

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

18-22 March 2019

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

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| | ECE/TRANS/WP.15/AC.1/154 11 April 2019 held in Bern from 18 to 22 March 2019 PDF | Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its spring 2019 session* | |
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| | AGENDAS | | |
| 1. Adoption of the Agenda | ECE/TRANS/WP.15/AC.1/153 Provisional agenda for the spring 2019 session PDF | Provisional agenda for the Spring 2019 session - Adoption of the agenda. <ol style="list-style-type: none"> 1. Tanks. 2. Standards. 3. Interpretation of RID/ADR/ADN. 4. Proposals for amendments to RID/ADR/ADN. <ol style="list-style-type: none"> (a) Pending issues; (b) New proposals. 5. Reports of informal working groups. 6. Accidents and risk management. 7. Future work. 8. Any other business. 9. Adoption of the report. | |

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| 1. Adoption of the Agenda | ECE/TRANS/WP.15/AC.1/153/Add.1 Provisional agenda for the spring 2019 session – Addendum PDF | Provisional agenda for the spring 2019 session - Addendum Annotations and list of documents | |
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| 5b. New Proposals | ECE/TRANS/WP.15/AC.1/2019/1 Amendment to the text of 6.8.2.5.1 of ADR Submitted by the Government of Belarus PDF | Alignment of ADR 6.8.2.5 with ADR 6.8.2.4 with respect to tank marking by amending the tenth subparagraph of 6.8.2.5.1 of ADR as follow: “- date and type of the most recent test <u>inspection</u> : “month, year” followed by a “P” when the test <u>inspection</u> is the initial inspection or a periodic test <u>inspection</u> in accordance with 6.8.2.4.1 and 6.8.2.4.2, or “month, year” followed by an “L” when the test <u>inspection</u> is an intermediate test <u>inspection</u> in accordance with 6.8.2.4.3;” | COSTHA IVODGA Bulk packaging, tank marking |

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| 5b. New Proposals | <p>ECE/TRANS/WP.15/AC.1/2019/2</p> <p>Include a time limit for recognized technical codes in RID/ADR 6.2.5 and in 6.8.2.7 and 6.8.3.7</p> <p>Transmitted by the Government of Germany</p> <p>PDF</p> | <p>Include a time limit for recognized technical codes, so that they are withdrawn when there is no longer a reason to recognize them.</p> <p>Proposal 1: RID/ADR 6.2.5</p> <p>It is proposed to add the following new paragraph after the second paragraph of RID/ADR 6.2.5:</p> <p><u>“As soon as a standard newly referenced in 6.2.2 or 6.2.4 can be applied, the competent authority shall withdraw its recognition of the technical code.”</u></p> <p>And to amend the first sentence in the third paragraph of RID/ADR 6.2.5 as follows:</p> <p>“The competent authority shall transmit to the secretariat of OTIF/UNECE a list of the technical codes that it recognises <u>and shall update the list if it changes.</u>”</p> <p>Proposal 2: RID/ADR 6.8.2.7 and 6.8.3.7</p> <p>It is also proposed to make equivalent amendments to RID/ADR 6.8.2.7 and 6.8.3.7.</p> | <p>COSTHA</p> <p>IVODGA</p> <p>Packagings, standards</p> |

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| 2. Tanks | <p>ECE/TRANS/WP.15/AC.1/2019/3</p> <p>Application of 6.7.1.3: Carriage of a product classified under UN No. 3160 in T50 portable tanks</p> <p>Transmitted by the Government of Belgium*, **</p> <p>PDF</p> | <p>Request for an opinion from Belgium following a request for interim approval (under 6.7.1.3) for the carriage by rail and by road in T50 portable tanks of “trifluorochloroethylene”, which is classified as UN3160, LIQUEFIED GAS, TOXIC, FLAMMABLE, N.O.S.</p> <p>Transport of this product is allowed for maritime transport by DOT-SP 14193 in accordance with 6.7.1.3 of the IMDG Code.</p> <p>Belgium would like to receive the views of the Working Group on Tanks on the following issues:</p> <ol style="list-style-type: none"> 1. What does “interim approval” in 6.7.3.1 mean? Is it to cover the period required to adjust the regulations? 2. Is there a technical reason why some substances are permitted in PxBH tanks and not in T50 portable tanks (see list in annex)? 3. Is it possible to introduce code T50 in column (10) of Table A for UN No. 3160 with the same restriction as for land tanks, i.e. if LC50 ≥ 200 ppm? 4. With regard to collective entries, are there any other restrictions to be provided for (besides LC50 ≥ 200 ppm) to permit the carriage of toxic and flammable liquefied gases under UN No. 3160 in T50 portable tanks? | <p>COSTHA</p> <p>IVODGA</p> <p>Gases, packagings, pressure receptacles. UN portable tanks, special permits</p> |

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| 4. Interpretation of RID/ADR/ADN | ECE/TRANS/WP.15/AC.1/2019/4 Undesirable developments in the delegation of inspection tasks in accordance with RID/ADR 1.8.6.4.1: Subcontractors of accredited entities Transmitted by the Government of Germany*, ** | It seems that the delegation of inspection tasks to accredited entities in accordance with RID/ADR 1.8.6.4.1, is increasingly being misinterpreted. Interpretation I Sometimes it is assumed that from RID/ADR 1.8.6.4.1, it would ensue that the accredited inspection body's accreditation would indicate not just the entity itself, with its locations, but also external subcontractors (separate legal entities). Interpretation II Sometimes it is also assumed in the market that RID/ADR 1.8.6.4.1 authorises the accredited inspection body itself to assess the "competence" of its subcontractor in accordance with EN ISO/IEC 17020 or EN ISO/IEC 17025 by carrying out an "audit" in accordance with EN ISO/IEC 17020 or EN ISO/IEC 17025, and that accreditation of this subcontractor can then be dispensed with, because "equivalence" has been demonstrated. Germany proposes an interpretation to clarify this and requests the Joint Meeting to confirm the interpretation set out above. | COSTHA Inspection and testing, packagings, standards |
| 5b. New Proposals | ECE/TRANS/WP.15/AC.1/2019/5 Online refresher training for drivers of dangerous goods Transmitted by the International Road Transport Union (IRU) * PDF | Provide for online refresher training for the renewal of the ADR training certificate. It is proposed to amend 8.2.2.5.2 of ADR to read as follows: "8.2.2.5.2 The duration of the refresher training, including individual practical exercises, shall be of at least two days for comprehensive training courses, or at least one half the duration allocated to the corresponding initial basic or initial specialisation training courses as specified in 8.2.2.4.1 for individual training courses. This training may be offered partially in the form of online training and which could include for the theoretical part and in compliance with existing curricular one day of e-learning and cover at least the topics (a), (b), (c), (f), (h), (i), (j), (k), (l), (n) and (o) of 8.2.2.3.2, and shall last for a maximum of eight training sessions. <u>8.2.2.5.2.x Competent authority shall be in discretion of required e-learning infrastructure of the relevant authorisation of training centres."</u> | COSTHA IVODGA Online training and e-learning for drivers |

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| 5b. New Proposals | ECE/TRANS/WP.15/AC.1/2019/6 Amendment of section 1.2.1: Definitions Transmitted by International Tank Container Organisation (ITCO) * PDF | <p>ADR Chapter 1.4 “Safety obligations of the participants” places obligations upon the “Tank-container/portable tank operator”. The definition in Chapter 1.2 provides for the Tank-container/portable tank operator to be “any enterprise in whose name the tank is registered”. This results in uncertainty identifying the responsible participant because the entity “in whose name the tank is registered” is often a financial entity that is not a participant in the operation of the tank.</p> <p>It is proposed to amend the definition of “Tank-container/portable tank operator” in Chapter 1.2 of ADR as follows: “Tank-container/portable tank operator” means any enterprise in whose name the tank-container/portable tank is <u>operated</u> registered.”</p> <p>It is also proposed to amend the definition of “operator of a tank container, portable tank or tank-wagon” in RID as follows: “Operator of a tank container, portable tank or tank-wagon means any enterprise in whose name the tank-container, portable tank or tank-wagon is <u>operated</u> registered or approved for transport.”</p> | COSTHA IVODGA Markings, UN portable tanks, ADR tank-containers, tank-wagons |
| 5b. New Proposals | ECE/TRANS/WP.15/AC.1/2019/7 Proposal of amendments related to the terms “risk” and “hazard/danger” in the context of RID/ADR/ADN Transmitted by the Government of Romania * PDF | <p>It is proposed to complete the amendments included in documents ECE/TRANS/WP.15/AC.1/2017/26 /OTIF/RID/RC/2017/26 – Report of the April 2017 Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods with regards to the use of the words “risk” and “hazard”.</p> <p>It is also proposed to add the following new transitional measure in regard to “Instructions in writing”: <u>“1.6.1.XX The instructions in writing in accordance with the requirements of RID/ADR/ADN applicable up to 31 December 2020, but which do not however conform to the requirements of 5.4.3 applicable as from 1 January 2021, may continue to be used until 30 June 2023.”</u></p> | COSTHA IVODGA |

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| 5b. New Proposals | <p>ECE/TRANS/WP.15/AC.1/2019/8</p> <p>Carriage of polymerizing substances as waste</p> <p>Transmitted by the Government of Germany*</p> <p>PDF</p> | <p>An essential prerequisite for the transport of polymerizing substances is sufficient stabilization by means of chemical stabilization or temperature control or a combination of both.</p> <p>A large amount of polymerizing substances is carried as waste, meaning that the information required for complying with the “stabilization” provisions is often not available. In order to enable polymerizing substances to be carried as waste in accordance with the regulations, it is proposed to assign a new special provision as follows to substances to which SP 386 is assigned:</p> <p><u>"6xx For substances carried for disposal or recycling, the provisions of special provision 386, in conjunction with 7.1.7.3, 7.1.7.4 and 5.4.1.2.3.1, need not be applied, provided suitable measures are taken to prevent dangerous polymerization. Factors to be taken into consideration when determining suitable measures include, but are not limited to, the capacity and geometry of the packaging, IBC or tank and the effect of any insulation present, the temperature of the substance when offered for carriage, the duration of the journey and the ambient temperature conditions typically encountered in the journey (considering also the season of year), the effectiveness and other properties of the stabilizer employed, applicable operational controls imposed by regulation (e.g. requirements to protect from sources of heat) and any other relevant factors."</u></p> <p>It is also proposed that this document should be dealt with by the new informal WG to be led by the European Federation of Waste Management and Environmental Services (FEAD) to look into the carriage of dangerous wastes.</p> | <p>COSTHA</p> <p>IVOGA</p> <p>Polymerizing substances, wastes</p> |

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| 5b. New Proposals | <p>ECE/TRANS/WP.15/AC.1/2019/9</p> <p>Amendment to additional provision CW36/CV36 of 7.5.11</p> <p>Transmitted by the Government of Switzerland*, **</p> <p>PDF</p> | <p>Apply to the carriage of gases for which additional provision CW36/CV36 of 7.5.11 is assigned safety measures similar to those provided for in 5.5.3.3.3 for substances presenting a risk of asphyxiation.</p> <p>It is proposed to amend additional provision CW36/CV36 of 7.5.11 as follows (new text underlined in bold):</p> <p>“CW36/CV36 Packages shall preferably be loaded in open or ventilated wagons/vehicles or open or ventilated containers. If this is not feasible and packages are carried in other closed wagons/vehicles or containers, <u>gas exchange between the load compartment and accessible compartments during carriage/the driver’s cab shall be prevented</u> and the cargo doors of the wagons/vehicles or containers shall be marked with the following in letters not less than 25 mm high:</p> <p style="text-align: center;">‘WARNING CLOSED MEANS OF CONTAINMENT OPEN WITH CAUTION’</p> <p>This shall be in a language considered appropriate by the consignor. For UN Nos. 2211 and 3314 this mark is not required when the wagon/vehicle or container is already marked according to special provision 965 of the IMDG Code.^{3”}</p> | <p>COSTHA</p> <p>Gases, risk of asphyxiation, ventilation provisions</p> |
| 5b. New Proposals | <p>ECE/TRANS/WP.15/AC.1/2019/10</p> <p>Carriage of gas according to special provision 653</p> <p>Transmitted by the Government of Switzerland*, **</p> <p>PDF</p> | <p>Carriage of cylinders containing asphyxiant gases under special provision 653 shall be done under specific requirements. In order to guarantee their safety during carriage, it should also be necessary to fulfil appropriate requirements during the filling of the cylinders. Technical provisions for the filling of cylinders such as those provided in packing instruction P200 enhance the safety of carriage.</p> <p>As such, it is proposed to amend the first indent of special provision 653 of Chapter 3.3 as follows:</p> <p>" – The provisions for construction, and testing <u>and filling</u> of cylinders are observed;".</p> | <p>COSTHA</p> <p>Gases, risk of asphyxiation, provisions for the filling of gas receptacles</p> |

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| 5b. New Proposals | <p>ECE/TRANS/WP.15/AC.1/2019/11</p> <p>Scope of special provision 667</p> <p>Transmitted by the Government of Switzerland*, **</p> <p>PDF</p> | <p>Switzerland has found an “inconsistency” within subparagraphs (b) and (c) of special provision 667 of RID/ADR/ADN 2019 regarding its scope. It is thus proposed to delete subparagraph (c) of SP 667, and to amend subparagraph (b)(i) as follows:</p> <p>“(b) The requirements of 2.2.9.1.7 do not apply to lithium cells or batteries installed in damaged or defective vehicles, engines, machinery or articles. In such cases the following conditions shall be met:</p> <p>(i) If the damage or defect has no significant impact on the safety of the cell or battery, damaged or defective vehicles <u>under UN Nos. 3166 and 3171, or engines and machinery under UN Nos. 3528, 3529 and 3530</u> or articles may be carried under the conditions defined in special provisions 363 or 666, as appropriate. <u>Damaged or defective articles under UN Nos. 3537 to 3548 may be carried according to the provisions of the relevant entry;</u>”</p> <p>It is also proposed to amend the last paragraph of SP 388, by replacing the reference to subparagraph (c) with one to subparagraph (b) as follows:</p> <p>“Where a lithium battery installed in a vehicle or equipment is damaged or defective, the vehicle or equipment shall be carried in accordance with the conditions defined in special provision 667 <u>(b)</u> (c).”</p> | <p>COSTHA</p> <p>Articles containing DG, Li batteries, shippers, carriers</p> |

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| 5b. New Proposals | <p>ECE/TRANS/WP.15/AC.1/2019/12</p> <p>Explanatory notes for classification under entry UN No. 3363</p> <p>Transmitted by the Government of Switzerland*, **</p> <p>PDF</p> | <p>This proposal aims to clarify the provisions in 2.1.5 relating to classification of articles containing dangerous goods.</p> <p>PROPOSAL 1</p> <p>It is proposed to amend the NOTE under the heading of 2.1.5 and number the NOTE as NOTE 1 as follows:</p> <p><i>“NOTE 1: For articles which do not have a proper shipping name, other than UN 3537 to 3548, and which contain only dangerous goods within the permitted limited quantity amounts specified in Column (7a) of Table A of Chapter 3.2, see UN No. 3363 and special provisions 301 and 672 of Chapter 3.3.”</i></p> <p>It is also proposed to add the following NOTE 2:</p> <p><i>“NOTE 2: Notwithstanding the classification principles of 2.1.2.5, articles which have a proper shipping name under a specific entry [of UN Nos. 3537 to 3548] and which contain only dangerous goods within the permitted limited quantity amounts specified in column (7a) of Table A of Chapter 3.2 may be classified and carried under the relevant specific entry instead of the generic entry of UN No. 3363.”</i></p> <p>PROPOSAL 2</p> <p>It is proposed to delete the NOTE to special provision 301, or to replace the text of the NOTE to special provision 301 with that of the proposed “Note 2” above.</p> | <p>COSTHA</p> <p>Articles containing DG, classification, limited quantities, shippers, carriers</p> |

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| 3. Standards | <p>ECE/TRANS/WP.15/AC.1/2019/13</p> <p>Information on work in progress in CEN</p> <p>Transmitted by the European Committee for Standardisation (CEN)*, **</p> <p>PDF</p> | <p>Following the cooperation agreement between CEN/CENELEC and the Joint Meeting, the harmonized standards (HAS) consultant (replacing now the New Approach Consultant) will advise the Joint Meeting (Jt Mtg) of work in progress in CEN which will result in standards intended to be referenced in the RID/ADR/ADN.</p> <ul style="list-style-type: none"> The EC decided to transfer the responsibility of managing the consultants to Ernst and Young (EY). The contract with EY started 1 April 2018, but EY has yet to recruit a TDG consultant. Screening of applicants currently taking place. New CEN enquiry procedure: 3-Month enquiry with weighted vote and optional formal vote for CEN home-grown projects. <p>Document contains a table with new and amended references to standards</p> | COSTHA Packagings, standards |
| 6. Reports of informal WG | <p>ECE/TRANS/WP.15/AC.1/2019/14</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>PDF</p> | <p>The report of the meeting of the informal working group of 20 September 2018 is summarised and a new draft text is presented.</p> <p>Please note that as “the present multilateral agreement M299 expires on 1 June 2019, EIGA shall work with the experts from the United Kingdom who have offered to draft a new multilateral agreement to cover the period until the regulatory text changes are made.”</p> <p>It is proposed to add the following new text to RID/ADR (may be in square brackets):</p> <p><i>“1.1.4.7 Refillable pressure receptacles authorized by the United States of America Department of Transportation</i></p> <p><i>1.1.4.7.1 Import of gases</i></p> <p><i>Refillable pressure receptacles authorized by the United States of America Department of Transportation and constructed in accordance with standards listed in Part 178, Specifications for Packagings of Title 49, Transportation, of the Code of Federal Regulations accepted for carriage in a transport chain in accordance with 1.1.4.2 may be carried from the location of the temporary storage at the end point of the transport chain to the end user.</i></p> | COSTHA Gases, cylinders, packagings, pressure receptacles |

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| | | <p><i>The consignor for the RID/ADR/ADN carriage shall include the following entry in the transport document:</i></p> <p><i>“Carriage in accordance with 1.1.4.7”. ”</i></p> <p>1.1.4.7.2 Export of gases</p> <p><i>Refillable pressure receptacles authorized by the United States of America Department of Transportation and constructed in accordance with standards listed in Part 178, Specifications for Packagings of Title 49, Transportation, of the Code of Federal Regulations may be filled and carried only for the purpose of exporting gases to countries which are not Contracting States/Parties of RID/ADR/ADN provided the following provisions are met:</i></p> <p><i>(a) The pressure receptacle is filled in accordance with the relevant requirements of Code of Federal Regulations of the United States of America.</i></p> <p><i>(b) The pressure receptacles shall be marked and labelled in accordance with Chapter 5.2 of RID/ADR/ADN.</i></p> <p><i>(c) The consignor for the RID/ADR/ADN carriage shall include the following entry in the transport document:</i></p> <p><i>“Carriage in accordance with 1.1.4.7”</i></p> | |

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| 5b. New Proposals | ECE/TRANS/WP.15/AC.1/2019/15 Use of packagings, including intermediate bulk containers (IBCs) and large packagings Transmitted by the Government of Spain*, ** PDF | Analyse the cross reference included into paragraph 4.1.1.3 in RID/ADR. The last sentence of 4.1.1.3 is confusing as it seems to relate to information non-related in the first sentence. It is proposed to amend 4.1.1.3 as follows: 4.1.1.3 “Unless otherwise provided elsewhere in ADR, each packaging, including IBSs and large packagings, except inner packagings, shall conform to a design type successfully tested in accordance with the requirements of 6.1.5, 6.3.5, 6.5.6 or 6.6.5, as applicable. The packagings for with the test is not required are mentioned under 6.1.1.3.” ” | COSTHA Packagings, IBCs, intermediate bulk containers |

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| 5a. Pending Issues | <p>ECE/TRANS/WP.15/AC.1/2019/16</p> <p>UN No. 1010 Butadienes, stabilized</p> <p>Transmitted by the Government of the Spain*, **</p> <p>PDF</p> | <p>Harmonization of the name and description of UN No. 1010 in RID/ADR with the one contained in the UN Model Regulations.</p> <p>UN Model Regulations:</p> <ul style="list-style-type: none"> UN1010, BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 40% butadienes <p>RID/ADR:</p> <ul style="list-style-type: none"> UN1010, BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, having a vapour pressure at 70 °C not exceeding 1.1 MPa (11bar) and a density at 50 °C not lower than 0,525 kg/l <p>It is 1st proposed to harmonize the name and description for UN1010 in RID/ADR with the one in the UN Model Regulations. This would also require amendments to the list of collective entries under 2.2.2.3, as well as to tables A and B in Chapter 3.2 of RID/ADR.</p> <p>It is additionally proposed to introduce the following new special provision for UN1010:</p> <p>“SP XXX For butadienes or butadienes and hydrocarbon mixtures not fulfilling the minimal content of butadiene to be assigned to this entry, the need of stabilization during transport has to be analyzed [according to 2.2.2.2.1].”</p> | <p>COSTHA</p> <p>Butadiene, classification, shippers</p> |

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| 2. Tanks | <p>ECE/TRANS/WP.15/AC.1/2019/17</p> <p>Clarification of protection required for the fittings and accessories mounted on the upper part of Vacuum-Operated Waste Tanks</p> <p>Transmitted by the Government of the United Kingdom</p> <p>PDF</p> | <p>This proposal follows on from discussions in the Working Group on Tanks at the March and September 2018 sessions of the RID/ADR/ADN Joint Meeting regarding overturn protection that may be required for fittings and accessories mounted on the upper part of Vacuum-Operated Waste Tanks. In light of the views expressed at the September session it was decided that this topic would benefit from an official document from the United Kingdom.</p> <p>It is 1st proposed to introduce new text to 6.10.3.1 to make it clear that the requirements of subsection 6.8.2.1.28 apply to items of equipment that may be placed in the so called 'protected area' at the top part of the tank as follows:</p> <p style="padding-left: 40px;">“6.10.3.1 The items of equipment shall be so arranged as to be protected against the risk of being wrenched off or damaged during carriage or handling. This requirement can be fulfilled by placing the items of equipment in a so called "protected area" (see 6.10.1.1.1). <u>If items of equipment are placed in the “protected area” at the top part of the tank (see 6.10.1.1.1(b)), then the requirements of 6.8.2.1.28 shall apply so as to give effective protection against damage caused by overturning.</u>”</p> <p>It is also proposed to introduce a new transitional measure in 1.6.3.30:</p> <p style="padding-left: 40px;">“<u>1.6.3.30 Vacuum-Operated Waste Tanks constructed before 1 July 2021 in accordance with the requirements in force up to 31 December 2020 but which do not conform to the requirements of 6.8.2.1.28 applicable from 1 January 2021 may still be used.</u>”</p> | <p>COSTHA</p> <p>IVODGA</p> <p>Vacuum-operated waste tanks, overturn protection</p> |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|-------------|--|---|---|
| 2. Tanks | <p>ECE/TRANS/WP.15/AC.1/2019/18</p> <p>Report of the ninth session of the informal working group on the inspection and certification of tanks</p> <p>Transmitted by the Government of the United Kingdom*</p> <p>PDF</p> | <p>After the Joint Meeting in Geneva in September 2018, it was agreed that the informal WG should complete the proposals for 1.8.6, 1.8.7 and the related sections in Chapter 6.8 on the administrative controls and procedures for conformity assessments, type approval certification and inspections, for consideration at the Spring 2019 session of the Joint Meeting with a view to amending the 2021 Editions of RID/ADR.</p> <p>The Prague sub-group, comprised of representatives from the Netherlands, Czechia, Austria and Romania, worked on the development of proposals for 1.8.6, and France worked on the developing of proposals for 1.8.7 and the related sections in Chapter 6.8.</p> <p>The Joint Meeting is requested to give its consent to the work programme for the Group as outlined below.</p> <p>Proposed further work for the informal working group on tank inspection and certification (London, June 12-14, 2019,):</p> <p>(a) Refine further the proposals in light of views expressed at the Spring 2019 session of the Joint Meeting;</p> <p>(b) Agree an official working paper for the Autumn 2019 session of the Joint Meeting comprising a consolidated set of amendments for the 2021 Editions of RID/ADR; and</p> <p>(c) Report on any technical work being undertaken by members of this group, aimed at improving the construction and inspection requirements for tanks.</p> | <p>COSTHA</p> <p>IVODGA</p> <p>Tanks (inspection & certification)</p> |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|-------------|---|--|---|
| 2. Tanks | <p>ECE/TRANS/WP.15/AC.1/2019/19</p> <p>Carriage of tanks, battery-wagons/battery-vehicles and MEGCs following the expiry of deadlines for intermediate inspections</p> <p>Transmitted by the Government of Poland*, **</p> <p>PDF</p> | <p>The aim of this proposal is to introduce into the RID/ADR the provisions concerning carriage of the load in the tank-wagons, demountable tanks, battery-wagons (RID)/fixed tanks (tank-vehicles), demountable tanks, battery-vehicles (ADR), tank-containers, tank swap bodies and MEGCs after the date of expiry of the last intermediate inspection.</p> <p>It is proposed to amend 4.3.2.3.7 to read as follows (new wording shown bold and underlined, deleted wording stricken through):</p> <p>“4.3.2.3.7 Tank-wagons, demountable tanks, battery-wagons (RID)/fixed tanks (tank-vehicles), demountable tanks, battery-vehicles (ADR), tank-containers, tank swap bodies and MEGCs may not be filled or offered for carriage after the deadline for the test or inspection required by 6.8.2.4.2, <u>6.8.2.4.3</u>, 6.8.3.4.6 and 6.8.3.4.12 has expired.</p> <p>However, tank-wagons, demountable tanks, battery-wagons (RID)/fixed tanks (tank-vehicles), demountable tanks, battery-vehicles (ADR), tank-containers, tank swap bodies and MEGCs filled prior to the date of expiry of the last periodic inspection may be carried:</p> <p>(a) for a period not to exceed one month after the <u>date of expiry of these deadlines the last periodic inspection</u>;</p> <p>(b) unless otherwise approved by the competent authority, for a period not to exceed three months after the <u>date of expiry of these deadlines the last periodic inspection</u> in order to allow the return of dangerous goods for proper disposal or recycling. Reference to this exemption shall be mentioned in the transport document;</p> <p>(c) for a period not to exceed three months after the <u>date of expiry of the last intermediate inspection.</u>”</p> | <p>COSTHA</p> <p>IVODGA</p> <p>Tank-wagons, demountable tanks, battery-wagons (RID)/fixed tanks (tank-vehicles), demountable tanks, battery-vehicles (ADR), tank-containers, tank swap bodies and MEGCs</p> |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|------------------------------|--|---|---|
| 5b. New Proposals | ECE/TRANS/WP.15/AC.1/2019/20 Chemical and first aid kits transport category (UN No. 3316) Transmitted by the Government of the United Kingdom * PDF | <p>Included in the amendments for the 2019 editions of RID and ADR was a new special provision (SP) 671, attached to UN No. 3316 CHEMICAL KIT or FIRST AID KIT. An unintended consequence of the amendments made is that under the 2019 regulations, it is not possible to assign a transport category to a chemical or first aid kit that contains only dangerous goods to which no packing group is assigned. This obstructs the completion of transport documents, meaning that when the new regulations become mandatory from 1 July 2019, carriers will be prevented from transporting chemical and first aid kits that fall under this criterion. This document proposes an amendment to the text of SP 671 to allow chemical and first aid kits that contain only dangerous goods to which no packing group has been assigned, to be automatically assigned to transport category 2.</p> <p>It is proposed to add the following paragraph at the end of SP 671 in RID / ADR.</p> <p><u>“Kits containing only dangerous goods to which no packing group is assigned shall be allocated to transport category 2 for completion of transport documents and the exemption related to quantities carried per transport unit (see 1.1.3.6).”</u></p> | COSTHA Classification, chemical kits, first aid kits, shippers |
| 6. Reports of informal WG | ECE/TRANS/WP.15/AC.1/2019/21 Informal working group on telematics: meeting in Vienna (12 to 14 November 2018) Transmitted by the Government of France on behalf of the informal working group on telematics *, ** PDF | <p>Information for the Joint Meeting on work in progress concerning “telematics”.</p> <p>It was discussed that “Guidelines” would be better than a Memorandum of Understanding (MoU), because Guidelines could give the States more flexibility for implementation; thus included in the document are “Guidelines for the use of 5.4.0.2 RID/ADR/ADN”.</p> | COSTHA Carriers, shippers... |
| | INFORMAL PAPERS | | |
| | INF.1 | | |

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|------------------------------|--|--|------------------|
| | INF.2 14 March 2019 Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Berne, 18 - 22 March 2019) PDF | | |
| 6. Reports of informal WG | March 2019/INF.3 Informal working group on telematics: meeting in Vienna (12 to 14 November 2018) Transmitted by the Government of France on behalf of the informal working group on telematics PDF | | |
| 6. Reports of informal WG | March 2019/INF.4 Informal working group on telematics: meeting in Vienna (12 to 14 November 2018) Transmitted by the Government of France on behalf of the informal working group on telematics PDF | "Proposal for a EU Regulation on electronic freight transport information (eFTI) | |
| 2. Tanks | March 2019/INF.5 Tanks: Testing pressure relief valves of LPG road tankers at intermediate inspections Transmitted by the Government of the United Kingdom PDF | This paper provides information on the preliminary findings of the LPG road tanker Pressure Relief Valve test programme being undertaken in the United Kingdom. It is anticipated that, once completed, this evaluation will contribute to the evidence base that will allow inspection bodies at intermediate inspections to justify a check of the documentation or the marking of pressure relief valve set pressures (as permitted by EN14334:2014) rather than physically testing such valves (as required by EN12972:2007 and 2018). | |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|------------------------------|---|---|------------------|
| 3. Standards | March 2019/INF.6 EN ISO/IEC 17025 Transmitted by the Government of Finland PDF | <ul style="list-style-type: none"> • RID/ADR 1.8.6.4.1 refers to standard EN ISO/IEC 17025:2005. • The latest version of the standard is EN ISO/IEC 17025:2017. • Finland invites the joint Meeting to consider whether an amendment is needed to 1.8.6.4.1. | |
| 5b. New Proposals | March 2019/INF.7 Proposal of amendment to 5.4.1.1.1 Transmitted by the Government of Ukraine PDF | <p>During the carriage of dangerous goods across the territory of the participating countries that use the transport law of COTIF and SMGS a serious breakdown or accident may occur. In order promptly to resolve issues, which ensure safety for a subsequent carriage, it might be necessary urgently to inform the sender or the recipient of dangerous goods about the incident.</p> <p>It is proposed to amend sub-paragraphs (g) and (h) of 5.4.1.1.1 of the Regulations concerning International Carriage of Dangerous Goods by Rail as follows:</p> <p>“(g) The name, and address, <u>and phone (fax) number or e-mail address</u> of the consignor (see also CIM Article 7 para. 1 (b);</p> <p>(h) The name, and address, <u>and phone (fax) number or e-mail address</u> of the consignee(s) (see also CIM Article 7 para. 1 (g).”</p> | |
| 6. Reports of informal WG | March 2019/INF.8 Report of the Informal Working Group on the reduction of the risk of a BLEVE Transmitted by the Government of Spain on behalf of the Informal Working Group PDF | <p>The Informal Working Group on the reduction of the risk of a BLEVE held its thirteenth session, hosted by the Spanish Ministry of Public Works and Transport on 15 to 17 January 2019 in Madrid, Spain, under the chairmanship of Mr. Claude Pfauvadel (France).</p> <p>The meeting was attended by representatives of contracting parties/member states, ERA, non-governmental organisations and industry as mentioned in the enclosed list of participants.</p> | |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|-------------|---|---|------------------|
| (---) | March 2019/INF.8/Add.1 Report of the Informal Working Group on the reduction of the risk of a BLEVE Transmitted by the Government of Spain on behalf of the Informal Working Group PDF | Annex 1 The boiling liquid expanding vapour explosion (BLEVE): Mechanism, consequence assessment, management (Abbasi & Abbasi, 2006) | |
| (---) | March 2019/INF.8/Add.2 Report of the Informal Working Group on the reduction of the risk of a BLEVE Transmitted by the Government of Spain on behalf of the Informal Working Group PDF | Annex 2 Graphic material of the accident in Bologna (Italy) | |
| (---) | March 2019/INF.8/Add.3 Report of the Informal Working Group on the reduction of the risk of a BLEVE Transmitted by the Government of Spain on behalf of the Informal Working Group PDF | Annex 3 Graphic material of the accident in the filling station (Italy) | |
| (---) | March 2019/INF.8/Add.4 Report of the Informal Working Group on the reduction of the risk of a BLEVE Transmitted by the Government of Spain on behalf of the Informal Working Group PDF | Annex 4 Presentation of FEM calculations (INERIS, France) | |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|-----------------|---|--|------------------|
| (---) | March 2019/INF.8/Add.5 Report of the Informal Working Group on the reduction of the risk of a BLEVE Transmitted by the Government of Spain on behalf of the Informal Working Group PDF | Annex 5 Preventive measures in parking areas (France) | |
| (---) | March 2019/INF.8/Add.6 Report of the Informal Working Group on the reduction of the risk of a BLEVE Transmitted by the Government of Spain on behalf of the Informal Working Group PDF | Annex 6 Future developments on preventive measures in parking areas (INERIS, France) | |
| 3. Standards | March 2019/INF.9 Reference to the 2018 version of EN standard 12972 in RID/ADR/ADN Proposal transmitted by the Secretariat PDF | At the last RID/ADR/ADN Joint Meeting, it was decided to refer to the 2018 version of EN standard 12972 in 6.8.2.6.2 (Inspection and test) and to limit the application of the 2007 version of this standard to 30 June 2021. It was also decided to refer to the 2018 version of EN standard 12972 in 6.8.2.6.1 (Design and construction). Also, a guideline was adopted and published on the UNECE and OTIF websites, in which the competent authorities are encouraged to allow EN standard 12972:2018 to be applied as soon as possible for the testing and inspection of tanks. Thus, it is proposed to amend "EN 12972:2007" in the "References" column of the table in 1.8.7.8, to refer to the 2018 edition of the standard. | |

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|----------------------|---|--|------------------|
| 5b. New Proposals | March 2019/INF.10 Section 7.1.7 of ADR/ADN: Special provisions applicable to the carriage of self-reactive substances of Class 4.1, organic peroxides of Class 5.2 and substances stabilized by temperature control (other than self-reactive substances and organic peroxides) Transmitted by the Government of Germany PDF | Section 7.1.7, which has been incorporated into ADR and ADN with effect from 1 January 2019, combines various obligations regarding the technical maintenance of cargo transport units under temperature control as well as possible emergency procedures that were previously regulated in various chapters of the codes. Here, the question has arisen of which obligations fall on the different parties involved. It is requested that the Joint Meeting deliberate the proper assignment of obligations, and identify the need for consequential amendments for ADR 2021 and ADN 2021. | |
| 2. Tanks | INF.11 Report of the tenth meeting of the informal working group on the inspection and certification of tanks Transmitted by the Government of the United Kingdom PDF | Appointment, control and monitoring of inspection bodies (1.8.6) Harmonisation of inspection procedures (1.8.7) | |
| 2. Tanks | INF.12 Supplementary information from the informal working group on the inspection and certification of tanks: Fundamental principles and outline of mandate on which the group have based proposals for 1.8.6, 1.8.7 and the related sections in Chapter 6.8 Transmitted by the Government of the United Kingdom PDF | Annex I - Fundamental principles underpinning the proposals for 1.8.6, 1.8.7 and the related sections in Chapter 6.8 Annex II - Outline of the mandate for the informal working group on the inspection and certification of tanks | |

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| 2. Tanks | INF.13 (United Kingdom) Supplementary information from the informal working group on the inspection and certification of tanks: Proposed amendments to Chapter 6.8 and to Sections 1.8.7 and 1.8.6 Transmitted by the Government of the United Kingdom PDF | Further to ECE/TRANS/WP15/AC.1/2019/18, INF.11 and INF.12 the informal working group on the inspection and certification of tanks wishes to provide the Joint Meeting with the proposed amendments to Chapter 6.8 and to Sections 1.8.7 and 1.8.6 as set out in Annexes I, II and III respectively. Annex I - Proposed amendments to Chapter 6.8 Annex II - Proposed amendments to Section 1.8.7 Annex III - Proposed amendments to Section 1.8.6 | |
| 2. Tanks | INF.14 Approval of portable tanks as tank-containers Transmitted by the Government of the Netherlands PDF | The approval of portable tanks as tank containers may lead to confusion for users and inspection bodies, which may lead to dangerous situations due to improper approval or use. The filler or carrier may not be aware of the type of approval that is applied for a particular transport and could mix up the safety requirements. Inspection bodies for portable tanks, mostly outside of the RID/ADR treaty area, approve portable tanks as RID/ADR tank-container without a proper type approval or without specific knowledge about RID/ADR requirements. The purpose of this discussion document is to prevent dual approval by removing the incentives that drives it. To achieve these following options can be considered: <ul style="list-style-type: none"> (a) For entries that have tank-codes but no portable tank instructions it should be considered to introduce portable tank instructions. (b) Where top discharge is prescribed for portable tanks, but bottom discharge is allowed for tanks in RID/ADR, it is proposed to introduce provisions that also for portable tanks bottom discharge is only allowed for inland transport. (c) Allow the use of the filling degree of tanks in RID/ADR for portable tanks for inland transport only. | |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|----------------------|---|---|------------------|
| 5b. New Proposals | INF.15 Container/vehicle packing certificate Transmitted by the Government of the Netherlands PDF | <p>Section 5.4.2 of RID/ADR/ADN regulates the issuance of the container/vehicle packing certificate (CPC). If a carriage of dangerous goods in a container precedes a voyage by sea, this document shall be provided with the transport documents. The document certifies that the operation of packing or loading the dangerous goods has been carried out in accordance with the IMDG Code. Section 5.4.2 sets the requirements under which the transport documents and the container/vehicle packing certificate may be incorporated.</p> <p>When there is no subsequent voyage by sea anticipated, it is not necessary to draft a container/vehicle packing certificate. Therefore, it can be concluded that the certificate should not be considered as a safety improving measure for the carriage of dangerous goods on the inland modes, so it is somewhat remarkable to require the carriage of this document during inland transport.</p> <p>The opinions of the Joint Meeting on whether the inland carrying industry should be tasked with this administrative requirement is requested, as it should be possible to distribute the CPC directly to the maritime carrier (especially in the current digital era).</p> <p>The Joint Meeting is also invited to take any action it deems appropriate.</p> | |
| 2. Tanks | INF.16 Interpretation of requirements by EN 14025: minimum diameter of manholes in tanks Transmitted by the International Union of Wagon Keepers (UIP) PDF | <p>Standard EN 14025 “Design and construction of pressure tanks for transportation of dangerous goods” is mandatory for the design and construction of tanks for tank-wagons. Like EN 12561 “Railway applications – Tank-wagons”, it contains the requirement for a minimum diameter of 500 mm for manholes, but with regard to the details, there are contradicting requirements within and between the standards. The document contains two different interpretation of those provisions</p> <p>The Joint Meeting is asked to discuss the interpretations and, if possible, request that CEN improve or clarify the standard.</p> | |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|---|--|---|------------------|
| 4. Interpretation of RID/ADR/ADN | INF.17 Tanks: Clarification of protection required for fittings and accessories mounted on the upper part of vacuum-operated waste tanks Transmitted by the Government of <i>the</i> United Kingdom PDF | In document ECE/TRANS/WP.15/AC.1/2019/4 Germany discusses the practice concerning the delegation of inspection tasks by inspection bodies as described in subsection 1.8.6.4 of the RID/ADR and presents two interpretations. After consulting its National Accreditation Body, the Dutch delegation is offering comments within this informal paper in order to contribute to the discussion. | |
| 6. Reports of informal WG | INF.18 Comment on document 2019/21: Informal working group on telematics: meeting in Vienna (12 to 14 November 2018) Transmitted by the Government of the Netherlands PDF | Since it was decided that the result of the WG would be published in the form of Guidelines instead of the initial MoU, the content, as mentioned in document 2019/21, must be seen in a different light... The Joint Meeting is invited to discuss this issue with a view to delete Section 2 of the Guidelines and is requested to give its consent to further modifications to the Guidelines during the next foreseen meeting of the informal working group on Telematics in June 2019. | |
| 4. Interpretation of RID/ADR/ADN | INF.19 Sub-section 6.9.1.3 of RID/ADR: heating elements for FRP tanks Transmitted by the Government of Germany PDF | The provision in 6.9.1.3 reads differently in RID & ADR, as follows: <ul style="list-style-type: none">• RID: "Heating elements shall not be used for FRP tank-containers including tank swap bodies."• ADR: "Heating elements shall not be used for FRP tanks." This provision is included in Chapter 6.9 of RID/ADR under the requirements for the design, construction and equipment of FRP tanks. As such it is interpreted that this provision means that FRP tanks must not be equipped with heating elements. It is requested that the Joint Meeting discuss / confirm this interpretation. | |

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| | INF.20 11 March 2019 Information on work in progress in CEN Transmitted by the European Committee for Standardisation (CEN) PDF | Introduction 1. 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 HAS consultant (replacing now the New Approach 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. As mentioned during the last Joint Meeting, the European Commission decided to transfer the responsibility of managing the consultants (now referred as HAS consultant) to Ernst and Young (EY). The contract with EY started 1 April 2018 but at this stage EY has not succeeded to recruit a transport of dangerous goods consultant. Screening of applicants is currently taking place. | |
| | INF.20/Rev.1 19 March 2019 Information on work in progress in CEN Transmitted by the European Committee for Standardisation (CEN) PDF | Introduction 1. 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 HAS consultant (replacing now the New Approach 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. As mentioned during the last Joint Meeting, the European Commission decided to transfer the responsibility of managing the consultants (now referred as HAS consultant) to Ernst and Young (EY). The contract with EY started 1 April 2018 but at this stage EY has not succeeded to recruit a transport of dangerous goods consultant. Screening of applicants is currently taking place. | |
| | INF.21 11 March 2019 Transmitted by the Government of the Netherlands PDF | Reflection on INF.13: Supplementary information from the informal working group on the inspection and certification of tanks: Proposed amendments to Chapter 6.8 and to Sections 1.8.7 and 1.8.6 | |

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| | INF.22 12 March 2019 Special provision 389 Proposal transmitted by the Secretariat of OTIF PDF | | |
| | INF.23 13 March 2019 Explosion proof tanks: Information for the BLEVE working group Proposal transmitted by the governments of Spain and France PDF | | |
| | INF.24/E 14 March 2019 Proposal of amendment to Chapter 1.2 of RID/ADR Transmitted by the Government of Portugal PDF | Introduction 1. Section 1.2.1 of RID and ADR contains the definition of all technical terms used throughout the regulations, and does so in a clear and concise manner, which is of great advantage to users. 2. On the other hand, section 1.2.1 also includes the meaning of numerous acronyms, which is also very useful but does not provide real definitions and unnecessarily complicates consultation of the true definitions. | |

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|-------------|--|---|------------------|
| | INF.25 14 March 2019 Comments on INF.13 – (...) Proposed amendments to Chapter 6.8 and to Sections 1.8.7 and 1.8.6 Transmitted by the European Commission PDF | 1. The European Commission wishes to thank the United Kingdom and all the delegations involved in the Tank Working Group for their efforts to clarify the existent provisions of the RID/ADR. 2. In order to facilitate the ongoing discussions, a series of editorial changes to the proposed amendments to Chapter 6.8 and to Sections 1.8.7 and 1.8.6 have to be taken into consideration. 3. We worked directly on the text provided by the Working Group and added the respective proposals in the text. For all proposals, the new text is bold and underlined, while deleted text is stricken out. | |
| | INF.26 14 March 2019 Withdrawal of the certificate for dangerous goods safety adviser Transmitted by the Government of Poland PDF | | |
| | INF.27 14 March 2019 Comment on document ECE/TRANS/WP.15/AC.1/2019/16 Transmitted by the Government of France PDF | | |

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| | INF.28 14 March 2019 Comments on document ECE/TRANS/WP.15/AC.1/2019/4 Transmitted by the Government of France PDF | | |
| | INF.29 15 March 2019 Amendments to 6.8 and 6.10 related to 2019/1: Amendment to the text of 6.8.2.5.1 of ADR Transmitted by the Government of the United Kingdom PDF | | |
| | INF.30 15 March 2019 United Kingdom interpretation of construction requirements applicable to the opening ends of Vacuum Operated Waste Tanks (VOWTs) Transmitted by the Government of the United Kingdom PDF | Summary Executive summary: This paper provides delegates with information on guidance that the United Kingdom intends to provide to its inspection bodies and manufacturer's regarding compliance with ADR 6.10.3.5. Action to be taken: The United Kingdom would welcome an exchange of views on the UK interpretation of ADR 6.10.3.5. Related documents: None. | |

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

18-22 March 2019

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

| Agenda Item | Paper Number | Summary | Industry Segment |
|-------------|--|--|------------------|
| | INF.31 15 March 2019 Vacuum-Operated Waste Tanks (VOWTs) – diverting vapours from the outlets of pump/exhauster units to a place where they will not cause danger Transmitted by the Government of the United Kingdom PDF | Summary Executive summary: This paper provides delegates with information on alternative provisions that could be included in RID/ADR for the diverting of flammable or toxic vapours from the outlet of pump/exhauster units of Vacuum-Operated Waste Tanks. This is to reflect technical progress in the interests of safety. Action to be taken: The United Kingdom would welcome a preliminary exchange of views on the inclusion of such requirements. Related documents: None. | |
| | INF.32 15 March 2019 Comment on document 2019/21 and INF.18 – new information concerning the work on telematics Transmitted by the Government of France PDF | | |
| | INF.33 Mandate to CEN for standardization in the field of the transport of dangerous goods European Commission PDF | | |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|-------------|--|---|------------------|
| | INF.34 18 March 2019 Comment on document 2019/7 Proposal of amendments related to the terms “risk” and “hazard/danger” in the context of RID/ADR/AND Transmitted by the Government of Belgium PDF | | |
| | INF.35 18 March 2019 Report of the Standards Working Group (30th meeting) PDF | | |
| | INF.36 19 March 2019 Explanatory notes for classification under entry UN No. 3363 Transmitted by the Government of Germany and Switzerland PDF | Summary Executive summary: This proposal aims to clarify the provisions in 2.1.5 relating to classification. Action to be taken: Amend the text of Note 1 in 2.1.5 and delete the Note in the special provision 301 | |

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| Agenda Item | Paper Number | Summary | Industry Segment |
|-------------|--|--|------------------|
| | INF.37 20 March 2019 Scope of special provision 667 Transmitted by the Government of Germany and Switzerland PDF | Introduction 1. Following the discussion in relation to document ECE/TRANS/WP.15/AC.1/2019/11 it appeared that the provisions in SP667 were not relevant in case of articles of UN-Numbers 3537 until 3548 because cases of damages arise for other reasons and are less probable than the damages of vehicles. For this reason, we propose to delete any reference to these articles in SP667 and the reference to SP667 for those UN Entries in Table A of chapter 3.2. | |
| | INF.38 20 March 2019 Carriage of pressure receptacles approved by DOT Proposal transmitted by EIGA PDF | Introduction EIGA proposes the following text for the MLA to replace MLA 299 taking into account comments made in the Joint Meeting of RID/ADR/ADN. | |
| | INF.38/Rev.1 21 March 2019 Carriage of pressure receptacles approved by DOT Proposal transmitted by EIGA PDF | Introduction EIGA proposes the following text for the MLA to replace MLA 299 taking into account comments made in the Joint Meeting of RID/ADR/ADN. This is a revision to Inf 38 following discussions in the Joint Meeting, deletions are struck through and additions underlined. | |
| | INF.39 21 March 2019 Report of the Working Group on Tanks Economic Commission for Europe Inland Transport Committee PDF | | |

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

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

References

AEGPL:

CEN:

ECMA: European Cylinder Makers Association

ElGA: European Industrial Gases Association

FEAD:

ITCO: International Tank Container Organisation

UIC: International Union of Railways