

| <p align="center"><b>Joint Meeting RID/ADR/ADN (WP.15/AC.1)</b><br/> Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods<br/> 19-29 September 2017<br/> <a href="http://www.unece.org/trans/main/dgdb/ac1/ac1age.html">http://www.unece.org/trans/main/dgdb/ac1/ac1age.html</a></p> |  |                               |
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| Paper Number  | Summary  | Industry Segment              |
| <b>REPORT</b>   |  |                               |
| <b>ECE/TRANS/WP.15/AC.1/2017/148/Add.1</b><br>20 October 2017<br><a href="#">PDF</a>  | Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its autumn 2017 session   |                               |
| <b>AGENDAS</b>  |  |                               |
| <b>ECE/TRANS/WP.15/AC.1/147</b><br>31 May 2017<br>Provisional agenda for the autumn 2017 session<br><a href="#">PDF</a>   | Provisional agenda for the autumn 2017 session   |                               |
| <b>ECE/TRANS/WP.15/AC.1/147/Add.1</b><br>10 July 2017<br>Provisional agenda for the autumn 2017 session: addendum<br><a href="#">PDF</a>  | Annotations and list of documents  |                               |
| <b>WORKING PAPERS</b>   |  |                               |
| <b>ECE/TRANS/WP.15/AC.1/2017/23</b><br>2 June 2017<br>Interpretation of RID/ADR 7.5.1.2 and ADR 7.5.1.1: "Equipment used"<br>Transmitted by the Government of Germany<br><a href="#">PDF</a>  | The end of the second indent of RID/ADR, 7.5.1.2 refers to the visual inspection of the "... equipment used in loading and unloading...". This wording is also to be found in ADR 7.5.1.1 in connection with arrival at the loading and unloading sites. 2. In Germany, there has been uncertainty as to what equipment has to be inspected. In particular, the question is whether this reference also includes all the equipment in accordance with ADR 8.1.4 and 8.1.5, as well as the personal protective equipment in accordance with the instructions in writing of RID/ADR Chapter 5.4. Opinions differ particularly in | <b>Road and Rail Carriers</b> |

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|  | <p>terms of the loader's inspection of the fire extinguishers before loading or unloading. However, it would seem reasonable to include these pieces of equipment, because they might also be used in the event of incidents during loading work.</p> <p><b>Germany requests the Joint Meeting's view on the matter</b></p>   |  |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/24</b><br/>2 June 2017</p> <p>Interpretation of the "carriage" definition in section 1.2.1</p> <p>Transmitted by the Government of Romania<br/><a href="#">PDF</a></p> | <p>The analysis of the provisions of section 5.4.1 in connection with the definition of "carriage" in section 1.2.1 (reproduced below), proved that the information required under section 5.4.1 might be completed.</p> <p><b>Romania is asking the Joint Meeting to discuss the matter</b></p>  | <b>COSTHA</b>  |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/25</b><br/>14 June 2017</p> <p>Assignment of obligations of the participants</p> <p>Transmitted by the Government of Romania<br/><a href="#">PDF</a></p>               | <p>During the analysis on the use of the terms "hazard/danger" and "risk" a particular case was observed. This proposal intends to solve this issue.</p> <p>Amend the text of 1.4.1.1 as follows (new text is <u>underlined</u> and deleted text <del>stricken through</del>):</p> <p><b>Proposal 1</b><br/>1.4.1.1 The participants in the carriage of dangerous goods shall take appropriate measures according to the nature and the extent of <del>foreseeable of</del> <u>the dangers and of foreseeable risks</u>, so as to avoid damage or injury and, if necessary, to minimize their effects. They shall, in all events, comply with the requirements of RID/ADR/ADN in their respective field. [...].</p> <p><b>Proposal 2</b><br/>1.4.1.1 The participants in the carriage of dangerous goods shall take appropriate measures according to the nature and the <del>extent of foreseeable degree of the</del> <u>and of foreseeable risks</u>, so as to avoid damage or injury and, if necessary, to minimize their effects. They shall, in all events, comply with the requirements of RID/ADR/ADN in their respective field. [...].</p> | <b>COSTHA</b>  |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/26</b><br/>2 June 2017</p> <p>Report of the Ad Hoc Working Group on the Harmonization Of RID/ADR/ADN with the United</p>   | <p>The Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the TDG met in Geneva from 25 to 27 April 2017 under the chairmanship of Mr. C. Pfauvadel (France). See specific papers for proposals on the subjects that were discussed:</p> <ul style="list-style-type: none"> <li>Note to 1.10.3</li> </ul>  | <p><b>COSTHA</b><br/><b>IVODGA</b><br/><b>Classification</b></p> |

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| <p>Nations Recommendations of the Transportation of Dangerous Goods</p> <p>Note by the Secretariat</p> <p><a href="#">PDF</a></p>  | <ul style="list-style-type: none"> <li>• Classification as corrosive</li> <li>• Lithium batteries installed in cargo transport units</li> <li>• Ammonium nitrate based fertilizers</li> <li>• <i>Special provision 188, paragraph (c)</i></li> <li>• <i>Carriage of fuel gas containment systems</i></li> <li>• Chemical kits and first aid kits (UN No. 3316)</li> <li>• <i>Special provision 387 (lithium batteries in conformity with new 2.2.9.1.7 (f))</i></li> <li>• New provisions concerning the carriage of articles containing dangerous goods, not otherwise specified</li> <li>• <i>Amendments to P200 (3) (e) and P206 (3) of 4.1.4.1</i></li> <li>• <i>Packing instructions P907, P911, LP905, LP906</i></li> <li>• <i>Placarding of cargo transport units containing lithium batteries</i></li> <li>• Portable tank special provision TP10 in 4.2.5.3</li> <li>• <i>Note concerning GHS pictograms in 5.1.1</i></li> <li>• Provisions concerning temperature control in Chapter 7.1</li> </ul> | <p>Li Batteries in CTUs</p> <p>GHS</p>  |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/26/Add. 1</b></p> <p>23 June 2017</p> <p>Report of the Ad Hoc Working group on the Harmonization of RID/ADR/AND with the United Nations Recommendations on the Transport of Dangerous Goods – Addendum</p> <p>Note by the Secretariat</p> <p><a href="#">PDF</a></p> |   |   |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/27</b></p> <p>2 June 2017</p> <p>Special Provision 666</p> <p>Transmitted by the Government of Switzerland</p> <p><a href="#">PDF</a></p>  | <p>The understanding of the scope of special provision 666 could be improved by eliminating unnecessary terms.</p> <p>Propose to amend SP66 as follows:</p> <p><b>666</b> Vehicles assigned to UN No. 3166 or UN No. 3171 and battery powered equipment assigned to UN 3171 in conformity with special provisions 240, 312 and 385, when carried as a load, as well as any dangerous goods they contain that are necessary for their operation or the operation of their equipment, when carried as a load, are not subject to any other provisions of ADR, provided the following conditions are met.</p>  | <p>COSTHA</p> <p>Classification</p> <p>NAAHAC</p> <p>Air Carrier Roundtable</p> |

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| <p><b>ECE/TRANS/WP.15/AC.1/2017/28</b><br/>28 June 2017</p> <p>Languages used for marks</p> <p>Transmitted by the Government of Sweden<br/><a href="#">PDF</a></p>   | <p>Insert a general requirement in Chapter 5.2 about which languages should be used for the marks, in line with the provision stated for the documentation in 5.4.1.4.1.</p> <p>Insert additional text that include the following in a number of places:</p> <p><u>“(…) shall be in an official language of the forwarding country and also, if that language is not English, French or German, in English, French or German, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.”</u></p>  | <p><b>COSTHA</b><br/><b>IVODGA</b><br/><b>Marking</b></p>            |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/29</b><br/>2 June 2017</p> <p>RID/ADR/ADN Table 1.10.3.1.2 – List of High Consequence Dangerous Goods (Flammable Corrosive Gases of Class 2)</p> <p>Transmitted by the Government of Germany<br/><a href="#">PDF</a></p>   | <p>According to Table 1.10.3.1.2, flammable gases of Class 2, in quantities of more than 3000 L in tanks, are subject to the provisions for high consequence dangerous goods (1.10.3), but flammable gases that are also corrosive are not subject to these provisions.</p> <p>UN3505, CHEMICAL UNDER PRESSURE, FLAMMABLE, CORROSIVE, N.O.S. (classification code 8FC), in quantities of more than 3000 L in tanks, should also be considered as high consequence dangerous goods</p> <p>Propose to amend:</p> <ul style="list-style-type: none"> <li>- <u>““Flammable, non-toxic gases</u> (classification codes including only the letter(s) F or FC)”.</li> <li>- <u>“Toxic gases</u> (classification codes including letters T, TF, TC, TO, TFC or TOC) excluding aerosols”.</li> </ul> | <p><b>High consequences dangerous goods &amp; security plans</b></p> |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/30</b><br/>28 June 2017</p> <p>Marking of cargo transport units carrying packages with goods of classes 1 to 9 (except UN numbers 3077 and 3082) with additional environmentally hazardous properties in small quantities in accordance with RID/ADR/AND 5.2.1.8.1</p> <p>Transmitted by the Government of Germany<br/><a href="#">PDF</a></p> | <p>At present, according to 5.3.6.1, it is not possible to dispense with the mark for environmentally hazardous substances for cargo transport units carrying packages with substances of classes 1 to 9 (except UN numbers 3077 and 3082) with additional environmentally hazardous properties in accordance with 2.2.9.1.10 in packages containing small quantities in accordance with 5.2.1.8.1. The packages themselves do not have to be marked accordingly. This is inconsistent with the provisions of the International Maritime Dangerous Goods (IMDG) Code.</p>   | <p><b>Packaging, marking, labelling &amp; placarding</b></p>         |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/31</b><br/>29 June 2017</p>  | <p>Should not be used with the protective lining of the tank and a body made of materials, rapidly reacting with the contents in the event of a defect in the lining. Proposal to add to the list of goods.</p>   | <p><b>Packaging &amp; tanks</b></p>                                  |

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| <p>Proposal to add to the list of goods carried in tanks with a protective lining or coating</p> <p>Transmitted by the Government of the Russian Federation</p> <p><a href="#">PDF</a></p>  | <p>It is proposed to add entries UN3266, CORROSIVE LIQUID, BASIC, INORGANIC, N.O.S., PG II and III, to the list of corrosive substances for which it is necessary to regulate the use aluminum alloy tanks and, and to assign new special provision TU42 to Column (13) for those entries in Table A of Chapter 3.2.</p>  |  |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/32</b></p> <p>30 June 2017</p> <p>Information on work in progress in CEN</p> <p>Transmitted by the European Committee for Standardisation (CEN)</p> <p><a href="#">PDF</a></p>  | <p>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.</p>  | <p><b>COSTHA</b></p> <p><b>Gases</b></p> <p><b>Packagings, cylinders, pressure vessels, tanks, standards</b></p> |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/33</b></p> <p>6 July 2017</p> <p>Report of the informal working group on alternative methods for periodic inspections: Alternative methods for periodic inspection of refillable pressure receptacles</p> <p>Transmitted by the European Liquefied Petroleum Gas Association (AEGPL) on behalf of the informal working group on alternative methods for periodic inspections</p> <p><a href="#">PDF</a></p> | <p>The informal working group on alternative methods for periodic inspections of refillable pressure receptacles met in Paris from 3-4 May 2017. It discussed the concerns that were expressed at the spring 2017 session of the Joint Meeting held in Bern, and offered explanations to the questions raised. A general provision is proposed in Proposal 1, and a specific provision dedicated to Over-Moulded Cylinders (OMC) is proposed in Proposal 2.</p>   | <p><b>Gases</b></p> <p><b>Packaging, cylinders, pressure receptacles &amp; periodic inspections</b></p>          |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/34</b></p> <p>30 June 2017</p> <p>Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT)</p> <p>Transmitted by the European Industrial Gases Association (EIGA)</p> <p><a href="#">PDF</a></p>   | <p>At the Joint Meeting in March 2017 the representative of EIGA submitted ECE/TRANS/WP.15/AC.1/2017/14 and supplemented this with informal paper INF.19. This reported on the progress being made on the submission of a “petition for rule making” to permit certain European pressure receptacles to be imported temporarily into the United States of America. The key point to note was that the submission had now been made by the Compressed Gas Association. As the representative from EIGA stated at the March 2017 session, further updates would be provided at subsequent Joint Meetings.</p> | <p><b>Gases</b></p> <p><b>Packaging, cylinders, pressure receptacles</b></p>                                     |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/35</b></p> <p>30 June 2017</p>  | <p>Amend provision 2.2.51.2.2, thirteenth indent, to align with the United Nations Model Regulations while keeping the current level of safety.</p>   | <p><b>Classification</b></p>   |

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| <p>Amendment of provision 2.2.51.2.2 for fertilizers</p> <p>Transmitted by the Government of Sweden<br/><a href="#">PDF</a></p>  | <p>Basically, this regards EU classification of fertilizers, in relation to the harmonization with 20<sup>th</sup> edition of UN Model Regulations.</p>   |  |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/36</b><br/>30 June 2017</p> <p><b>Holding time – Information in transport document</b></p> <p>Transmitted by the Government of Belgium<br/><a href="#">PDF</a></p> | <p>Add the end date for holding times in the transport document for portable tanks:</p> <p>Insert “portable tank” in paragraph 5.4.1.2.2 (d) (of RID/ADR 2017):</p> <p>“In the case of [tank-wagons,] tank-containers <u>and portable tanks</u> 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)”.</p>  | <p><b>COSTHA</b><br/><b>IVODGA</b><br/><b>Shipping papers &amp; portable tanks</b></p> |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/37</b><br/>30 June 2017</p> <p><b>1.1.3.6.3 – Clarification of “gross mass”</b></p> <p>Transmitted by the Government of Austria<br/><a href="#">PDF</a></p>        | <p>The aim of this proposal is to clarify the meaning of “For articles, gross mass” in 1.1.3.6.3 of RID/ADR.</p> <p><b>Option 1</b> includes the packaging, and proposes to amend 1.1.3.6.3 of RID/ADR as follows:</p> <p>“In the above table, “maximum total quantity per transport unit” means:</p> <ul style="list-style-type: none"> <li>- For articles, gross mass in kilograms <u>of the articles and their packagings</u> (for articles of Class 1, net mass in kilograms of the explosive substance; for dangerous goods in machinery and equipment specified in this Annex, the total quantity of dangerous goods contained therein in kilograms or litres as appropriate);</li> <li>- For solids, liquefied gases, refrigerated liquefied gases and dissolved gases, net mass in kilograms;</li> <li>- For liquids, the total quantity of dangerous goods contained in litres;</li> <li>- For compressed gases, adsorbed gases and chemicals under pressure, the water capacity of the receptacle in litres.”</li> </ul> <p><b>Option 2</b> excludes the packaging, and proposes to amend 1.1.3.6.3 of RID/ADR as follows:</p> <p>“In the above table, “maximum total quantity per transport unit” means:</p> <ul style="list-style-type: none"> <li>- For articles, <del>gross mass in kilograms</del> <u>total mass in kilograms of the articles without their packagings and handling devices</u> (for articles of Class 1, net mass in kilograms of the explosive substance; for dangerous</li> </ul> | <p><b>Definition of “gross mass of articles”</b></p>                                   |

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|  | <p>goods in machinery and equipment specified in this Annex, the total quantity of dangerous goods contained therein in kilograms or litres as appropriate);</p> <ul style="list-style-type: none"> <li>- For solids (...);</li> <li>- For liquids (...);</li> <li>- For compressed gases (...)."</li> </ul>   |   |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/38</b><br/>30 June 2017</p> <p>Report of the informal working group on the inspection and certification of tanks</p> <p>Transmitted by the Government of the United Kingdom</p> <p><a href="#">PDF</a></p> | <p>This is the report of the informal working group on the inspection and certification of tanks, which met for a sixth time in London from 6-8 June 2017. Subjects discussed were as follows:</p> <ul style="list-style-type: none"> <li>• Appointment, control and monitoring of inspection bodies</li> <li>• Harmonisation of inspection procedures</li> <li>• Improvements to construction and inspection requirements</li> </ul>  | <p><b>Gases</b></p> <p><b>Packaging &amp; tank manufacturers</b></p>  |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/39</b><br/>30 June 2017</p> <p>Articles containing lithium metal batteries or lithium ion batteries</p> <p>Transmitted by the Governments of Germany and Sweden</p> <p><a href="#">PDF</a></p>             | <p>Allow packages with articles containing lithium batteries to be transported without having to affix the lithium battery mark or the label 9A.</p> <p>Amend new 5.2.2.1.13.1 from 20<sup>th</sup> edition of the UN Model Regs into new 5.2.2.1.12.1:</p> <p>"5.2.2.1.12.1 Packages containing dangerous goods in articles and dangerous goods in articles carried unpackaged shall bear labels according to <u>5.2.2.1</u> reflecting the hazards established according to 2.1.5, except that for articles that in addition contain lithium batteries, a lithium battery mark or a label conforming to model No. 9A is <u>not required</u>. If the article contains one or more lithium batteries with, for lithium metal batteries, an aggregate lithium content of 2 g or less, and for lithium ion, a Watt hour rating of 100 Wh or less, the lithium battery mark (Figure 5.2.5) shall be affixed to the package or the unpackages article. If the article contains one or more lithium batteries with, for lithium metal batteries, an aggregate lithium content of more than 2 g, and for lithium ion, a Watt hour rating of more than 100 Wh, the lithium battery label (5.2.2.1.2 No. 9A) shall be affixed to the package or the unpackages article."</p> | <p><b>Lithium batteries</b></p> <p><b>COSTHA</b></p> <p><b>NAAHAC</b></p> <p><b>Air Carrier Roundtable</b></p> <p><b>E-commerce</b></p> |

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| <p><b>ECE/TRANS/WP.15/AC.1/2017/40</b><br/>30 June 2017</p> <p>Cross sectional shapes of shells</p> <p>Transmitted by the Government of the Netherlands<br/><a href="#">PDF</a></p>      | <p>This proposal allows tanks of 6.8.2.1.14 a) to be constructed with sections other than those mentioned in footnote 2 of 6.8.2.1.18 and prevents misinterpretations.</p> <p>Introduce a new paragraph 6.8.2.1.29 to read:</p> <p><u>“Disregarding the requirements of 6.8.2.1.18 the cross-sectional shape of shells of 6.8.2.1.14(a) may contain local recesses or protrusions such as sumps, cut-outs or recessed manhole constructions. They may be constructed of flat or shaped (concave or convex) sheet metal. Dents and other unintended deformations shall not be regarded as recesses or protrusions.”</u></p>  | <p><b>Gases</b></p> <p><b>Packaging &amp; tank manufacturers</b></p> |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/41</b><br/>3 July 2017</p> <p>Implications of 1.8.1 for competent authorities</p> <p>Transmitted by the Government of France<br/><a href="#">PDF</a></p> | <p>At the last session of the Joint Meeting, the question of the implications of 1.8.1 for the competent authorities was raised (see the report, ECE/TRANS/WP.15/AC.1/146, paras. 17-20). It was noted that the situation of ADN differed from that of RID and ADR because article 4 (3) of the agreement clarified obligations in respect of checks. Some delegations expressed the idea that a similar text could be useful in RID and ADR. France believes that this would indeed clarify matters, as it has for ADN. However, amending the agreements themselves is complicated. It would clearly be easier to amend RID and ADR 1.8.1.</p> <p>It is proposed to amend 1.8.1 as follows:</p> <p>“1.8.1 Administrative controls of dangerous goods</p> <p>1.8.1.1 <u>Observance of the prohibitions and the conditions referred to in [RID/ADR] shall be monitored by the competent authorities of the [States parties to RID/Contracting Parties].</u></p> <p>1.8.1.2 The competent authorities of the [States parties to RID/Contracting Parties] may, on their national territory, at any time, conduct spot checks to verify whether the requirements concerning the carriage of dangerous goods have been met including, in accordance with 1.10.1.5, those concerning security measures. These checks shall, however, be made without endangering persons, property or the environment and without major disruption of road services.</p> <p>1.8.1.3 Participants in the carriage of dangerous goods (Chapter 1.4) shall, without delay, in the context of their respective obligations,</p> |  |



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|   | <p>provide the competent authorities and their agents with the necessary information for carrying out the checks.</p> <p>1.8.1.4 The competent authorities may also, for the purposes of carrying out checks on the premises of the enterprises participating in the carriage of dangerous goods (Chapter 1.4), make inspections, consult the necessary documents and remove samples of dangerous goods or packagings for examination, provided that safety is not jeopardized thereby. The participants in the carriage of dangerous goods (Chapter 1.4) shall also make the vehicles or parts of vehicles and the equipment and installations accessible for the purpose of checking where this is possible and reasonable. They may, if they deem necessary, designate a person from the enterprise to accompany the representative of the competent authority.</p> <p>1.8.1.5 If the competent authorities observe that the requirements of ADR have not been met, they may prohibit a consignment or interrupt a transport operation until the defects observed are rectified, or they may prescribe other appropriate measures. Immobilization may take place on the spot or at another place selected by the authorities for safety reasons. These measures shall not cause a major disruption in road services.”</p> |  |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/42</b><br/>3 July 2017</p> <p>Follow-up to the work of the informal working group on reducing the risk of a BLEVE – simulations of the behavior of tanks exposed to fire</p> <p>Transmitted by the Government of France<br/><a href="#">PDF</a></p> | <p>Inform the Joint Meeting of the progress made by INERIS in its calculations to assess the effectiveness of systems for the protection of tanks and their behaviour in a fire.</p>   | <p><b>Gases</b></p> <p><b>Tanks</b></p> <p><b>Fire simulations &amp; BLEVE</b></p>   |
| <p><b>ECE/TRANS/WP.15/AC.1/2017/43</b><br/>10 July 2017</p> <p>Miscellaneous proposals of amendments for clarification</p>  | <p>The analysis of the text of the RID/ADR/ADN 2017 has shown that there are separate paragraphs that need to be corrected and clarified, since in present form, in our opinion, they may lead to a misinterpretation or mislead the user of the regulations.</p> <p>The subjects of the proposed amendments are:</p> <ul style="list-style-type: none"> <li>• Cross-reference in 2.2.7.2.4.6.1</li> </ul>   | <p><b>Cross-references</b></p> <p><b>COSTHA</b></p> <p><b>Large packagings</b></p> <p><b>Items of equipment for battery-vehicles and MEGCs</b></p> |

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| <p>Transmitted by the Government of the Russian Federation</p> <p><a href="#">PDF</a></p>   | <ul style="list-style-type: none"> <li>• Cross-reference in 2.2.9.1.3</li> <li>• Reference to TP3 in 4.2.1.19.2</li> <li>• Cross-reference in 5.3.2.2.1 of ADR/AND</li> <li>• Cross-reference in 6.1.1.1 (b)</li> <li>• Cross-references in 6.4.11</li> <li>• <b>Layout of 6.6.5.1.6</b></li> <li>• Cross-references in 6.9.3.1</li> <li>• <b>Wording of 6.10.1.2.1</b></li> <li>• <b>Unnecessary text in 6.8.3.2.21</b></li> </ul> <p>Most of the proposed amendments clarify cross-references (when sections are reserved or have been deleted). The amendments in bold play with the actual contents of RID/ADR...</p> | <p><b>Vacuum operated waste tanks</b></p> |
|   | <p><b>INFORMAL PAPERS</b></p>   |   |
| <p><b>INF.1</b><br/>19 September 2017</p> <p>List of documents</p> <p>Note by the Secretariat</p> <p><a href="#">PDF</a></p>                            | <p>List of documents organized by number</p>  |   |
| <p><b>INF.2/Rev.1</b><br/>15 September 2017</p> <p>List of documents under agenda item</p> <p>Note by the secretariat</p> <p><a href="#">PDF</a></p>    | <p>List of documents under agenda item</p>  |   |
| <p><b>INF.3</b><br/>19 July 2017</p> <p>Provisional timetable for the autumn 2017 session</p> <p>Note by the secretariat</p> <p><a href="#">PDF</a></p> | <p>The provisional timetable for the session is as follows:</p>   |   |

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| <p><b>INF.4</b><br/>25 August 2017</p> <p>Proposal by Romania, IRU and UIC to complete the amendments included in the working documents ECE/TRANS/WP.15/AC.1/2017/26 and OTIF/RID/RC/2017/26: This proposal concerns the use of the concepts of risk and hazard</p> <p>Transmitted by Romania, IRU and UIC<br/><a href="#">PDF</a></p> | <p>Romania, IRU and UIC have examined the working documents ECE/TRANS/WP.15/AC.1/2017/26 and OTIF/RID/RC/2017/26. These documents aim primarily at applying the Recommendations of the UN by replacing the term of “risk” with that of “hazard”, but also at partially harmonising the use of these concepts in the different language versions – DE, EN and FR. The amendments proposed by these documents involve the majority of the occurrences of the terms of risk and hazard identified by the document 2017/INF.16 presented during the meeting in March 2017. However, a number of occurrences were not handled, although they would deserve attention. The relevant occurrences have been collated in the document 2017/INF.4/Add1 attached to the present document, with proposed amendments and comments justifying such modifications. The occurrences identified in document 2017/INF.16 but not revealing any anomalies have been removed, and so have not been repeated in this annex.</p> |  |
| <p><b>INF.4/Add. 1</b><br/>25 August 2017</p> <p>Addendum to Proposal by Romania, IRU and UIC to complete the amendments included in the working documents ECE/TRANS/WP.15/AC.1/2017/26 and OTIF/RID/RC/2017/26</p> <p>Transmitted by Romania, IRU and UIC<br/><a href="#">PDF</a></p>   | <p>Document 2017/INF.4/Add1 presents the occurrences that need to be handled in the ADN, ADR and RID regulations in their current DE, EN and FR versions.</p>  |  |
| <p><b>INF.5</b><br/>26 July 2017</p> <p>Report of the 10<sup>th</sup> Workshop of the roadmap on Risk Management in the context of rail, road, and inland waterways Transport of Dangerous Goods</p> <p>Transmitted by the European Union Agency for Railways (ERA)<br/><a href="#">PDF</a></p>  | <p>Main results of the 10th workshop: The plenary sessions discussed the future framework of guides under the light of the possibilities offered to the users, anticipating also a second phase of the TDG roadmap for years 2018-2020. The discussions led to agreement on the one hand, on practical steps for the finalization of the guides with a publication foreseen beginning 2018, and on the other hand, on a list of priority actions for period 2018-2020.</p>   |  |
| <p><b>INF.6</b><br/>26 July 2017</p>   | <p>The 11th Workshop of the roadmap on Risk Management of Inland Transport of Dangerous Goods which will be held on 10-12 October 2017 at the</p>  |  |

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| <p>Second phase of the TDG Roadmap</p> <p>Transmitted by the European Union Agency for Railways (ERA)<br/> <a href="#">PDF</a></p>  | <p>headquarters of the European Union Agency for Railways will be the last one of the series of workshops originally planned in document ECE-TRANS-WP15-AC1-2014-GE-INF16. Considering the progress made during this first phase and the coming publication of the Framework guides on risk management in the context of road, rail and inland waterways transport of dangerous goods, the participants to the first phase and the Agency considered useful to continue with a second phase, focused on the facilitation of the framework implementation. The present document aims at presenting the foreseen activities of the second phase of the TDG roadmap and aims at collecting the views of the Joint Meeting delegates.</p> |  |
| <p><b>INF.7</b><br/>26 July 2017</p> <p>Overview of the future framework of guides on the risk management in the context of road, railways, and inland waterways Transport of Dangerous Goods</p> <p>Transmitted by the European Union Agency for Railways (ERA)<br/> <a href="#">PDF</a></p> | <p>In accordance with the conclusions of the Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its spring 2017 session (see paragraphs 48 to 51 of ECE/TRANS/WP.15/AC.1/146) the Agency is pleased to provide an overview of the proposed framework of the guides. The framework of guides will be the main deliverable of the first phase of the TDG roadmap<sup>1</sup>.</p>   |  |
| <p><b>INF.8</b><br/>7 August 2017</p> <p>Carriage of prohibited dangerous goods by post</p> <p>Transmitted by the Government of the United Kingdom<br/> <a href="#">PDF</a></p>   | <p>In the United Kingdom, freight and post undergoes screening before carriage by air, primarily for security reasons, but some dangerous goods are readily identifiable and intercepted on safety grounds. The United Kingdom competent authority for the transport of dangerous goods by air has raised concerns that there is, evidenced by occurrence reports, a high incidence of prohibited dangerous goods travelling by air as international and national post.</p>   |  |
| <p><b>INF.9</b><br/>14 August 2017</p> <p>Provisions concerning temperature control in Chapter 1.7</p> <p>Transmitted by the Government of Germany<br/> <a href="#">PDF</a></p>   | <p>Consequential amendments as a result of the transfer of the provisions concerning temperature control to the new section 7.1.7 of ADR/ADN.</p>   |  |

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| <p><b>INF.10</b><br/>23 August 2017</p> <p>Supplementary information from the informal working group on the inspection and certification of tanks</p> <p>Transmitted by the Government of the United Kingdom<br/><a href="#">PDF</a></p>                             | <p>On behalf of the informal working group on the inspection and certification of tanks, the United Kingdom wishes to provide the Joint Meeting with some further information. It is supplementary to ECE/TRANS/WP15/AC.1/2017/38. For ease of reference, the principles upon which the informal working group revised Chapter 6.8 are set out in Annex I. These principles were originally listed in paragraph 5 of ECE/TRANS/WP15/AC.1/2017/22.</p>  |  |
| <p><b>INF.11</b><br/>23 August 2017</p> <p>Template of a tank plate for RID/ADR tanks for the transport of dangerous goods</p> <p>Transmitted by the Government of the United Kingdom<br/><a href="#">PDF</a></p>  | <p>The representative of the United Kingdom shared a draft template with the members of the informal working group. The template was based on the RID/ADR Chapter 6.7 plate in figure 6.7.2.20.1 and included the additional information required by EN 12972. The members of the informal working group accepted the concept of having the plate template in ADR rather than EN 12972, but were unable to reach agreement on the design of the proposed template. The representative of the United Kingdom agreed to revisit the template using the template in EN 12972 as a starting point.</p> |  |
| <p><b>INF.12</b><br/>23 August 2017</p> <p>Further amendment to provision 2.2.51.2.2 for fertilizers</p> <p>Transmitted by the Government of Sweden<br/><a href="#">PDF</a></p>  | <p>Further amendments to provision 2.2.51.2.2, thirteenth indent, in order to align it with the United Nations Model Regulations while keeping the current level of safety</p>   |  |
| <p><b>INF.13</b><br/>23 August 2017</p> <p>Use of austenitic-ferric stainless steels (DUPLEX steels) in accordance with EN 10028-7:2008-02 for the construction of tanks in accordance with 6.8.5 of RID/ADR</p> <p>Submitted by Germany<br/><a href="#">PDF</a></p> | <p>Use of austenitic-ferritic stainless steels for tanks in accordance with Chapter 6.8 of RID/ADR for which a test pressure of not less than 10 bar is required. Decision to be taken: Amendment of 6.8.5.1.2 and 6.8.5.2.1 of RID/ADR.</p>   |  |

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| <p><b>INF.14</b><br/>25 August 2017</p> <p>IMO “Guidance on the Continued Use of Existing IMO Type Portable Tanks and Road Tank Vehicles for the Transport of Dangerous Goods”</p> <p>Transmitted by the Government of the United Kingdom<br/><a href="#">PDF</a></p>                    | <p>Both ADR and RID contain a reference to this as a footnote, to a circular DSC.1/Circ.12 and Corrigenda and a link to the IMO website where this can be found. It appears on page 1-6 of RID and page 13 of ADR. This has now been revoked, and replaced by an updated circular published by the IMO: CCC.1/Circ.3. As a result of this change, the United Kingdom proposes to amend RID and ADR to reflect this update.</p>                      |  |
| <p><b>INF.15</b><br/>25 August 2017</p> <p>Harmonization of requirements between RID/ADR and IMDG-Code/UN Model Regulations in respect of structural serviceability of large containers</p> <p>Transmitted by the European Chemical Industry Council (CEFIC)<br/><a href="#">PDF</a></p> | <p>This document aims to highlight the different scope of specific requirements according to the UN Model Regulations sub-section 7.1.3.3.1 (b) applicable for transport units when used for the carriage of explosive substances and articles of Class 1 only, as adopted in IMDG-Code section 7.1.2, versus requirements for structurally serviceable large containers outlined in RID/ADR 7.1.4, applicable for all dangerous goods classes.</p> |  |
| <p><b>INF.16</b><br/>28 August 2017</p> <p>Amendment to SP 376: comment on ECE/TRANS/WP.15/AC.1/2017/26/Add.1</p> <p>Transmitted by the Government of Switzerland<br/><a href="#">PDF</a></p>  | <p>In special provision 376 the transport category 0 should be maintained for cells and batteries identified as damaged or defective and liable to rapidly disassemble, dangerously react, produce a flame or a dangerous evolution of heat or a dangerous emission of toxic, corrosive or flammable gases or vapours under normal conditions of carriage.</p>  |  |
| <p><b>INF.17</b><br/>6 September 2017</p> <p>EN 14596 – Emergency Pressure Relief Valve (EPRV)</p> <p>Transmitted by the Government of the Netherlands<br/><a href="#">PDF</a></p>   | <p>The Netherlands is of the opinion that EN 14596 should not be referenced in ADR because of increased probability for leakage from tank vehicles after overturning.</p>   |  |

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| <p><b>INF.18</b><br/>6 September 2017</p> <p>Fiber Reinforced Plastic (FRP) tanks – tank coding</p> <p>Transmitted by the Government of the Netherlands<br/><a href="#">PDF</a></p>   | <p>Stating the tank code of a FRP tank can give rise to confusion. It can be questioned if FRP tanks were considered when requiring a marking of the tank code for ADR 2003.</p>   |  |
| <p><b>INF.19</b><br/>7 September 2017</p> <p>Report of the Working Group Meeting to Update the Architecture for Dangerous Goods Telematics</p> <p>Transmitted by the Germany on behalf of the working group<br/><a href="#">PDF</a></p> | <p>This informal document presents the report of the Working Group Meeting to Update the Architecture for Dangerous Goods Telematics (Munich, 11 May 2017), including the comments of a Technical Subgroup Meeting in Rome on 19 July 2017.</p>  |  |
| <p><b>INF.20</b><br/>7 September 2017</p> <p>Specifying the conformity assessment of non-refillable pressure receptacles in 6.2.3.6.1 of RID/ADR/AND</p> <p>Transmitted by Germany<br/><a href="#">PDF</a></p>                          | <p>It is proposed to amend the first sentence under the table in RID/ADR/ADN 6.2.3.6.1 as follows: "For refillable pressure receptacles, the conformity assessment of valves and other demountable accessories having a direct safety function may be carried out separately from the receptacles <del>and the conformity assessment procedure shall be at least as stringent as that undergone by the pressure receptacle to which they are fitted.</del> For non-refillable pressure receptacles, the conformity assessment of valves and other demountable accessories having a direct safety function shall be carried out together with the assessment of the pressure receptacles." <b>Justification:</b> Clarification of legal situation</p> |  |
| <p><b>INF.21</b><br/>11 September 2017</p> <p>Classification of wastes</p> <p>Note by the secretariat<br/><a href="#">PDF</a></p>   | <p>The secretariat notes that the EU legislation concerning hazardous wastes referred to in footnote 2 to paragraph 2.1.3.5.5 of RID/ADR/ADN has been amended by new instruments. The Joint Meeting may wish to consider whether footnote 2 to 2.1.3.5.5 should be amended accordingly.</p>  |  |
| <p><b>INF.22</b><br/>11 September 2017</p> <p>Amendment of provision 2.2.51.2.2 for fertilizers</p>   | <p>Add further provisions to the amendments proposed by Sweden concerning provision 2.2.51.2.2, thirteenth indent, to align with the United Nations Model Regulations while keeping the current level of safety.</p>   |  |

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| <p>Transmitted by Fertilizers Europe</p> <p><a href="#">PDF</a></p>   |  |  |
| <p><b>INF.23</b><br/>13 September 2017</p> <p>Supplementary information from Austria to the informal working group on the inspection and certification of tanks</p> <p>Transmitted by the Government of Austria</p> <p><a href="#">PDF</a></p>    | <p>The aim of this INF is to provide the Joint Meeting with additional information concerning document ECE/TRANS/WP15/AC.1/2017/38 and its consequences for the ADR Contracting Parties.</p>   |  |
| <p><b>INF.24</b><br/>13 September 2017</p> <p>Definition of capacity of shell or shell compartment for tanks</p> <p>Transmitted by the Government of France</p> <p><a href="#">PDF</a></p>  | <p>How to interpret the definition of tank shell capacity when it is impossible to fill the shell completely because of its shape.</p>   |  |
| <p><b>INF.25</b><br/>13 September 2017</p> <p>Application of 4.3.2.3.4</p> <p>Transmitted by the Government of France</p> <p><a href="#">PDF</a></p>  | <p>How to apply 4.3.2.3.4 with bottom-loading</p>  |  |
| <p><b>INF.26</b><br/>13 September 2017</p> <p>Comments on the report of the informal working group on the inspection and certification of tanks</p> <p>Transmitted by the European Union Agency for Railways (ERA)</p> <p><a href="#">PDF</a></p> | <p>This document proposes further amendments to the proposal made by the Working group on the inspection and certification of tanks for ensuring consistency of the proposal with the railway vehicle authorisation process within EU and for clarification.</p> |  |



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| <p><b>INF.27</b><br/>15 September 2017</p> <p>Amendment to SP 392: comment on ECE/TRANS/WP.15/AC.1/2017/26/Add. 1</p> <p>Transmitted by the Government of Germany<br/><a href="#">PDF</a></p>  | <p>There is a need to use the new special provision 392 with further gases for test and stabilisation reasons that are nonflammable and non-toxic (Group A or O gases).</p>   |  |
| <p><b>INF.28</b><br/>14 September 2017</p> <p>Comments on document ECE/TRANS/WP.15/AC.1/2017/31</p> <p>Transmitted by the Government of Belgium<br/><a href="#">PDF</a></p>  | <p>In his document ECE/TRANS/WP.15/AC.1/2017/31, the Russian Federation points out that the list of corrosive substances for which a new special provision TU42 is included in column (13) of Table A of Chapter 3.2 does not cover the entire list of corrosive substances exhibiting basic properties. So they propose to add UN 3266 PG II and III CORROSIVE LIQID, BASIC, INORGANIC, N.O.S. in the list. We recommend not to adopt the proposal of Russian Federation. We don't think it's relevant at this stage to add new substances to the list. Future work is still needed on that topic. This work could be made by the Working Group on Tanks during the transitional measures.</p> |  |
| <p><b>INF.29</b><br/>14 September 2017</p> <p>Transitional measures for the use of tanks with a shell constructed of aluminium with a protective lining for substances with a pH value less than 5.0 and more than 8.0</p> <p>Transmitted by the Government of Belgium<br/><a href="#">PDF</a></p> | <p>As tanks with an aluminium alloy shell, for substances with a pH value less than 5.0 and more than 8.0, could still be manufactured and relined up till 1-7-2019, the adopted transitional measures are too short</p>  |  |
| <p><b>INF.30</b><br/>14 September 2017</p> <p>Amendments to transitional measures</p> <p>Note by the secretariat<br/><a href="#">PDF</a></p>   | <p>The Joint Meeting may wish to consider the deletion or the modification of the following transitional measures in RID/ADR 2019.</p>  |  |
| <p><b>INF.31</b><br/>15 September 2017</p>   | <p>The March 2017 session was unable to adopt the original proposal of the 2017/1 working document and the amendments (INF.29 and INF.29/Rev.1) presented by UIC as the observations and issues expressed by Finland,</p>   |  |

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| <p>Document relating to ECE/TRANS/WP.15/AC.1/2017/1. "Extending the scope of application of the provisions of Chapter 5.2 regarding weather-resistance to placards, orange-coloured plates and marks"</p> <p>Transmitted by the International Union of Railways (UIC)</p> <p><a href="#">PDF</a></p> | <p>Sweden, Belgium and the IRU, could not be responded during the session. The new proposal that UIC is committed to presenting is detailed hereafter</p>  |  |
| <p><b>INF.32</b><br/>15 September 2017</p> <p>Marking of the date of the most recent test according to 6.8.2.5.1</p> <p>Transmitted by the Government of France</p> <p><a href="#">PDF</a></p>   | <p>How to apply 6.8.2.5.1 on the marking of the date of the most recent test when the hydraulic pressure test and the leakproofness test are not performed the same day.</p>   |  |
| <p><b>INF.33</b><br/>14 September 2017</p> <p>Specification of the requirements on the self-protection of stop valves in 4.1.6.8</p> <p>Transmitted by the Government of Germany</p> <p>PDF only available in German</p>   |  |  |
| <p><b>INF.34</b><br/>14 September 2017</p> <p>Transitional provisions for standards referenced in 6.2.4 for the first time</p> <p>Transmitted by the Government of Germany</p> <p>PDF only available in German</p>   |  |  |
| <p><b>INF.35</b><br/>15 September 2017</p> <p>Tanks: Testing pressure relief valves on LPG road tankers at intermediate inspections</p>  | <p>During discussions in the United Kingdom on the application of clause 5.6.1 it has been decided, in order to ensure the safe operation of LPG road tankers, that if an inspection body is to rely on a check of the documentation or of the marking instead of physical testing, then the inspection body would need to</p> |  |

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| <p>Transmitted by the Government of the United Kingdom</p> <p><a href="#">PDF</a></p>   | <p>provide sufficient evidence to convince the United Kingdom Accreditation Service that doing so would be justified.</p>   |  |
| <p><b>INF.36</b><br/>18 September 2017</p> <p>Comments on documents<br/>ECE/TRANS/WP.15/AC.1/2017/38 and informal document INF.10</p> <p>Transmitted by the International Union of Wagon Keepers</p> <p><a href="#">PDF</a></p>             | <p>In UIP view the direction of harmonized procedures is welcome and supported. In RID due to open European Railway some changes or additional work in RID will become necessary and should either to be implemented in future work of that group or must be considered when to be implemented in RID</p>   |  |
| <p><b>INF.37</b><br/>18 September 2017</p> <p>Information on work in progress in CEN</p> <p>Transmitted by the European Committee for Standardisation (CEN)</p> <p><a href="#">PDF</a></p>  | <p>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.</p>   |  |
| <p><b>INF.38</b><br/>18 September 2017</p> <p>Comments on the report of the Informal Working Group on the inspection and certification of tanks</p> <p>Transmitted by the European Commission</p> <p><a href="#">PDF</a></p>                | <p>This document presents the prerequisites that EU Member States need to consider in order to the further developments of provisions on tanks inspection and certification.</p>  |  |
| <p><b>INF.39</b><br/>19 September 2017</p> <p>Periodic inspection and test of come transportable refillable LPG steel cylinders</p> <p>Transmitted by the European Liquefied Petroleum Gas Association (AEGPL) on behalf of the Working</p> | <p>Following the last session of the Working Group on Alternative Methods for Periodic Inspections, and parallel to the Working Paper ECE/TRANS/WP.15/AC.1/2017/33, the Working Group has agreed to propose to the Joint Meeting, at the next September Session in Geneva, the following presentation.</p> <p>This presentation gives explanations and illustrates:</p> <ul style="list-style-type: none"> <li>• The global process and format that has to be respected in case of a request for an alternative method to be introduced in the RID/ADR (according to the</li> </ul> |  |

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| Group on Alternative Methods for Periodic Inspections<br><a href="#">PDF</a>   | General Provision given in Proposal 1 of the aforesaid Working Paper)<br>• An application to a real case called Over-Moulded Cylinders.  |  |
| <b>INF.40</b><br>19 September 2017<br><br>Further information and draft proposal related to paper ECE/TRANS/WP.15/AC.1/2017/34<br><br>Transmitted by the European Industrial Gases Association (EIGA)<br><a href="#">PDF</a>   | Paper ECE/TRANS/WP.15/AC.1/2017/34 gave a brief update on the progress of the submission to the United States Department of Transport, (DoT) made by the Compressed Gases Association (CGA) in the first quarter of 2017. As a reminder, this submission is to request for suitable amendments to be made to 49 CFR to create in the USA use and freedom of carriage for cylinders conforming to RID/ADR similar to that conferred on DOT cylinders under MLA 299. Informal paper 19 submitted to the Joint Meeting in March 2017 gave details of this submission and a suggested text for the RID/ADR. EIGA understands that substantial progress has been made with the submission with the DoT and that an update shall be provided at the September 2017 Joint Meeting by the DoT. |  |
| <b>INF.41</b><br>19 September 2017<br><br>Follow up to the work of the informal working group on the risk of a BLEVE – simulations of the behaviour of tanks exposed to fire in complement to document ECE/TRANS/WP.15/AC.1/2017/42<br><br>Transmitted by the Government of France<br><a href="#">PDF</a>                | Produce a summary of the results reached so far in relation with the calculation model and decided what are the further steps for this work.   |  |
| <b>INF.41/Add.1</b><br>19 September 2017<br><br>Follow up to the work of the informal working group on reducing the risk of a BLEVE – simulations of the behaviour of tanks exposed to fire in complement to document ECE/TRANS/WP.15/AC.1/2017/42<br><br>Transmitted by the Government of France<br><a href="#">PDF</a> | Presentation: Model for the thermal response of Liquefied Petroleum Gas Tanks subjected to accidental heat input   |  |
| <b>INF.42</b><br>19 September 2017   | In document TRANS/WP.15/AC.1/2017/20 presented in March 2017, we explained why we consider that a tank with a section including a concave part doesn't comply with the requirements of 6.8.2.1.18 and why such design may  |  |

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| <p>Cross sectional shape of shells – comments on document TRANS/WP.15/AC.1/2017/40</p> <p>Transmitted by the Government of France</p> <p><a href="#">PDF</a></p>  | <p>create safety issues regarding for example the joints between the convex (cylindrical) part and the concave part of the body formed by fillet welds located in highly stressed zones. The Working Group on Tanks recognized that different interpretations were possible and that the regulations needed modification to allow for other designs and prevent different interpretations. In document TRANS/WP.15/AC.1/2017/40, the Netherlands propose to introduce a new section in 6.8.2.1.29 to deal with such shapes. In our opinion the following questions still need to be raised: - How are these designs calculated? - Do such designs require additional type test? - What kind of welds are used? - What are the NDT used?</p> |  |
| <p><b>INF.43</b><br/>20 September 2017</p> <p>ADR – Comments on the notification C.N.345.2017.TREATIES of 3 July 2017 (Proposals of amendments to Annexes A and B, as amended)</p> <p>Transmitted by the European Commission</p> <p><a href="#">PDF</a></p>   | <p>The new set of amendments to the ADR was notified by the Secretary General of the United Nations in C.N.345.2017.TREATIES of 3 July 2017 (Proposals of amendments to Annexes A and B, as amended) The amendments are deemed to be accepted on 3 October 2017, and to enter into force on 3 January 2018.</p> <p>4. The entry into force of amendments to ADR in between the usual biennial cycle of adaptation represents an undesirable practice and should be avoided, due to the legal implications it entails.</p>   |  |
| <p><b>INF.44</b><br/>21 September 2017</p> <p>Rapport du Groupe de travail spécial de l'harmonisation des Règlements RID/ADR/ADN avec les Recommandations de l'ONU relatives au transport des marchandises dangereuses</p> <p>Note by Secretariat</p> <p><a href="#">PDF only available in French</a></p> |   |  |
| <p><b>INF.45</b><br/>21 September 2017</p> <p>Overview of the future framework of guides on Inland TDG Risk management (2017-INF.7)</p> <p>Transmitted by the European Union Agency for Railways (ERA)</p> <p><a href="#">PDF</a></p>   | <p>Presentation: Overview of the future framework of guides on Inland TDG Risk management (2017-INF.7)</p>  |  |

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| <p><b>INF.46</b><br/>21 September 2017</p> <p>Report of the Working Group on Tanks</p> <p><a href="#">PDF</a></p>  | <p>The Working Group on Tanks met from 19 to 21 September 2017 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>   |  |
| <p><b>INF.47</b><br/>22 September 2017</p> <p>Explanatory notes for assigning articles to UN No. 3633</p> <p>Transmitted by the Government of the United Kingdom</p> <p><a href="#">PDF</a></p>                  | <p>The assignment of an article to UN 3633 only applies to articles which do not have a proper shipping name. Having adopted the new entries for articles there are now existing proper shipping names for them. Therefore they cannot be assigned to UN 3633 because they now have a proper shipping name. In developing the new provisions for articles containing dangerous goods there was a clear distinction between existing proper shipping names and those proposed for the new entries for articles. In adopting the new provisions for articles this clear distinction has been lost. The solution proposed by the delegations of Sweden and the United Kingdom to explain that articles may be assigned to UN 3633 when containing permitted quantities is to add a further note of explanation to paragraph 2.5.1 and a note to special provision 301.</p> |  |
| <p><b>INF.48</b><br/>25 September 2017</p> <p>Special provision 389</p> <p>Note by the secretariat</p> <p><a href="#">PDF</a></p>  | <p>Amend the first paragraph of SP 389 to read as follows: “389 This entry only applies to <u>cargo transport units in which lithium ion batteries or lithium metal batteries are installed and which are designed</u> <del>installed in a cargo transport unit and designed</del> only to provide power external to the cargo transport unit. The lithium batteries shall meet the provisions of 2.2.9.1.7 (a) to (g) and contain the necessary systems to prevent overcharge and over discharge between the batteries. ...”.</p>  |  |
| <p><b>INF.49</b><br/>25 September 2017</p> <p>Amendment to SP 392/SP 660: comment on INF.27 on ECE/TRANS/WP.15/AC.1/2017/26/Add.1</p> <p>Transmitted by the Government of Germany</p> <p><a href="#">PDF</a></p> | <p>There is a need to use the new special provision 392 or another SP with an equal meaning with further gases for test and stabilisation reasons that are non-flammable and non-toxic (Group A or O gases).</p>  |  |
| <p><b>INF.50</b><br/>25 September 2017</p> <p>Special provision 671</p>  | <p>[Option 3:][“671 For the purposes of the total maximum permissible quantity per wagon or large container / exemption related to quantities carried per transport unit (see 1.1.3.6), the transport category shall be determined in relation to the packing group (see paragraph 3 of special provision 251): - transport category 3 for kits assigned to packing group III; - transport category</p>   |  |

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| Transmitted by the Government of Belgium<br><a href="#">PDF</a>  | 2 for kits assigned to packing group II; - transport category 1 for kits assigned to packing group I;  |  |
| <b>INF.51</b><br>25 September 2017<br><br>Further information related to paper ECE/TRANS/WP.15/AC.1/2017/34<br><br>Transmitted by the Government of the United States<br><a href="#">PDF</a>       | With respect to document ECE/TRANS/WP.15/AC.1/2017/14 and related INF.40 considered during the Joint Meeting's present session, this is to provide an update on progress within the United States to further facilitate the safe transport to and from the United States of gases in pressure receptacles conforming to RID/ADR.     |  |
| <b>INF.52</b><br>26 September 2017<br><br>Amendment of 1.6.1.30<br><br>Transmitted by the Government of France<br><a href="#">PDF</a>  | At the request of a professional transport using high quality labels (semi-rigid laminated support), it is requested to study the possibility to extend the transitional period so the stock relatively important and costly could be used until 30 June 2021. A first request had been validated in March 2016 in the Joint Meeting |  |
| <b>INF.53</b><br>26 September 2017<br><br>Report of the Standards Working Group<br><br>Presented by CEN<br><a href="#">PDF</a>   | Reference is made to document ECE/TRANS/WP.15/AC.1/2017/32, which informs about the progress made in the establishment of new and the revision of published EN and EN ISO standards referenced or intended to be referenced in the RID/ADR/ADN.  |  |
| <b>INF.54</b><br>26 September 2017<br><br>Amendment to SP 392/ SP 660: comment on INF.27 on ECE/TRANS/WP.15/AC.1/2017/Add.1<br><br>Transmitted by the Government of Germany<br><a href="#">PDF</a> | There is a need to use the new special provision 392 or another SP with an equal meaning with further gases for test and stabilisation reasons that are non-flammable and non-toxic (Group A or O gases).  |  |
| <b>INF.55</b><br><br>Report of the informal working group on alternative methods for periodic inspections  | Following discussions in plenary about the ECE/TRANS/WP.15/AC.1/2017/33, and as agreed by the Joint Meeting, the working group proposes the following modifications to the related proposals. This informal paper provides the revised English version and the revised French and German versions will be                            |  |

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| <p>Alternative methods for periodic inspection of refillable pressure receptacles</p> <p>Transmitted by the European Liquefied Petroleum Gas Association (AEGPL) on behalf of the informal working group on alternative methods for periodic inspections</p> <p><a href="#">PDF</a></p>  | <p>provided in complementary INF Papers. These modifications are indicated as <del>deletions</del> or <u>supplements</u>. The numbering of the initial paper is kept or the purpose of better comparison</p>   |  |
| <p><b>INF.56</b></p> <p>Report of the informal working group on alternative methods for periodic inspections</p> <p>Alternative methods for periodic inspection of refillable pressure receptacles</p> <p>Transmitted by the European Liquefied Petroleum Gas Association (AEGPL) on behalf of the informal working group on alternative methods for periodic inspections</p> <p><a href="#">PDF</a></p> | <p>Following discussions in plenary about the ECE/TRANS/WP.15/AC.1/2017/INF 55, on the 27 September 2017, and as agreed by the Joint Meeting, the working group proposes the following rewordings about paragraphs c), e) and h) of Proposal 2 of ECE/TRANS/WP.15/AC.1/2017/INF 55.</p>  |  |
| <p><b>INF.57</b></p> <p>28 September 2017</p> <p>Comments on informal document INF.52</p> <p>Transmitted by the Government of France</p> <p><a href="#">PDF</a></p>  | <p>Report ST/SG/AC.10/C.3/102 (51st session, 3-7 July 2017), paragraph 69: 69. The Sub-Committee noted that the requirement that the minimum width of the line inside the edge forming the diamond of hazard labels be 2 mm, introduced in the eighteenth revised edition of the Recommendations, caused problems in the procedure of acceptance of consignments offered for air transport, as sometimes consignments were rejected if the width was not exactly 2 mm. The Sub-Committee agreed that specifying a minimum thickness for the line was not necessary for safety and agreed to adopt an amendment as proposed in informal document INF.41 (see annex II). Organizations responsible for modal regulations were invited to amend their respective instruments accordingly.</p> |  |