<p>September 2016/INF.10</p> <p>12 August 2016</p> <p>RID/ADR/AND 2017 notification texts</p> <p>Submitted by Germany</p> <p>PDF</p>	<p>In the notification texts concerning the amendments to RID/ADR/ADN 2017 in the table concerning the mixed loading prohibitions in sub-section 7.5.2.1, no reference is made to the new label no 9A for lithium batteries. Therefore, a general prohibition of mixed loading would apply if the new label was used.</p>	
<p>September 2016/INF.11</p> <p>25 August 2016</p> <p>ECE/TRANS/WP.15/AC.1/2016/38 French version</p> <p>PDF</p>	<p>The French version of Working Paper #38.</p>	
<p>September 2016/INF.12</p> <p>25 August 2016</p>	<p>The informal working group on the inspection and certification of tanks met for a fourth time in London on 11 to 13 July 2016 under the chairmanship of Mr. J. Mairs (United Kingdom).</p>	

<p>Tanks: Informal Working Group on the inspection and certification of tanks</p> <p>Submitted by the Government of the United Kingdom</p> <p>PDF</p>	<p>Representatives of Belgium, Finland, France, Germany, the Netherlands, Poland, the Republic of Ireland, Switzerland, the United Kingdom, CLCCR, ITCO, and UIP participated. Apologies were received from Norway and IDGCA.</p>	
<p>September 2016/INF.13</p> <p>30 August 2016</p> <p>Comment about the working document ECE/TRANS/WP.15/AC.1/2016/19: “Report on the informal working group on the transport of waste electrical and electronic equipment containing lithium batteries”</p> <p>Submitted by RECHARGE</p> <p>PDF</p>	<p>In the working document ECE/TRANS/WP.15/AC.1/2016/19 submitted by Germany, it is proposed to distinguish the conditions of transport of Lithium batteries not contained in an equipment from those contained in an equipment when these batteries or equipment containing them are transported for disposal or recycling. It should be clearly indicated in “SP636 revised, para. 29” that it covers also lithium batteries included in a mix with other non-lithium batteries. As it is written in the proposal, the reader could interpret this revised version of SP636 as addressing only lithium cells and batteries which is obviously not the case. It is RECHARGE’s opinion that it is not sufficient to rely on P909 to supply this very specific information.</p>	
<p>September 2016/INF.14</p> <p>30 August 2016</p> <p>Report on the 7th Workshop of the roadmap on Risk Management in the context of rail, road, and inland waterways Transport of Dangerous Goods</p> <p>Submitted by ERA</p> <p>PDF</p>	<p>The 7th Workshop of the roadmap on Risk Management of Inland Transport of Dangerous Goods took place on 14-16 of June 2016 at the headquarters of the European Union Agency for Railways (hereinafter the Agency), Valenciennes (France).</p>	
<p>September 2016/INF.15</p>	<p>Following the cooperation agreement between CEN/CENELEC and the Joint Meeting (see ECE/TRANS/WP.15/AC.1/122/Add.2, as</p>	

<p>2 September 2016</p> <p>Information on work in progress in CEN</p> <p>Submitted by the European Committee for Standardisation (CEN)</p> <p>PDF</p>	<p>amended by ECE/TRANS/WP.15/AC.1/130/Annex III), the CEN consultant will advise the Joint Meeting of work in progress in CEN which will result in standards intended to be referenced in the RID/ADR/ADN.</p>	
<p>September 2016/INF.16</p> <p>9 September 2016</p> <p>Comment on ECE/TRANS/WP.15/AC.1/2016/37: Carriage of tanks for bromine after the expiry date of the annual test of the lining</p> <p>Submitted by the Government of the United Kingdom</p> <p>PDF</p>	<p>As noted by the experts of France, tanks that are used for the carriage of bromine (UN 1744) have additional special provisions which set out the lining requirements and the need for the lining to be subjected to annual inspections. This is in addition to the intermediate and periodic inspections that are required for all tanks. We are concerned that it seems the bromine industry has always thought that the provisions of 6.7.2.19.6 apply to this annual test required by special provision TP10, offering extensions to carriage beyond the expiration of this test deadline for portable tanks.</p>	
<p>September 2016/INF.17</p> <p>13 September 2016</p> <p>Dangerous Goods Safety Adviser: Proposal for a non-mandatory guidance for the DGSA's annual report</p> <p>Submitted by the European Association of Dangerous Goods Safety Advisers (EASA)</p> <p>PDF</p>	<p>One of the main tasks of a Dangerous Goods Safety Advisers (DGSA) is to prepare an annual report according to subsection 1.8.3.3 of ADR/RID/ADN. The aim of this document is to propose non-mandatory guidance for the DGSA's annual report, in the form of a template for the annual report.</p>	
<p>September 2016/INF.18</p> <p>13 September 2016</p> <p>Dangerous Goods Safety Adviser: Proposal for an amendment of subsection</p>	<p>The aim of this document is to propose an amendment of subsection 1.8.3.1 of RID/ADR/ADN.</p>	

1.8.3.1 of RID/ADR/AND Submitted by the European Association of Dangerous Goods Safety Advisers PDF		
September 2016/INF.19 13 September 2016 Comment on INF.6: Proposal for amendment to Chapter 4.3, Item 4.3.4.1.3 of RID/ADR Submitted by the Government of the United Kingdom PDF	We support the approach contained within informal paper 6, to tabularise the information that is set out in 4.3.4.1.3 and thus simplify the text. We believe the final sentence of 4.3.4.1.3 that is contained within RID but not ADR should remain unchanged and be added to ADR. This will ensure consistency between the texts, and is useful text for industry. We also propose a number of further amendments. These take into consideration some additional text that is found within ADR but not RID that is missing from Inf. 6 and which reflect the changes for polymerizing substances that have been adopted for the 2017 Editions of the texts	
September 2016/INF.20 13 September 2016 Interpretation of transition provisions 1.6.2.13 and 1.6.2.15 Submitted by the European Industrial Gases Association (EIGA) PDF	The text of 1.6.2.13 as proposed for the Joint Meeting of March 2013 was deemed unsatisfactory and it was amended in the plenary meeting by verbal proposals through the microphone. 1.6.2.13 was amended and a new provision 1.6.2.15 was proposed at the March 2014 Joint Meeting and followed the pattern of the text agreed a year earlier. Recent experience has shown that the intention of these measures is not clear	
September 2016/INF.21 13 September 2016 Information about dangerous goods used for cooling tanks or MEGCs Submitted by the government of Germany	Questionable is: Does the relevant stowage regulations of inland or seagoing ships consider the permanent release of Nitrogen also by tanks and are there other aspects to regulate this situation?	

PDF		
<p>September 2016/INF.22</p> <p>14 September 2016</p> <p>The inclusion of additional substances to UN1202</p> <p>Submitted by the Government of the Russian Federation</p> <p>PDF</p>	<p>In practice, rail, water, road and sea transport occupies a significant share of Petroleum fuel - fuel oil (mazut). In the Russian Federation and other CIS countries, the product of oil refining produced according to requirements of Interstate standard GOST 10585-2013 [8]. Petroleum fuel. Mazut. Specifications. (Petroleum fuel. Mazut. Specifications).</p>	
<p>September 2016/INF.23</p> <p>13 September 2016</p> <p>Interpretation of diameter in paragraphs 6.8.2.1.18 and 6.8.2.1.19 of RID/ADR</p> <p>Submitted by Germany</p> <p>PDF</p>	<p>In Germany, there are different interpretations regarding the diameter to be used for the third root formula in paragraphs 6.8.2.1.18 and 6.8.2.1.19 of RID/ADR. Some manufacturers use the internal diameter while others use the external diameter (including the shell) for the calculation. Normally, this does not present a problem; but where the internal diameter of the tank is exactly 1800 mm, the choice of the internal or the external diameter leads to different results for the minimum shell thickness</p>	
<p>September 2016/INF.24</p> <p>15 September 2016</p> <p>Simplification of the packaging for transport – double use of waste collection containers</p> <p>Amendment by the FEAD, European Federation of Waste Management and Environmental Services</p> <p>PDF</p>	<p>In recent years, manufacturers got packings/transport packaging tested that have been manufactured to the same design and got them approved in each case as both box (4A) and IBC (11A) by the competent authorities. An identical container meeting both test requirements therefore complies with the requirements of the test specifications of the respective type approval in chapter 6.1 and 6.5 of the ADR. Thus such universally usable transport packaging can be considered suitable for both small receptacles and unpackaged solid substances. 500.000 units of those types of containers are currently being used throughout Europe.</p>	

<p>September 2016/INF.25</p> <p>15 September 2016</p> <p>FEAD recommendations on transport of low pressure TL-lamps under ADR regime September 2016</p> <p>Submitted by FEAD</p> <p>PDF</p>	<p>FEAD proposes to exempt the transport of low mercury-pressure TL-lamps both of household origin and of industrial/commercial origin, provided the latter is subject to a quantity restriction to prevent abuse</p>	
<p>September 2016/INF.26</p> <p>15 September 2016</p> <p>FEAD recommendations on transport of empty packaging under UN 3509 September 2016</p> <p>Submitted by FEAD</p> <p>PDF</p>	<p>The creation of this specific new UN-number is a very good step in the good direction, allowing the sector to apply on a more pragmatic way the ADR on waste. Nevertheless, FEAD members encountered several difficulties in the operational use of this UN-number and its conditions of application, especially by the way of transport limited to the use of BK2 containers.</p>	
<p>September 2016/INF.27</p> <p>14 September 2016</p> <p>Use of the term placard / große zettel / placardage (plaques - étiquettes)/ information board (информационное табло) in the Model Regulations, ADR, ADN, RID and annex 2 to SMGS</p> <p>Submitted by the Government of the Russian Federation</p> <p>PDF</p>	<p>Based on the above, we offer when updating the text of international regulations on the transport of dangerous goods in Russian in the future, the term "Information table (информационное табло)" to withdraw and use the term "Label, applied to the wagons and containers (Знак опасности, наносимый на вагон и контейнер)" or use the term "Large label (Большой знак опасности)".</p>	
<p>September 2016/INF.28</p>	<p>At the last session of the Portuguese Committee on the Transport of Dangerous Goods (CNTMP-Comissão Nacional de Transporte de</p>	

<p>16 September 2016</p> <p>Particulars inscribed on the tank plates</p> <p>Submitted by the Government of Portugal</p> <p>PDF</p>	<p>Mercadorias Perigosas) questions arise from one member, concerning the best manner on how the particulars should be inscribed on the plates fixed to the tanks. In our opinion, it might be the case of some ambiguity in the texts, since some operators use a combination of three plates (manufacturer information, operator information, additional particulars) to complete their duties referring information. The question of how to cover up non pertinent information on multiple purpose tanks (according 4.3.3.3.2) is also on discussion.</p>	
<p>September 2016/INF.29</p> <p>16 September 2016</p> <p>Supporting information for ECE/TRANS/WP.15/AC.1/2016/32</p> <p>Submitted by the European Industrial Gases Association (EIGA)</p> <p>PDF</p>	<p>To support ECE/TRANS/WP.15/AC.1/2016/32.6.2.15, the following photographs show examples of pressure drums as well as the location of where marks are applied. From these photographs, it will be seen that the marking of pressure drums is not always easy to accomplish due to the location of the where the marks are needed to be applied, for example on the inside face of the pressure drum shroud</p>	
<p>September 2016/INF.30</p> <p>16 September 2016</p> <p>Comments and position of UIP regarding informal document INF.18 (EASA)</p> <p>Submitted by the International Union of Wagon Keepers (UIP)</p> <p>PDF</p>	<p>At the March session of the Joint Meeting UIP presented informal document INF.50 concerning proposal 2 in EASA's document OTIF/RD/RC/2016/3 – ECE/TRANS/WP.15/AC.1/2016/3. During the discussion on this issue, UIP recognised that even with the amended wording, the new text is not clear, so UIP withdrew its informal document INF.50. EASA's informal document INF.18 still contains the wording from UIP's document INF.50. However, in order to make UIP's position clear, we would like to repeat that we believe that only those participants that have physical contact with tank-containers, portable tanks or railway tank-wagons during the transport process should be required to have a "safety adviser" in their organisation</p>	

<p>September 2016/INF.31</p> <p>12 September 2016</p> <p>Comments on ECE/TRANS/WP.15/AC.1/2016/37: Carriage of tanks for bromine after the expiry date of the annual test of the lining</p> <p>Submitted by the Government of the United States</p> <p>PDF</p>	<p>With respect to the issues raised by France in ECE/TRANS/WP.15/AC.1/2016/37 regarding the transport of Bromine (UN 1744), the United States reproduces herewith a proposal submitted to the upcoming 50th Session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.</p>	
<p>September 2016/INF.32</p> <p>20 September 2016</p> <p>Partial Substitution of inspection By Statistical Methods</p> <p>Submitted by Georg W. Mair (Germany)</p> <p>PDF</p>	<p>Presentation</p> <ol style="list-style-type: none"> 1. Current requirements for periodic inspection 2. Examples of obvious deficits of current inspection methods 3. Concept for solving the issue 4. How statistics works 5. Summary and conclusion 	
<p>September 2016/INF.33</p> <p>20 September 2016</p> <p>Comment on ECE/TRANS/WP.15/AC.1/2016/29 – Assignment of obligations of the participants</p> <p>Submitted by the Government of Romania</p> <p>PDF</p>	<p>Comment on ECE/TRANS/WP.15/AC.1/2016/29 - Assignment of obligations of the participants</p>	
<p>September 2016/INF.34</p> <p>21 September 2016</p>	<p>Reference is made to document ECE/TRANS/WP.15/AC.1/2016/28, which informs about the progress made in the establishment of new and the revision of</p>	

<p>Report of the Standards Working Group</p> <p>Submitted by CEN</p> <p>PDF</p>	<p>published EN and EN ISO standards referenced or intended to be referenced in the RID/ADR/ADN.</p>	
<p>September 2016/INF.35</p> <p>20 September 2016</p> <p>Document ECE/TRANS/WP.15/AC.1/2016/24</p> <p>Submitted by Germany</p> <p>PDF</p>	<p>Revisions to document ECE/TRANS/WP.15/AC.1/2016/24</p>	
<p>September 2016/INF.36</p> <p>20 September 2016</p> <p>Document ECE/TRANS/WP.15/AC.1/2016/24</p> <p>Submitted by Austria</p> <p>PDF</p>	<p>Revisions to document ECE/TRANS/WP.15/AC.1/2016/24</p>	
<p>September 2016/INF.37</p> <p>21 September 2016</p> <p>Alternative methods for periodic inspection of refillable pressure receptacles</p> <p>Submitted by the European Liquefied Petroleum Gas Association (AEGPL) on behalf of the Working Group</p> <p>PDF</p>	<p>The working group met after presentation and discussions of the working document n°2016/22, the INF paper 4 and the presentation of INF 32 in the plenary. The working group took note of an increased support of delegations of the work done so far. In addition, an increased support of the OMC specific case was noted. Nevertheless, the main following concerns have been expressed by the participants, and have to be addressed</p>	

<p>September 2016/INF.38</p> <p>21 September 2016</p> <p>Report of the Working Group on Tanks</p> <p>PDF</p>	<p>The Working Group on Tanks met from 19 to 21 September 2016 in Geneva on the basis of the mandate from the RID/ADR/ADN Joint Meeting, under the chairmanship of Mr. Arne Bale (United Kingdom) Mr. Kees de Putter (Netherlands) as secretary. The relevant documents were submitted to the plenary session and transferred to the Working Group for consideration.</p>	
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