



# Economic and Social Council

Distr.: General  
3 May 2011  
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 2011 session<sup>1</sup>

held in Bern from 21–25 March 2011

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<sup>1</sup> Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2011-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.

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<sup>2</sup> For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/122/Add.1.

<sup>3</sup> For practical reasons, annex III has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/122/Add.2.

## Report

### I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods was held in Bern from 21 to 25 March 2011, with Mr. C. Pfauvadel (France) as Chairman and Mr. H. Rein (Germany) as Vice-Chairman. Representatives of the following countries took part in the work of the session: Austria, Belgium, Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Netherlands, Norway, Poland, Romania, Slovakia, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland. The European Union was also represented. The following intergovernmental organization was represented: the Organization for Cooperation between Railways (OSJD). The following international non-governmental organizations were represented: European Aerosol Federation (FEA); European Chemical Industry Council (CEFIC); European Committee for Standardization (CEN); European Conference of Fuel Distributors (ECFD); European Cosmetic, Toiletry and Perfumery Association (COLIPA); European Cylinder Makers Association (ECMA); European Industrial Gases Association (EIGA); European Liquefied Petroleum Gas Association (AEGPL); International Association of the Body and Trailer Building Industry (CLCCR); International Association for Soaps, Detergents and Maintenance Products (AISE); International Federation of Freight Forwarders Associations (FIATA); International Road Transport Union (IRU); International Union of Private Wagons (UIP) and International Union of Railways (UIC).

### II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/WP.15/AC.1/121, Add.1 and Add.1/Corr.1

*Informal documents:* INF.2 and INF.26 (Secretariat)

2. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/121 and Add.1 and Add.1/Corr.1 (letter A 81-02/501.2011 from OTIF), as updated by informal documents INF.2 and INF.26.

### III. Tanks (agenda item 2)

#### A. Proposals submitted

*Documents:* ECE/TRANS/WP.15/AC.1/2010/49 (Italy)  
ECE/TRANS/WP.15/AC.1/2011/3 (ECFD)  
ECE/TRANS/WP.15/AC.1/2011/9 (Sweden)  
ECE/TRANS/WP.15/AC.1/2011/17 (Sweden)  
ECE/TRANS/WP.15/AC.1/2011/18 (Germany/UIP)  
ECE/TRANS/WP.15/AC.1/2011/20 (Germany)  
ECE/TRANS/WP.15/AC.1/2011/23 (UIP)  
ECE/TRANS/WP.15/AC.1/2011/24 (UIP)

*Informal documents:* INF.7 (UIC)  
INF.13 (Netherlands)  
INF.17 (Germany)  
INF.21 (OTIF secretariat)

INF.23 (UIP)  
INF.31 (France)  
INF.32 (Italy)  
INF.33 (Sweden)  
INF.34 (Austria)

3. Following a preliminary discussion in plenary meeting, consideration of all the documents was entrusted to the Working Group on Tanks, which met concurrently from 21 to 23 March 2011, with Mr. A. Ulrich (Germany) as chair.

## **B. Report of the Working Group on Tanks**

*Informal document:* INF.42

4. The Joint Meeting approved the report of the Working Group on Tanks, subject to the following observations. The report has been distributed with the reference number ECE/TRANS/WP.15/AC.1/122/Add.1.

### **1. Carriage of tetrafluoroethylene, stabilized (UN No. 1081) (document ECE/TRANS/WP.15/AC.1/2010/49 and informal document INF.32)**

5. There is no consequential amendment to Note 1 of 4.3.3.2.5, which does not exist, but a new Note 3 should be added to 4.3.3.1.1 concerning new provision TU40 (see annex II).

6. The reason why it is asked that the elements of battery-vehicles and MEGCs should be made up of seamless receptacles is because the substance is subject to polymerisation and the weld beads are liable to initiate or catalyse polymerisation. If such a provision should be added for receptacles that are not integrated into battery-vehicles or MEGCs, whether for this substance or for others, the problem should firstly be brought to the attention of the United Nations Sub-Committee of Experts.

### **2. Additive devices on tanks (document ECE/TRANS/WP.15/AC.1/2011/3 and informal document INF.34)**

7. ECFD will organise an informal working group session in Berlin on 18 May 2011 to discuss the conclusions of the group and the questions raised in paragraph 11 of the report.

### **3. Categorization of austenitic-ferritic stainless steel grades (document ECE/TRANS/WP.15/AC.1/2011/17 and informal document INF.33)**

8. It was decided to add a line to 6.8.2.1.19 to reflect the conclusions of the working group in paragraph 14 of the report.

9. It was explained that the wall thickness values of 3 mm and 3.5 mm are conservative values including a safety margin, bearing in mind the doubts expressed by some experts, as reflected in paragraph 13 of the report.

10. If the representative of Sweden, or any other representative, wished to propose smaller thicknesses, additional information on the behaviour of these steels, impact strength at low temperatures, welding problems, elongation after rupture, etc., should be submitted.

### **4. Equivalent measures to allow the reduction of the wall thickness of tank-vehicles (document ECE/TRANS/WP.15/AC.1/2011/9)**

11. It was not considered necessary to introduce transitional measures to apply the footnote added to 6.8.2.1.20 indicating that equivalent measures are those prescribed by the

standards referred to in 6.8.2.6. In fact, the problem is already dealt with by the transitional measure in 1.6.3.38.

**5. Tank code for the carriage of calcium carbide (document ECE/TRANS/WP.15/AC.1/2011/8 and informal document INF.23)**

12. For the transitional measures proposed, the Secretariat of OTIF pointed out that they would not be relevant, because the carriage in tanks of calcium carbide of packing group I was not authorised at present. The Chairman suggested that those delegations that considered this to be necessary should make an appropriate proposal, in the knowledge that there are also multilateral agreements under ADR and RID.

**6. Marking of tanks (document ECE/TRANS/WP.15/AC.1/2011/20 and informal document INF.13)**

13. The transitional measure proposed in paragraph 26 of the report was amended to make reference to the marking provisions of 6.8.2.5.2 and 6.8.3.5.6 and to apply them to tanks constructed before 1 July 2013 (instead of 1 January 2013) (see annex II).

**7. Alteration of tanks (document ECE/TRANS/WP.15/AC.1/2011/23)**

14. The Joint Meeting noted that UIP was to submit a new proposal for the next session. To deal with the question and to assess whether the authorisation to carry out alterations can only be given by the authority which issued the original type approval or whether this can be done by any other authority, it would be useful if UIP were to include a precise analysis of the issue in its proposal.

**8. Further use of fittings; use of tank equipment according to standards (document ECE/TRANS/WP.15/AC.1/2011/24 and informal document INF.17)**

15. With regard to the problem referred to in paragraph 36 of the report, the only solution is to introduce a transitional provision, but as such a transitional provision would only enter into force on 1 January 2013, a multilateral agreement must be concluded to deal urgently with the case of tanks built since 1 January 2011.

## **IV. Standards (agenda item 3)**

### **A. Work of CEN**

*Documents:* ECE/TRANS/WP.15/AC.1/2011/22 (CEN)  
ECE/TRANS/WP.15/AC.1/2011/26 (Secretariat)

*Informal document:* INF.18 (CEN)

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

#### **Report of the Working Group on Standards**

*Informal documents:* INF.38 and INF.18/Rev.1

17. The Joint Meeting approved the report of the working group (Informal document INF.38).

18. The Joint Meeting adopted the amendments to the table in 6.2.4 proposed in proposal No. 1 of the report, with one correction (see annex II).

19. Proposals 3 and 4 were also adopted (see annex II).

## **B. Status of annexes to directives referenced in section 6.2.4**

*Document:* ECE/TRANS/WP.15/AC.1/2011/27 (CEN)

20. The Joint Meeting noted that directives 84/525/EEC, 84/526/EEC and 84/527/EEC would be repealed with effect from 1 July 2011. Nonetheless, as ADR and RID sections 6.2.4 contained references to the annexes to those directives and not to the directives themselves. As the annexes had been published in the Official Journal of the European Communities in 1984 and were therefore still publicly available, the Joint Meeting considered that even if there was no reason to apply them under the repealed directives, they would still be applicable in the legal framework of RID and ADR.

21. Consequently, the Joint Meeting considered that there was no legal void to fill urgently. However, to avoid misunderstandings and allow technical progress, it would be desirable for CEN to prepare standards reproducing the contents of the annexes to serve as references in the future.

## **C. Revised procedure of cooperation with the European Committee for Standardization (CEN) and the European Committee for Electrotechnical Standardization (CENELEC)**

*Document:* ECE/TRANS/WP.15/AC.1/2011/28 (CEN)

*Informal documents:* INF.8 (CEN)  
INF.37 (CEN and Switzerland)

22. The Joint Meeting adopted the revised procedure proposed by CEN, with some amendments (see annex III, reproduced in ECE/TRANS/WP.15/AC.1/122/Add.2).

23. The relevance of standards which are referred to an indicative way should be verified and the representative of CEN offered to prepare a test of such standards.

24. The Joint Meeting noted that UIC was studying the relevance of its UIC leaflets in the broader context of railway standardization (wagon interoperability specifications, quality systems, emergency plans in marshalling yards) and that it would be kept informed of the outcome of that work.

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

### **A. Retention of transport information**

*Document:* ECE/TRANS/WP.15/AC.1/2011/10 (Sweden)

25. For the interpretation of 5.4.4, the Joint Meeting considered that when a transport operation involved several carriers, each should retain a copy of the transport document along with the information and additional documentation accompanying it.

### **B. Valves with incorporated pressure regulators**

*Informal document:* INF.14 (EIGA)

26. The Joint Meeting confirmed that in cases where closure devices incorporated a pressure reduction function, the assessment of conformity with EN ISO 10297 was required for the closure device only. Elements that did not carry out the closure function should be assessed only to ensure that they had no effect on the closure function.

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

### **A. Pending issues**

#### **1. Danger marking**

*Document:* ECE/TRANS/WP.15/AC.1/2010/53 (Belgium)

*Informal document:* INF.7 (submitted at the autumn 2010 session) (Belgium)

27. Several delegations expressed concern that the introduction of a definition for “danger marking” would cause confusion. Despite the proposed definition, the term could be understood to mean more generally other elements communicating danger, such as markings and labels on packages. They preferred a solution that would more clearly set out in Chapter 1.4 the duties of the various parties in respect of the affixing of the various markings, labels, placards and orange-coloured plates, etc.

28. Following an exchange of views, the representative of Belgium was incited to revert back to the issue with a new document setting out the various duties of each party.

#### **2. Assignment of packing group I to various UN entries**

*Document:* ECE/TRANS/WP.15/AC.1/2011/14 (United Kingdom)

29. The Joint Meeting noted that RID/ADR/ADN assigned packing group I to UN Nos. 1169, 1197, 1266, 1286 and 1287, while that group was not assigned to those entries in the UN Model Regulations. The representative of CEFIC said that according to the industry, no extracts, aromatic, liquid or extracts, flavouring, liquid (UN Nos. 1169 and 1197) fell into that group. Some delegations nonetheless considered that provision should be made for all possible cases, even if assignment of packing group I was in practice unlikely for such entries.

30. The representative of the United Kingdom was asked to bring the question to the attention of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

#### **3. Uncleaned waste packagings**

*Document:* ECE/TRANS/WP.15/AC.1/2011/25 (France)

31. The Joint Meeting agreed that it was necessary to draw up provisions for the carriage of uncleaned waste packagings previously used for the carriage of dangerous goods. However, no consensus was reached on how to incorporate the appropriate provisions in the regulations. Some delegations also said that the issue should be taken up first by the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods, as such waste was also carried by other modes of transport.

32. Following a discussion, the Chairman concluded that while the question could be submitted to the United Nations Sub-Committee of Experts to seek a multimodal solution in the long term, a solution, even temporary, was urgently needed for land transport in Europe. He noted that there was agreement on the principle of the proposal and technical requirements, and that the main outstanding question related to how to introduce the



provisions into RID/ADR/ADN. He therefore invited the representative of France to prepare for the next session a new proposal that would present different options, taking into consideration the various comments made.

## **B. New proposals**

### **1. Carriage of lighters or lighter refills (UN No. 1057) in small quantities**

*Document:* ECE/TRANS/WP.15/AC.1/2011/2 (Germany)

*Informal document:* INF.39 (Germany)

33. The Joint Meeting adopted the proposal to introduce a special provision making it possible to exempt the carriage of certain lighters from some conditions of carriage, with some amendments (see annex II).

### **2. Assignment of special provision 601 to UN Nos. 3175 and 3243**

*Document:* ECE/TRANS/WP.15/AC.1/2011/4 (CEFIC)

34. The proposal was adopted (see annex II).

### **3. Description of pollutants in documents**

*Document:* ECE/TRANS/WP.15/AC.1/2011/5 (AISE, CEFIC, CEPE, FECC)

*Informal document:* INF.40 (AISE)

35. The proposal to allow the description "MARINE POLLUTANT" instead of "ENVIRONMENTALLY HAZARDOUS" in transport documents for transport carried out solely on land was not adopted, but the possibility of using "MARINE POLLUTANT/ENVIRONMENTALLY HAZARDOUS" was accepted.

36. It should be verified with the International Maritime Organization (IMO) whether such an inscription would also be acceptable for maritime transport, or whether in future IMO could accept a more generic one, such as "AQUATIC POLLUTANT", which would better meet requirements and would facilitate multimodal transport.

### **4. DOT pressure receptacles imported from the United States of America meeting neither the requirements for UN pressure receptacles nor those for RID/ADR/ADN pressure receptacles**

*Document:* ECE/TRANS/WP.15/AC.1/2011/6 (Belgium)

*Informal document:* INF.16 (EIGA)

37. The proposal by Belgium to amend 1.1.4.2.1 was not adopted, as 1.1.4.2.1 in its current wording already allowed the carriage of gas cylinders not complying with RID/ADR/ADN following maritime or air carriage as part of a multimodal transport operation, provided such cylinders complied with the IMDG Code or the ICAO Technical Instructions.

38. However, it was noted that the problem arose for the distribution of such cylinders after storage, and that the M 180 multilateral agreement, which would expire on 2 June 2011, should be renewed. Several delegations were all the more opposed to authorizing the use of DOT cylinders that were not compliant with RID/ADR/ADN, as cylinders in conformity with European standards but not with the UN requirements were not authorized for use in the United States. It was thus recommended that any new agreement aimed at

replacing the M 180 agreement include a clause excluding newly built cylinders, so as to encourage the use of United Nations pressure receptacles in the future.

39. Some delegations also expressed the wish that such an agreement should relate only to specific gases or gas mixtures unavailable on the European market.

#### **5. Chapters 3.4 and 5.3: Dimensions of placards and markings**

*Document:* ECE/TRANS/WP.15/AC.1/2011/8 (Sweden)

40. Several delegations were not in favour of the proposal by Sweden. ADR, unlike RID, did not require the use of placards for the carriage in packages of substances other than those of Class 1 and Class 7. It was therefore unnecessary to specifically harmonize conditions for affixing smaller markings. In addition, the marking indicating limited quantities was only required for loads exceeding 8 tonnes; there was apparently no need to reduce the size of the placards or markings affixed to large vehicles or wagons.

41. The representative of Sweden withdrew her proposal, saying that she would consider whether to submit a new proposal in the light of the debate.

#### **6. Wording used in subsection 4.2.1.9.1**

*Document:* ECE/TRANS/WP.15/AC.1/2011/11 (Sweden)

*Informal documents:* INF.24 (Sweden)  
INF.29 (France)

42. The Joint Meeting noted the difference in wording between paragraphs 4.2.1.9.1, 4.2.2.7.1, 4.2.3.6.1 and 4.2.4.5.1: paragraphs 4.2.2.7.1, 4.2.3.6.1 and 4.2.4.5.1 were expressed in the passive voice, in the same way as 4.2.4.5.1 of the United Nations Model Regulations, while paragraph 4.2.1.9.1 was expressed in the active voice, with a reference made to the consignor, in the same way as 4.2.1.9.1, 4.2.2.7.1 and 4.2.3.6.1 of the United Nations Model Regulations.

43. Several delegations considered that the use of the passive voice, with no reference made to the consignor, was justified in RID/ADR/ADN. Unlike the UN Model Regulations, RID/ADR/ADN specified the respective obligations of the different actors in Chapter 1.4. It was noted, however, that the respective obligations of the consignor and filler were perhaps not sufficiently clearly defined in Chapter 1.4 for tanks other than gas tanks, since it was unclear whether the filler could check compatibility of a substance with a portable tank if the authorized substances were not indicated on the tank plate.

44. It was agreed that the issue was not simply editorial and that it should be reconsidered after examination of the reasons for the difference in wording and the corresponding provisions of Chapter 1.4.

#### **7. Carriage of used lithium batteries contained in equipment assigned to UN Nos. 3091 and 3481**

*Document:* ECE/TRANS/WP.15/AC.1/2011/19 (Germany)

*Informal document:* INF 41 (Belgium and Germany)

45. The proposal to amend special provision 636, paragraph (b), was adopted with some amendments (see annex II).

#### **8. Safety obligations of the participants: Terminology**

*Document:* ECE/TRANS/WP.15/AC.1/2011/13 (Sweden)

46. In principle, the delegations favoured using gender neutral language for the wording of the requirements to the extent possible. However, the passive constructions proposed for certain paragraphs would change the meaning of the requirements and in some cases would no longer make it possible to determine the obligations of the participants. Furthermore, a strict application of the principle would require that all the texts be systematically revised separately for each language version, probably with the help of linguists. Concerns about the cost of such an exercise were also expressed.

47. Following a lengthy debate, the representative of Sweden withdrew her proposal.

#### **9. Aerosols (UN No. 1950): Maximum internal pressure at 50° C**

*Document:* ECE/TRANS/WP.15/AC.1/2011/21 (FEA)

48. The Joint Meeting noted the intention of FEA to propose an amendment to European Council Directive 75/324/EEC to change the maximum internal pressure at 50° C to 12 bar (instead of 13.2 bar) for aerosol dispensers containing flammable gases and to 15 bar for those containing non-flammable gases. FEA would subsequently propose a corresponding amendment to RID/ADR 6.2.6.1.5.

49. As for the question of what consequences there would be for international trade with countries which are not member States of the European Economic Area, it was explained that aerosols conforming to the directive could be placed on the market. Aerosols meeting its requirements could be marketed in all the countries of the European Economic Area. Others could be authorized separately by each country of the European Economic Area.

#### **10. Modification of special provision 653**

*Document:* ECE/TRANS/WP.15/AC.1/2011/12 (Sweden)

*Informal document:* INF.15 (EIGA)

50. In principle there was no objection to the proposal to increase the test pressure capacity product to 15.2 MPa.litre (from 15 MPa.litre) so as to exempt certain cylinders containing carbon dioxide or nitrogen. However, as EIGA proposed extending the exemption to compressed argon, and as other inert gases could eventually be concerned, the authors of the proposal were invited to hold consultations to prepare a more complete proposal for the next session.

#### **11. Definition of breathing apparatus**

*Document:* ECE/TRANS/WP.15/AC.1/2011/7 (Sweden)

51. After discussion, the representative of Sweden withdrew his proposal. As the proposal related to the TPED and PED directives, he said that he would consult the European Commission and might raise the question later.

#### **12. Amendments to RID/ADR/ADN 4.3.1.3 and 6.8.1.3**

*Informal document:* INF.4 (Romania)

52. There was no consensus on the proposal to replace “gases of Class 2” by “gases as defined in 2.2.2.1.1”, and the representative of Romania was asked to submit an official proposal, bearing in mind that this proposal might also concern the United Nations Model Regulations.

#### **13. References to 3.4.6**

*Informal document:* INF.6 (Spain)

53. The Joint Meeting agreed that the adoption of a revised version of Chapter 3.4 in RID/ADR/ADN 2011 should have resulted in consequential amendments which had been forgotten. The reference to 3.4.6 in the heading of Table A of Chapter 3.2 for column (7a) should be replaced by a reference to 3.4, and the reference to 3.4.6 in the Note to 4.1.3.8.2 should be replaced by a reference to 3.4.1.

**14. Packing instruction P200**

*Informal document:* INF.20 (Finland)

54. The delegations that were interested were asked to send their comments to the representative of Finland so that she could prepare an official proposal for the next session.

**15. Carriage of damaged lithium batteries**

*Informal document:* INF.27 (Germany)

55. The representative of Germany invited the delegations to send him their comments so that he could prepare a proposal for the next session.

**16. Definition of the maximum permissible gross mass for IBCs**

*Informal document:* INF.28 (France)

56. The document was transmitted to the informal working group on definitions.

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

**A. Report of the informal working group on the reduction of the risk of BLEVE**

*Informal documents:* INF.3/Rev.1 (Netherlands)  
INF.30 (France)

57. The Joint Meeting took note of the report of the informal working group on its seventh session, held in Paris from 20 to 22 December 2010 (INF.3/Rev.1). The next session would be held in Oslo in June 2011.

58. The Joint Meeting noted with interest the suggestion by France to systematically consolidate data on accidents and welcomed the offer to draw up a more detailed proposal from the model given in informal document INF.30.

**B. Report of the informal working group on telematics**

*Informal documents:* INF.10 (OTIF secretariat)  
INF.9 (Germany)

59. The Joint Meeting noted the progress report on the work of the informal working group at its seventh session (Bordeaux, 17–19 January 2011). The next session would be held in Tegernsee (Germany) on 12 and 13 May 2011.

### C. Report of the informal working group on carriage in bulk

*Documents:* ECE/TRANS/WP.15/AC.1/2011/15 (United Kingdom)  
ECE/TRANS/WP.15/AC.1/2011/16 (United Kingdom and Romania)  
ECE/TRANS/WP.15/AC.1/2010/25 (United Kingdom)

*Informal documents:* INF.5 (UIC)  
INF.22 (Belgium)  
INF.25 (Secretariat)  
INF.43 (United Kingdom)

60. The discussions revealed that there was still no consensus on how to deal with the provisions relating to carriage in bulk, as some delegations wished to keep the existing dual system (choice between applying the provisions of the United Nations Model Regulations or the traditional provisions of RID/ADR), while others supported setting up a single new system based on the “BK” system of the United Nations Model Regulations, which could be improved.

61. The Chairman concluded that the question was no longer to replace one system by the other, but that the priority to move the work forward was to check the logic behind and modernize the “VV/VW” provisions, whether they accorded with the “BK” provisions and to check whether the “VV/VW” and “BK” provisions were compatible when there was dual coding. In order to do this, additional work would have to be carried out by an informal working group.

62. As the representative of the United Kingdom had offered to organise a second session of the informal group to this end, she was asked to prepare a proposal for the terms of reference, although some delegates questioned the necessity of having such a working group.

63. In examining the proposed terms of reference (INF.43), the representative of Belgium asked that the proposed paragraph b) be deleted. In a vote, this proposal was not adopted.

64. In a vote on the terms of reference as a whole, they were adopted as follows:

(a) The working group shall conduct a comprehensive review of the existing special provisions for the transport of dangerous goods in bulk contained within section 7.3.3 of RID/ADR/ADN. The general provisions for all carriage in bulk contained in 7.3.1 shall be considered alongside these special provisions when undertaking this review.

The review will aim to streamline, update and improve the clarity of these special provisions to ensure they are fit for purpose and necessary for the safe transport in bulk of the UN entries they are allocated to.

(b) The working group shall also conduct a review of where carriage in bulk is already permitted in RID/ADR/ADN using the United Nations BK system contained in 7.3.2 of RID/ADR/ADN.

This review will consider if any contradiction occurs between the allocation of BK codes and the requirements of 7.3.3.

## VIII. Future work

65. The next session will be held in Geneva from 13 to 23 September 2011. The provisional agenda will include the items on the agenda for this session, and, in addition, the harmonization with the United Nations Model Regulations.

## **IX. Any other business (agenda item 8)**

### **A. Rules of procedure**

*Document:* ECE/TRANS/WP.15/AC.1/2011/1 (OTIF secretariat)

66. The first proposal for the amendment of rule 35 was adopted (see annex IV).

67. The second proposal was withdrawn.

### **B. Classification of heavy fuel oil**

*Informal documents:* INF.12 (EUROPIA)  
INF.35 (Belgium)

68. The representative of Germany explained that in the context of applying the "REACH" regulations, it had been established that heavy fuel oils are classified under UN No. 3082 if they have no other hazards than for the environment. This causes a problem in his country, where 50% of these oils are carried by tank-vessels, 45% by tank-wagons and 5% by tank-vehicles in tanks which do not meet the provisions of RID/ADR/ADN. The representative of UIP pointed out that there are not sufficient reserves of RID tank-wagons to replace the tank-wagons currently used and that transitional measures or a multilateral agreement would be necessary to enable the industry to adapt.

69. The question had also arisen as to what was meant by heavy heating oils as compared with light heating oils, which are assigned to UN No. 1202. It was indicated that these heavy heating oils are generally petroleum distillates residues or mixtures of these residues with lighter distillates, used as fuels in power stations or ship engines. They are generally viscous, with a flash-point above 60 °C, but it cannot be ruled out that some have a flash-point below 60 °C, nor that they may be carried at elevated temperature under UN No. 3256 of Class 3. In this respect, it was suggested to modify NOTE 2 to 2.2.3.1.1 and to extend its scope to as to assign all heavy heating oils with a flash point of not more than 100 °C to UN 1202. However or was pointed out that the proper shipping name for UN 1202 did not cover heavy heating oils.

70. Since the issue was complex and had been brought to the attention of the Joint Meeting through informal documents, no decision could be taken.

71. A possible solution to deal with the problem raised would be to conclude a multilateral agreement for the period of time the industry needs to adapt, should it really be considered necessary. The representative of Germany said that he would propose multilateral agreements for RID, ADR and ADN including requirements for carriage in tanks and training, as deemed appropriate for each instrument.

### **C. Tribute to Mr R. Waerzeggers**

72. The Joint Meeting was informed that Mr R. Waerzeggers (Belgium) was about to retire, and paid him a warm tribute and thanked him for his active contribution and expertise which had been so much appreciated over the last 31 years. The meeting wished him all the best for a long and happy retirement.

#### **D. Multilateral agreement M229**

*Informal document:* INF.36 (Belgium)

73. In reply to the question raised by Belgium, it was confirmed that IBCs built according to agreement M229 could not be used after the agreement expires, unless the provisions of RID/ADR have been amended in the same vein before the agreement expires or unless the agreement is renewed or unless the design types have successfully passed the vibration test in the meantime.

74. In addition, these IBCs could not be carried on the territory of countries that have not signed the agreement.

75. Some delegations pointed out that they would not sign this agreement and emphasised the consequences in terms of distortion of competition for manufacturers who have already taken measures to observe the regulations.

#### **E. Transposition of Chapter 1.9, risk evaluation (assessment) procedures**

*Informal document:* INF.19 (Germany)

76. The Joint Meeting noted Germany's intention of sending a questionnaire to all the RID, ADR and ADN contracting parties.

#### **X. Adoption of the report (agenda item 9)**

77. The Joint Meeting adopted the report on its session of spring 2011 and the annexes on the basis of a draft prepared by the secretariat.

## **Annex I**

### **Report of the Working Group on Tanks**

(see ECE/TRANS/WP.15/AC.1/122/Add.1)



## Annex II

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

#### Part 1

##### Chapter 1.6

1.6.3 Add a new transitional measure to read as follows (the transitional measure adopted by the RID Committee of Experts at its 49<sup>th</sup> session will be replaced by this transitional measure):

"1.6.3.41 Tank-wagons/tank-vehicles constructed before 1 July 2013 in accordance with the requirements in force up to 31 December 2012, but which do not, however, meet the marking provisions of 6.8.2.5.2 or 6.8.3.5.6 applicable as from 1 January 2013, may continue to be marked in accordance with the requirements applicable up to 31 December 2012 until the next periodic inspection after 1 July 2013."

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/20 + informal documents INF.13 and INF.42)*

1.6.4 Add a new transitional measure to read as follows:

"1.6.4.42 Tank-containers constructed before 1 July 2013 in accordance with the requirements in force up to 31 December 2012, but which do not, however, meet the marking provisions of 6.8.2.5.2 or 6.8.3.5.6 applicable as from 1 January 2013, may continue to be marked in accordance with the requirements applicable up to 31 December 2012 until the next periodic inspection after 1 July 2013."

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/20 + informal documents INF.13 and INF.42)*

#### Part 3

##### Chapter 3.2

###### 3.2.1, Table A

For UN No. 1057, in column (6), insert: "658".

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/2 + informal document INF.39, consequential amendment)*

For UN No. 1081, in column (12), insert: "PxBN(M)".

*(Reference documents: ECE/TRANS/WP.15/AC.1/2010/49 + informal documents INF.32 and INF.42)*

(RID only:) For UN No. 1081, in column (13), insert: "TU38 TU40 TE22 TA4 TT9".

*(Reference documents: ECE/TRANS/WP.15/AC.1/2010/49 + informal documents INF.32 and INF.42)*

(ADR only:) For UN No. 1081, in column (13), insert: "TU40 TA4 TT9".

*(Reference documents: ECE/TRANS/WP.15/AC.1/2010/49 + informal documents INF.32 and INF.42)*

For UN No. 1402, PG I, in column (12), insert: "S2.65AN(+)".

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/18 + informal documents INF.23 and INF.42)*

For UN No. 1402, PG I, in column (13), insert: "TU4 TU22 TM2 TA5".

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/18 + informal documents INF.23 and INF.42)*

For UN Nos. 3175 and 3243, add in column (6): "601".

*(Reference document: ECE/TRANS/WP.15/AC.1/2011/4)*

### **Chapter 3.3**

**SP 636 (b)** Amend the introductory sentence to read as follows:

"Up to the intermediate processing facility, used lithium cells and batteries with a gross mass of not more than 500 g each, whether or not contained in equipment, collected and handed over for carriage for disposal, together or without other non-lithium cells or batteries, are not subject to the other provisions of RID/ADR/ADN if they meet the following conditions:".

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/19 and INF.41)*

Add a new special provision 658 to read as follows:

**"658** UN No. 1057 LIGHTERS complying with standard EN ISO 9994:2006 + A1:2008 "Lighters – Safety Specification" and UN No. 1057 LIGHTER REFILLS, may be carried subject only to the provisions of 3.4.1 (a) to (h), 3.4.2 (except for the total gross mass of 30 kg), 3.4.3 (except for the total gross mass of 20 kg), 3.4.11 and 3.4.12 (RID: first sentence), provided the following conditions are met:

- (a) The total gross mass of each package is not more than 10 kg;
- (b) Not more than 100 kg gross mass of such packages is carried in a wagon/vehicle; and
- (c) Each outer packaging is clearly and durably marked with "UN 1057 LIGHTERS" or "UN 1057 LIGHTER REFILLS", as appropriate."

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/2 + INF.39)*

## **Part 4**

### **Chapter 4.1**

4.1.6.15 In the Table, replace "ISO 11621:2005" with: "ISO 11621:1997".

Under the title of this standard, insert a Note to read as follows:

**"NOTE:** *The EN version of this ISO standard fulfils the requirements and may also be used.*".

*(Reference document: informal document INF.38)*

In the Table, replace "Annex A of EN ISO 10297:2006" with: "Annex A of ISO 10297:2006".

Under the title of this standard, insert a Note to read as follows:

**"NOTE:** *The EN version of this ISO standard fulfils the requirements and may also be used."*

(Reference document: informal document INF.38)

### Chapter 4.3

4.3.3.1.1 NOTE 2 becomes NOTE 3.

Insert a new NOTE 2 to read as follows:

**"NOTE 2:** *The special provision TU40 indicated in Column (13) of Table A in Chapter 3.2 for certain gases means that the gas may only be carried in a battery-wagon/battery-vehicle or MEGC, the elements of which are composed of seamless receptacles."*

(Reference documents: ECE/TRANS/WP.15/AC.1/2010/49 + informal documents INF.32 and INF.42)

4.3.3.2.5 In the Table, insert a new row to read as follows:

UN No.	Name	Classification code	Minimum test pressure for tanks				Maximum permissible mass of contents per litre of capacity kg
			With thermal insulation		Without thermal insulation		
			MPa	bar	MPa	bar	
1081	Tetrafluoroethylene, stabilized	2F	only in battery-wagons/battery-vehicles and MEGCs composed of seamless receptacles				

(Reference documents: ECE/TRANS/WP.15/AC.1/2010/49 + informal documents INF.32 and INF.42)

4.3.4.1.3 (c) Before "UN No. 1415 lithium" insert "UN No. 1402 calcium carbide, packing group I,".

(Consequential amendment)

4.3.5 In special provision TU22, before "a space of 5%", insert: "for liquids,".

(Reference documents: ECE/TRANS/WP.15/AC.1/2011/18 + informal documents INF.23 and INF.42)

Add a new special provision TU40 to read as follows:

**"TU40** Only to be carried in battery-wagons/battery-vehicles or MEGCs, the elements of which are composed of seamless receptacles."

(Reference documents: ECE/TRANS/WP.15/AC.1/2010/49 + informal documents INF.32 and INF.42)

## Part 5

### Chapter 5.4

[5.4.1.1.18 In the first sub-paragraph after "ENVIRONMENTALLY HAZARDOUS", insert: "or "MARINE POLLUTANT/ENVIRONMENTALLY HAZARDOUS""]

In the second sub-paragraph, delete: "instead of "ENVIRONMENTALLY HAZARDOUS""]

(Reference documents: ECE/TRANS/WP.15/AC.1/2011/5 and informal document INF.40)

## Part 6

### Chapter 6.2

6.2.4.1 In the Table, under "for design and construction", in column (4), for standard "EN 1975:1999 + A1:2003", replace "Until further notice" with: "Before 1 January 2015".

(Reference document: informal document INF.38)

In the Table, under "for design and construction", after standard "EN 14893:2006 + AC:2007", insert the following new standard:

Reference	Title of document	Applicable sub-sections and paragraphs	Applicable for new type approvals or for renewals	Latest date for withdrawal of existing type approvals
(1)	(2)	(3)	(4)	(5)
EN ISO 7866:2011	Gas cylinders – refillable seamless aluminium alloy gas cylinders – Design, construction and testing (ISO/DIS 7866:2011)	6.2.3.1 and 6.2.3.4	Until further notice	

(Reference document: informal document INF.38)

In the Table, under "for closures", after standard "EN 13153:2001 + A1:2003", insert the following new standard:

Reference	Title of document	Applicable sub-sections and paragraphs	Applicable for new type approvals or for renewals	Latest date for withdrawal of existing type approvals
(1)	(2)	(3)	(4)	(5)
EN ISO 13340:2001	Transportable gas cylinders – Cylinder valves for non-refillable cylinders – Specification and prototype testing	6.2.3.1 and 6.2.3.3	Until further notice	

(Reference document: informal document INF.38)

### Chapter 6.8

6.8.2.1.19 In the table, replace "Stainless austenitic steels" with "Austenitic stainless steels" and insert a new row to read as follows:

Austenitic-ferritic stainless steels	3 mm	3.5 mm
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(Reference documents: ECE/TRANS/WP.15/AC.1/2011/17 + informal document INF.42)

(ADR only:)

6.8.2.1.20 In the left-hand column, at the beginning, insert a reference to footnote \* after "or equivalent". The text of the footnote reads as follows:

\*\* Equivalent measures means measures given in standards referenced in 6.8.2.6."

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/9 + informal document INF.42)*

6.8.2.5.2 Amend the introductory sentence to read as follows:

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(ADR only:) "The following particulars shall be inscribed on the tank-vehicle (on the tank itself or on plates)<sup>12</sup>:"

(RID/ADR:) "The following particulars shall be inscribed on the tank-container (on the tank itself or on plates)<sup>12</sup>:"

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*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/20 + informal document INF.42)*

6.8.3.5.6 Amend the introductory sentence to read as follows:

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(ADR only:) "In addition to the particulars prescribed in 6.8.2.5.2, the following shall be inscribed on the tank-vehicle (on the tank itself or on plates)<sup>12</sup>:"

(RID/ADR:) "In addition to the particulars prescribed in 6.8.2.5.2, the following shall be inscribed on the tank-container (on the tank itself or on plates)<sup>12</sup>:"

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*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/20 + informal document INF.42)*

6.8.4 (c) Add a new special provision TA5 to read as follows:

**"TA5** This substance may be carried only in tanks with the tank code S2.65AN(+); the hierarchy in 4.3.4.1.2 is not applicable."

*(Reference documents: ECE/TRANS/WP.15/AC.1/2011/18 + informal documents INF.23 and INF.42)*

## **Annex III**

### **Revised procedure of cooperation with the European Committee for Standardization (CEN) and the European Committee for Electrotechnical Standardization (CENELEC)**

(See ECE/TRANS/WP.15/AC.1/122/Add.2)

## **Annex IV**

### **Amendments to document ECE/TRANS/WP.15/AC.1/112/Add.2 (Rules of Procedure of the Joint Meeting)**

In the third sentence of Rule 35 of the Joint Meeting's Rules of Procedure, amend "Member States of OTIF" to read:

"RID Contracting States".

*(Reference document: ECE/TRANS/WP.15/AC.1/2011/1)*

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