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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

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

REPORT OF THE SESSION \*/

held in Bern from 20 to 23 March 2006

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## **ATTENDANCE**

1. The Joint Meeting of the RID Safety Committee and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe (UNECE) held its spring session in Bern from 20 to 23 March 2006 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; Bulgaria; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Germany; Italy; Latvia; Liechtenstein; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; United Kingdom; United States of America. The European Commission was also represented. The following intergovernmental organization was represented: Organization for Cooperation between Railways (OSJD). The following international non-governmental organizations were represented: European Industrial Gases Association (EIGA); European Liquefied Petroleum Gas Association (AEGPL); European Cosmetic, Toiletry and Perfumery Association (COLIPA); International Association for Soaps, Detergents and Maintenance Products (AISE); European Committee for Standardization (CEN); Liaison Committee of Coachwork and Trailer Builders (CLCCR); European Chemical Industry Council (CEFIC); European Aerosol Federation (FEA); International Federation of Freight Forwarders Associations (FIATA); International Union of Railways (UIC); International Union of Private Wagons (UIP); International Road Transport Union (IRU).

## **ADOPTION OF THE AGENDA**

2. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/101 and Add.1 (letter A 81-02/503.2006), as updated by informal documents INF.1 and INF.2.

3. CEFIC withdrew its document ECE/TRANS/WP.15/AC.1/2006/1.

## **TANKS**

Documents: TRANS/WP.15/AC.1/100/Add.1 (Report of the working group on tanks on its last session)  
TRANS/WP.15/AC.1/100, paras. 3-5 and 100 (Report of the Joint Meeting on its last session)  
ECE/TRANS/WP.15/AC.1/2006/4 (Switzerland)  
ECE/TRANS/WP.15/AC.1/2006/6 (France)  
ECE/TRANS/WP.15/AC.1/2006/8 (Netherlands)  
ECE/TRANS/WP.15/AC.1/2006/9 (Portugal)  
ECE/TRANS/WP.15/AC.1/2006/10 (Portugal)

Informal documents: INF.3 (Netherlands)  
INF.9 (UIP)  
INF.14 (Germany)  
INF.21 (Belgium)  
INF.26 (AEGPL)

4. Following a preliminary presentation, all the documents were handed over to the working group on tanks.

5. However, the question of the BLEVE (Boiling Liquid Expanding Vapour Explosion) phenomenon, which was raised in documents ECE/TRANS/WP.15/AC.1/2006/8, INF.3 and INF. 26 was the subject of long debates.

6. Some delegations considered that the RID and ADR safety requirements deal, in principle, with risks encountered under normal transport conditions and not with possible accidents such as a fire. To have requirements for reducing the BLEVE risk in cases of fire or accidents would not be in keeping with this principle and would consequently require a revision of all the RID and ADR requirements with a view to making them much stricter; this does not seem to be justified by data relative to accidents, since BLEVE accidents in Europe remain exceptional cases.

7. Some other delegations remarked that the existing regulations already take into account accident conditions.

8. Some delegations considered that, if work was needed in this area, a systematic approach should be adopted; in other words, all types of accidents that can cause a catastrophic situation - not only accidents involving fires or flammable gases but also those involving toxic or corrosive gases, etc. - should be considered.

9. With regard to the proposed solutions (safety valves, thermal insulation), some delegations considered that such equipment also posed problems (escape through the valves of flammable gases feeding a fire; problems in checking tanks with thermal insulation; difficulty of cooling a tank with thermal insulation) and that the relevant risk analyses should be conducted.

10. It was pointed out that the requirements of chapter 6.7 (UN tanks) provide for such equipment but that, for the time being, they were not included in chapter 6.8 (RID/ADR tanks) because the risks involved in using such equipment seemed greater than the risk of a BLEVE.

11. The Joint Meeting requested the working group on tanks to consider, at the current session:

- (a) The various protection measures that can be envisaged in chapter 6.8 to reduce risks in the event of an accident or a fire, bearing in mind the provisions of chapter 6.7;
- (b) Other phenomena that can increase the risk of a BLEVE (for example, fatigue owing to wear and tear of materials);
- (c) Advantages and disadvantages of the measures envisaged.

12. On the basis of the group's report, the Joint Meeting would decide whether or not future work should be entrusted to the working group on tanks or to another group, on the understanding that:

- (a) In principle, representative organizations of emergency intervention services, such as CTIF, should participate;
- (b) It will be necessary to consider measures for reducing the causes of accidents and fires, for example stricter regulations on the construction and protection of fuel tanks of all vehicles in general, as well as preventive measures based on risk analyses, such as route restrictions that give priority to bypassing urban and other areas, and even favour certain modes of transport.

### **Report of the working group on tanks**

13. The Chairman of the Working group, Mr. J. Ludwig (Germany) introduced the report and conclusions of the group (see annex 1 under cover of ECE/TRANS/WP.15/AC.1/102/Add.1). The Joint Meeting decisions concerning the various points addressed in the report are summarized below.

Informal document: INF.38 (Germany)

Point 1: 6.10.3.7 a)

14. The compromise text proposed was adopted by the Joint Meeting pending the drafting of a relevant standard (see annex 2). It would be necessary to renew multilateral agreement M134 if this text was not adopted by WP.15 for entry into force in 2007.

Point 2: 6.8.2.4.3 and 6.8.3.4.6

15. The text proposed in bold was placed in square brackets and the representative of Belgium will submit a proposal to clarify the situation to the next session (see annex 2).

Point 3: 6.8.3.2.17 and 1.6.x.x

16. No decision could be made on the Portuguese proposal because of lack of information. The representative of Portugal will provide additional information about corrosion inside those tanks.

Point 5: 6.8.2.1.23

17. The text was adopted by 18 votes in favour and 2 against (see annex 2), even though standard EN 12972 will become mandatory in 2009 at the latest. The Joint Meeting did not consider that transitional measures were necessary, given that the text only concerns new tanks and only deals with inspections at the construction stage.

Point 6: 6.8.4, TE 3

18. The working group deemed this proposal change to be superfluous and the Joint Meeting took note.

Point 7: 6.8.2.1.18

19. The Joint Meeting noted the conclusions of the working group.

Point 4: BLEVE

20. The Joint Meeting accepted the proposal by the tank working group to set up a separate informal working group to look at this matter in more depth. The Joint Meeting broadened the mandate proposed by the tank working group, particularly to cover questions of principle.

21. The representative of the Netherlands proposed that they would organise a first meeting in October or November 2006. The representatives of Norway and AEGPL said that they would be prepared to host following meetings. The work should not be restricted to UN No. 1965 only: other substances which could cause a BLEVE should be considered. Accidents that had happened in the past would have to be taken into account and risk analyses would have to be used.

## **STANDARDS**

Informal document: INF.19 (CEN)

22. This document was handed over to the working group on standards.

Informal document: INF. 39 (CEN) (Report of the Working Group)

23. The six standards out of sixteen proposed for adoption by the working group were accepted by the Joint Meeting (see annex 2). With regard to standard EN ISO 10106:2006 (see point 1 (c) of the report), the representative of Germany will submit it to the UN Sub-Committee of Experts on the Transport of Dangerous Goods and he asked that the Joint Meeting representatives support this proposal at the Sub-Committee.

24. With regard to the question of the large number of standards and the tests at a higher pressure (points 4 (a) and 4 (b) of the report), the representatives of Switzerland and AEGPL will each submit a proposal to the next session, as the Joint Meeting said that it was not able to adopt a position. Among others, the standards include those that were not adopted by the working group, owing to the lack of consensus, or which are interpreted in different ways.

## **INTERPRETATION OF RID/ADR/ADN**

### **Transport of non-flammable Bitumen**

Informal document: INF.18 (Spain)

25. With regard to the classification of non-flammable bitumens, liquefied at temperatures at or above 100 °C during loading or unloading, and transported at temperatures below 100 °C, the Joint Meeting recalled that the classification of a substance is the responsibility of the consignor and cannot be altered during transport. Even if these bitumens are loaded at temperatures at or above 100 °C, they may be considered exempt from RID or ADR requirements if they are handed over for carriage by the consignor at temperatures below 100 °C, and if they are not reheated during carriage. It is up to the consignor to ensure that these conditions are met.

### **Report on occurrences during the carriage of dangerous goods**

Informal document: INF.28 (Secretariat)

26. The Joint Meeting noted that there were translation errors in the French and English versions of the model report in 1.8.5.4. The second heading under item 7 should read “faulty load securing” (see annex 2).

27. In this regard, the UNECE secretariat noted that, in the four years that the obligation to report occurrences involving dangerous goods has been in force, only one report concerning road transport has been transmitted to the secretariat in accordance with 1.8.5.2. This would seem to indicate either that road transport is very safe and that there have been no accidents in recent years, or that the competent authorities of the ADR contracting parties consider that there is no reason to inform the other contracting parties since there is no lesson to be learned from such accidents.

28. Several delegations mentioned that a number of accident reports had been transmitted to the competent authorities of their countries in accordance with 1.8.5.1 but that it was not deemed necessary to inform the other contracting parties.

29. The Chairman pointed out that all accident or incident reports could be of interest, if only to demonstrate, when such accidents do not have serious consequences, that the regulation makes it possible to ensure an appropriate level of safety. He explained his idea of developing an international database for collecting all accident reports, which could be used for statistical purposes.

## **NEW PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN**

### **Section 4.1.4.1: Packing instruction P650, paragraph 8 (a)**

Document: ECE/TRANS/WP.15/AC.1/2006/3 (Austria)

30. The request for clarification of the requirements to be complied with when dry ice or liquid nitrogen is used as a refrigerant was, in principle, not questioned. It would be necessary to list these requirements at least in the case of liquid nitrogen. The question should be asked to the UN Sub-Committee of Experts on the Transport of Dangerous Goods. If the Sub-Committee is unable to solve the problem, the Joint Meeting could deal with it in an explanatory note. The representative of Austria will submit a relevant proposal.

### **Carriage of Bitumen under RID/ADR**

Document: ECE/TRANS/WP.15/AC.1/2006/5 (United Kingdom)

31. This proposal was adopted by the Joint Meeting, as was Belgium's oral proposal to amend table B to include references to UN 3256 and 3257 concerning liquid tars (see annex 3).

### **Amendment to 2.2.9.1.15**

Document: ECE/TRANS/WP.15/AC.1/2006/7 (United Kingdom)

32. This proposal was favourably received by the Joint Meeting. However, it was suggested to replace the words "where appropriate" concerning the packing groups by, for example, "as indicated in table A". The representative of Italy drew attention to the fact that other materials in classes 3, 5.1 and 8 were also affected. The representative of the United Kingdom prepared a new version of the proposal during the session (INF.36).

Informal document: INF.36 (United Kingdom)

33. The Joint Meeting finally decided to confine itself to class 9 and adopted the amendment to 2.2.9.1.15 proposed in document INF.36 (see annex 2).

### **Hazard identification numbers for solid pyrophoric substances**

Document: ECE/TRANS/WP.15/AC.1/2006/2 (Austria)

Informal document: INF.34 (Austria)

34. The Joint Meeting decided to apply hazard identification number 43 to UN No. 3391 and to create a new number X432 for water-reactive, solid pyrophoric substances (see annex 2).



### **Limited quantities**

Document: ECE/TRANS/WP.15/AC.1/2006/12 (France)

Informal documents: INF.4 (France)  
INF.20 and INF.33 (France)  
INF.22 (AISE)  
INF.23 (United Kingdom)  
INF.32 (IRU)

35. In informal document INF. 20, the Government of France proposed to include provisions to permit identification in the transport document of dangerous goods carried as dangerous goods packed in limited quantities, the classes to which they belong, the gross mass of these goods, the consignor and the consignee, when the transport operation involves quantities of more than 12 tonnes (gross mass) of these goods. The wagons and transport units should then bear diamond shaped labels displaying the letters "LQ".

36. The representatives of the United Kingdom, Norway, AISE, CEFIC and IRU expressed their disagreement with this proposal, pointing to the arguments in documents INF. 22, INF. 23 and INF. 32, and they considered in particular that France's proposal was not sufficiently supported by accident statistics and that implementation of the provisions proposed would entail logistical complications and disproportionate costs for the industry.

37. Several delegations disagreed with the criticisms made by the United Kingdom (INF. 23) on the study carried out by France on the relevance of the exemptions relating to dangerous goods packed in limited quantities (INF. 4). Even though this study might not be perfect, it could not be blamed for being representative of storage conditions rather than transport conditions, as all the tests prescribed in the regulations, whether for classification, packages or tanks, are laboratory tests and not tests that are carried out in a real transport environment. They pointed out that no delegation had submitted any results of similar studies that would call into question, from a scientific point of view, the conclusions of France's study.

38. Several delegations also indicated their disagreement with the argument put forward by the United Kingdom that the work led by OECD and PIARC in the context of the safety of the transport of dangerous goods in road tunnels would demonstrate that dangerous goods packed in limited quantities do not present a sufficient risk to be subject to restrictions on being carried in road tunnels. They were of the view that the conclusion of OECD and PIARC did not rest on a risk analysis, as this analysis had not been carried out, and that in the absence of a study on this matter, OECD and PIARC had simply accepted the principle of least degree of danger reflected in a general way for limited quantities in ADR. They pointed out that up to now, the national authorities had been free to regulate or to prohibit the passage of vehicles carrying dangerous goods packed in limited quantities in their road tunnels, on the basis of risk assessments carried out at national level. Not only would the new provisions of ADR entering into force on 1 January 2007 no longer permit them to do this, but they would also not permit them to regulate or to prohibit these vehicles from using these tunnels, even though no risk analysis had been carried out. They therefore considered it particularly important that the current RID and ADR system applicable to limited quantities be revised as a matter of urgency.

39. With regard to harmonisation with the other modal transport regulations, it was pointed out that the UN Model Regulations, the IMDG Code and the ICAO Technical Instructions prescribe that the transport document must indicate the presence of limited quantities, except for distribution to retailers of goods intended for consumers and packaged for that purpose. The IMDG Code also prescribes a specific marking for the means of containment carrying dangerous goods packed in limited quantities.

40. Several delegations mentioned that as dangerous goods in limited quantities are exempt from most of the provisions of RID and ADR, they did not receive any accident reports in accordance with 1.8.5. Therefore it was difficult to establish statistics, but the specialist journals of the emergency services regularly reported on the difficulties these services come across when dealing with accidents in which these goods are involved.

41. Other delegations considered that it might be advisable to differentiate between the case of multimodal transport and that of purely European land transport. In order not to hinder multimodal transport, it is vital that any new provisions introduced into RID/ADR/ADN be compatible with the UN Model Regulations, and it would therefore be advisable also to take account of the work currently being carried out by the UN Sub-Committee of Experts. It was pointed out for example that the absence of provisions concerning documentation in ADR was currently causing problems when road transport was followed by maritime transport.

42. With regard to documentation, it was emphasized that under the Convention on the Contract for the International Carriage of Goods by Road (CMR), the consignor is required to inform the carrier of the exact nature of the danger of dangerous goods handed over for carriage (Article 22 of CMR).

43. With regard to the possible marking of vehicles, it was pointed out that for the moment, only the IMDG Code prescribes marking for the means of containment, but that the subject had also been dealt with by the UN Sub-Committee of Experts, and it would also be advisable to take account of the conclusions of their discussions.

44. It was also pointed out that the systematic marking of wagons and transport units could have unexpected political consequences to the extent that it could lead to public opinion having an exaggerated perception of the risk involved.

45. Taking into account the discussions, which showed that a number of delegations supported at least the form of the ideas set out in France's proposal, the representative of France proposed to organise an informal working group to examine the question in more depth. In a vote, this proposal was adopted by a large majority (19 for, 4 against).

46. The Joint Meeting agreed that in the light of the discussions at this session, this group should:

- (a) Continue the work on the safety problems posed by the carriage of dangerous goods packed in limited quantities under the current conditions;

- (b) Clarify the contentious issues in the study carried out by INERIS on behalf of the Government of France;
- (c) Take account of the UN Model Regulations and of the work being carried out by the UN Sub-Committee of Experts on the Transport of Dangerous Goods;
- (d) Focus the work on the problems arising solely in the context of European land transport, and seek solutions that would not cause any complications or obstacles to multimodal transport.

## **PENDING ISSUES**

### **Empty uncleaned means of containment**

Document: TRANS/WP.15/AC.1/2005/39 (Austria)

Informal document: INF.24 (of the Joint Meeting of September 2005)

47. The Joint Meeting decided to amend paragraph 5.4.1.1.6.3 (see annex 3).

### **Report of the informal working group on the examination of the safety adviser in accordance with 1.8.3**

Document: TRANS/WP.15/AC.1/2005/48 (Spain)

48. The issues pending from the last meeting, namely those raised in paragraphs 9 to 12 and 15 (see paragraph 107 of report TRANS/WP.15/AC.1/100) gave rise to a long debate. It was finally agreed to establish an informal working group whose general mandate will be as follows:

- Goal: to reach a level of harmonized examination by referring to the level of competence that the safety adviser should have on the basis of this examination in order to be able to carry out the checks for which he is responsible.

49. The exchange of questionnaires and case studies could serve as the basis for the work on harmonizing the examination requirements.

### Chapter 1.4: Incorporation of new obligations for the loader, unloader and the consignee

Documents: TRANS/WP.15/AC.1/2005/56 (Germany)  
ECE/TRANS/WP.15/AC.1/2006/11 (Spain)

50. It was recalled that Spain's original proposal (TRANS/WP.15/AC.1/2005/32) had been, in principle, approved by a majority. Spain's new proposal was the subject of a contentious debate.

51. In order to break the deadlock, the representatives of Austria and Germany made the following suggestions:

- Determine the areas where of the unloader and the consignee’s duties overlap;
- Define “unloader”;
- Establish the obligations of the unloader and, where appropriate of the discharger and the cleaner in the case of carriage in tanks or bulk; and
- Amend the obligations of the consignee accordingly.

Informal document: INF.37 (Spain)

52. The representative of Spain prepared a new text (INF.37), on which the Joint Meeting did not express a view. The Joint Meeting was in favour of the principle of introducing a new participant – the unloader – with a definition and obligations (13 in favour, 8 against). Spain will therefore submit a new proposal which will take account of the observations and comments received.

### **Carriage of dead infected animals**

Informal documents: INF. 15 (Germany)  
INF. 16 (UNECE Secretariat)

53. The corrections to the 2007 amendments to RID/ADR/ADN were adopted by the Joint Meeting (see annex 3).

54. In the context of the EC Regulation No. 1774/2002 which was referred to in footnote 6) to 2.2.62.1.12.2, the representative of Austria drew the meeting’s attention to the fact that Annex II of the Regulation is particularly relevant.

55. The representative of Germany informed the meeting that in his country, in the context of avian influenza, dead animals would be carried in accordance with 5.5.1 up to 31 December 2006. Clinical wastes were assigned to UN No. 3291, diagnostic specimens to UN No. 3373 and avian influenza virus cultures and specimens confirmed to contain such viruses to UN No. 2814.

## **REPORTS OF THE INFORMAL WORKING GROUPS**

### **Report of the informal working group on the revision of Chapter 6.2**

Informal document: INF.13 (EIGA)

56. The Joint Meeting noted the report of the informal working group which met on 18 October 2005 and on 7 and 8 February 2006.

57. The Joint Meeting decided that it would be preferable to introduce the definition of competent authority as well as the provisions relating to the various competent bodies in Part 1 rather than in Part 6.

58. With regard to paragraph 11 of the report, it was agreed that EIGA would continue to chair the working group until the texts that will be submitted to the Joint Meeting have been drafted. The Joint Meeting would then be able to analyse and evaluate this work in order to take political decisions. The Member States were invited to submit proposals of substance to the working group.

## **MISCELLANEOUS**

### **Use of the terms “filler”, “packer” and “consignor”**

Informal document: INF.6 (Secretariat of OTIF)

59. Given that there is little chance of global harmonisation being achieved and that the concept differs between RID/ADR/ADN on the one hand and the UN Model Regulations on the other, the Joint Meeting was not opposed to Austria's submitting a proposal to the UN Sub-Committee of Experts in order that it no longer assigns specific obligations in the UN Recommendations and in order to leave it to the transport modes to deal with these specific provisions.

60. If the Sub-Committee did not take a decision, the Meeting could envisage a more passive formulation.

### **Affixing plates and orange-coloured markings to carrying wagons transporting road vehicles and in piggyback transport**

Informal documents: INF.7 (Secretariat of OTIF)

INF.25 (UIC)

INF.29 (Belgium)

INF.31 (Belgium)

61. Considering that ADR does not in principle prohibit placarding and orange-coloured marking in accordance with RID, either for rolling roads or other types of road-rail transport, the Joint Meeting was of the view that this could be done as a compromise on a voluntary basis, as was decided for road transport operations including a sea leg (1.1.4.2.2).

62. WP.15 was invited to take a similar decision on the basis of a proposal that will be submitted to that body.

63. In this context, the representative of UIC wished, if necessary, that the railways should be exempt from these labelling and marking obligations for this type of transport.

### **Labelling/marketing of small containers**

Informal document: INF.30 (Belgium)

64. Belgium's proposal to align RID and ADR in order to harmonise these different requirements was warmly welcomed by the Joint Meeting. Belgium will submit an appropriate proposal to the RID Committee of Experts.

65. In the context of small containers, the representative of Norway suggested that there should be a general review of the provisions applicable to this means of containment for transport (for example as a container or overpack).

### **Guideline for risk assessment**

Informal document: INF.8 (Secretariat of OTIF)

66. The Joint Meeting noted that the RID Committee of Experts had adopted the Guideline. Given that this Guideline was drafted generally to apply to all modes of transport, the Joint Meeting invited WP.15 to consider it for application to road transport on a voluntary basis, as in RID.

### **ADOPTION OF THE REPORT**

67. Delegations that submitted informal document (INF.) which were not dealt with at this session were asked to inform the secretariats whether they wish to have them placed on the agenda of the next meeting as official documents. The following documents are concerned: INF. 5 (Norway), INF. 10 (AISE), INF. 11 (United Kingdom) with INF. 24 (Belgium), INF. 12 (EIGA), INF. 17 (Spain) and INF. 27 (UIRR)

68. The Joint Meeting adopted the report on its March 2006 session and the annexes thereto on the basis of a draft prepared by the secretariats.

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**Annex 1**

**Report of the Working Group of tanks**  
(see ECE/TRANS/WP.15/AC.1/102/Add.1)

## Annexe 2

### Texts adopted by the RID/ADR Joint Meeting

#### **Part 1**

- 1.8.5.4** Under item 7 of the model for report on occurrences during the carriage of dangerous goods, replace “load security” with “faulty load securing”.  
[Reference document: INF.28]

#### **Part 2**

- 2.2.9.1.15** Is amended to read as follows:

“When indicated in column 4 of Table A of Chapter 3.2, substances and articles of Class 9 are assigned to one of the following packing groups according to their degree of danger:

Packing group II: substances presenting medium danger;

Packing group III: substances presenting low danger.”

[Reference document: ECE/TRANS/WP.15/AC.1/2006/7]

#### **Part 3**

##### **Chapter 3.2**

##### **Table A**

**UN No. 3391** Replace “333” by “43” in column 20.

**UN No. 3393** Replace “X333” by “X432” in column 20.  
[Reference documents: ECE/TRANS/WP.15/AC.1/2006/2 and INF.34]

#### **Part 4**

**4.1.6.14** Delete the reference to standard "EN 1795".

Replace "ISO 11621:1997" with "ISO 11621:2005".

[Reference document: INF.39]



**Part 5**

**5.3.2.3.2** Insert after the heading “43”:

“X432 spontaneously flammable (pyrophoric) solid which reacts dangerously with water, emitting flammable gases.”

[Reference documents: ECE/TRANS/WP.15/AC.1/2006/2 and INF.34].

**Part 6**

**6.1.1.4,**

**6.5.1.6.1** and

**6.6.1.2** Add at the end:

"(see also EN ISO 16106: 2006 Transport packages for dangerous goods – Dangerous goods packagings, intermediate bulk containers (IBCs) and large packagings – Guidelines for the application of ISO 9001)".

[Reference document: INF.39]

**6.2.2** In the table, add the following new references to standards:

<b>Reference</b>	<b>Title of document</b>	<b>Applicable sub-sections and paragraphs</b>
<i>for periodic inspection and test</i>		
prEN 14912	LPG equipment and accessories – Inspection and maintenance of LPG cylinder valves at time of periodic inspection of cylinders	6.2.1.6
<i>for design and construction</i>		
prEN 14638-1	Transportable gas cylinders – Refillable welded receptacles of a capacity not exceeding 150 litres – Part 1: Welded austenitic stainless steel cylinders made to a design justified by experimental methods	6.2.1.1 and 6.2.5.1
prEN 14893	LPG Equipment and accessories – Transportable LPG welded steel drums with a capacity between 150 and 1000 litres	6.2.1.1.1 and 6.2.1.5.1

[Reference document: INF.39]

**6.8.2.1.23** Amend the text for " $\lambda = 0.8$ " to read as follows:

" $\lambda = 0.8$ : the weld beads shall so far as possible be inspected visually on both faces and shall be subjected to a non-destructive spot check. All weld "Tee" junctions with the total length of weld examined to be not less than 10% of the sum of the length of all longitudinal, circumferential and radial (in the tank ends) welds shall be tested."

[Reference documents: 2006/10 + INF.38]

**6.8.2.4.2** and  
**6.8.2.4.3**

Amend to read as follows:

**6.8.2.4.2** Shells and their equipment shall undergo periodic inspections at least every eight years /six years/ five years.

These periodic inspections shall include:

- an external and internal examination;
- a leakproofness test in accordance with 6.8.2.4.3 of the shell with its equipment and check of the satisfactory operation of all the equipment;
- as a general rule, a hydraulic pressure test <sup>9)</sup> (for the test pressure for the shells and compartments if applicable, see 6.8.2.4.1).

Sheathing for thermal or other insulation shall be removed only to the extent required for reliable appraisal of the characteristics of the shell.

In the case of tanks intended for the carriage of powdery or granular substances, and with the agreement of the expert approved by the competent authority, the periodic hydraulic pressure test may be omitted and replaced by leakproofness tests in accordance with 6.8.2.4.3, at an effective internal pressure at least equal to the maximum working pressure.

**6.8.2.4.3** Shells and their equipment shall undergo intermediate inspections at least every four years / three years/ two and a half years [after each inspection (initial, intermediate or periodic inspection).]

These intermediate inspections shall include a leakproofness test of the shell with its equipment and check of the satisfactory operation of all the equipment. For this purpose the tank shall be subjected to an effective internal pressure at least equal to the maximum working pressure. For tanks intended for the carriage of liquids or solids in the granular or powdery state, when a gas is used for the leakproofness test it shall be carried out at a pressure at least equal to 25% of the maximum working pressure. In all cases, it shall not be less than 20 kPa (0.2 bar) (gauge pressure).

For tanks equipped with venting systems and a safety device to prevent the contents spilling out if the tank overturns, the pressure test shall be equal to the static pressure of the filling substance.

The leakproofness test shall be carried out separately on each compartment of compartmented shells."

[Reference documents: 2006/6 + INF.21 + INF.38]

**6.8.2.5.1** Delete the note (see 2007 amendments to RID/ADR).

[Reference documents: INF.21 + INF.38]

**6.8.2.6** In the table, add the following new references to standards:

Applicable sub-sections and paragraphs	Reference	Title of document
<i>For all tanks</i>		
6.8.2.2.1	EN 14432:2006	Tanks for the transport of dangerous goods – Tank equipment for the transport of liquid chemicals – Product discharge and air inlet valves
6.8.2.2.1	EN 14433:2006	Tanks for transport of dangerous goods – Tank equipment for the transport of liquid chemicals – Foot valves

[Reference document: INF.39]

**6.8.3.4.6** Amend to read as follows:

"**6.8.3.4.6** By derogation from the requirements of 6.8.2.4, the periodic inspections according to 6.8.2.4.2, shall take place:

(a) at least every three years | at least every two and a half years  
in the case of tanks intended for the carriage of UN No.1008 boron trifluoride, UN No. 1017 chlorine, UN No. 1048 hydrogen bromide, anhydrous, UN No. 1050 hydrogen chloride, anhydrous, UN No. 1053 hydrogen sulphide, UN No. 1067 dinitrogen tetroxide (nitrogen dioxide), UN No. 1076 phosgene or UN No. 1079 sulphur dioxide;

(b) at least after six years | at least after 8 years  
of service and thereafter at least every 12 years in the case of tanks intended for the carriage of refrigerated liquefied gases.

The intermediate inspections according to 6.8.2.4.3 shall be carried out at least six years after each periodic inspection.

A leakproofness test or an intermediate inspection according to 6.8.2.4.3 may be performed, at the request of the competent authority, between any two successive periodic inspections.

When the shell, its fittings, piping and items of equipment have been tested separately, the tank shall be subjected to a leakproofness test after assembly."

[Reference documents: INF.14 + INF.21 + INF.38].

**6.10.3.7 (a)** Amend to read as follows:

- "(a) The boom is fitted with an internal or external stop-valve fixed directly to the shell, or directly to a bend that is welded to the shell; a rotation crown wheel can be fitted between the shell or the bend and the external stop valve, if this rotation crown wheel is located in the protected area and the stop-valve control device is protected with a housing/cover against the danger of being wrenched off by external loads;"

[Reference documents: 2006/4 + INF.38]

[This text will be recommended to WP.15 for adoption, for a date of entry into force of 1 January 2007. In contrast, for RID, this text can only enter into force on 1 January 2009.]

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### Annex 3

#### Corrigendum to 2007 amendments to RID/ADR/ADN

These amendments will be taken into account in the 2007 edition of RID/ADR/ADN.

#### **Part 2**

**2.2.62.1.12.1** Replace the text of footnote (6) (formerly footnote (4)) with the comprehensive text of footnote [RID: (8)]/[ADR/ADN: (1)] to section 5.5.1.1:

"<sup>(6)</sup> Regulations governing the carriage of live animals are contained in, e.g. Directive 91/628/EEC of 19 November 1991 on the protection of animals during transport (Official Journal of the European Communities No. L 340 of 11.12.1991, p. 17) and in the Recommendations of the Council of Europe (Ministerial Committee) on the carriage of certain animal species."

[Reference document: INF.15]

**2.2.62.1.12.2** At the end of the second sub-paragraph, insert a reference to a new footnote (7) with the following text (existing footnote [RID: (10)]/[ADR/ADN: (2)] to paragraph 5.5.1.3):

"<sup>(7)</sup> Regulations for dead infected animals are contained e.g. in Regulation (EC) No. 1774/2002 of the European Parliament and of the Council of 3 October 2002 laying down health rules concerning animal by-products not intended for human consumption (Official Journal of the European Communities, No. L 273 of 10.10.2002, p. 1)."

[Reference document: INF.15 and INF.16]

#### **Part 3**

#### **Chapter 3.2**

#### **Table B**

In the entry "TARS, LIQUID, including road asphalt and oils, bitumen and cut backs" add ", with a flash-point not greater than 60 °C".

In the entries "bitumen", "cut backs" and "asphalt" add "with a flash-point not greater than 60 °C".

Add the following new entries:

Name and description	UN No.	Note	NHM-Code
Asphalt at or above 100 °C and below its flash-point, see	3257		271490
Asphalt with a flash-point above 60 °C, at or above its flash-point, see	3256		271490
Bitumen at or above 100 °C and below its flash-point, see	3257		271320
Bitumen with a flash-point above 60 °C, at or above its flash-point, see	3256		271320
Cut backs at or above 100 °C and below its flash-point, see	3257		271500
Cut backs with a flash-point above 60 °C, at or above its flash-point, see	3256		271500
TARS, LIQUID, including road asphalt and oils, bitumen and cut backs, at or above 100 °C and below its flash-point, see	3257		27++++
TARS, LIQUID, including road asphalt and oils, bitumen and cut backs, with a flash-point above 60 °C, at or above its flash-point, see	3256		27++++

[Reference documents: ECE/TRANS/WP.15/AC.1/2006/5 and INF.35 as amended]

## Part 5

### 5.4.1.1.6.3 Is amended to read as follows:

- “5.4.1.1.6.3 (a) If empty tanks, (RID only: battery-wagons), battery-vehicles and MEGCs, uncleaned, are carried to the nearest place where cleaning or repair can be carried out in accordance with the provisions of 4.3.2.4.3, the following additional entry shall be made in the transport document: **“Carriage in accordance with 4.3.2.4.3”**;
- (b) If (RID only:) empty wagons, vehicles and containers, uncleaned, are carried to the nearest place where cleaning or repair can be carried out in accordance with the provisions of 7.5.8.1, the following additional entry shall be made in the transport document: **“Carriage in accordance with 7.5.8.1”**.”

[Reference document: TRANS/WP.15/AC.1/2005/39]

### 5.5.1 Amend to read as follows:

"(Reserved)".

Consequential amendment: Same amendment to the Table of Contents.

[Reference document: INF.15 and INF.16].