

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

17-27 September 2019

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

Agenda & Report

Agenda Item	Paper Number	Summary	Industry Segment
REPORT			
AGENDAS			
1. Adoption of the Agenda	ECE/TRANS/WP.15/AC.1/155 27 May 2019 Provisional agenda for the Autumn 2019 session PDF	Provisional agenda for the Autumn 2019 session – Adoption of the agenda. <ol style="list-style-type: none"> 1. Adoption of the Agenda 2. Tanks 3. Standards 4. Harmonization with the United Nations Recommendations on the Transport of Dangerous Goods 5. Proposals for amendments to RID/ADR/ADN <ol style="list-style-type: none"> (a) Pending issues; (b) New proposals. 6. Interpretation of RID/ADR/ADN 7. Reports of informal working groups 8. Accidents and risk management 9. Election of officers for 2020 10. Future work 11. Any other business 12. Adoption of the report 	
1. Adoption of the Agenda	ECE/TRANS/WP.15/AC.1/155/Add.1 8 July 2019 Provisional agenda for the Autumn 2019 session – Addendum PDF	Provisional agenda for the Autumn 2019 session - Addendum Annotations and list of documents	

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

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List of Working Papers

Agenda Item	Paper Number	Summary	Industry Segment
WORKING PAPERS			
4. Harmonization with the United Nations Recommendations on the Transport of Dangerous Goods	ECE/TRANS/WP.15/AC.1/2019/22 18 June 2019 Report of the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods Note by the secretariat PDF	The Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods met in Geneva on 24 and 25 April 2019 under the chairmanship of Mr. C. Pfauvadel (France). --- There are a number of issues where the WG did not agree that the changes to the UN Model Regulations should be incorporated as is to RID/ADR/AND, and that additional discussion was required or that the issue be raised with the TDG Sub-Committee: <ul style="list-style-type: none"> • UN No. 3549 (MEDICAL WASTE CATEGORY A, AFFECTING HUMANS, solid or MEDICAL WASTE CATEGORY A, AFFECTING ANIMALS only, solid) (26-29) • UN No. 3549 in refrigerated liquid nitrogen (30-33) • Technical name for UN Nos. 3077 and 3082 in 3.1.2.8.1.4 (34) • Special provisions 393 and 394 (38-40) • Packing instruction P801 (44-45) • Packing instruction P903, paragraph (5) (46) 	COSTHA Harmonization UN Model Regs
	ECE/TRANS/WP.15/AC.1/2019/22/Add.1 18 June 2019 Report of the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods Note by the secretariat PDF	Draft amendments to RID/ADR/ADN proposed by the Ad Hoc Working Group	

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

17-27 September 2019

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Agenda Item	Paper Number	Summary	Industry Segment
<p>5(a). Proposals for amendments to RID/ADR/ADN: pending issues</p>	<p>ECE/TRANS/WP.15/AC.1/2019/23 19 June 2019</p> <p>Proposal of amendment to 5.4.1.1.1 Transmitted by the Government of Ukraine PDF</p>	<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 to urgently inform the sender or the recipient of dangerous goods about the incident.</p> <p>In this regard, we propose to provide obligatory information about the phone (fax) number or e-mail address of the sender and the recipient of dangerous goods in a consignment. We believe that information about the incident during the dangerous goods carriage shared with the sender or the recipient in the shortest time will improve the carriage safety.</p>	<p>COSTHA Rail Shipping papers</p>
<p>2. Tanks</p>	<p>ECE/TRANS/WP.15/AC.1/2019/24 19 June 2019</p> <p>Tanks: 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 PDF</p>	<p>This proposal follows on from discussions in the WG on Tanks at the March and September 2018, and March 2019 sessions of the RID/ADR/ADN Jt Mtg regarding overturn protection that may be required for fittings and accessories mounted on the upper part of Vacuum-Operated Waste Tanks. At the March 2019 Session, it was agreed that the relevant text within ADR should be amended and the UK was invited to submit a revised proposal.</p> <p>It is proposed to amend 6.10.3.1 to make it clear that the requirements of 6.8.2.1.28 apply to certain items of equipment that may be mounted in the so called 'protected area' at the top of the tank, and to include a new transitional measure in 1.6.3.35.</p>	<p>COSTHA Environment Road Vacuum-Operated Waste Tanks (VOWTs)</p>

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

17-27 September 2019

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Agenda Item	Paper Number	Summary	Industry Segment
2. Tanks	<p>ECE/TRANS/WP.15/AC.1/2019/25 19 June 2019</p> <p>Tanks: Interpretation of construction requirements applicable to the opening ends of Vacuum-Operated Waste Tanks (VOWTs) Transmitted by the Government of the United Kingdom PDF</p>	<p>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.</p> <p>The United Kingdom would welcome an exchange of views on their interpretation of ADR 6.10.3.5(e).</p>	<p>COSTHA Environment Road Vacuum-Operated Waste Tanks (VOWTs)</p>
2. Tanks	<p>ECE/TRANS/WP.15/AC.1/2019/26 19 June 2019</p> <p>Tanks: 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</p> <p>See also INF.31 and INF. 39 (par. 2) of March 2019 session.</p>	<p>This paper proposes amendments to RID/ADR to permit an alternative method of effectively diverting flammable or toxic vapours from the outlet of pump/exhauster units of Vacuum-Operated Waste Tanks to a place of safety.</p> <p>It is proposed to amend 6.10.3.8 (a) to allow Vacuum-Operated Waste Tanks to be constructed with an outlet that is not directed to a safe place but is designed for an external hose to be connected. Proposal to amend the operational requirements of Chapter 4.5 to mandate the coupling of an external hose before loading commences.</p>	<p>COSTHA Environment Road Vacuum-Operated Waste Tanks (VOWTs)</p>
5(b). Proposals for amendments to RID/ADR/ADN: new proposals	<p>ECE/TRANS/WP.15/AC.1/2019/27 19 June 2019</p> <p>Proposal of amendment to Chapter 1.2 of RID/ADR Transmitted by the Government of Portugal PDF</p>	<p>It is proposed that section 1.2.1 be purged from the decoding of all abbreviations and acronyms, which will be contained in a new section 1.2.3.</p>	<p>Editorial only Road/Rail</p>
4. Harmonisation with the UN Recommendations on the Transport of Dangerous Goods	<p>ECE/TRANS/WP.15/AC.1/2019/28 19 June 2019</p> <p>Chapter 3.3 – New special provisions 393 and 394: Chemical stability of nitrocellulose Transmitted by the Government of Germany PDF</p>	<p>In the context of harmonisation with the 21st edition of the UN Recommendations on the Transport of Dangerous Goods, new special provisions 393 and 394 will be carried over into RID/ADR/ADN.</p>	<p>Classification Explosives Flammable solids</p>

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

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<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/29 19 June 2019</p> <p>Separate assessment of valves and other demountable accessories having a direct safety function on UN pressure receptacles Transmitted by the Government of France PDF (French original)</p> <p>See also INF.13 from Sept. 2018 session</p>	<p>The intention of the proposal is to harmonize the conformity assessment procedures for valves and other demountable accessories having a direct safety function on UN pressure receptacles and non-UN pressure receptacles.</p> <p>It is proposed to amend 6.2.2.11 by adding the following sentence: “For refillable pressure receptacles, the conformity assessment of valves and other demountable accessories having a direct safety function may be carried out separately from that of the pressure receptacles.”:</p>	<p>Harmonization Pressure receptacles Testing Valves</p>

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

17-27 September 2019

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

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<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/30 19 June 2019</p> <p>Amendment of section 1.2.1: Definitions Transmitted by International Tank Container Organisation (ITCO) PDF</p>	<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 an uncertainty to identify 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>A proposal to clarify the definition was considered by the Working Group on Tanks at the spring 2019 session and an alternative definition is recorded in item 3 of the report. This paper adopts the alternative definition proposed by the Working Group.</p> <p>-----</p> <p>For ADR:</p> <ul style="list-style-type: none"> • “<i>Tank-container/portable tank operator</i>” means any enterprise that operates a tank-container/portable tank. Where the operator is not the owner, the operator is the enterprise to which the tank-container/portable tank is leased or otherwise made available for use by a legally enforceable contract.”. <p>For RID:</p> <ul style="list-style-type: none"> • “<i>Operator of a tank-container or portable tank</i>” means any enterprise that operates a tank-container or portable tank. Where the operator is not the owner, the operator is the enterprise to which the tank-container, or <u>portable tank or tank wagon</u> is leased or otherwise made available by a legally enforceable contract. • “<i>Operator of a tank-wagon</i>” means any enterprise in whose name the tank-wagon is registered or approved for transport.”. 	<p>Definitions</p> <p>Portable tank/tank-container operator Road/Rail</p>

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>4. Harmonisation with the UN Recommendations on the Transport of Dangerous Goods</p>	<p>ECE/TRANS/WP.15/AC.1/2019/31 19 June 2019</p> <p>Use of the term "conveyance" Transmitted by the Secretariat of OTIF PDF</p>	<p>In the amended wording of 5.1.5.3.2, the ad hoc working group on the harmonisation of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods decided to use the term defined in the UN Model Regulations and the IAEA provisions ("conveyance") instead of the terms "wagon/vehicle" originally proposed by the Secretariat (see document OTIF/RID/RC/2019/22– ECE/TRANS/WP.15/AC.1/2019/22 paragraph 56 and OTIF/RID/RC/2019/22/Add.1 – ECE/TRANS/WP.15/AC.1/2019/22/Add.1).</p> <p>---</p> <p>In order to make the texts consistent, it is proposed to revoke the decision concerning 5.1.5.3.2 of the ad hoc working group on the harmonisation of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods and for RID/ADR to amend "each conveyance" to read "each wagon/each vehicle".</p> <p>The decision as to which term should be used in ADN is a matter for the ADN Safety Committee.</p>	<p>Class 7 Conveyance Definitions IAEA Radioactive Road/Rail</p>
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/32 19 June 2019</p> <p>Different names and description for UN numbers in between Model Regulations and RID/ADR Transmitted by the Government of Spain* PDF</p>	<p>Study the differences of name and description for several UN numbers in between UN Model Regulations and RID/ADR.</p> <p>Discuss possible harmonisation with the UN Model Regulations.</p> <ul style="list-style-type: none"> • Butylene • Hafnium, zirconium & titanium powder, and rubber scrap • Hydrogen peroxide • Ammonium nitrate 	<p>Classification Harmonization Proper shipping name Road/Rail</p>

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/33 19 June 2019</p> <p>Harmonization of Special provision 593 with 5.5.3 Transmitted by the Government of Spain* PDF</p>	<p>SP 593 is not in agreement with 5.5.3 and should be modified to be compatible.</p> <p>---</p> <p>SP 593 applies to UN 1913 NEON, REFRIGERATED LIQUID, UN1951 ARGON, REFRIGERATED LIQUID, UN 1963 HELIUM, REFRIGERATED LIQUID, UN 1970 KRYPTON, REFRIGERATED LIQUID, UN 1977 NITROGEN, REFRIGERATED LIQUID, UN 3136 TRIFLUOROMETHANE, REFRIGERATED LIQUID and UN 3158 GAS, REFRIGERATED LIQUID, N.O.S.</p> <p>Spain would suggest modifying SP 593 as follows: “This gas, <u>when used for intended for the cooling or conditioning purposes</u> of e.g. medical or biological specimens, if contained in double wall receptacles which comply with the provisions of packing instruction P203, paragraph (6) for open cryogenic receptacles of 4.1.4.1 is not subject to the requirements of ADR except as specified in 5.5.3.”</p>	<p>Gases used as coolant for medical/ biological specimens Road</p>
<p>7. Reports of informal working groups</p>	<p>ECE/TRANS/WP.15/AC.1/2019/34 18 June 2019</p> <p>Informal working group on the transport of hazardous waste: meeting in Brussels (02 to 03 April 2019) Transmitted by European Federation of Waste Management and Environmental Services (FEAD) on behalf of the informal working group on the transport of hazardous waste PDF</p>	<p>Information for the Joint Meeting on the work progress concerning the transport of hazardous waste.</p> <p>-----</p> <p>At the request of the Jt Mtg, FEAD prepared a list of issues, including a description of the legal and factual situation in each case, that needed to be addressed, and circulated the list for comments by all those who expressed interest in participating in the working group. This list of issues was accompanied by a working document including a summary of provisions of the ADR, a list of multilateral agreements and national derogations concerning the transport of hazardous waste.</p>	<p>Haz. wastes Road</p>

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
3. Standards	ECE/TRANS/WP.15/AC.1/2019/35 21 June 2019 Version (year) of the standards EN ISO/IEC 17025 and EN ISO/IEC 17020 Transmitted by the Government of Finland PDF	It is proposed that reference be made to the latest applicable version of the standards EN ISO/IEC 17025 and EN ISO/IEC 17020. It is proposed to the text of RID/ADR with reference to the applicable standards without mentioning the year of the standard. <ul style="list-style-type: none">• ISO/IEC 17020: Conformity Assessment -- Requirements for the Operation of Various Types of Bodies Performing Inspection• EN ISO/IEC 17025: Testing and Calibration Laboratories	Dynamic references Inspection Standards Testing
3. Standards	ECE/TRANS/WP.15/AC.1/2019/36 21 June 2019 Clause 8.1.3 of EN ISO/IEC 17020 and EN ISO/IEC 17025 Transmitted by the Government of Finland PDF	It is proposed to examine whether it is still necessary to exclude clause 8.1.3 of the standard EN ISO/IEC 17020 from application in ADR/RID/AND and at the same time consider clause 8.1.3 of the standard EN ISO/IEC 17025. It is proposed to amend the text of RID/ADR with reference to the applicable standards with or without exclusion of clause 8.1.3.	Inspection accreditation body Management system Standards Testing
7. Reports of informal working groups	ECE/TRANS/WP.15/AC.1/2019/37 21 June 2019 Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT) Transmitted by the European Industrial Gases Association (EIGA) PDF	WP is meant to note the progress of work to date and propose further actions following the drafting of the new MLA M318. EIGA is proposing new text for the RID/ADR, recognising that delegations may wish to see what is being proposed for 49 CFR. Proposed [draft text] is as follows: <u>“1.1.4.6 Refillable pressure receptacles authorized by the United States of America Department of Transportation</u> <u>1.1.4.6.1 Import</u> <u>Refillable pressure receptacles authorized by the United States of America Department of Transportation and constructed and tested in accordance with 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.</u>	Gases Import/Export Pressure receptacles Road/Rail US (49 CFR)

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
		<p>The consignor for the RID/ADR carriage shall include the following entry in the transport document: <u>“Carriage in accordance with 1.1.4.6”</u></p> <p><u>1.1.4.6.2 Export of gases and empty uncleaned pressure receptacles</u> <u>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 carried only for the purpose of exporting to countries which are not Contracting States/Parties of RID/ADR provided the following provisions are met:</u></p> <p><u>(a) The filling of the pressure receptacle is in accordance with the relevant requirements of the Code of Federal Regulations of the United States of America.</u></p> <p><u>(b) The pressure receptacles shall be marked and labelled in accordance with Chapter 5.2 of RID/ADR.</u></p> <p><u>(c) The consignor for the RID/ADR/ADN carriage shall include the following entry in the transport document:</u> <u>“Carriage in accordance with 1.1.4.6”.</u>”</p>	
<p>5(a). Proposals for amendments to RID/ADR/ADN: pending issues</p>	<p>ECE/TRANS/WP.15/AC.1/2019/38 21 June 2019</p> <p>Marking of wagons and containers loaded with limited quantities Transmitted by the Governments of Sweden and Switzerland PDF</p>	<p>Wagons and containers loaded with limited quantities together with fully regulated dangerous goods do not have to bear the mark for limited quantities. This might result in that the marking on the wagon or container does not reflect the actual hazard which could lead to serious safety issues in case of an accident.</p> <p>It is proposed to amend sub-section 3.4.13 (b) in ADR and sub-sections 3.4.13(a) and (b) in RID.</p>	<p>Limited quantity Marking of CTU Road/Rail</p>

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p style="text-align: center;">2. Tanks</p>	<p>ECE/TRANS/WP.15/AC.1/2019/39 21 June 2019</p> <p>Cross-sectional shapes of shells in accordance with ADR 6.8.2.1.18 - Guideline for the application of the proposed addition to footnote 3 of ADR 6.8.2.1.18 Transmitted by the Government of the United Kingdom PDF</p>	<p>During the discussion on ECE/TRANS/WP.15/2019/11 and INF.12 at the 106th session of the Working Party on the Transport of Dangerous Goods it was decided that a guideline should be put in place alongside the proposal in ECE/TRANS/WP.15/2019/11 for consideration at the autumn 2019 session of the Joint Meeting. To respect the concerns expressed in INF.12 the guideline would contain the requirements in section 6.1 of the enquiry version of the revised standard EN 13094:2019 as agreed by the members of CEN/TC 296/WG2, at which a number of the contracting countries are represented. In this way it would be possible to introduce the proposal in ECE/TRANS/WP.15/2019/11 as had already been agreed, irrespective of whether the new standard is published before the deadline of 1 June 2020 to be recognised in the 2021 edition of ADR.</p>	<p>Cross section Guideline Minimum shell thickness Standards Tanks & MEGCs</p>
<p style="text-align: center;">2. Tanks</p>	<p>ECE/TRANS/WP.15/AC.1/2019/40 21 June 2019</p> <p>Report of the eleventh meeting of the informal working group on the inspection and certification of tanks Transmitted by the Government of the United Kingdom PDF</p>	<p>The informal WG on the inspection and certification of tanks met for an 11th time in London from 12th to 14th June 2019, under the chairmanship of Mr. Steve Gillingham (United Kingdom). Representatives of Austria, Belgium, the European Commission, Finland, France, Germany, the Netherlands, Norway, Poland, Spain, Switzerland, Turkey, the United Kingdom, the European Industrial Gases Association (EIGA) and the International Union of Wagon Keepers (UIP) participated in the meeting. Apologies were received from the representatives of the Czech Republic, Romania and Sweden. The following were discussed:</p> <ul style="list-style-type: none"> • Appointment, control and monitoring of inspection bodies (1.8.6.2, 6.2 and 6.8) • Harmonisation of assessment and inspection procedures (1.8.7) • Proposed further work for the informal working group on tank inspection and certification. 	<p>Certification Inspection Tanks</p>

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

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17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>6. Interpretation of RID/ADR/ADN</p>	<p>ECE/TRANS/WP.15/AC.1/2019/41 24 June 2019</p> <p>Standard liquids Transmitted by the Government of Italy PDF (French original)</p>	<p>4.1.1.21.2 provides: “The relative densities of the filling substances shall not exceed that used to determine the height for the drop test performed successfully according to 6.1.5.3.5 or 6.5.6.9.4 and the mass for the stacking test performed successfully according to 6.1.5.6 or where necessary according to 6.5.6.6 with the assimilated standard liquid(s).”</p> <p>If the Joint Meeting agrees with Italy, the following proposal will be presented for the next session. Under 6.1.6.1, for standard liquids (a) to (f): “The stacking test shall be carried out on the basis of a <u>maximum</u> relative density not less than ...”</p>	<p>6.1.6 - Standard liquids for verifying the chemical compatibility of polyethylene packagings, including IBCs... & 4.1.1.21 – Verification of the chemical compatibility of plastics packagings, including IBCs...</p>
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/42 24 June 2019</p> <p>UN3082, ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. Transmitted by the Government of Italy PDF (French original)</p>	<p>Special provision 375, applicable to UN No. 3082, provides: “These substances when carried in single or combination packagings containing a net quantity per single or inner packaging of 5 l or less for liquids or having a net mass per single or inner packaging of 5 kg or less for solids, are not subject to any other provisions of RID provided the packagings meet the general provisions of 4.1.1.1, 4.1.1.2 and 4.1.1.4 to 4.1.1.8.”</p> <p>If the Joint Meeting agrees with Italy, a proposal will be submitted to the UN Sub-Committee to amend special packing provision PP1 of PI P001: “PP1 For UN Nos. 1133, 1210, 1263 and 1866 and for adhesives, printing inks, printing ink related materials, paints, paint related materials and resin solutions which are assigned to UN 3082, metal or plastics packagings for substances of packing groups II and III in quantities of 5 litres or less per packaging are not required to meet the performance tests in Chapter 6.1 when carried:”.</p>	<p>Exemption for paints and adhesives shipped as UN3082</p>

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/43 24 June 2019</p> <p>Carriage in a transport chain including maritime carriage Transmitted by the Government of Italy PDF (French original)</p>	<p>Carriage in a transport chain including maritime carriage is governed by subsection 1.1.4.2. Nevertheless, there are other references to the IMDG Code in the text of RID/ADR, for example in special packing provision B13 of packing instruction IBC08 and in paragraph 6.8.3.2.10.</p> <p>Considering that the IMDG Code is also applied in some countries for national maritime transport, Italy is of the opinion that another reference to the Code should be introduced. As such, it is proposed to add the following note based on IMDG SP 968) under 2.1.6 “Classification of packagings, discarded, empty, uncleaned”:</p> <p style="text-align: center;">“NOTE: This entry shall not be used for carriage in a transport chain including maritime carriage.”</p>	<p>IMDG Code UN3509 Empty, uncleaned packagings</p>
<p>7. Reports of informal working groups</p>	<p>ECE/TRANS/WP.15/AC.1/2019/44 25 June 2019</p> <p>Informal working group on telematics: Guidelines for the use of RID/ADR/ADN 5.4.0.2 as agreed at the meeting in Tegernsee (6 and 7 June 2019) Transmitted by the Government of Germany on behalf of the informal working group on telematics PDF</p>	<p>Information for the Joint Meeting concerning the work progress on “telematics”. The informal WG met in June 2019 in Tegernsee, where it finalised the draft text of the Guidelines for the use of RID/ADR/ADN 5.4.0.2 (regarding the use of electronic data exchange to satisfy the documentation requirements of Chapter 5.4), taking into account comments received during the last session of the Joint Meeting. The Guidelines are provided in this WP (pages 2-8).</p>	<p>E-shipping documents (5.4.0.2) RID/ADR/ADN</p>

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/45 24 June 2019</p> <p>Provisions in 5.5.3 for dry ice (UN 1845) as a consignment Proposal transmitted by Switzerland PDF</p>	<p>The aim of this proposal is to clarify the provisions of 5.5.3 relating to dry ice, since it is only subject to the provisions of 5.5.3 under RID/ADR/AND.</p> <p>---</p> <p>No issue... only suggestion to proposed amendment (bold proposed amendment):</p> <p>“Packages containing dry ice (UN 1845) as a consignment shall be marked “CARBON DIOXIDE, SOLID” or “DRY ICE”; and packages containing dangerous goods used for cooling or conditioning shall be marked <u>“CARBON DIOXIDE, SOLID” or “DRY ICE”</u>; with the name indicated in Column (2) of Table A of Chapter 3.2 of these dangerous goods packages containing dangerous goods used for cooling or conditioning shall also be marked followed by the words “AS COOLANT” or “AS CONDITIONER” as appropriate in an official language of the country of origin and also, if that language is not English, French or German/English, French, German or Italian, in English, French or German/English, French, German or Italian, unless agreements concluded between the countries concerned in the transport operation provide otherwise.”</p>	<p>5.5.3 Dry ice UN1845 RID/ADR/ADN</p>

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
3. Standards	<p>ECE/TRANS/WP.15/AC.1/2019/46 28 June 2019</p> <p>Information on work in progress in CEN Transmitted by the European Committee for Standardisation (CEN) PDF</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), CCMC proposed standards for referencing in the RID/ADR. As mentioned during the last Joint Meeting, the European Commission decided to close the Mandate M 086. Consequently, there is no HAS Consultant for TDG anymore. The industries are seeking funding for an independent advisor.</p> <p>(...)</p> <p>Amendments to 4.1.6.15 proposed by the Chair of the Working Group on Standards Recognising that ADR is no longer a European agreement, preference should be given to referencing ISO standards. This also increases the conformity with the text of the UN Model Regulations. It is thus proposed to:</p> <ol style="list-style-type: none"> 1. Replace all the references to EN ISO standards with references to the ISO standard. This will require replacing EN ISO 14245:2010 with ISO 14245:2006 and EN ISO 15995:2010 with ISO 15995:2006 2. For all the ISO standards except ISO 16111:2008 (for which there is no EN version) add a footnote which states “The EN ISO version of this ISO standard fulfils the requirements and may also be used” 3. Delete the references to EN 13152:2001 +A1:2003 and EN 13153:2001 +A1:2003. 	<p>Gas cylinders Pressure receptacles ISO standards</p>

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>5. Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/47 28 June 2019</p> <p>Classification of substances of Class 9 other than environmentally hazardous substances Transmitted by the Government of Switzerland PDF (French original)</p>	<p>The preponderance of other hazards in Class 9 in relation to the environmental hazard must be clarified. It is proposed to amend the text of 2.2.9.1.10.6 and 2.1.3.8 to make clear that, for given dangerous goods, the entries of UN Nos. 3077 and 3082 are applicable only if no other entry of Class 9 is applicable.</p> <p>---</p> <p>It is proposed to amend the following:</p> <ul style="list-style-type: none"> • RID/ADR “2.2.9.1.10.6 Assignment of substances or mixtures classified as environmentally hazardous substances (aquatic environment) according to the provisions in 2.2.9.1.10.3, 2.2.9.1.10.4 or 2.2.9.1.10.5 Substances or mixtures classified as environmentally hazardous substances (aquatic environment) , not otherwise classified under RID/ADR <u>that do not meet the classification criteria of any other class or another substance within Class 9</u> shall be designated: UN No. 3077 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.; or UN No. 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. They shall be assigned to packing group III.” • RID/ADR/ADN “2.1.3.8 Substances of classes 1 to 6.2, 8 and 9, other than those assigned to UN Nos. 3077 and 3082, meeting the criteria of 2.2.9.1.10 are additionally to their hazards of classes 1 to 6.2, 8 and 9 considered to be environmentally hazardous substances. Other substances meeting the criteria of no other class <u>or of no other substance of Class 9</u> but those of 2.2.9.1.10 are to be assigned to UN Nos. 3077 and 3082 as appropriate.” 	<p>UN3077 UN3082 EHS Class 9 Classification</p>

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

17-27 September 2019

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

<p>5. Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>ECE/TRANS/WP.15/AC.1/2019/48 28 June 2019</p> <p>Updating of references to UIC technical literature on combined transport Transmitted by the International Union of Railways (UIC) PDF (French original)</p>	<p>The purpose of this proposal is to update the references to UIC technical literature on combined transport. Since the 2014 Joint Meeting in Bern, where the subject was discussed, UIC literature has developed in form and content within the framework of ongoing dialogue with stakeholders. This evolution is part of the UIC plan to transform UIC leaflets into IRS (International Railway Solutions) in order to take into account changes in in European and international railway legislation and to ensure that UIC literature is consistent with the ISO and EN standards established by the standardization bodies.</p> <p>It is proposed to amend the text of 6.11.4.1 and 7.1.3 of RID/ADR where reference is made to UIC leaflets as follows:</p> <p>---</p> <p>“6.11.4.1 (...) NOTE: These bulk containers also include containers conforming to the UIC leaflets 591, 592 and 592-2 to 592-4 <u>IRS 50591 (Roller units for horizontal transshipment – Technical conditions governing their use in international traffic)* and 50592 (Intermodal Transport Units (other than semi-trailers) for vertical transshipment and suitable for carriage on wagons – Minimum requirements)** published by UIC</u> as mentioned in 7.1.3 which do not conform to the CSC.</p> <p><u>* 1st edition of IRS (International Railway Solution) applicable as from 1 January 2020.</u> <u>** 1st edition of IRS (International Railway Solution) applicable as from 1 January 2019.</u></p> <p>---</p> <p>7.1.3 Large containers, portable tanks, MEGCs and tank-containers which meet the definition of “container” given in the CSC (1972), as amended, or in UIC leaflets 591 (status at 01.10.2007, 3rd edition), 592 (status at 01.10.2013, 2nd edition), 592-2 (status at 01.10.2004, 6th edition), 592-3 (status at 01.01.1998, 2nd edition) and 592-4 (status at 01.05.2007, 3rd edition) <u>IRS 50591 (Roller units for horizontal transshipment – Technical conditions governing their use in international traffic)* and 50592 (Intermodal Transport Units (other than semi-trailers) for vertical</u></p>	<p>Combined transport Road/Rail</p>
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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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
		<p><u>transhipment and suitable for carriage on wagons – Minimum requirements)** published by UIC may not be used to carry dangerous goods unless the large container or the frame of the portable tank, MEGC or tank-container satisfies the provisions of the CSC or of UIC leaflets 591, 592 and 592-2 to 592-4 IRS 50591 and 50592 of UIC.</u></p> <p>* 1st edition of IRS (International Railway Solution) applicable as from 1 January 2020.</p> <p>** 1st edition of IRS (International Railway Solution) applicable as from 1 January 2019.”</p>	
<p>2. Tanks</p>	<p>ECE/TRANS/WP.15/AC.1/2019/49 2 July 2019</p> <p>Heating elements on Fibre-Reinforced Plastics (FRP) tanks Transmitted by the Government of the Netherlands PDF</p>	<p>The purpose of this document is to clarify the wordings in sub-section 6.9.1.3 of ADR/RID that heating elements on FRP tanks may be fitted but that the use is restricted to non-dangerous goods. As such, it is proposed to make the following amendments:</p> <p>Proposal 1 6.9.1.3 (ADR) - Heating elements shall not be used for FRP tanks Deleted. 6.9.1.3 (RID) - Heating elements shall not be used for FRP tank-containers including tank swap bodies Deleted.</p> <p>Proposal 2 New 4.4.2.3 (ADR) - <u>Heating elements shall not be used</u> New 4.4.2.3 (RID) - <u>Heating elements shall not be used for FRP tank-containers including tank swap bodies.</u></p> <p>Proposal 3: Renumber the existing 4.4.2.3 as <u>4.4.2.4</u> in RID/ADR.</p> <p>Proposal 4: 4.4.2.1 ((RID/ADR) - The provisions of 4.3.2.1.5 to 4.3.2.2.2, 4.3.2.2.4, 4.3.2.3.3 to 4.3.2.3.6, 4.3.2.4.1, 4.3.2.4.2, 4.3.4.1 and 4.3.4.2 shall apply.</p>	<p>Tanks Heating elements FRP tanks</p>

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

17-27 September 2019

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

List of Informal Papers

Agenda Item	Paper Number	Summary	Industry Segment
INFORMAL PAPERS			
	INF.1		
	INF.2		
5(b). Proposals for amendments to RID/ADR/ADN: new proposals	INF.3/E 27 June 2019 Intermodal Transport Units (other than semi-trailers) for vertical transshipment and suitable for carriage on wagons - Minimum requirements PDF		
2. Tanks	INF.4 28 June 2019 Alignment of the different language versions Transmitted by the Secretariat of OTIF PDF	In connection with the work of the OSJD Group of Experts on a new chapter in SMGS Annex 2 which will collate the construction and inspection requirements for broad gauge tank-wagons, the following difference have been noted in the various language versions of RID/ADR	
8. Accidents and risk management	INF.5 29 July 2019 Publication of the Inland TDG Risk Management Framework Submitted by the European Union Agency for Railways (ERA) PDF	Information concerning the publication of the Inland TDG Risk Management Framework Reference document: ECE/TRANS/WP.15/AC.1/150 (par. 69-73)	

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p style="text-align: center;">8.</p> <p>Accidents and risk management</p>	<p>INF.6 29 July 2019</p> <p>Reporting from the Expert Users and Development Group (EUDG) concerning the use of Risk Acceptance Criteria with the Inland TDG Risk Management Framework Submitted by the European Union Agency for Railways (ERA) on behalf of the Expert Users and Development Group of the Inland TDG Risk Management Framework PDF</p>	<p>On behalf the EUDG, ERA is reporting the conclusions of the discussions on Risk Acceptance Criteria held at the 2nd, 3rd, 4th EUDG meeting and reviewed at the 5th meeting</p>	
<p style="text-align: center;">7.</p> <p>Reports of informal working groups</p>	<p>INF.7 31 July 2019</p> <p>Report on the meeting of the informal working group on telematics (Tegernsee, 6 and 7 June 2019) Communication by Germany on behalf of the informal working group on telematics PDF</p>	<p>Information for the Joint Meeting on the completion of the Guidelines on using RID/ADR/ADN 5.4.0.2</p>	
<p style="text-align: center;">5(b).</p> <p>Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>INF.8 5 August 2019</p> <p>Consequential amendments related to the introduction of “TEMPERATURE CONTROLLED” into 3.1.2.6 Transmitted by the Government of Spain PDF</p>	<p>“TEMPERATURE CONTROLLED” in the transport document (5.4.1.1.15) 1. In ADR/ADN 2019 a new indent was introduced into 3.1.2.6 as case b), which indicates that, when the words “TEMPERATURE CONTROLLED” are not already included in capital letters in the name of a substance if temperature control is used, this has to be added as part of the proper shipping name. 2. Nevertheless, 5.4.1.1.15 has not been updated. The present text of 5.4.1.1.5 is: <i>“5.4.1.1.15 Special provision for the carriage of substances stabilized by temperature control</i> If the word “STABILIZED” is part of the proper shipping name (see also 3.1.2.6), when stabilization is by means of temperature control, the control and emergency temperatures (see 7.1.7) shall be indicated in the transport document, as follows: <i>“Control temperature: ...°C Emergency temperature: ...°C”</i></p>	

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>INF.9 5 August 2019</p> <p>Reference to “MOLTEN” as part of the proper shipping name in the transport document Transmitted by the Government of Spain PDF</p>	<p>In informal document INF.8 to this meeting, Spain has suggested to make some modifications to 5.4.1.1.15 relating to temperature control.</p> <p>2. In paragraph 8 of that informal document Spain has suggested to modify 5.4.1.1.15 to make direct reference to the word “TEMPERATURE CONTROLLED” in the proper shipping name when having to introduce control temperature and emergency temperature into the transport document.</p> <p>3. In paragraph 9 of the same document Spain additionally suggests to introduce into 5.4.1.1.15 a reminder on when the proper shipping name has to be modified by including “STABILIZED” or “TEMPERATURE CONTROLLED” into the proper shipping name.</p> <p>4. If the Joint Meeting agrees to the amendments proposed in paragraph 9 of informal document INF.8, then also a consequential amendment should be done to 5.4.1.1.14. This paragraph explains when to introduce the word “HOT” into the proper shipping name, but does not mention when to add “MOLTEN” as defined by 3.1.2.5.</p>	

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>INF.10 5 August 2019</p> <p>Transport of FERTILIZER AMMONIATING SOLUTION (UN 1043) Transmitted by the Government of Spain PDF</p>	<p>According to table A of Chapter 3.2 transport of UN 1043 FERTILIZER AMMONIATING SOLUTION with free ammonia is regulated only through SP 642, as columns 7-201 are empty. Special provision 642 is assigned only to this UN number, and reads as follows: “Except as authorized under 1.1.4.2, this entry of the UN Model Regulations shall not be used for the carriage of fertilizer ammoniating solutions with free ammonia.”</p> <p>2. Paragraph 1.1.4.2 allows carriage in a transport chain including maritime or air carriage according to the conditions stipulated for the maritime or air leg of the carriage.</p> <p>3. The Model Regulations include for UN 1043 120 ml as LQ, E0 as EQ and P200 as packing instruction. IMDG Code include additionally SW2 for manipulation, and the TTI allow its transport in cargo airplanes using P200 with a 150 kg limit.</p> <p>4. This means, that UN 1043, when in a transport chain including maritime or air transport, can be transported by rail or road using P200 or the LQ or EQ regulation.</p> <p>5. Nevertheless, UN 1043 contains (ADR only) a classification code 4A in (3b), indicating that it is a dissolved gas. According to 2.2.2.2.2, dissolved gases which cannot be classified under UN numbers 1001, 2073 or 3318 shall not be accepted for transport. Therefore, UN 1043 could not be transported.</p>	
<p>6. Interpretation of RID/ADR/ADN</p>	<p>INF.11 7 August 2019</p> <p>Working Group Report on the Improvement of the Accident Report Transmitted by the Government of France PDF</p>	<p>1. The working group met in Scheveningen in the Netherlands on 19 and 20 June 2019.</p> <p>2. Experts from Belgium, Finland, France, the Netherlands, Spain, Switzerland, United Kingdom and from the following organisations attended the working group: ERA, CEFIC, Liquid Gaz Europe, OTIF.</p> <p>3. The meeting was chaired by Mr. Claude Pfauvadel from France.</p>	

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>INF.12 6 August 2019</p> <p>Inclusion of UN Number 3358 in the list of collective entries Proposal transmitted by the Secretariat of OTIF PDF</p>	<p>1. Under classification code 6 A, the list of collective entries in 2.2.2.3 includes the entry UN 2857 REFRIGERATING MACHINES containing non-flammable, non-toxic gases or ammonia solutions (UN2672).</p> <p>2. However, the entry UN 3358 REFRIGERATING MACHINES containing flammable, non-toxic, liquefied gas, which is assigned to classification code 6 F, does not appear in the list of collective entries in 2.2.2.3.</p>	
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>INF.13 12 August 2019</p> <p>Amendment of special provision 591 in Chapter 3.3 of RID//ADR/ADN Proposal transmitted by Germany PDF</p>	<p>Special provision 591 is in conflict with European Regulation (EC) No 1272/2008 (CLP Regulation). It is proposed to amend SP 591 in Chapter 3.3.</p> <p>---</p> <p>1. Germany has noticed that special provision 591 on UN 1794 in RID/ADR/ADN is in conflict with European Regulation (EC) No 1272/2008 on the classification, labelling and packaging of substances and mixtures (CLP Regulation).</p> <p>2. In accordance with European Regulation (EC) No 1272/2008 on the classification, labelling and packaging of substances and mixtures (CLP Regulation), which implements the Globally Harmonized System, the classification of lead sulphate with not more than 3% free acid means it is classified as an environmentally hazardous substance.</p> <p>3. Special provision 591 prevents lead sulphate with not more than 3% free acid from being classified in RID/ADR/ADN as a substance of Class 9, classification code M7.</p> <p>4. In order to allow for the classification of lead sulphate with not more than 3% free acid as an environmentally hazardous substance, special provision 591 has to be amended.</p>	

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>5(b). Proposals for amendments to RID/ADR/ADN: new proposals</p>	<p>INF.14 14 August 2019</p> <p>Deletion of transitional provision 1.6.1.22 of RID/ADR/ADN Proposal transmitted by Germany PDF</p>	<p>1. Transitional provision 1.6.1.22 was introduced into RID/ADR/ADN with the 2011 revision, as the marking of the inner receptacles of composite IBCs had changed.</p> <p>2. In accordance with 4.1.1.15 of RID/ADR/ADN, the maximum period of use for composite IBCs is five years.</p> <p>3. Even if the marking requirements allow for different dates on the IBC as a whole and on the inner receptacle, the service life of the inner receptacle should not considerably exceed five years.</p> <p>4. As the transitional provision refers to inner receptacles manufactured before 1 July 2011, the inner receptacles concerned would already be at least eight years old.</p>	<p>IBCs</p>
<p>2. Tanks</p>	<p>INF.15 7 August 2019</p> <p>Changes of the loaded products in tank-vehicles Note by the secretariat PDF</p>	<p>During the 106th session of WP.15 (13-17 May 2019), the representative of Switzerland presented ECE/TRANS/WP.15/2019/9 to discuss the question of changes of the loaded products in tank-vehicles. The representative of the UK transmitted comments in INF.18.</p> <p>The Working Party decided to transmit the documents to the Joint Meeting's WG on Tanks, and invited delegations to consult the relevant professional organisations on their practices. The secretariat will inform the Working Party about the conclusions reached by the WG on Tanks.</p>	<p>Tanks</p>
<p>7. Reports of Informal Working Groups</p>	<p>INF.16 26 August 2019</p> <p>Chapter 6.2 – Consequential amendments concerning the proposals made by the informal working group on the inspection and certification of tanks</p> <p>Submitted by Germany PDF</p>	<p>The informal working group on the inspection and certification of tanks met from 12 to 14 June 2019 and again from 10 to 11 July 2019 and has submitted amendments to sections 1.8.6 and 1.8.7 in conjunction with Chapter 6.8 (see informal document INF.19).</p>	

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
2. Tanks	<p>INF.17 96 August 2019</p> <p>Report of the twelfth meeting 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>The informal working group on the inspection and certification of tanks met for the twelfth time in Madrid from 10th-11th July 2019, under the chairmanship of Mr. Steve Gillingham (United Kingdom). Representatives of Austria, Belgium, Finland, France, Germany, the Netherlands, Poland, Romania, Spain (our host), Turkey, the United Kingdom, the European Industrial Gases Association (EIGA) and the International Union of Wagon Keepers (UIP), participated.</p>	
2. Tanks	<p>INF.18 29 August 2019</p> <p>Tanks: Interpretation of construction requirements applicable to the opening ends of Vacuum-Operated Waste Tanks (VOWTs)</p> <p>Transmitted by the Government of the United Kingdom</p> <p>PDF</p>	<p>This paper provides delegates with additional information on the interpretation of the measures that may be taken to prevent the opening ends of VOWTs from being forced open during a roll-over incident.</p>	
2. Tanks	<p>INF.19 29 August 2019</p> <p>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</p> <p>Transmitted by the Government of the United Kingdom</p> <p>PDF</p>	<p>Using ECE/TRANS/WP.15/AC.1/19/BE/INF.13/Rev.1 as a basis, and further to ECE/TRANS/WP.15/AC.1/2019/40 and INF.XX, the United Kingdom, on behalf of 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 IV contains consequential amendments</p>	

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

17-27 September 2019

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

Agenda Item	Paper Number	Summary	Industry Segment
<p>4. Harmonisation with the UN Recommendations on the Transport of Dangerous Goods</p>	<p>INF.20 2 September 2019</p> <p>Amendments and supplements to document OTIF/RID/RC/2019/22/Add.1</p> <p>Proposal transmitted by the Secretariat of OTIF</p> <p>PDF</p>	<p>The following corrections and consequential amendments are suggested to the amendments proposed in document ECE/TRANS/WP.15/AC.1/2019/22/Add.1. These proposals result partly from an editorial and translation conference of the German speaking states that was held from 19 to 23 August 2019.</p>	
	INF.21		
	INF.22		
	INF.23		
	INF.24		
<p>5b. Proposals for amendments to RID/ADR/ADN – new proposals</p>	<p>INF.25 27 August 2019</p> <p>Classification of UN 1872 LEAD DIOXIDE</p> <p>Submitted by Germany</p> <p>PDF</p>	<p>Currently UN 1872 LEAD DIOXIDE is classified differently within the UN Model Regulations, the IMDG Code and RID/ADR/ADN.</p>	