


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 2024 session**

Held at the Universal Postal Union (UPU), Bern, 25-28 March 2024

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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 was held in Bern from 25 to 28 March 2024, with Ms. S. Garcia Wolfrum (Spain) as Chair and Mr. S. Mahesh (Netherlands) as Vice-Chair.
2. In accordance with rule 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, Czechia, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Türkiye, United Kingdom and United States of America.
3. In accordance with rule 1 (b) of the rules of procedure, Zimbabwe participated in the Joint Meeting.
4. In accordance with rule 1 (c) of the rules of procedure, the following were represented in a consultative capacity:
 - (a) European Union (European Union Agency for Railways (ERA));
 - (b) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Chemical Industry Council (Cefic), European Committee for Standardization (CEN), European Council of the Paint, Printing Ink and Artists' Colours Industry (CEPE), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Industrial Gases Association (EIGA), European Waste Management Association (FEAD), Liquid Gas Europe, International Confederation of Plastics Packaging Manufacturers (ICPP), International Road Transport Union (IRU), International Union of Wagon Keepers (UIP) and International Union of Railways (UIC).

II. Opening of the session

5. Mr. W. Küpper, Secretary General of the Intergovernmental Organisation for International Carriage by Rail (OTIF) welcomed all delegates participating in the spring session of the Joint Meeting in Bern. He reported on the recent entry into force of the Luxembourg protocol and underlined its importance for the financing of railway rolling stock. He informed the Joint Meeting about the ongoing renovation work of the OTIF building and expected that the work would be finished until August next year. He wished all participants a successful session and also announced his intention to retire by the end of 2024.
6. The Joint Meeting noted that due to the fact that Friday, 29 March 2024, was a public holiday in various Contracting States/Contracting Parties the duration of session was limited to four days instead of usually five days.
7. As already agreed at its September 2023 session the Joint Meeting recalled that, during this meeting, only minor and editorial amendments could be adopted for entry into force in 2025 and other amendments could be adopted for entry into force in 2027.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/171
ECE/TRANS/WP.15/AC.1/171/Add.1
RID-24001-RC

Informal documents: INF.1, INF.2 and INF.3 (Secretariats)

8. The Joint Meeting adopted the agenda proposed by the secretariats in documents ECE/TRANS/WP.15/AC.1/171 and Add.1 (RID-24001-RC) as updated by informal document INF.2 after amending it to take account of informal documents INF.3 to INF.31.

IV. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/170/Add.1 (Report of the working group on tanks)
 ECE/TRANS/WP.15/AC.1/2024/1 (UIP)
 ECE/TRANS/WP.15/AC.1/2024/2 (Spain)
 ECE/TRANS/WP.15/AC.1/2024/5 (Russian Federation)
 ECE/TRANS/WP.15/AC.1/2024/8 (Spain, EIGA)
 ECE/TRANS/WP.15/AC.1/2024/18 (Netherlands)
 ECE/TRANS/WP.15/AC.1/2024/26 (UIC)

Informal documents: INF.5 (UIP)
 INF.10 (Germany)
 INF.14 (CEN)
 INF.16 (ITCO)
 INF.17 (Belgium)
 INF.18/Rev.1 (Report of the working group on tanks)

9. The Joint Meeting welcomed the outcome of the working group meeting held on 26 and 27 February 2024 as reflected in informal document INF.18/Rev.1 which included some additional editorial amendments and corrections presented by the group's secretary. The group's report appears in annex I as addendum 1 to this report.

10. The Joint Meeting considered the amendments to RID, ADR and ADN proposed in informal document INF.18/Rev.1 and adopted proposals 1, 4, 5, 6, 7, 8 and 9 for entry into force in 2025 and proposals 2 and 3 for entry into force in 2027 (see annexes II, III and IV).

11. On item 2 regarding proposal 2, the Joint Meeting noted that the adopted provision was not a new provision but only a clarification for competent authorities and their inspection services on the inspection of tanks for which the specified date for intermediate inspection has passed. To avoid interpretation issues in the meantime, the secretariats were requested to add this clarification on the OTIF RID / UNECE ADR Interpretation List.

12. On item 4, the Joint Meeting concurred with the working group's recommendation and invited the Russian Federation to submit to the Sub-Committee of Experts on the Transport of Dangerous Goods an appropriate proposal for amendments to the Model Regulations.

13. On item 8, the Joint Meeting endorsed the purpose of the proposals and recommended to submit to the RID Committee of Experts' standing working group a proposal for amendments.

V. Standards (agenda item 3)

A. Information on the work of the Working Group on Standards

Document: ECE/TRANS/WP.15/AC.1/2024/9 (CEN)

14. The Joint Meeting noted the information on CEN's work programme in document ECE/TRANS/WP.15/AC.1/2024/9.

B. Report of the Working Group on Standards

Informal documents: INF.14 and INF.26 (Working Group on Standards)

15. The Joint Meeting welcomed the report on the outcome of the recent meeting of the Working Group on Standards held on 1 February 2024. It adopted the amendments proposed in items 3, 4 and 5 listed in informal document INF.14 related to the standards and those proposed in paragraph 6 of informal document INF.26 for entry into force in 2025 (see annex II).

16. Recalling that some references to standards adopted on the basis of item 3 in informal document INF.14 were still kept in brackets, the Joint Meeting reminded the representative of CEN to confirm to the secretariat at the latest by 31 May 2024 the date of publication of

these standards. Otherwise, the amendments on the updated standards could not be published in the 2025 editions of RID and ADR, but in the 2027 editions only.

17. On item 5(b) in informal document INF.14, the Joint Meeting noted the confirmation of the working group on tanks to refer to the updated standard EN ISO 9712:2022. In item 6 in informal document INF.14 the Working Group on Standards requested that the appropriate experts are consulted and to confirm if EN 590:2022 should be included in RID/ADR or if the standard could be referenced undated. Some delegates, who took the floor preferred to use an undated reference which was considered to be sufficient for the purpose of classification. The representative of CEN volunteered to come back with a new proposal on item 7 at the forthcoming session in September 2024.

C. Standard EN 1439:2021 in RID/ADR 2023

Informal document: INF.15 (Netherlands)

18. The Joint Meeting noted the information in informal document INF.15. Some delegations raised concerns about the high value of the admissible limit of 5 g/h for leakage rate of LPG cylinders prescribed in standard EN 1439:2021 which is referenced in packing instruction P200. Others confirmed to have national requirements in force with a lower limit. CEN/TC286 will be invited to review their standard in this respect.

D. Publication of the third edition of International Railway Solution (IRS) 50592

Informal document: INF.24 (UIC)

19. The Joint Meeting adopted the amendments proposed in paragraph 1 of informal document INF.24 as amended, for entry into force in 2025 (see annexes II an III).

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

20. The Joint Meeting noted that usually its interpretations were considered by the respective committees in charge of RID, ADR, and ADN, which then decide on the follow-up necessary for each interpretation. Nevertheless, different interpretation to the joint text of RID/ADR/ADN was not a desirable solution. It was agreed that in general the provisions of RID/ADR/ADN shall be as concise and clear as possible to avoid interpretations.

A. Carriage under temperature control – requirements according to ADR/ADN 7.1.7.4.2

Document: ECE/TRANS/WP.15/AC.1/2024/21 (Germany)

21. The representatives who took the floor felt that the provisions in ADR/ADN 7.1.7.4.2 require sensors with independent power supplies for the purpose of redundancy. The representative of Germany announced her intention to submit to the Sub-Committee of Experts on the Transport of Dangerous Goods a proposal to clarify the provisions in the *Model Regulations*.

B. Criminal records requirements for participants in the carriage of dangerous goods

Informal document: INF.8 (United Kingdom)

22. Most of the delegations agreed that the provisions in RID, ADR, and ADN mainly focus on the safety of the transport of dangerous goods and that new requirements in addition to the security provisions in Chapter 1.10 were not necessary. It was noted that the subject was very sensitive as linked to criminal or administrative law and, thus, that security clearance issues should be dealt with at a national level of the contracting parties/states and not at international level.

VII. Proposal for amendments to RID/ADR/ADN (agenda item 5)

A. Documents on gases and related issues

1. Note to accompany the new graph at the end of packing instruction P200 in 4.1.4.1

Document: ECE/TRANS/WP.15/AC.1/2024/3 (Liquid Gas Europe)

23. The Joint Meeting adopted the proposed amendments as amended, for entry into force in 2025 (see annex III).

2. Revised definition of liquefied petroleum gas

Document: ECE/TRANS/WP.15/AC.1/2024/11 (Liquid Gas Europe)

24. The representatives who spoke supported in principle the proposed amendments to 1.2.1 and the consequential amendments. Considering the earliest entry into force in 2027, most delegations preferred to defer the adoption by the Joint Meeting to its next session in September 2024, awaiting the final outcome of the discussion at the forthcoming session of the Sub-Committee of Experts on the Transport of Dangerous Goods in June 2024, in particular with respect to the content of dimethyl ether up to 12 per cent by mass. The Joint Meeting noted no objection to go forward in that way. The representative of Norway added that there was still the need to also amend the acronym “LPG” in RID/ADR 1.2.3 List of abbreviations.

25. The representative of Liquid Gas Europe volunteered to prepare an updated document for consideration at the next session, taking into account the comments received.

3. Modification of transitional measures for acetylene cylinder marking

Document: ECE/TRANS/WP.15/AC.1/2024/4 (EIGA)

26. Some delegations supported the proposed amendments while others recommended to use alternative methods of cylinder marking such as additional neck rings. Some others preferred to resolve this issue through the *Model Regulations* and to address the subject to the Sub-Committee of Experts on the Transport of Dangerous Goods. It was recommended that in the meantime a multilateral agreement on this subject could be initiated to cover the period until 2027. The representative of EIGA offered to review his proposal for further consideration at the next session.

4. Modification of requirements for non-UN acetylene cylinder marking

Document: ECE/TRANS/WP.15/AC.1/2024/12 (EIGA)

27. The representatives who took the floor did not support the proposal. Some delegations suggested to insert a definition on “Tare S”, others preferred to consider more detailed information. The representative of EIGA volunteered to supplement the document with a more solid justification and to prepare an updated proposal for the next session.

5. Modification of the requirements for pressure receptacles authorised by the United States of America Department of Transportation

Document: ECE/TRANS/WP.15/AC.1/2024/13 (EIGA)

Informal document: INF.23 (United States of America)

28. Most representative who spoke stressed that the initial intention of the text included into RID/ADR was to not exclude the transport of non-gaseous substances under the provisions of 1.1.4.7. Accordingly, the Joint Meeting adopted the amendments proposed in informal document INF.23 as amended, for entry into force in 2027 (see annex IV). It was noted that multilateral agreements may be an option to transport dangerous substances other than gases before that date. Information concerning multilateral agreements may be found on the UNECE and OTIF websites: <https://unece.org/adr-multilateral-agreements> and https://otif.org/en/?page_id=176.

6. Proposal for amendment to packing instruction P200 in 4.1.4.1 of RID/ADR to permit the interval between the periodic inspection of Liquefied Petroleum Gas cylinders manufactured according to EN 14140 to be extended from 10 to 15 years

Document: ECE/TRANS/WP.15/AC.1/2024/17 (Liquid Gas Europe)

Informal document: INF.6 (Liquid Gas Europe)

29. The Joint Meeting noted the supporting information in informal document INF.6 and adopted the amendments proposed in document ECE/TRANS/WP.15/AC.1/2024/17, for entry into force in 2027 (see annex IV). Several delegations expressed a desire to investigate the possibility of a multilateral agreement to facilitate a solution for the issue identified in the document, for the intervening period, before RID/ADR 2027 enters into force.

7. Pressure receptacles that are constructed in accordance with EN 17339

Document: ECE/TRANS/WP.15/AC.1/2024/19 (ECMA)

Informal document: INF.22 (France)

30. The proposed amendments in document ECE/TRANS/WP.15/AC.1/2024/19 received several comments and questions, amongst others the comments in informal document INF.22. Following the discussion, the Joint Meeting agreed to resume consideration of this subject at its next session in September 2024 on the basis of a new proposal by ECMA, including a more detailed justification.

8. Pressure vessels that are constructed to a design code recognised by a national competent authority

Document: ECE/TRANS/WP.15/AC.1/2024/20 (ECMA)

31. The representatives who spoke supported in principle the proposal in document ECE/TRANS/WP.15/AC.1/2024/20, but most agreed that the scope was too broad and some further work was needed to narrow it. The representative of ECMA offered to reach out to the delegations which commented and to come back with a more detailed proposal for consideration at the next session in September 2024.

9. Marking of LPG Cylinders – 6.2.3.9.4

Informal document: INF.20 (Liquid Gas Europe)

32. The Joint Meeting noted support in principle but also the need for further information. It was agreed to resume consideration of this subject at its next session in September 2024 on the basis of an official document by Liquid Gas Europe.

10. Report from intersessional working group on test periods for battery-vehicles filled in accordance with packing instruction P200

Informal document: INF.4 (EIGA)

33. The Joint Meeting welcomed the report from the intersessional working group and noted that EIGA would submit an official document on this subject for consideration at the next session.

11. Use of intermediate bulk containers for higher concentrations of UN 2672 ammonia solution

Informal documents: INF.11 and INF.30 (United Kingdom)

INF.25 (Germany)

34. Upon the presentation by the United Kingdom of informal document INF.11, the representative of Germany commented in detail as reflected in informal document INF.25. The current provision of 4.1.1.10 originated from a compromise solution between general principles and specific provisions which was originated at the time from the maritime transport of tanks and intermediate bulk containers (IBCs). Following a lunch time working group it was recommended to revert back to the Sub-Committee of Experts on the Transport of Dangerous Goods. The representative of the United Kingdom volunteered to prepare a proposal and thus invited all interested delegations to send him more detailed information on this subject (see informal document INF.30).

B. Pending issues

1. Paints and printing inks classified as environmentally hazardous mixtures (UN 3082 of Class 9) and the requirements for performance tests related to packaging of small quantities

Document: ECE/TRANS/WP.15/AC.1/2024/7 (CEPE)

35. The Joint Meeting adopted the proposal as amended, for an entry into force in 2025 (see annex II).

2. Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods

Document: ECE/TRANS/WP.15/AC.1/2024/25 (Secretariats)

36. The Joint Meeting adopted the consequential amendments proposed in document ECE/TRANS/WP.15/AC.1/2024/25 which have been identified in 2023 by the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods and have been agreed by the Sub-Committee of Experts on the transport of dangerous goods (see annex III). It was noted that further editorial corrections by the secretariats would be considered at the forthcoming sessions of Working Party on the Transport of Dangerous Goods (WP.15) and the RID Committee of Experts' standing working group.

3. Carriage in bulk of specific categories of wastes containing asbestos (UN Nos. 2590 and 2212) – Editorial modification to AP12

Informal document: INF.21 (France)

37. The Joint Meeting adopted the proposals in informal document INF.21 as amended for an entry into force in 2025 (see annex III).

4. Application of special provision 376 to critically damaged lithium batteries

Document: ECE/TRANS/WP.15/AC.1/2024/27 (Belgium)

Informal document: INF.28 (Belgium)

38. Most delegations supported the principles of the proposal in informal document INF.28, but others felt that further consideration was needed on the best way forward to implement the provision. Following the discussion, the representative of Belgium volunteered to work on an updated proposal and to submit it to the Sub-Committee of Experts on the Transport of Dangerous Goods for consideration at its forthcoming June 2024 session. The Joint Meeting will be kept informed at its next session in September.

C. New proposals

1. Proposal for amendments to section 1.2.1 of Annex A to the ADR Agreement

Document: ECE/TRANS/WP.15/AC.1/2024/6 (Russian Federation)

39. Most delegations that took the floor felt that more detailed justification was necessary to understand the need for new definitions. The representative of the Russian Federation announced to come back with a more detailed document for consideration at the forthcoming session in September 2024.

2. Dangerous goods transport document: 5.4.1.1.3.1 Special provisions for wastes, addition of technical names

Document: ECE/TRANS/WP.15/AC.1/2024/10 (Finland)

40. The Joint Meeting adopted the amendments proposed in document ECE/TRANS/WP.15/AC.1/2024/10 for an entry into force in 2025 (see annex II).

3. Definition of “closed vehicle” in 1.2.1 of ADR

Document: ECE/TRANS/WP.15/AC.1/2024/14 (Netherlands)

41. The Joint Meeting supported in principle the proposed amendment to the current definition of “closed vehicle” in 1.2.1 of ADR. Some delegates indicated that transitional

measures were needed, some others raised cautious concerns on the possible impact on the transport operators. The representative of the Netherlands offered to check if a consequential amendment to special provision CV36 was necessary and to consult with the Working Party on the Transport of Dangerous Goods at its forthcoming session if an adoption of the amendment was possible.

4. Transport of animal material containing infectious substances (UN 3373)

Document: ECE/TRANS/WP.15/AC.1/2024/22 (Sweden)

42. The Joint Meeting adopted the proposed amendment for an entry into force in 2027 (see annex IV). Following the discussion on the additional question in the document, the representative of Sweden volunteered to submit a new document, taking into account the comments received.

5. Correction of the English term “load compartment” in the French and German versions

Document: ECE/TRANS/WP.15/AC.1/2024/24 (Switzerland)

43. The Joint Meeting adopted the amendments proposed in document ECE/TRANS/WP.15/AC.1/2024/24 for an entry into force in 2025 (see annex II).

6. 5.3.2.2.1 of RID/ADR/ADN: Fire resistance of the orange-coloured plate

Informal document: INF.9 (Germany)

44. Following an exchange of views by the Joint Meeting, the representative of Germany offered to reach out to the delegations that took the floor to clarify their positions and to come back, if necessary, with a new document at the forthcoming session in September 2024.

7. Amendment of term "tons" of "tonnes" in the English text of 1.2.2.1

Informal document: INF.12 (United Kingdom)

45. The Joint Meeting adopted the proposed amendment for an entry into force in 2025 (see annex II).

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

A. Informal working group on the reduction of the risk of a BLEVE

Informal document: INF.13 (Spain)

46. The Joint Meeting noted the information in the report of the informal working group on the reduction of the risk of a BLEVE and welcomed the group’s initiative to go forward with informing the Working Party on the Transport of Dangerous Goods and consulting the WP.29 Working Party on General Safety Provisions (GRSG) on new construction requirements for ADR vehicles regarding the installation of fire suppression systems in the engine compartment and thermal protection of wheels. The Joint Meeting acknowledged the continued and valuable contributions of the Swedish technical institute RISE to the group’s work on fire suppression systems.

B. Informal working group on e-learning

Document: ECE/TRANS/WP.15/AC.1/2024/23 (Germany, IRU)

Informal documents: INF.7/Rev.1 and INF.29/Rev.1 (Germany, IRU)

47. The representative of IRU reported on the progress of work made by the informal working group on e-learning during the recent meetings held in November, December 2023, and end of January 2024. The Joint Meeting noted the group’s outcome on e-learning in ADR refresher training programme as reflected in the annex to informal document INF.7/Rev.1.

48. Following lunch-time meetings of the group on 27 and 28 March 2024, the Joint Meeting acknowledged in informal document INF.29/Rev.1 that further progress was made by the group. It was also noted that the next meeting of the group was planned to be held online on 29 April 2024. Interested delegates may contact the delegates of Germany and IRU.

C. Informal working group on the transport of hazardous waste

Informal document: INF.27 (FEAD)

49. The Joint Meeting welcomed the report on the progress work made by the informal working group on the transport of hazardous waste during its recent meeting held on 8 February 2024. To continue the group's work, the representative of FEAD intended to organize a further meeting. Interested delegates who wish to attend the meeting or add new items on the list in paragraph 24 of informal document INF.27 may contact the representative of FEAD (aizea.astorhoschen@fead.be).

IX. Accidents and risk management (agenda item 7)

Report of the meeting on the improvement of transport of dangerous goods occurrence reporting

Documents: ECE/TRANS/WP.15/AC.1/2024/15 (France)
ECE/TRANS/WP.15/AC.1/2024/16 (France)

Informal document: INF.19 (France)

50. The Joint Meeting noted in document ECE/TRANS/WP.15/AC.1/2024/15 the report on the meeting of the informal working group held on 23-24 October 2023. Most delegations raised concern on the short-term reporting period of 72 hours after the event, which they considered as challenging and the purpose of which was called into question. Others welcomed the possibility of being able to tick the various boxes.

51. On the reporting model in document ECE/TRANS/WP.15/AC.1/2024/16 the Joint Meeting noted only limited support and the need to clarify:

- the later use of the data in the report,
- the hosting of the data base on a national or international level,
- mandatory, optional and applicable entries in the report,
- the provisions in 1.8.5.1 and 1.8.5.3,
- the harmonization of the reporting models for the three modes rail, road and inland waterway, and
- the subsequent risk analysis management.

52. The Joint Meeting acknowledged the work done by France. The representative of France invited all delegations to send him their written comments. In view of the comments received the Joint Meeting was of the view that the terms of reference and mandate of the group might be reviewed to see if they were still appropriate.

X. United Nations 2030 Agenda for Sustainable Development (agenda item 8)

Informal document: INF.31 (Secretariat)

53. The Joint Meeting noted a first evaluation of the contributions by its representatives on the interlinkage of their work to the United Nations Sustainable Development Goals (SDGs). Delegations welcomed the useful information and encouraged the secretariat to keep the Joint Meeting regularly updated.

54. Delegates were reminded that more detailed information on SDGs was available on the UNECE website¹ and were invited to continue inserting in their future proposals

¹ https://unece.org/transport/dangerous-goods/ecosoc-bodies-dealing-chemicals-safety#accordion_8
<https://unece.org/transport/dangerous-goods/unece-bodies-dealing-transport-dangerous-goods>

information on the link of their proposal to the Sustainable Development Goals and targets, if applicable.

XI. Future work (agenda item 9)

55. The Joint Meeting was informed that the next session would be held in Geneva from 9 to 13 September 2024 and that the deadline for submission of documents was 14 June 2024. The spring 2025 session of the Joint Meeting would be held in Berne from 24 to 28 March 2025.

56. It was noted that the forthcoming session of the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods was scheduled to be held in Geneva on 15 and 16 April 2025.

XII. Any other business (agenda item 10)

Tributes

57. The Joint Meeting noted that Mr. Wolfgang Küpper (Secretary General of OTIF) would retire by the end of the year, thanked him for the continued support and wished him all the best for the future and a happy retirement.

58. Learning that Mr. Yuwei Li (Director of the Sustainable Transport Division) will retire soon, the Joint Meeting wished him all the best for a long and happy retirement too.

59. The Joint Meeting was informed that Mr. Alfons Hoffmann (Germany) will retire soon and will no longer attend future sessions. It acknowledged his commitment and his valuable contributions to the work of the Joint Meeting for more than three decades and wished him a long and happy retirement.

60. Learning that Mr. Claude Despont (Switzerland) decided to take his retirement and therefore no longer attend future sessions, the Joint Meeting thanked him for his contributions to the working group on tanks and wished him a long and happy retirement.

61. The Joint Meeting noted that Ms. Christine Barrio-Champeau who had provided with great devotion secretariat services since 2011 has retired recently. It acknowledged her dedication during all the years of service and her assistance during the sessions of the Joint Meeting for more than a decade and wished her also a long and happy retirement.

XIII. Adoption of the report (agenda item 11)

62. The Joint Meeting adopted the report on its spring 2024 session and its annexes based on a draft prepared by the secretariat.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/172/Add.1)

Annex II

[Original: English and French]

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2025

Chapter 1.1

1.1.3.7 Not applicable to English.

Chapter 1.2

1.2.1 Not applicable to English.

1.2.2.1 In the table, in the row for "Mass", in the third column, replace "t (ton)" by: "t (tonne)".

(Reference document: informal document INF.12)

Chapter 1.4

1.4.2.1.1 At the end of sub-paragraph (e), replace the semicolon by a full stop.

Add the following new sub-paragraph (f):

(RID:)

"(f) in the case of tanks carrying refrigerated liquefied gases ensure that the actual holding time is determined or, in the case of empty, uncleaned tanks, ensure that the pressure is sufficiently reduced."

(ADR:)

"(f) In the case of tank-containers and portable tanks carrying refrigerated liquefied gases ensure that the actual holding time is determined if applicable or, in the case of empty, uncleaned tank-containers and portable tanks, ensure that the pressure is sufficiently reduced."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/26, as amended by informal document INF.18/Rev.1, proposal 6)

Chapter 1.6

1.6.1.51 In the paragraph after the three indents, replace "30 June 2025" by:

"30 June 2027".

(Reference document: ECE/TRANS/WP.15/AC.1/2024/7, as amended)

1.6.4 Insert a new transitional measure to read:

"1.6.4.66 Portable tanks constructed before 1 January 2027 in accordance with the requirements in force up to 31 December 2024, but which do not, however, conform to the requirements of 6.7.4.15.1 (i) (iv) applicable as from 1 January 2025 may continue to be used."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/8, as amended by informal document INF.18/Rev.1, proposal 4)

Chapter 4.1

4.1.4.1, P 200 In paragraph (11), at the end of the table, delete the row for standard "EN 14794:2005".

(Reference document: informal document INF.14, proposal 5 (a))

4.1.6.15 In table 4.1.6.15.1, in the first line for "4.1.6.8 Valves with inherent protection", in the second column, after "EN ISO 10297:2014 + A1:2017" add "[or clause 5.4.2 of EN ISO 10297:[2024]]".

(Reference document: informal document INF.14, proposal 3.2)

Chapter 4.2

After the heading of Chapter 4.2, in Note 2 after "which is not an RID Contracting State/Contracting Party to ADR", insert:

"or approved in accordance with Chapter 6.7 of the IMDG Code".

(Reference document: informal document INF.16, as amended by informal document INF.18/Rev.1, proposal 9)

(ADR:)

4.2.3.7.1 At the end, add a new paragraph to read:

"The calculation of the actual holding time may be waived when the whole journey takes place by road only, without trans-shipment onto another vehicle and without intermediate temporary storage. When the calculation of the actual holding time is waived the provisions of 4.2.3.7.2, 4.2.3.7.3 and 4.2.3.8 (e) and (f) shall not apply."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/18, as amended by informal document INF.18/Rev.1, proposal 5)

Chapter 4.3

(ADR:)

4.3.3.5 In the right hand column, at the end, before the sentence to be added in accordance with document ECE/TRANS/WP.15/265, add the following paragraph:

"The calculation of the actual holding time may be waived when the whole journey takes place by road only, without trans-shipment onto another vehicle and without intermediate temporary storage. When the calculation of the actual holding time is waived the provisions of 4.3.3.6 (e), (f) and (g) shall not apply."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/18, as amended by informal document INF.18/Rev.1, proposal 5)

Chapter 5.4

5.4.1.1.3.1 Amend the last paragraph to read:

"If the provision for waste as set out in 2.1.3.5.5 is applied, the technical name, as prescribed in Chapter 3.3, special provision 274, need not be added."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/10)

(ADR:)

5.4.1.2.2 In sub-paragraph (d), at the end, add the following paragraph:

"When the calculation of the actual holding time is waived in accordance with 4.2.3.7.1 or 4.3.3.5 this provision shall not apply;"

(Reference document: ECE/TRANS/WP.15/AC.1/2024/18, as amended by informal document INF.18/Rev.1, proposal 5)

Chapter 5.5

5.5.4 Not applicable to English.

5.5.4.1 Not applicable to English.

Chapter 6.2

6.2.4.1 In the table, under "*for design and construction of pressure receptacles or pressure receptacle shells*", amend the following:

- In the row for "EN 1964-3:2000", in column (4), replace "Until further notice" by:
"Until 31 December 2026".

(Reference document: informal document INF.26)

- In the row for "EN 13322-1:2003 + A1:2006", in column (4), replace "Until further notice" by:

"Between 1 January 2007 and 31 December 2026".

(Reference document: informal document INF.14, proposal 3.4)

- After the row for standard "EN 13322-1:2003 + A1:2006", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 13322-1:[2024]	Transportable gas cylinders – Refillable welded steel gas cylinders – Design and construction – Part 1: Welded steel	6.2.3.1 and 6.2.3.4	Until further notice	

"

(Reference document: informal document INF.14, proposal 3.4)

In the table, under "*for design and construction of closures*", amend the following:

- In the row for "EN ISO 10297:2014 + A1:2017", in column (4), replace "Until further notice" by:

"Between 1 January 2019 and 31 December 2026".

(Reference document: informal document INF.14, proposal 3.2)

- After the row for "EN ISO 10297:2014 +A1:2017", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN ISO 10297:[2024]	Gas cylinders – Cylinder valves – Specification and type testing	6.2.3.1 and 6.2.3.3	Until further notice	

"

(Reference document: informal document INF.14, proposal 3.2)

- In the row for "EN ISO 17871:2020", in column (4), replace "Until further notice" by:

"Between 1 January 2023 and 31 December 2026".

(Reference document: informal document INF.14, proposal 3.1)

- After the row for "EN ISO 17871:2020", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN ISO 17871:2020 + A1:[2024]	Gas cylinders – Quick-release cylinder valves – Specification and type testing	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	

"

(Reference document: informal document INF.14, proposal 3.1)

Chapter 6.8

6.8.2.3.2 In the Note, replace "Annex B of EN 12972:2018" by:

"Annex B of EN 12972:2018 + A1:[2024].

(Reference document: informal document INF.14, proposal 3.3)

6.8.2.6.1 In the table, under "**For equipment**", for standards "EN 14432:2014" and "EN 14433:2014", in column (3), replace "6.8.2.3.2" by:

"6.8.2.3.1".

(Reference document: informal document INF.14, proposal 4)

6.8.2.6.2 In the table, amend the following:

– In the row for "EN 12972:2018", in column (4), replace "Until further notice" by:
"Until 31 December 2026".

(Reference document: informal document INF.14, proposal 3.3)

– After the row for "EN 12972:2018", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 12972:2018 + A1:[2024]	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.1.23, 6.8.2.4 and 6.8.3.4	Until further notice	

"

(Reference document: informal document INF.14, proposal 3.3)

6.8.3.2.9.4 Amend the first sentence to read:

"Each safety valve inlet shall be situated on top of the shell as close as practicable to the top generating line."

(Reference document: informal document INF.10, as amended by informal document INF.18/Rev.1, proposal 7)

6.8.4 (d), TT 8 Amend the last paragraph to read:

"Such magnetic particle inspections shall be performed in accordance with EN 12972:2018 + A1:[2024]."

(Reference document: informal document INF.14, as amended by informal document INF.18/Rev.1, proposal 8)

(ADR:)

TT 11 Amend the reference to standard EN ISO 17638:2016 to read:

"– EN ISO 17638:2016 – non-destructive testing of welds – Magnetic particle testing, with acceptance of indications in accordance with level 2X of EN ISO 23278:2015 – Non-destructive testing of welds - Magnetic particle testing - Acceptance levels;"

(Reference document: informal document INF.14, as amended by informal document INF.18/Rev.1, proposal 8)

Amend the paragraph after the fourth indent, including the indent of this paragraph to read:

"Non-destructive checks shall be performed by personnel in accordance with EN 12972:2018 + A1:[2024] or EN 14334:2014."

(Reference document: informal document INF.14, as amended by informal document INF.18/Rev.1, proposal 8)

Chapter 6.11

6.11.4.1 Not applicable to English.

(ADR:)

6.11.4.1 Amend footnote 2 to read:

"² Third edition of IRS (International Railway Solution) applicable as from 1 December 2023."

(Reference document: informal document INF.24)

Chapter 7.1

(ADR:)

7.1.3 Amend footnote 2 to read:

"² Third edition of IRS (International Railway Solution) applicable as from 1 December 2023."

(Reference document: informal document INF.24)

Chapter 7.3

(RID/ADR:)

7.3.3.2.6 Not applicable to English.

Annex III

[Original: English and French]

Corrections and modifications to the draft amendments adopted at previous sessions

A. Amendments to report ECE/TRANS/WP.15/AC.1/170 – OTIF/RID/RC/2023-B

Chapter 1.8

1.8.6.2.1 The amendment reads as follows:

"1.8.6.2.1 Amend the last paragraph to read:

"When the competent authority performs the tasks of the inspection body itself, the competent authority shall comply with the provisions of 1.8.6.3. However, when a competent authority designates an inspection body to act as the competent authority the designated body shall be accredited according to the standard EN ISO/IEC 17020:2012 (except clause 8.1.3) type A."

(Reference document: ECE/TRANS/WP.15/AC.1/2023/28, as amended by informal document INF.18/Rev.1, proposal 1)

1.8.6.3.1 Delete the square brackets.

B. Amendments to report OTIF/RID/CE/GTP/2023-A

Chapter 6.11

6.11.4.1 Delete the square brackets.

(Reference document: informal document INF.24)

Chapter 7.1

7.1.3 Delete the square brackets.

(Reference document: informal document INF.24)

C. Amendments adopted to document OTIF/RID/CE/GTP/2023/10 – ECE/TRANS/WP.15/265

Chapter 2.1

2.1.5.2 Replace the amendment by:

"2.1.5.2 Amend to read as follows:

"2.1.5.2 Such articles may in addition contain cells or batteries. Lithium metal, lithium ion and sodium ion cells and batteries that are integral to the article shall be of a type proven to meet the testing requirements of the Manual of Tests and Criteria, Part III, sub-section 38.3. For articles containing pre-production prototype lithium metal, lithium ion or sodium ion cells or batteries carried for testing, or for articles containing lithium metal, lithium ion or sodium ion cells or batteries manufactured in production runs of not more than 100 cells or batteries, the requirements of special provision 310 of Chapter 3.3 shall apply."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/25)

Chapter 3.3

SP 188 Replace the amendments to sub-paragraph (f) by:

"In sub-paragraph (f):

- In the first sentence, replace "lithium battery mark" by "battery mark".
- In the last paragraph, first sentence, replace "lithium battery mark" by "battery mark".
- In the Note, replace "(lithium battery mark)" by "(battery mark)"."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/25)

Chapter 4.1

4.1.4.1, P 006 In paragraph (5), in the introductory sentence, after "lithium cells or batteries", insert:

"or sodium ion cells or batteries" (twice).

(Reference document: ECE/TRANS/WP.15/AC.1/2024/25)

4.1.4.1, P 200 In Table 2, in the footnote related to the filling ratio for UN No. 1965, after the graph, insert the following new note:

"Note: The graph above can be used to determine the correct filling ratios for the mixtures listed in 2.2.2.3".

(Reference document: ECE/TRANS/WP.15/AC.1/2024/3, as amended)

4.1.4.3, LP 03 In paragraph (4), in the introductory sentence, after "lithium cells or batteries", insert:

"or sodium ion cells or batteries" (twice).

(Reference document: ECE/TRANS/WP.15/AC.1/2024/25)

Chapter 5.2

5.2.1.9 Replace the amendment by:

"5.2.1.9 Amend the heading to read "**Battery mark**"."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/25)

5.2.1.9.2 Replace the second amendment by:

"Amend the heading of figure 5.2.1.9.2 to read "**Battery mark**"."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/25)

5.2.2.1.12.1 Replace the amendment by:

"5.2.2.1.12.1 Replace "lithium batteries" by "lithium batteries or sodium ion batteries", and "lithium battery mark" by "battery mark"."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/25)

Chapter 7.3

7.3.3.2.7, AP 12 Amend as follows:

In the third paragraph, replace "two liners" by:

"two components".

In the fourth paragraph, replace "The inner lining" by:

"The inner component" (twice).

In the fifth paragraph, in the first sentence, replace "The outer lining" by:

"The outer component".

(Reference document: informal document INF.21, as amended)

Chapter 7.5

7.5.11, CW 38/CV 38 In the second paragraph, in the second sentence, replace "The outer lining" by:

"The outer component".

(Reference document: informal document INF.21, as amended)

Annex IV

[Original: English and French]

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2027

Chapter 1.1

1.1.4.7.1 Amend the title to read:

"Import of dangerous substances in pressure receptacles".

(Reference document: informal document INF.23, as amended)

1.1.4.7.2 Amend the title to read:

"Export of dangerous substances in pressure receptacles and of empty uncleaned pressure receptacles".

(Reference document: informal document INF.23, as amended)

Chapter 3.2

Table A For UN 3373 (second entry), in Column (17), insert:

"VC3".

(Reference document: ECE/TRANS/WP.15/AC.1/2024/22)

Chapter 4.1

4.1.4.1, P 200 In paragraph (12) 1.3, insert the following new second indent:

"– EN 14140; or".

(Reference document: ECE/TRANS/WP.15/AC.1/2024/17)

Chapter 4.3

4.3.3.1.1 In the table, in row "2 Calculation pressure", in column "Tank Code", in the explanation of "X", replace "4.3.3.2.5" by:

"4.3.3.2.6".

(Reference document: ECE/TRANS/WP.15/AC.1/2024/2, as amended by informal document INF.18/Rev.1 proposal 3)

4.3.3.2 Insert a new 4.3.3.2.5 to read:

"4.3.3.2.5 Prior to filling, the battery-wagons/ battery-vehicles and MEGCs shall be inspected to ensure they are authorized for the gas to be carried and that the applicable provisions of RID/ADR have been met. The elements of battery-wagons/battery-vehicles or MEGCs that are pressure receptacles shall be filled according to the working pressures, filling ratios and filling provisions specified in packing instruction P 200 of 4.1.4.1 for the specific gas being filled into each element. When battery-wagons/battery-vehicles and MEGCs are filled as a whole or groups of their elements are filled simultaneously, the filling pressure or the load shall not exceed the lowest maximum filling pressure or the lowest maximum load of any single element. Battery-wagons/battery-vehicles and MEGCs shall not be filled above the applicable permissible masses."

Re-number existing 4.3.3.2.5 as 4.3.3.2.6.

(Reference document: ECE/TRANS/WP.15/AC.1/2024/2, as amended by informal document INF.18/Rev.1, proposal 3)

Chapter 6.8

6.8.2.4.1 In the sentence after the table, replace "4.3.3.2.5" by:

"4.3.3.2.6".

(Reference document: ECE/TRANS/WP.15/AC.1/2024/2, as amended by informal document INF.18/Rev.1, proposal 3)

6.8.2.4.3 Introduce a new third paragraph to read:

"If the specified date of the intermediate inspection has passed, an intermediate inspection shall be performed or alternatively a periodic inspection may be performed in accordance with 6.8.2.4.2."

(Reference document: ECE/TRANS/WP.15/AC.1/2024/1, as amended by informal document INF.18/Rev.1, proposal 2)

6.8.3.4.2 Replace "4.3.3.2.5" by:

"4.3.3.2.6".

(Reference document: ECE/TRANS/WP.15/AC.1/2024/2, as amended by informal document INF.18/Rev.1, proposal 3)
