



Economic and Social Council

Distr.: General
13 April 2012
English
Original: English and French

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

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

Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its spring 2012 session¹

held in Bern from 19–23 March 2012

Contents

I.	Attendance.....	1-4	4
II.	Adoption of the agenda (agenda item 1)	5	4
III.	Tanks (agenda item 2).....	6-14	4
	A. Proposals submitted.....	6-7	4
	B. Report of the Working Group on Tanks	8-14	5
	Point 1.....	9	5
	Point 3.....	10-12	5
	Point 6.....	13-14	5
IV.	Standards (agenda item 3).....	15-17	6
	A. Proposals submitted.....	15-16	6
	B. Report of the Working Group on Standards	17	6
V.	Interpretation of RID/ADR/ADN (agenda item 4).....	18-26	6

¹ Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2012-A. Unless otherwise indicated, the other documents referred to in this report under the symbol ECE/TRANS/WP.15/AC.1/ followed by the year and a serial number were circulated by OTIF under the symbol OTIF/RID/RC/ followed by the year and the same serial number.

A.	Assignment of fire extinguishers to UN No. 1044	18-21	6
B.	Application of the exemptions contained in 1.1.3.1 and 1.1.3.4 to radioactive material	22-24	7
C.	Inspection of containers in container terminals	25-26	7
VI.	Proposals for amendments to RID/ADR/ADN (agenda item 5)	27-51	7
A.	Pending issues	27-41	7
1.	Test periods for packing instruction P200	27	7
2.	Questions pending from the fiftieth session of the RID Committee of Experts (Malmö, 21-25 November 2011)	28-29	8
3.	Corrections to RID/ADR/ADN	30-31	8
4.	Correction to the French text of special provision 207	32	8
5.	Transitional provision 1.6.2.2	33	8
6.	Carriage of empty uncleaned packaging waste	34-36	8
7.	Subsection 5.1.2.1	37	9
8.	Definition of LPG	38	9
9.	Packing instruction P200, (3) (d) and (9)	39	9
10.	Transport of damaged lithium batteries	40-41	9
B.	New proposals	42-51	10
1.	Marking and labelling of overpacks containing gas cylinders	42-43	10
2.	Mixed loading of ammonium nitrate emulsion, suspension or gel (ANE) with explosives	44	10
3.	Amendment to 1.4.3.3	45-46	10
4.	Security provisions for explosives	47-49	10
5.	Harmonisation of maritime and road transport; non-conformity with the International Convention for Safe Containers (CSC)	50	11
6.	New special provision 363 for UN numbers 1202, 1203, 1223, 1268 1863 and 3475	51	11
VII.	Reports of informal working groups (agenda item 6)	52-67	11
A.	Report of the informal working group on carriage in bulk (London, 6-7 February 2012)	52-59	11
B.	Informal working group on definitions (Paris, 19-20 January 2012)	60-63	12
C.	Informal working group on additive devices on tanks (Bonn, 9-10 February 2012)	64	12
D.	Informal working group on telematics (Paris, 16-18 January 2012)	65-67	13
VIII.	Future work (agenda item 7)	68	13
IX.	Any other business (agenda item 8)	69	13
	Condolences		
X.	Adoption of the report (agenda item 9)	70	13

Annexes

I.	Report of the Working Group on Tanks ²	14
II.	Draft Amendments to RID, ADR and ADN for entry into force on 1 January 2013	15
III.	Draft Amendments to RID, ADR and ADN for entry into force on 1 January 2015	20
IV.	Corrections to RID, ADR and ADN	21
V.	Terms of reference for a working group on “packaging waste”	22

² For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/126/Add.1.

Report

I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe (ECE) was held in Bern from 19 to 23 March 2012, with Mr. C. Pfauvadel (France) as Chairman and Mr. H. Rein (Germany) as Vice-Chairman.
2. In accordance with article 1 (a) of the Rules of Procedure of the Joint Meeting, (ECE/TRANS/WP.15/AC.1/112/Add.2), representatives of the following countries participated as full members at the session: Austria, Belgium, Croatia, Czech Republic, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden and Switzerland, United Kingdom and United States of America.
3. In accordance with article 1 (b) of the Rules of Procedure, South Africa was represented in a consultative capacity.
4. In accordance with article 1, paragraphs (c) and (d) of the Rules of Procedure, the following were represented in a consultative capacity:
 - (a) European Union;
 - (b) The international non-governmental organizations European Chemical Industry Council (CEFIC), European Committee for Standardisation (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Federation of Waste Management and Environmental Services (FEAD), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), European Metal Packaging (EMPAC), International Federation of Freight Forwarders Associations (FIATA), International Road Transport Union (IRU), International Union of Private Wagons (UIP), International Union of Railways (UIC) and Sporting Arms and Ammunition Manufacturers' Institute (SAAMI).

II. Adoption of the agenda (agenda item 1)

Document: ECE/TRANS/WP.15/AC.1/125 and Add.1

Informal documents: INF.2 and INF.13 (Secretariat)

5. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/125 and Add.1 (letter A 81-02/501.2012 from OTIF), as updated by informal document INF.2, with some adjustments.

III. Tanks (agenda item 2)

A. Proposals submitted

Documents: ECE/TRANS/WP.15/AC.1/124/Add.2 (Report of the Working Group on Tanks on its last session)
ECE/TRANS/WP.15/AC.1/2012/1 (UIC)
ECE/TRANS/WP.15/AC.1/2012/2 (Germany)
ECE/TRANS/WP.15/AC.1/2012/3 (Germany)

ECE/TRANS/WP.15/AC.1/2012/4 (Spain)
ECE/TRANS/WP.15/AC.1/2012/10 (Sweden)
ECE/TRANS/WP.15/AC.1/2012/13 (Netherlands)
ECE/TRANS/WP.15/AC.1/2012/15 (IRU)
ECE/TRANS/WP.15/AC.1/2012/16 (France)

Informal documents: INF.21 of the March 2011 session (OTIF Secretariat)
INF.18 (Germany)
INF.22 (Belgium)
INF.32 (EIGA)
INF.36 (Germany)

6. Following a preliminary discussion in plenary session, consideration of all the documents was entrusted to the Working Group on Tanks, which met concurrently from 19 to 21 March 2012, with Mr. A. Ulrich (Germany) as chair.

7. Concerning the IRU proposal in document 2012/15, the Joint Meeting determined that it did not wish to go back on the principle of allowing the use of UN portable tanks and RID/ADR tank-containers. It noted the problems of interpretation referred to by IRU and requested the working group on tanks to draft clear replies to avoid misunderstandings.

B. Report of the Working Group on Tanks

Informal document: INF.42

8. The Joint Meeting approved the report of the Working Group on Tanks (reproduced in annex 1 under the symbol ECE/TRANS/WP.15/AC.1/126/Add.1), subject to the following decisions:

Point 1

9. The question of the efficacy of the insulation of portable tanks will not be brought to the attention of the United Nations Sub-Committee of Experts until there is agreement within the Joint Meeting.

Point 3

10. Despite Belgium's objection of principle in terms of going back on the decision taken at the last session not to accept a transitional measure for the application of standards EN 14432 and 14433, in a vote the Joint Meeting accepted a transitional provision, bearing in mind the decisions taken by the RID Committee of Experts for tank-wagons.

11. An additional sentence was added to the new paragraph at the end of 6.8.2.3.1. The amendment to this paragraph should come into effect on 1 January 2013 (see annex II).

12. Further discussions will be necessary to clarify the interpretation of 6.8.2.7 in the event that no standard is referred to and there is no recognised national code. The representative of Germany offered to take advantage of the presence of experts during the session of the informal working group on periodic inspections (Bonn, 12-13 June 2012) (see also para 27) to discuss this question on 14 June. He will send invitations accordingly.

Point 6

13. The Joint Meeting confirmed the principle that substances other than wastes may be carried in vacuum-operated waste tanks. If some delegations considered that the text proposed was not clear in this respect, they would have to submit official proposals to improve the text.

14. As the Joint Meeting had been informed that the Chairman of the Working Group, Mr A. Ulrich (Germany), was retiring, it thanked him warmly for his contribution to the work of the group and wished him all the best in his future activities. The group will continue to work under the chairmanship of Mr A. Bale (United Kingdom) and Mr M. Bogaert (Belgium) will continue to provide the secretariat services.

IV. Standards (agenda item 3)

A. Proposals submitted

Documents: ECE/TRANS/WP.15/AC.1/2012/6 (CEN)
ECE/TRANS/WP.15/AC.1/2012/18 (OTIF Secretariat)

Informal document: INF.23 (CEN)

15. The Joint Meeting entrusted consideration of the documents in question to the Working Group on Standards.

Document: ECE/TRANS/WP.15/AC.1/2012/7 (ISO)

16. For the proposal by ISO which followed up on discussions held in the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (ST/SG/AC.10/C.3/80, paras. 46 and 47), the Joint Meeting considered that it was indeed desirable to harmonize, for all modes of transport and worldwide, the transitional periods for the application to the construction of new UN receptacles of the ISO standards referenced in the United Nations Model Regulations, which have been replaced by updated standards. It did not take a position concerning the method to use to indicate the transitional periods or the durations proposed by ISO, as such questions had to be discussed by the United Nations Sub-Committee of Experts.

B. Report of the Working Group on Standards

Informal documents: INF.37 and INF.41 (CEN)

17. The Joint Meeting approved the report of the Working Group on Standards with some amendments (see annex II).

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

A. Assignment of fire extinguishers to UN No. 1044

Informal document: INF.19 (Germany)

18. The representative of Germany drew the attention of the Joint Meeting to the wide variety of fire extinguishers, which ranged from ordinary portable fire extinguishers to sets of cylinders designed to supply fixed fire-extinguishing systems. In some cases, it was difficult to decide whether they should be assigned to UN No. 1044 or considered as gas receptacles and, in the latter instance, to decide what rules or standards applied.

19. It was agreed that the United Nations Sub-Committee of Experts should be requested to state clearly which fire extinguishers were covered by UN No. 1044. Subsequently, a decision could be made as to what European regulations were applicable.

The issue could also be discussed at a session of the informal working group on the periodicity of testing of cylinders (see paragraph 27).

20. The representative of the European Union deplored that the proposal had not been first submitted to experts of the sector of stationary pressure receptacles.

21. The representative of Germany explained that for certain pressure devices, there had been a series of discussions in the European Union with a view to defining the respective scopes of PED and TPED. However, in the informal document, Germany raised the question of which devices should be assigned UN No. 1044, which was a question of classification that should only be discussed by transport of dangerous goods bodies.

B. Application of the exemptions contained in 1.1.3.1 and 1.1.3.4 to radioactive material

Informal documents: INF.21 (United Kingdom)
INF.24 (Sweden)

22. The representative of the United Kingdom considered that, in addition to the exemptions provided for under 1.7.1.4, which reflected those of the IAEA Regulations, those provided for under 1.1.3.1 also applied to the transport of radioactive material. He proposed that the note in 1.1.3.1 and 1.1.3.4 should be amended to avoid any ambiguity.

23. While some delegations shared that opinion, others would have preferred to consult IAEA, in particular concerning 1.1.3.1 (b) and, at least for the application of certain parts of the regulations, for 1.1.3.1 (d) and (e).

24. The Joint Meeting agreed in the end to accept the proposal by the United Kingdom (see annex III).

C. Inspection of containers in container terminals

Document: ECE/TRANS/WP.15/AC.1/2012/12 (Belgium)
Informal document: INF.27 (FIATA)

25. Most delegations that expressed an opinion considered that 7.5.1.2 implied that all containers should undergo systematic checks involving a visual inspection and examination of the documentation before they were loaded onto a vehicle or wagon at a portside terminal.

26. One delegation thought this interpretation was unrealistic, bearing in mind the container handling systems in portside terminals, and that the requirements for maritime transport in this respect should be checked. In connection with this, it was pointed out that 7.4.2.4.1 of the IMDG Code prescribes such a check for all containers containing dangerous goods before they are loaded onto ships.

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

A. Pending issues

1. Test periods for packing instruction P200

Document: ECE/TRANS/WP.15/AC.1/2012/14 (EIGA)

27. The Joint Meeting was in favour of organizing an informal working group to study the possibility of extending the interval between periodic tests for industrial gas cylinders,

following the principles set out in paragraph 18 of the document. The group should study failures observed in the current test systems, make provision for quality assurance systems capable of being effectively implemented for all the companies concerned and ensure that the tests would not incur administrative charges excessively onerous for the competent authorities. It would meet in Bonn, 12-13 June 2012, and be chaired by Germany, with EIGA providing secretariat services.

2. Questions pending from the fiftieth session of the RID Committee of Experts (Malmö, 21–25 November 2011)

Document: ECE/TRANS/WP.15/AC.1/2012/18 (OTIF Secretariat)

28. The Joint Meeting noted that the question relating to special provision 636 (b) was currently being considered by the United Nations Sub-Committee of Experts. Questions relating to the standards had been assigned to the Working Group on Standards. The comment concerning 7.3.2.4 had already been taken into consideration for ADR.

29. It was recalled that, for accident reports, the original objective of 1.8.5 was for reports to be transmitted to secretariats only if they could address regulatory gaps or improve the regulations. For risk and statistical analyses, it could be useful to systematically collect all accident reports. The representative of France would prepare a proposal to that effect after consulting with the secretariats.

3. Corrections to RID/ADR/ADN

Informal document: INF.7 (UNECE Secretariat)

30. The Joint Meeting adopted the corrections to 4.1.1.3, 4.1.1.9, 6.2.2.7.7 (a), 6.4.9.1 and 6.4.23.5 (a) for the 2013 version (see annex IV).

31. The Joint Meeting noted that the French text of the description of marks for dangerous goods packed in limited quantities set out in 3.4.7 and 3.4.8 was wrong and should be corrected to correspond with the English. The correction would be made in the 2013 version, but the competent authorities were requested immediately to take it into account and to inform the control authorities accordingly (see annex IV).

4. Correction to the French text of special provision 207

Informal document: INF.8 (UNECE Secretariat)

32. The Joint Meeting corrected the French text to bring it into line with the English text (see annex IV).

5. Transitional provision 1.6.2.2

Informal document: INF.12 (OTIF Secretariat)

33. The Joint Meeting agreed to delete transitional provision 1.6.2.2, with effect from 1 January 2013. Since 1 January 2012, empty uncleaned cylinders submitted for inspection for the last time before 1 January 1997 could not be carried under the provisions of 4.1.6.10 unless they bore the appropriate labels (see annex II).

6. Carriage of empty uncleaned packaging waste

Document: ECE/TRANS/WP.15/AC.1/2012/9 (France)

Informal documents: INF.16 (Belgium)

INF.28 (EMPAC, EuPC, SEFA, SEFFI and SERRED)

INF.31 (Switzerland)

INF.33 (France)
INF.39 (Chairman)

34. Despite the fact that principles had been adopted at the last session (ECE/TRANS/WP.15/AC.1/124, paras. 74–75), opinions still differed as to how to introduce provisions for the carriage of waste from packaging contaminated by dangerous goods.

35. It was decided to convene a new informal working group, whose terms of reference are set out in annex V, which would meet in Brussels on 24 and 25 April 2012 under the chairmanship of France, with secretariat services provided by FEAD.

36. As the possible introduction of UN numbers for such carriage would require a decision by the United Nations Sub-Committee of Experts, which was also reviewing the issue, the proposals of the informal working group should be submitted directly to the Sub-Committee at its next session in June 2012.

7. Subsection 5.1.2.1

Document: ECE/TRANS/WP.15/AC.1/2012/19 (OTIF Secretariat)

Informal document: INF.38 (OTIF Secretariat)

37. The Joint Meeting noted that a consequential amendment to 5.1.2.1 had been omitted in the amendments to the 2013 version of RID/ADR/ADN and that it was necessary to introduce a correction to ensure that the requirements on the minimum size of the marking of the UN number would be applicable to overpacks. The proposal made in informal document INF.38 was adopted (see annex 2).

8. Definition of LPG

Informal documents: INF.20 (Switzerland) and INF.45

38. As the definition of LPG had already been discussed at length at the session in September 2010 on the basis of informal document INF.18 of CEN, the changes proposed by Switzerland were not adopted, but it was agreed to amend the German text on the basis of INF.45 (see annex II).

9. Packing instruction P200, (3) (d) and (9)

Informal document: INF.25 (Switzerland)

39. The proposal to add a reference to the body designated by the competent authority to issue the approval was adopted (see annex II).

10. Transport of damaged lithium batteries

Informal documents: INF.6 (Germany)
INF.40 (Germany)
INF.40/Rev.1 (Germany)

40. Given the urgent need to find a solution to the problem of transport of damaged lithium batteries, while noting that the United Nations Sub-Committee of Experts was also working on the issue, the Joint Meeting adopted new special provision 6xx applicable to UN Nos. 3090, 3091, 3480 and 3481, for implementation as from 1 January 2013. The new provision would permit the transport of damaged batteries subject to conditions laid down by the competent authority of the country of origin until a proper solution was found by the United Nations Sub-Committee of Experts, and could be used for multilateral agreements before 1 January 2013.

41. The representative of Austria voiced a reservation on this decision, partly because it required Contracting Parties to RID/ADR to accept conditions imposed by the country of origin and partly because it required the country of origin to take account of recommendations of unknown import that might be made by the United Nations.

B. New proposals

1. Marking and labelling of overpacks containing gas cylinders

Document: ECE/TRANS/WP.15/AC.1/2012/11 (EIGA)

42. Several delegations expressed some reservations about the proposal, as it would no longer be possible to identify the gases contained in the overpacks, and also because the affixed danger labels could point to dangers that did not exist.

43. The representative of EIGA said that he would take up the issue again in order to find a pragmatic solution to the problem faced by his industry.

2. Mixed loading of ammonium nitrate emulsion, suspension or gel (ANE) with explosives

Document: ECE/TRANS/WP.15/AC.1/2012/17 (Sweden)

44. Several delegations supported the proposal, but it was generally held that invoking carriage on MEMUs provided insufficient justification, as such transport units must meet very specific conditions that would not be applicable in general to the mixed carriage of ANE with explosives. Furthermore, the proposal should first be submitted to the United Nations Sub-Committee of Experts, which the representative of Sweden agreed to do.

3. Amendment to 1.4.3.3

Document: ECE/TRANS/WP.15/AC.1/2012/20 (Austria)

45. The Joint Meeting adopted the proposed amendment to take into account marks for substances transported at elevated temperatures and environmentally hazardous substances and agreed that the amendment should be applicable as from 2013 (see annex II).

46. It was noted that other paragraphs could be affected and that the issue should be taken up again in a systematic manner.

4. Security provisions for explosives

Informal document: INF.10 (Ireland)

47. The Joint Meeting noted that the Government of Ireland had submitted a proposal to WP.15 (ECE/TRANS/WP.15/2012/2), the intention of which was that detonators of divisions 1.1, 1.2 and 1.3, and not just those of division 1.4, cannot be exempted from the provisions concerning security by the application of 1.1.3.6.3.

48. Several delegations supported this proposal, but the representative of Switzerland thought this would lead to confusion between undertakings in road transport which are exempted in 1.1.3.6 from most of the ADR provisions.

49. The Joint Meeting confirmed that this question was also of interest for RID and the representative of Ireland was therefore asked to prepare an official proposal for the next session.

5. Harmonisation of maritime and road transport; non-conformity with the International Convention for Safe Containers (CSC)

Document: ECE/TRANS/WP.15/AC.1/2012/5 (Spain)

Informal document: INF.15 (Spain)

50. The representative of Spain withdrew his proposals and said he would return to this issue after consulting the United Nations Sub-Committee of Experts.

6. New special provision 363 for UN numbers 1202, 1203, 1223, 1268, 1863 and 3475

Informal document: INF.5 (Switzerland)

51. Some delegations agreed that there was a problem with the scope of special provision 363, but owing to the lack of time, the Joint Meeting was unable to discuss Switzerland's observations in detail. It noted that these observations mainly concerned road transport and that they had been brought to the attention of WP.15 in document ECE/TRANS/WP.15/2012/1.

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

A. Report of the informal working group on carriage in bulk (London, 6-7 February 2012)

Informal documents: INF.17 (United Kingdom)

INF.35 (Romania)

INF.43 (United Kingdom)

INF.44 (United Kingdom)

52. The Joint Meeting welcomed the results of the work by the informal working group.

53. It approved, in principle, the new framework proposed by the group in informal document INF.17, without prejudice to any views that might later be expressed by major industry customers who had not participated in the work and needed to be consulted.

54. Several delegations indicated that they would like more time to discuss the group's conclusions at the national level. Some also wanted to be able to correlate the proposed provisions with the substances involved: the representative of the United Kingdom provided information at the session (informal documents INF.43 and INF.44).

55. A member of the secretariat indicated that, according to secretariat enquiries, authorization for carriage in bulk and the related conditions seemed to have been issued in the past on a case-by-case basis, depending on industry needs and demands, without a truly systematic approach such as the one taken towards carriage in packages or tanks.

56. Concerning the questions of principle raised in the working group report, the Joint Meeting decided that:

(a) Carriage in bulk in sheeted small containers should be permitted when it was permitted in sheeted large containers;

(b) Carriage in bulk in closed vehicles should be permitted when it was permitted in closed containers, even if under certain circumstances it would be appropriate to provide for openings to relieve any vapour;

(c) The question of whether the carriage in pieces requirement (AP3) for UN No. 1405 and UN No. 2844 should apply to all substances in Class 4.3 (excluding carriage in powder or granular form) should remain open;

(d) The question of whether the requirement of carriage as a full load (AP7) should apply to rail transport when it applied to road transport should remain open.

57. As the informal group had formulated its conclusions primarily for ADR, they would be submitted to the RID Committee of Experts working group on tank and vehicle technology for comment.

58. Following these discussions, the representative of the United Kingdom would submit a formal proposal at the next session of the Joint Meeting. Delegations that had indicated that further consultations at the national level were desirable were requested to submit their comments in writing before the next session.

59. The representative of Romania indicated that he would remit the proposal in informal document INF.35 to the revised text to be submitted by the United Kingdom.

B. Informal working group on definitions (Paris, 19-20 January 2012)

Informal documents: INF.11 and addendum (Romania)

60. The discussions revealed that a systematic revision of all the definitions was a major task which was more complicated than simply aligning the various language versions. The working group did propose some improvements to certain definitions which are already in the United Nations Recommendations and hence in the other modal regulations. It therefore seemed necessary to go via the United Nations Sub-Committee of Experts, so the question of how to proceed arose, some delegations being reluctant to start work that would require major resources and which they did not think was a priority.

61. The Joint Meeting therefore asked the representative of Romania to prepare a document for the next session which would group the definitions by subject and to propose the subjects that should be prioritised. It would also be useful to make a distinction between definitions which would require intervention at United Nations level and those that the Joint Meeting could deal with on its own.

62. The Joint Meeting adopted the proposals relating to the definitions of composite packagings with some amendments (see annex III).

63. For the definitions concerning tanks (paragraphs 21 to 23 of the report), the Joint Meeting thought it would be a good idea to bring the group's considerations to the attention of the working group on tanks. In particular, it should be checked whether the definition of shell is correct, i.e. if the wording also includes closures, and if the term "closure" itself is appropriate in the case of tanks, because while it is used in the text, the definition in the French text refers to "moyens d'obturation".

C. Informal working group on additive devices on tanks (Bonn, 9-10 February 2012)

Informal document: INF.22 (Belgium)

64. The Joint Meeting adopted the texts proposed by the working group with some amendments. As this work had been carried out at the request of the UNECE Working Party on the Transport of Dangerous Goods (WP.15), and as the issue is not relevant in the context of carriage by rail, the representative of Belgium will bring the adopted texts to the

attention of WP.15 at its session in May 2012 in the form of an informal document, then in the form of an official document for the session in November 2012.

D. Informal working group on telematics (Paris, 16-18 January 2012)

Informal document: INF.14 (OTIF Secretariat)

65. Owing to the lack of time, the Joint Meeting was unable to discuss in detail the group's conclusions or the associated informal documents INF.26 and INF.30.

66. The European Commission was invited to provide answers to the questions set out in paragraph 26 of the report for the next session of the group in the United Kingdom (Southampton, 3-4 September 2012).

67. The representative of Germany said that ISO was preparing a draft standard ISO 26683 on telematics which covered the transport of dangerous goods.

VIII. Future work (agenda item 7)

68. The next session would be held in Geneva from 17-21 September 2012. The deadline for submission of documents was 31 August 2012.

IX. Any other business (agenda item 8)

Condolences

69. The Chairman informed the Joint Meeting that Mr. Wieger J. Visser (Netherlands) had passed away on 12 October 2011. A renowned expert on the transport of dangerous goods by rail, Mr. Visser had participated for many years in meetings of the RID Committee of Experts and of the Joint Meeting – which he chaired from 1984 to 1995 – as a member of the delegation of the Netherlands. He also often participated in meetings of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods as a member of the delegation of OTIF or UIC. On behalf of the Joint Meeting, the Chairman expressed his most sincere condolences to the delegation of the Netherlands and to Mr. Visser's family.

X. Adoption of the report (agenda item 9)

70. The Joint Meeting adopted the report on its session of spring 2012 and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Report on the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/126/Add.1)

Annex II

Draft amendments to RID, ADR, ADN for entry into force on 1 January 2013

A. Amendments to document OTIF/RID/CE/2012/9 – ECE/TRANS/WP.15/213

Part 1

Chapter 1.2

1.2.1 [The amendment in the German version concerning the definition of "Liquefied Petroleum Gas ("LPG") does not apply to the English text.]

Chapter 1.6

1.6.1.25 At the beginning, after "Packages" insert "and overpacks".

(Reference document: ECE/TRANS/WP.15/AC.1/2012/19)

Part 4

Chapter 4.1

4.1.4.1 P200 Amend the amendment concerning the Note to paragraph (3) (d) to read as follows:

"P200 In paragraph (3) (d), in the Note, at the end, replace "which approved the receptacles" by "or body designated by this authority which issued the type approval".

(Reference document: informal document INF.25)

4.1.4.1 P200 Amend the text of the new paragraph (7) (b) to read as follows:

"(b) LPG to be filled in cylinders shall be of high quality; this is deemed to be fulfilled if the LPG to be filled is in compliance with the limitations on corrosiveness as specified in ISO 9162:1989."

(Reference document: informal document INF.37)

4.1.4.1 P200 Amend the amendment concerning paragraph (9) to read as follows:

"P200 In paragraph (9), at the end of the last paragraph, replace "by the competent authority of the RID Contracting State/Contracting Party to ADR which has approved the technical code for the design and construction" by "by the competent authority or body designated by this authority which issued the type approval".

(Reference document: informal document INF.25)

4.1.4.1 P200 In the table of paragraph (11), delete the square brackets for standard "EN ISO 11372:2011".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.37)

4.1.4.1 P200 Amend the amendment to paragraph (12) 2.5 to read as follows:

"In the second sentence of sub-paragraph (12) 2.5, replace "the corrosion contaminates level of EN 1440:2008, annex E.1, letter b" by "the limitations on corrosiveness as specified in ISO 9162:1989".

(Reference document: informal document INF.37)

Part 5

Chapter 5.1

5.1.2.1 (a) (ii) After "marked with the UN number preceded by the letters "UN"", insert "as required for packages in 5.2.1.1 and 5.2.1.2".

(Reference document: ECE/TRANS/WP.15/AC.1/2012/19 as amended by informal document INF.38)

Part 6

Chapter 6.2

6.2.4.1 In the amendments for standards "EN 1975:1999 + A1:2003", "EN 12245:2002" and "EN 13769:2003 + A1:2005", replace "Before 1 January 2015" by "Until 31 December 2014".

(Reference document: informal document INF.37)

6.2.4.1 In the amendment concerning the introduction of standard "EN ISO 9809-1:2010", replace "(ISO/DIS 9809-1:2008)" by "(ISO 9809-1:2010)".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.37)

6.2.4.1 In the amendment concerning the introduction of standard "EN ISO 9809-2:2010", replace "(ISO/DIS 9809-2:2008)" by "(ISO 9809-2:2010)".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.37)

6.2.4.1 In the amendment concerning the introduction of standard "EN ISO 9809-3:2010", replace "(ISO/DIS 9809-3:2008)" by "(ISO 9809-3:2010)".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.37)

6.2.4.1 The amendment concerning the introduction of standard "EN ISO 7866:2011" is put in square brackets.

6.2.4.1 In the amendment concerning the introduction of standard "EN 14638-3:2010", replace "EN 14638-3:2010" by "EN 14638-3:2010/AC".

(Reference document: informal document INF.37)

6.2.4.1 For the new standard to be introduced "EN ISO 14245:2010", in column (3), before "6.2.3.3", insert "6.2.3.1 and".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.37)

6.2.4.1 For the new standard to be introduced "EN ISO 15995:2010", in column (3), before "6.2.3.3", insert "6.2.3.1 and".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.37)

6.2.4.2 In the new standards to be introduced, delete standard "EN 15888:2011".

(Reference document: informal document INF.37)

6.2.4.2 For standard "EN 1440:2008 + A1:2012, delete the square brackets.

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.37)

Chapter 6.8

(ADR only:)

6.8.2.6.1 For the new standard to be introduced "EN 12493:2008 + A1:2012", in column (3), delete "1.2.1, 6.8.1".

(Reference document: informal document INF.37)

B. New amendments

Part 1

Chapter 1.4

1.4.3.3 (h) Amend "the orange plates and placards or labels prescribed" to read:

"(RID:) the orange plates, labels or placards, marks for elevated temperature substances and environmentally hazardous substances as well as shunting labels prescribed"

"(ADR:) the orange plates, labels or placards as well as marks for elevated temperature substances and environmentally hazardous substances prescribed".

(Reference document: ECE/TRANS/WP.15/AC.1/2012/20)

Chapter 1.6

1.6.2.2 Amend to read as follows "1.6.2.2 (Deleted)".

(Reference document: informal document INF.12)

(ADR only:)

1.6.3 Insert the following new transitional provision:

"1.6.3.43 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 January 2012 in accordance with the requirements in force up to 31 December 2012, but which do not however conform to the requirements of 6.8.2.6 relating to standards EN 14432:2006 and EN 14433:2006 applicable as from 1 January 2011, may still be used."

(Reference documents: ECE/TRANS/WP.15/AC.1/2012/3 + informal document INF.42)

(RID/ADR:)

1.6.4 Insert the following new transitional provision:

"1.6.4.46 Tank-containers constructed before 1 January 2012 in accordance with the requirements in force up to 31 December 2012, but which do not however conform to the requirements of 6.8.2.6 relating to standards EN 14432:2006 and EN 14433:2006 applicable as from 1 January 2011, may still be used."

(Reference documents: ECE/TRANS/WP.15/AC.1/2012/3 + informal document INF.42)

Part 3

Chapter 3.2

Table A For UN Nos. 3090, 3091, 3480 and 3481, in column (6) insert "661".

(Reference document: informal document INF.40/Rev.1)

Chapter 3.3

Add the following new special provision:

"661 Carriage of damaged lithium batteries if not collected and presented for carriage for disposal according to special provision 636 is permitted only under additional conditions defined by the competent authority of any RID Contracting State/Contracting Party to ADR who may also recognise an approval granted by the competent authority of a country which is not an RID Contracting State/a Contracting Party to ADR, provided that this approval has been granted in accordance with the procedures applicable according to RID and ADR.

Only packing methods which are approved for these goods by the competent authority may be used.

(RID:) The competent authority may define a more restrictive transport category code, which shall be included in the competent authority approval.

(ADR:) The competent authority may define a more restrictive transport category or tunnel restriction code, which shall be included in the competent authority approval.

A copy of the competent authority approval shall accompany each consignment or the transport document shall include a reference to the competent authority approval.

The competent authority of the RID Contracting State/Contracting Party to ADR granting an approval in accordance with this special provision shall notify the secretariat of OTIF/the UNECE for the purpose of circulation of this information through its website.

NOTE: *Any recommendations made by the United Nations for technical requirements for the carriage of damaged lithium batteries shall be considered when granting the approval.*

Damaged lithium batteries means in particular:

- Batteries identified by the manufacturer as being defective for safety reasons;
- Batteries with damaged or considerably deformed cases;
- Leaking or venting batteries; or
- Batteries with faults that cannot be diagnosed prior to carriage to a place of analysis."

(Reference document: informal document INF.40/Rev.1)

Part 6

6.2.4.1 In the Table, under "for design and construction", make the following amendments:

- In column (4), replace "Before 1 July 2003" by "Until 30 June 2003" (once).
- In column (4), replace "Before 1 July 2005" by "Until 30 June 2005" (once).

- In column (4), replace "Before 1 July 2007" by "Until 30 June 2007" (five times).
- In the row for standard "EN 13110:2002", amend the text in column (4) to read "Until 31 December 2014".
- After the entry for standard "EN 13110:2002", insert the following standard:

(1)	(2)	(3)	(4)	(5)
EN 13110:[2012] except clause 9	Transportable refillable welded aluminium cylinders for liquefied petroleum gas (LPG) – Design and construction	6.2.3.1 and 6.2.3.4	Until further notice	

(Reference document: informal document INF.37)

6.2.4.2 In the Table, make the following amendments:

- In the row for standard "EN 14189:2003", amend the text in column (3) to read: "Until 31 December 2014".
- After the entry for standard "EN 14189:2003", insert the following new standard:

Reference	Title of document	applicable
(1)	(2)	(3)
EN ISO 22434:2012	Transportable gas cylinders – Inspection and maintenance of cylinder valves (ISO 22434:2006)	Mandatorily from 1 January 2015

(Reference document: informal document INF.37)

Chapter 6.8

(ADR only:)

6.8.2.3.1 At the end, add the following sub-paragraph:

"The competent authority or a body designated by that authority may carry out a separate type approval of valves and other service equipment for which a standard is listed in the table in 6.8.2.6.1, in accordance with that standard. This separate type approval shall be taken into account when issuing the certificate for the tank, if the test results are presented and the valves and other service equipment are fit for the intended use."

(Reference documents: informal documents INF.42 + INF.18 + INF.18/Rev.1)

(ADR only:)

6.8.2.6.1 For standard "EN 12493:2008", in column (3), delete "1.2.1, 6.8.1,".

(Reference document: informal document INF.37)

(RID/ADR:)

6.8.2.6.2 Replace the title of column (4) of the table by "Applicable".

(Reference document: informal document INF.37)

Part 9

Chapter 9.2

(ADR only:)

9.2.2.5.1 (a) In footnote 2, delete "EN 50015,".

(Reference document: informal document INF.37)

Annex III

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2015

Part 1

Chapter 1.1

1.1.3.1 In the Note, replace "see 1.7.1.4" by "see also 1.7.1.4".

(Reference document: informal document INF.21)

1.1.3.4 In the Note, replace "see 1.7.1.4" by "see also 1.7.1.4".

(Reference document: informal document INF.21)

Chapter 1.2

1.2.1 Amend the Note in the definition of "combination packaging" to read as follows:

"NOTE: The term "inner packaging" of a combination packaging shall not be confused with the term "inner receptacle" of a composite packaging."

(Reference document: informal document INF.11)

1.2.1 Amend the definition of "Composite packaging (plastics material)" and related NOTE to read as follows:

"Composite packaging" means a packaging consisting of an outer packaging and an inner receptacle so constructed that the inner receptacle and the outer packaging form an integral packaging. Once assembled it remains thereafter an integrated single unit; it is filled, stored, carried and emptied as such;

NOTE: The term "inner receptacle" of a composite packaging shall not be confused with the term "inner packaging" of a combination packaging. For example, the inner of a 6HA1 (composite packaging, plastics material) is such an inner receptacle since it is normally not designed to perform a containment function without its outer packaging and is not therefore an inner packaging.

Where a material is mentioned in brackets after the term "composite packaging", it refers to the inner receptacle."

(Reference document: informal document INF.11)

1.2.1 Delete the definition of "Composite packaging (glass, porcelain or stoneware)" and related NOTE.

(Reference document: informal document INF.11)

1.2.1 In the definition of "Packaging", replace ""Composite packaging (plastics material)", "Composite packaging (glass, porcelain or stoneware)"" by ""Composite packaging"".

(Reference document: informal document INF.11)

Annex IV

Corrections to RID, ADR and ADN

Part 3

Chapter 3.3

SP207 Before "moulding compounds", insert "plastics".

(Reference document: informal document INF.8)

Chapter 3.4

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

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

Part 4

Chapter 4.1

4.1.1.3 and 4.1.1.9 Replace "6.3.2" by "6.3.5".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.7)

Part 6

Chapter 6.2

6.2.2.7.7 (a) After "and test" insert "as indicated by the distinguishing signs of motor vehicles in international traffic²".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.7)

Chapter 6.4

6.4.9.1 After "6.4.7.5,", insert "6.4.8.4,".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.7)

6.4.23.5 (a) After "6.4.7.5,", insert "6.4.8.4,".

(Already taken into account in ECE/TRANS/WP.15/213)

(Reference document: informal document INF.7)

Annex V

Terms of reference for working group on “packaging waste”

Based on the discussion held in the plenary and the most relevant parts of the different proposals presented under this agenda item, the working group shall prepare a proposal suitable for inclusion in the United Nations Model Regulations to be submitted to the next session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCETDG).

New proposals may also be considered.

The following principles shall be followed for proposals and for the subsequent work:

1. The definition and specific provisions for “empty uncleaned packagings waste” being transported with residues of dangerous goods shall not restrict the ability to apply 1.1.3.5, 1.1.3.6.3, 4.1.1.11 and 7.3.1.1 in their respective context.
2. The specific provisions shall not be applicable to the most dangerous goods as listed in the proposal from France (ECE/TRANS/WP.15/AC.1/2012/9).
3. Packagings having contained goods of classes 3, 4.1, 8 and 9 may be subject to simplified provisions, and may be transported in mixed loads.
4. For packagings having contained goods with hazards of classes 5.1 or 6.1 (including subsidiary risks), provisions that do not cover the totality of the Regulations may be drafted. However, consideration shall be given to whether they need to be more stringent than those for the cases mentioned in 3, concerning their packing, carriage in bulk, segregation, and hazard communication.
5. The working group shall check the possibility of including the specific provisions in the general framework of the Regulations and if necessary, shall define suitable UN entries to cover the cases mentioned in points 3 and 4, with relevant text. However, in the event that the UNSCETDG would not be in a position to adopt a suitable text before the end of the biennium, the working group shall provide alternative identification numbers, to be included in RID/ADR/ADN only, with relevant text.