



**Committee of Experts on the Transport of Dangerous Goods
and on the Globally Harmonized System of Classification
and Labelling of Chemicals**

Sub-Committee of Experts on the Transport of Dangerous Goods

Fortieth session

Geneva, 28 November – 7 December 2011

Item 7 of the provisional agenda

Global harmonization of transport of dangerous goods regulations with the Model Regulations

**Outcome of the Joint Meeting of the RID Committee of
Experts and the Working Party on the Transport of
Dangerous Goods on its Autumn 2011 session**

Note by the secretariat¹

1. During the Autumn 2011 session of the Joint Meeting, some issues were raised and the secretariat was invited to bring them to the attention of the Sub-Committee for resolution or advice (ECE/TRANS/WP.15/AC.1/124).
2. Relevant paragraphs of the report of the Joint Meeting are reproduced as annex 1 to this document.
3. Proposals of corrections to the Recommendations on the Transport of Dangerous Goods, Model Regulations, listed in the Report of the Joint Meeting, are reproduced in annex 2.

¹ In accordance with the programme of work of the Sub-Committee for 2011-2012 approved by the Committee at its fifth session (refer to ST/SG/AC.10/C.3/76, para. 116 and ST/SG/AC.10/38, para. 16).

Annex 1

Excerpt of the Report of the Joint Meeting RID/ADR/ADN (ECE/TRANS/WP.15/AC.1/124)

A. 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

Document: ECE/TRANS/WP.15/AC.1/2011/30 and Add.1 (Secretariat)

22. The Joint Meeting took note of the report of the Ad Hoc Working Group and considered the harmonization proposals contained in the addendum to the report, which it adopted subject to the amendments arising from the discussions described below.

1. Exemption of liquid fuels

23. The representative of Switzerland requested a debate of substance on the introduction of the contents of special provision 363 in 1.1.3.3 (c) since this would restrict the current exemptions in 1.1.3.1 (b). After provided for this debate the Joint Meeting did not feel it necessary to put into question the introduction of these new provisions and decided that special provision 363 of the United Nations Model Regulations should be reflected in RID/ADR/ADN 1.1.3.3 (c). However, it decided to diverge from it as follows:

(a) Labelling was not required if the capacity of the means of containment was 60 litres or less (corresponding to the maximum capacity of portable containers exempted under 1.1.3.3 (a) of ADR);

(b) For means of containment with capacities of more than 60 litres and not more than 450 litres, the label should be shown on the outside of the equipment or machinery, and not necessarily on the means of containment, where it might not be visible;

(c) An entry in a transport document would be required only for capacities exceeding 1,500 litres.

24. A transitional measure was adopted for the application of 1.1.3.3 (c) (i) on the basis of a proposal by Finland (informal document INF.45) (see annex 1).

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3. Exclusion of explosives from Class 1

28. The Joint Meeting decided by vote that the exclusion of explosives from Class 1, provided for in 2.2.1.1.8 (2.1.3.6 of the UN Model Regulations), was a matter for the competent authority to decide. However, such a decision had to be taken by a RID/ADR/ADN Contracting Party, and recognized by the other Contracting Parties. It could also be taken based on an approval issued by the competent authority of a country that was not a Contracting Party to RID/ADR/ADN, without duplicating the tests already carried out by that competent authority (see annex 1).

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B. Proposals relating to the report of the Ad Hoc Working Group

1. Chemicals under pressure

Informal document: INF.11 (CEFIC)

36. The Joint Meeting adopted the amendment of the definition of chemicals under pressure in 2.2.2.1.2, subdivision 8 (see annex 1).

37. As for the second proposal, the Joint Meeting noted that paragraph (c) of special provision 362 in the UN Model Regulations did not clearly specify how to classify chemicals under pressure when they contained components of Class 6.1, packing group II or III, and at the same time components of Class 8, packing group II or III. No UN number had been provided to cover the situation. In order to avoid diverging interpretations, especially in the light of 2.2.2.1.7 (e), it was considered preferable to maintain the text proposed for note 2 as it stood, meaning that chemicals under pressure with toxic and corrosive components should not be carried under UN numbers 3500 to 3505. Should such a situation arise in practice, it was for the industry to propose a new entry to the United Nations Sub-Committee of Experts.

2. Definition of cartridges for tools, blank

Informal document: INF.32 (Secretariat)

38. The Joint Meeting adopted the proposed definition with the amendments suggested by the representative of SAAMI (see annex 1).

39. The representative of Germany wondered why that definition only concerned a 1.4S UN number and did not cover other entries for similar cartridges for tools, blank, in other divisions or compatibility groups. If cartridges for tools, blank other than 1.4S had to be carried, they would require an appropriate N.O.S. entry. If necessary, proposals for new UN numbers would have to be made to the United Nations Sub-Committee of Experts.

3. Mixed loading of dangerous goods packed in limited quantities

Informal documents: INF.26 (SAAMI)
INF.33 (FIATA)

40. FIATA proposed that the mixed loading of explosives other than those classified as 1.4S with dangerous goods packed in limited quantities should not be prohibited, as such mixed loads were currently authorized by RID/ADR/ADN and by the IMDG Code.

41. It was pointed out that the main objective of the revision of Chapter 3.4 of the UN Model Regulations had been to clearly establish what provisions of the Model Regulations were applicable to transport in limited quantities. At the time of the revision, the United Nations Sub-Committee of Experts had confirmed that limited quantities should not be loaded together with explosives other than those classified as 1.4S.

42. After discussion, a compromise was found. Mixed loading would be authorized for limited quantities with explosives of division 1.4 (as they by definition presented only a minor risk) and as an exception with UN Nos. 0161 and 0499 of division 1.3, compatibility group C (POWDER, SMOKELESS and PROPELLANT, SOLID), as such substances were often carried with cartridges, small arms belonging to division 1.4 (amended proposal adopted by a vote) (see annex 1).

C. Conclusions of the thirty-ninth session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (Geneva, 20–24 June 2011)

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2. Paragraph 3.5.1.4

46. The Joint Meeting noted the opinion of the Sub-Committee that the wording of 3.5.1.4 was consistent with other exemptions provided in the Model Regulations. For legal reasons, the Joint Meeting preferred to maintain the wording proposed in document ECE/TRANS/WP.15/AC.1/2011/30/Add.1, and pointed out that such wording would not entail a deviation from the Model Regulation.

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6. “Filling ratio” in portable tank instruction T50

51. The Joint Meeting decided to align RID/ADR with the UN Model Regulations, noting, however, that the French version of the Model Regulations had to be corrected (see annex 1).

7. Stacking symbol on large packagings

52. The Joint Meeting noted the opinion of the Sub-Committee that the stacking symbol should be displayed on large packagings repaired after 1 January 2014. However, it considered that in the absence of a definition of “repaired large packaging”, that provision might lead to problems of interpretation in practice and during checks. It therefore decided (by a vote) not to introduce the requirement for repaired large packaging. It was suggested that the Sub-Committee might wish to define the concept of “repaired large packaging”, as it had done for “repaired IBC”.

Informal document: INF.22 (Secretariat)

8. Classification of Class 3 viscous liquids in packing group III

53. The Joint Meeting noted the request by the Sub-Committee for opinions on amendments to 2.3.2.2, 2.3.2.3 and 2.3.2.5 of the Model Regulations. The Joint Meeting noted that the limit of 450 litres per package in 2.3.2.5 was also applicable to RID/ADR. On the other hand, no limit per package was currently set by the texts corresponding with 2.3.2.2.

54. It would thus be advisable to consult the industry to ascertain the economic consequences of a 450 litre limit per package, bearing in mind that for the time being no safety problems had been reported with the application of the current requirements.

55. Similarly, a reduction of the limit to 30 litres per package could have major economic consequences. If the Sub-Committee wished to adopt the limits set by the IMDG Code and the ICAO Technical Instructions, such a reduction must therefore be justified from the point of view of safety.

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VIII. Reports of informal working groups

B. Informal working group on definitions

5. Definition No. 10 – “box”

99. The amendment to the French version (para. 94 of the report) was adopted (see annex 1).

100. The amendment to the French version of the UN Model Regulations (para. 95 of the report) would be made by the secretariat as a corrigendum.

Annex 2

Corrections to the seventeenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations

The corrections do not apply to the English text.
