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**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 SESSION\***

**held in Geneva from 11 to 15 September 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 (ECE) held its autumn session in Geneva from 11 to 15 September 2006 with Mr. C. Pfauvadel (France) as Chair and Mr. H. Rein (Germany) as Vice-Chair. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Finland, France, Germany, Hungary, Italy, Latvia, Liechtenstein, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Sweden, Switzerland, the United Kingdom of Great Britain and Northern Ireland and the United States of America. The European Commission was also represented. The following intergovernmental organizations were represented: Danube Commission (CD) and the 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), European Battery Recycling Association (EBRA), European Portable Battery Association (EPBA), 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 Council of the Paint, Painting Ink and Artists' Colours Industry (CEPE), European Aerosol Federation (FEA), International Organization of Motor Vehicle Manufacturers (OICA), International Union of Railways (UIC), International Union of Private Wagons (UIP), and 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.1/103 and Add.1 (letter A 81-02/502.2006 of OTIF), as updated by informal documents INF.1 and INF.2.

## TANKS

Documents: ECE/TRANS/WP.15/AC.1/2006/17 (Belgium)  
ECE/TRANS/WP.15/AC.1/2006/18 (Belgium)  
ECE/TRANS/WP.15/AC.1/2006/20 (Belgium) and INF.22 (Belgium)  
ECE/TRANS/WP.15/AC.1/2006/22 (United Kingdom) and INF.20  
(United Kingdom)  
ECE/TRANS/WP.15/AC.1/2006/27 (Germany) and INF.24 (AEGPL)  
ECE/TRANS/WP.15/AC.1/2006/33 (France)  
ECE/TRANS/WP.15/AC.1/2006/34 (France)

Informal documents: INF.5 (Germany)  
INF.14 (OTIF)  
INF.17 (France)  
INF.19 (Portugal)

3. Following a preliminary presentation, all the documents, except for ECE/TRANS/WP.15/AC.1/2006/18, were handed over to the working group on tanks.

### **Carriage of empty uncleaned tanks after the expiry of the time limit for inspection**

Document: ECE/TRANS/WP.15/AC.1/2006/18 (Belgium)

Informal documents: INF.34 (Belgium)

4. The proposal in paragraph 2 was adopted. The proposal in paragraph 3 was withdrawn and the proposals in paragraphs 1 and 4 were examined by an ad hoc working group (see INF.34). The proposals of the working group were adopted with a modification for the numbering in Chapter 5.4 (see annex 1).

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

Document: INF.37 (Germany) (reproduced as Annex 2 to the report under document symbol ECE/TRANS/WP.15/AC.1/104/Add.1)

#### *Sections 1 and 2*

5. The amendments proposed in sections 1 and 2 of the report were adopted (see annex 1).

#### *Section 3*

6. The Joint Meeting first of all noted that the wording of the two transitional measures was inconsistent with its earlier decision (see paragraphs 25-27 of this report) when it came to indicating the paragraphs that did not apply to tanks covered by the transitional measures.

7. The Joint Meeting also disputed the fact that no time limit was indicated for the application of the transitional measures and that the standards or parts of standards in question were not specifically named. Indeed, in general, two kinds of transitional measures were found in RID, ADR and ADN: those of unlimited duration, relating for example to design and construction; and those of limited duration (until the next periodic inspection, for example), sometimes relating to some piece of equipment and marking.

8. As there was no agreement on the wording of a transitional measure that would apply systematically to all regulatory amendments resulting from the updating of standards, it was decided to revert to the original proposal by the United Kingdom for a transitional measure on the properties of the materials used for manhole cover assemblies, as per norm EN 13 317.

9. Because this transitional measure only affects ADR, the representative of the United Kingdom was invited to submit a proposal to the Working Party taking account of the comments that had been made, specifically that the transitional measure should also apply to the fastening of such covers.

*Section 4*

10. The amendment proposed in 6.8.2.1.1 was adopted (see annex 1).

*Sections 5, 8, 9 and 10*

11. The Joint Meeting took note of the Working Party's observations.

*Section 6*

12. The Joint Meeting recommended that norm EN 14025 should be amended so that it could be used as a technical code not only for tanks covered in Chapter 6.8 but also for those in Chapter 6.7.

*Section 7*

13. The Joint Meeting requested that the duplication of provisions in the last sentence of paragraph 6.7.4.14.4 and paragraph 6.7.4.14.5 should be brought to the attention of the UN Sub-Committee of Experts.

## **STANDARDS**

Document: ECE/TRANS/WP.15/AC.1/2006/25 (CEN)

Informal documents: INF.7 (Secretariat), INF.9 (CEN), INF.14 (OTIF), INF.36/Rev.1 (CEN)

14. After they were presented in plenary, these documents were handed over to the working group on standards. The Joint Meeting adopted the proposals 1-3 included in the report (see INF.36/Rev.1) of this working group (see annex 1).

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

### **Amending the allocation of mixed packing provisions**

Document: ECE/TRANS/WP.15/AC.1/2006/13 (AISE/CEFIC/CEPE)

15. The proposal was adopted with certain amendments (see annex 1), specifying, among other things, that the UN Nos. under paragraph 2 applied only to the materials in packing group III.

### **Exemptions for lithium batteries**

Documents: ECE/TRANS/WP.15/AC.1/2006/14 (Norway)

Informal document: INF.26 (France)

16. The Joint Meeting recognized the problem described by Norway, but there were questions raised regarding the proposed text. The Joint Meeting set up a small ad hoc working group to prepare a new text based on document ECE/TRANS/WP.15/AC.1/2006/14, taking into account the comments made.

Informal document: INF.33 (Norway/Belgium)

17. The proposals drawn up by this group were not adopted. A new proposal would be submitted by the representative of Norway, and the delegates were requested to send their comments on it. The new proposal should take into consideration the need for a relevant provision in 5.4.1.1.1.

18. With regard to document INF.26, the representative of France will submit a new document which will take into account the comments made and, in particular, the fact that the issue in question was not the carriage of batteries but the use of equipment in the vehicles and their propulsion.

### **Carriage of liquid or solid substances in pressure receptacles**

Documents: ECE/TRANS/WP.15/AC.1/2006/15 (CEFIC)  
ECE/TRANS/WP.15/AC.1/2006/30 (Germany)

Informal document: INF.35 (CEFIC/Germany)

19. The Joint Meeting requested the representatives of Germany and CEFIC to prepare a new proposal, containing where possible several options covering the approach to harmonization with the United Nations model regulations as proposed by CEFIC and elements of the German proposal, in the light of comments made during the session. The case of bromine should not be taken up in that proposal, as it would be resolved in the process of harmonization with the United Nations model regulations.

20. A compromise proposal was drawn up (INF.35) and was adopted by the Joint Meeting, with a few amendments (see annex 1). Provision "RRxe" was nonetheless placed in brackets pending a definitive decision of the United Nations Sub-Committee of Experts.

21. The secretariat was asked to supplement the proposed transitional measure for the service life of receptacles, in accordance with transitional measure 1.6.2.4 (see annex 1).

22. The representative of Germany was invited to submit an informal document to the Sub-Committee of Experts so that it could consider the provisions adopted for RID/ADR and the incorporation of the substances concerned in table 3 of packing instruction P200, in order to ensure structural uniformity.

### **Mixed loading of organic peroxides**

Document: ECE/TRANS/WP.15/AC.1/2006/16 (CEFIC)

23. Several delegations did not support the proposal to permit mixed loading of type B organic peroxides (division 5.2, class 1 subsidiary risk) with other organic peroxides, because the rules relating to the separation of materials in table 7.5.2.1 were designed to ensure that accidents caused by the explosion of packages were not worsened by the presence of other dangerous substances which could escape, catch fire or be propelled large distances.

24. The proposal was put to the vote and adopted, after the CEFIC representative had explained that type B organic peroxides, such as those packaged for transport, were not likely to explode in their packages (see annex 1). He also pointed out that the same was not true for type B self-reactive substances, which belonged to different chemical families.

#### **Reference to transitional measures**

Document: ECE/TRANS/WP.15/AC.1/2006/19 (Belgium)

25. Several delegations supported the idea of making the transitional measures more user-friendly. It was noted, however, that the measures had all been listed in chapter 1.6 precisely for ease of use. It might be difficult to place cross-references to the corresponding transitional measures in the regulations, in the form of a note in the text, as some measures were of long duration while others lasted less than six months.

26. Several delegations believed that it would be useful to have a summary table listing the long-term arrangements applicable to transport equipment, following the date of manufacture, and examples were cited of transitional provisions from ADN, for vessels (section 1.6.7), and from ADR, for the construction of vehicles (section 9.2.1).

27. The Joint Meeting decided that, in the future, the transitional measures should indicate with detail the provisions applicable to the carriage to which the transitional measures apply.

#### **Carriage of lighters (UN 1057) for their disposal**

Document: ECE/TRANS/WP.15/AC.1/2006/23 (Denmark)

28. The Joint Meeting noted the problems associated with the carriage of lighters for the purpose of their disposal, following their confiscation from passengers boarding flights, a contingency not covered by the requirements.

29. Several delegations opposed introducing a special provision making the requirements applicable to domestic waste which might contain used lighters. It was therefore recommended that the working group on wastes should study the document and determine the extent to which these waste streams really featured in recovery, recycling and disposal operations and whether it made sense to develop special measures to deal with these specific cases.

#### **Carriage of environmentally hazardous goods in a transport chain including maritime or air carriage**

Documents: ECE/TRANS/WP.15/AC.1/2006/24 (CEFIC)

Informal documents: INF.30 (Switzerland)  
INF.32 (ECE secretariat)

30. Noting that, under the provisions of RID and ADR which will enter into force in 2007, substances classified as environmentally hazardous according to the criteria of RID and ADR but not identified as such in the IMDG Code or under the ICAO technical instructions do not benefit

from the derogations in 1.1.4.2.1, CEFIC proposed the preparation of a multilateral agreement which would enable the industry to benefit from previous derogations, until such time as the new criteria of the Globally Harmonized System of Classification and Labelling of Chemicals came into effect in all modal transport regulations. CEFIC also pointed out that the lack of harmonization would cause major practical problems for goods arriving in or leaving Europe by sea or air.

31. In document INF.30, the representative of Switzerland suggested amending RID and ADR, rather than developing a multilateral agreement.

32. In document INF.32, the secretariat explained that the special provisions 909 of the IMDG Code and A97 of the ICAO technical instructions meant that substances not included in classes 1-8 but considered environmentally hazardous under RID and ADR could be classified under UN Nos. 3077 or 3082. Accordingly, no practical problem was caused by the application of the requirements for the international multimodal transport of such goods.

33. Several delegations indicated that they were not in favour of reversing a decision taken hardly a year ago, in particular by amending a text that had not yet entered into force.

34. It was agreed that the additional derogations requested by the industry for environmentally hazardous substances should be granted only through multilateral agreements. The representative of the United Kingdom said that he would be prepared to draft such an agreement.

#### **UN Nos. 1372, 1387, 1856, 1857 and 3360**

Documents: ECE/TRANS/WP.15/2006/28 (Germany)

Informal document: INF.16 (OTIF)

35. The Joint Meeting did not adopt the proposal to delete these UN Nos. from table A of Chapter 3.2 of RID/ADR chapter 3.2 of RID/ADR, which include only the reference “exempted” (in RID) or “not subject to ADR” for these substances for which special provision 117 of the United Nations Model Regulations apply.

36. Certain delegations considered that this deletion would not be user-friendly in multimodal (sea/land) transport, as the information in question was useful to them.

37. Other delegations considered that it would be preferable not to exempt these entries from the provisions of RID/ADR or to request the UN Sub-Committee of Experts to delete the UN Nos. in question, with the aim of ensuring multimodal harmonization.

38. A member of the secretariat reminded delegations that the UN Nos. in question, with the exception of UN No. 3360, had previously been covered by RID/ADR, but that following the revision of classes 4.1 to 4.3 they had been deleted, as the substances did not meet the new



criteria for those classes. First of all, the criteria and test methods introduced at the time of the revision were not appropriate to classify substances such as straw or rags, and second, because these substances had previously been classified on the basis of experience, they did not appear to present any land transport problems. These UN Nos. had been kept in the United Nations Model Regulations at the request of the International Maritime Organization (IMO) because of the problems that this type of cargo had presented in maritime transport.

39. The problem above all related to UN No. 1856 (rags, oily) when such rags contained are impregnated with class 3 flammable liquids.

40. The Joint Meeting noted that the delegation of Germany would draw up a special provision stipulating that oily rags containing class 3 flammable liquids should be regulated according to their properties. Before referring the matter to the Sub-Committee of Experts, the delegation would contact the representative of the United States of America to find out how such cases were dealt with in the United States, so as to find a common solution to provide for harmonization.

**Combinations of hazards of classes 4.3 and 4.1 (UN No. 3122) or classes 4.3 and 4.2 (UN No. 3135)**

Documents: ECE/TRANS/WP.15/AC.1/2006/29 (Germany)

Informal document: INF.3 (Germany)

41. The Joint Meeting adopted the proposal to permit the carriage of UN Nos. 3132 and 3135 (paras. 11 to 18 of the document) (see annex 1). It also adopted the conditions of carriage contained in the annex, except for the proposal to permit the carriage in tanks of packing group I substances, which was rejected following a vote. Certain delegations pointed out that the carriage of these packing group I substances in portable tanks was not permitted.

42. The proposal in paragraph 19 to delete the expression “(fire-intensifying)” from the hazard identification numbers relating to oxidizing substances was not adopted, as this information was useful to emergency services.

43. The proposals in paragraphs 20 and 21 regarding the assignment of aluminium, magnesium and zinc powders that presented unforeseen subsidiary risks to UN Nos. 1396, 1418 and 1436 were not adopted, as several delegations were of the view that the issue should first be considered by the UN Sub-Committee of Experts.

44. The Joint Meeting was of the view that the discrepancies between the conditions of carriage in tanks envisaged for UN Nos. 3396 and 3397, pointed out in informal document INF.3, should be discussed by the working group on tanks. The representative of Belgium suggested that the conditions envisaged for UN Nos. 1418, 1436 and 1396 should also be studied.

### **Clarification of subsection 3.1.2.6**

Document: ECE/TRANS/WP.15/AC.1/2006/31 (Germany)

45. Some delegations stated the view that any proposal to amend subsection 3.1.2.6 should be submitted first to the Sub-Committee of Experts and pointed out that the issue of determining self-accelerating decomposition temperature (SADT) was likely to be discussed in the next biennium.

46. It was noted, however, that ADR subsection 3.1.2.6 differed to the extent that ADR already contained requirements on temperature control equipment and it was decided that the task of amending the provisions of the United Nations Model Regulations contained in RID and ADR could be discussed by the ad hoc group on harmonization with the United Nations Model Regulations.

### **Definition of the safety obligations of unloaders**

Document: ECE/TRANS/WP.15/AC.1/2006/32 (Germany, Austria, Spain)

Informal documents: INF.23 (Belgium)  
INF.27 (France)  
INF.31 (Switzerland)

47. As no representative of Spain was present, consideration of the documents was deferred to the next session. The representatives of the Czech Republic, Germany, the Netherlands and the United Kingdom were invited to submit their new comments in writing to the representative of Spain, who planned to submit a revised proposal in due course.

### **Correction to paragraph 5.4.1.2.2 (a)**

Informal documents: INF.4 (Poland and Austria)  
INF.25 (AEGPL)

48. The Joint Meeting agreed that the provisions of marginal 2226 of the versions of RID and ADR in force on 1 January 1999 had not been correctly transcribed in the restructured versions that had entered into force on 1 July 2001, insofar as it was no longer necessary to indicate the composition of mixtures in the transport document when the technical names provided in special provisions 581, 582 and 583 were being used.

49. A corrigendum was prepared (see annex 3) and the secretariat was requested to bring the correction to the attention of Contracting Parties for adoption in accordance with their legal practices.

### **Languages to be used in the transport document**

Informal document: INF.8 (UIC)

50. The Joint Meeting noted the suggestion by UIC to amend paragraph 5.4.1.4.1 of ADR to remove reference to the possibility of using languages other than English, French or German

when so envisaged by international tariffs. Justification for the suggestion was harmonization with RID and the need to prevent transport documents being drawn up in languages other than those agreed between the competent authorities of the countries concerned.

51. It was thought advisable to ask WP.15 to check whether this reference to international tariffs is still necessary.

### **Acceptance of labels according to the IMDG Code, ICAO Technical Instructions and IATA Dangerous Goods Regulations**

Informal document: INF.10 (CEFIC)

52. The proposal to add a note to 5.2.2.2.1 was not accepted. The Joint Meeting preferred to place a remark in the report stipulating that modifications related to “differences in the IMDG Code and the ICAO technical instructions should not incur sanctions by the enforcement authorities”.

53. The Meeting also agreed to consider the minor differences or deviations at a later date, on the basis of examples. It also noted that the problem above all involved class 8 and 9 labels.

54. In the end, the Meeting invited the enforcement authorities to show flexibility in general, and especially with regard to the two labels in question.

### **Carriage of used lithium batteries**

Documents: ECE/TRANS/WP.15/AC.1/2006/35 (EBRA/EPBA)

Informal document: INF. 21 (Netherlands)

55. The Joint Meeting accepted the increase of the unit weight in packing instruction P903b to 500 g, which corresponded to actual market conditions.

56. The other amendments could not, however, be accepted as proposed. For the packing conditions, the two associations that had prepared the proposal were invited to submit a new proposal in the light of the doubts raised about the resilience of the plastic lining sacks.

57. The Joint Meeting also did not wish to take a definitive position on the exemption applicable for loads of up to 10 tons in special provision 636 (a) (iii), as it considered that the scope of such an exemption and the need for it were not sufficiently justified. It took the view that, on the one hand, it was possible to reach that tonnage exclusively with lithium batteries, which would be unacceptable, and, on the other, the percentage of lithium batteries in a mix of used household batteries should not exceed 3 to 5%.

### **Additional amendments to the 2007 edition of RID/ADR**

Informal document: INF.14 (OTIF)

58. The proposals made by OTIF for paragraphs 2.2.61.1.14, 2.2.8.1.9, 2.2.62.1.11 and 2.2.9.1.12 were adopted by the Joint Meeting (see annex 1).

59. Rather than deleting the definition of “flammable component” from section 1.2.1, the Joint Meeting took up the wording of the note in paragraph 2.2.2.1.6 (c), while maintaining the note in question in 2.2.2.1.6 (c) (see annex 1).

60. The proposals for paragraphs 4.1.6.14 and 6.7.4.14.5 were handled respectively by the working groups on standards and tanks.

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

### **Informal working group on the revision of chapter 6.2**

Informal documents: INF.28 (EIGA)  
INF.33 (Secretariat UN/ECE)

61. The Joint Meeting noted that the informal working group had met twice since the previous session (31 May and 1 June 2006 and 4 and 5 September 2006), to continue its work on the revision of chapter 6.2 with a view to incorporating the principles of the European transportable pressure equipment directive (TPED) into RID and ADR, as requested by the Joint Meeting in September 2005 (ECE/TRANS/WP.15/AC.1/100, para. 100).

62. Several delegations pointed out that, owing to the late distribution of the report, they were unable to give their opinion on the issues raised or the proposals contained in the report. As the group was scheduled to meet once again before December 2006, they were invited to submit their comments in writing to the chair of the group (Mr. H. Puype, EIGA) as soon as possible.

63. Some delegations said that they had only expected the group to introduce certain elements of the TPED directive in RID and ADR. Accordingly, they were surprised to find that such issues as market surveillance and the marking of mutual recognition had been included in the proposal.

64. Other delegations pointed out that the issues of construction of receptacles and filling and testing came under both transport and use, so the principles of mutual recognition and market surveillance contained in the TPED directive could be usefully incorporated in the legal framework of RID and ADR, with a view to their more general application in all the RID and ADR contracting States parties.

65. It was pointed out that RID and ADR already made provision for the mutual recognition of approvals for international carriage issued by any contracting party, without the need to apply the conditions set out in the TPED directive. The conditions set out in 1.8.X.5.1 and 1.8.X.5.2 appeared to make the mutual recognition of approvals and certificates issued by the contracting parties subject to conditions which could compromise the principles of mutual recognition currently applied in transport areas, such as when a country was unable to attend meetings regularly.

66. With regard to 1.8.4, the representative of the ECE secretariat said that the notifications transmitted by contracting parties were placed on the website of the Transport Division, which was regularly updated.

67. On the issue of the 1.8.X.3.3 procedure, the OTIF and ECE secretariats said that the document had been submitted too late for them to be able to prepare an adequate response. They would convey their views to the informal working group in due course.

68. In addition, the informal working group was requested to provide more information on the intended modus operandi of the two working groups envisaged in the document (terms of reference, working languages, number of delegates, frequency and length of meetings), so that the secretariats could assess the budgetary implications. It was pointed out, however, that the establishment of new subsidiary bodies within ECE was subject to very strict rules (documents ECE/EX/2006/L.2 and L.3) (see informal document INF.33) and that, in principle, resources for new activities had to be made available by stopping other activities. As the secretariats had not been informed of these proposals prior to the session, they would send their comments in writing.

69. Several delegations pointed out that the creation of such groups would also have major budgetary implications for their Governments, which would be responsible for funding the participation of delegates.

70. With regard to the application of requirements 6.X.X.2 to other tanks in chapters 6.7 and 6.8, it was recalled that the approval of the tanks in chapter 6.7 could take place under a different legal framework from that of RID and ADR (IMDG Code).

71. The informal working group was requested to ensure that its next report was submitted in good time so that its proposals would be available in all working languages for the next session.

### **Report of the informal working group on carriage of dangerous wastes**

Informal document: INF.15 (Germany)

72. On the basis of the working group's report, the Joint Meeting adopted the following principles for future work:

(a) A simplified system of classification of dangerous wastes should be added to RID/ADR/ADN; this classification should not supersede the present requirements but could be applied when the enforcement of the present requirements posed too many problems; it would be necessary to indicate clearly the situations in which this simplified classification would be applicable;

(b) It is possible to envisage a quantitative limit beyond which the system could not be applied, to be discussed by the working group;

(c) The working group will discuss the question of by-default assignment to a packing group;

(d) The working group could explore the possibility of using the European waste key number instead of the technical name as a supplement to the official transport designation.

## **MISCELLANEOUS**

### **MITRA (Monitoring and Intervention for the Transportation of Dangerous Goods) project**

Document: ECE/TRANS/WP.15/AC.1/2006/21 (Chair)

73. The Joint Meeting took note of a remote monitoring project for the transportation of dangerous goods, financed by the European Commission, aimed at developing a prototype remote monitoring and tracking application for the transport of dangerous goods.

74. Given that several identical projects were being pursued in various countries of the European Union, the Joint Meeting requested that the projects should be coordinated, at the very least to ensure the interoperability of the different systems in place.

75. It would also be helpful to promote coordination between enterprises interested in developing remote monitoring applications, the regulatory authorities, the emergency services and consignors' and hauliers' organizations to ascertain whether remote monitoring and tracking centres could be developed that would meet the needs of regulators, the emergency services and logistics handlers in an international transport context.

### **Tributes**

76. The Joint Meeting noted that Dr. W. Karl (Germany) would no longer be taking part in its work and paid tribute to his distinguished contribution to improving the safety of the transport of dangerous goods in the Joint Meeting and all the other international bodies of which he was a member. The Joint Meeting wished him a long and happy retirement.

77. The Joint Meeting noted that Mr. P. Wolfs (EIGA/CEN) would no longer be acting as the CEN consultant in charge of cooperation between CEN and the Joint Meeting, and thanked him for the results he had achieved in the field of cooperation between regulatory and standard-setting organizations.

### **Next meeting**

78. The Joint Meeting would meet again in Berne from 26 to 30 March 2007.

79. Delegations that submitted informal documents 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.6 (Netherlands), INF.11 (CEFIC), INF.12 (Austria), INF.13 (Austria), INF.18 (Sweden) and INF.29 (UN/ECE).

### **ELECTION OF THE BUREAU**

80. On the proposal of the representative of Germany, seconded by the representative of Norway, the Joint Meeting re-elected Mr. C. Pfauvadel (France) as Chairman and, on the proposal of the representative of Norway, Mr. H. Rein (Germany) as Vice-Chairman for 2007.

### **ADOPTION OF THE REPORT**

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

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## Annex 1

### TEXTS ADOPTED BY THE JOINT MEETING RID/ADR/ADN

#### Part 1

1.2.1 Amend the definition of “*Flammable component*” as follows:

“*Flammable component*” (for aerosols) means flammable liquids ... [*insert text of the note to 2.2.2.1.6 (c)*].

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.14)

1.4.2.2.1 (d) Add a new note at the end to read as follows:

“**NOTE:** Tanks may however be carried after the expiry of this date under the conditions of 4.3.2.4.4 or 6.7.2.19.6.”

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.34)

1.6.2 Amend the heading to read: “Pressure receptacles and receptacles for class 2”.

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/15, as amended)

1.6.2.6 Add a new transitional measure to read as follows:

“1.6.2.6 Pressure receptacles for substances other than those of class 2, built before 1 July 2009 in accordance with the requirements of 4.1.4.4 in force up to 31 December 2008, but which do not conform to the requirements of 4.1.3.6 applicable as from 1 January 2009, may continue to be used provided that the requirements of 4.1.4.4 in force up to 31 December 2008 are complied with.”

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/1, as amended)

#### Part 2

2.2.43.2 Delete “solids, flammable, assigned to UN No. 3132, water-reactive” and “and water-reactive solids, self-heating, assigned to UN No. 3135”.

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/29)

2.2.43.3	WF2 UN 3132	Delete “(not allowed, see 2.2.43.2)”.
	WS UN 3135	Delete “(not allowed, see 2.2.43.2)”.

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/29)

2.2.61.1.14 and

2.2.8.1.9 Replace “88/379/EEC” with “1999/45/EC” and amend the corresponding footnote to read as follows:



*“Directive 1999/45/EC of the European Parliament and of the Council of 31 May 1999 on the approximation of laws, regulations and administrative provisions of the Member States relating to the classification, packaging and labelling of dangerous preparations (Official Journal of the European Communities No. L 200 of 30 July 1999, pages 1 to 68).”*

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.14)*

2.2.62.1.11.1 In footnote 5, add “(replaced by the Directive of the European Parliament and of the Council 2006/12/EC (*Official Journal of the European Communities* No. L 114 of 27 April 2006, page 9))” after “75/442/EEC on waste”.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.14)*

2.2.9.1.12 Delete.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.14)*

### **Part 3**

3.2.1 Column (8) Delete the last indent.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.35, additional consequential amendment)*

#### **Table A**

Delete PR1 to PR7 wherever they appear in column (8).

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/3, as amended by INF.35)*

For the entries for which “LQ7” is listed in column (7), replace “MP15” with “MP19” each time it appears in column (9b).

*(Applicable to UN Nos. 1556, 1583, 1591, 1593, 1597, 1599, 1602, 1656, 1658, 1686, 1710, 1718, 1719, 1731, 1755, 1757, 1760, 1761, 1783, 1787, 1788, 1789, 1791, 1793, 1805, 1814, 1819, 1824, 1835, 1840, 1848, 1851, 1887, 1888, 1897, 1902, 1903, 1908, 1935, 1938, 2021, 2024, 2030, 2205, 2206, 2209, 2225, 2235, 2269, 2272, 2273, 2274, 2279, 2289, 2290, 2294, 2299, 2300, 2311, 2320, 2321, 2326, 2327, 2328, 2431, 2432, 2433, 2470, 2491, 2496, 2501, 2504, 2511, 2515, 2518, 2525, 2533, 2564, 2565, 2580, 2581, 2582, 2586, 2609, 2656, 2661, 2664, 2667, 2669, 2672, 2677, 2679, 2681, 2688, 2689, 2693, 2730, 2732, 2735, 2739, 2747, 2753, 2785, 2788, 2790, 2801, 2810, 2815, 2817, 2818, 2819, 2820, 2821, 2829, 2831, 2837, 2849, 2872, 2873, 2874, 2902, 2903, 2904, 2922, 2937, 2941, 2942, 2946, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 3005, 3006, 3009, 3010, 3011, 3012, 3013, 3014, 3015, 3016, 3017, 3018, 3019, 3020, 3025, 3026, 3055, 3066, 3082, 3140, 3141, 3142, 3144, 3145, 3172, 3264, 3265, 3266, 3267, 3276, 3278, 3280, 3281, 3282, 3287, 3293, 3320, 3347, 3348, 3351, 3352, 3410, 3411, 3412, 3413, 3414, 3415, 3418, 3421, 3422, 3424, 3426, 3429, 3434, 3440, 3471 and 3472)*

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/1, as amended)*

Modify Table A as follows:

UN No.	Column	Modification
1614	(9a)	Replace "RR3" with "RR10"
1183, 1242, 1251, 1295, 2988 and 3129	(9a)	Insert "RR7"
1389, 1391, 1411, 1421, 1928, 3129, 3130 and 3148	(9a)	Insert "RR8"
[1744	(9a)	Insert "RR9"]

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/30, as amended by INF.35)

For UN Nos. 3132 and 3135, replace the existing entry with the following new entries:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9a)	(9b)
3132	WATER-REACTIVE SOLID, FLAMMABLE, N.O.S.	4.3	WF2	I	4.3 + 4.1	274	LQ0	P403 IBC99		MP2
3132	WATER-REACTIVE SOLID, FLAMMABLE, N.O.S.	4.3	WF2	II	4.3 + 4.1	274	LQ11	P410 IBC04		MP14
3132	WATER-REACTIVE SOLID, FLAMMABLE, N.O.S.	4.3	WF2	III	4.3 + 4.1	274	LQ12	P410 IBC06		MP14
3135	WATER-REACTIVE SOLID, SELF-HEATING, N.O.S.	4.3	WS	I	4.3 + 4.2	274	LQ0	P403		MP2
3135	WATER-REACTIVE SOLID, SELF-HEATING, N.O.S.	4.3	WS	II	4.3 + 4.2	274	LQ11	P410 IBC05		MP14
3135	WATER-REACTIVE SOLID, SELF-HEATING, N.O.S.	4.3	WS	III	4.3 + 4.2	274	LQ12	P410 IBC08	B4	MP14

(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
					0 (B1E)(ADR only)	W1/ V1		CW23/ CV23	S20	X423 (RID only)
T3	TP33	SGAN L4DH	TU14 TE21 TM2	AT	0 (D1E)(ADR only)	W1/ V1		CW23/ CV23		423
T1	TP33	SGAN L4DH	TU14 TE21 TM2	AT	0 (E)(ADR only)	W1/ V1		CW23/ CV23		423
					1 (B1E)(ADR only)	W1/ V1		CW23/ CV23	S20	X423 (RID only)
T3	TP33	SGAN L4DH	TU14 TE21 TM2	AT	2 (D1E)(ADR only)	W1/ V1		CW23/ CV23		423
T1	TP33	SGAN L4DH	TU14 TE21 TM2	AT	3 (E)(ADR only)	W1/ V1		CW23/ CV23		423

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/29, as amended)

3.3.1 **SP636** In subparagraph (a) (i), replace “250 g” with “500 g”.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/35)*

#### **Part 4**

4.1.3.6.1 In the last sentence, delete “and in 4.1.4.4”.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/30, as amended by INF.35)*

4.1.4.1 **P400, P401 and P402** In the first sentence, delete “(see also the Table in 4.1.4.4)”.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/30, as amended by INF.35)*

**P401** Add the following new special provision:

**“Special packing provision specific to RID and ADR:**

“RR7 For UN Nos. 1183, 1242, 1295 and 2988, the pressure receptacles shall however be subjected to the tests every five years.”

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/30, paragraph 10, as amended by INF.35)*

**P402** Add the following new special provisions:

“RR7 For UN No. 3129, the pressure receptacles shall however be subjected to the tests every five years.

RR8 For UN Nos. 1389, 1391, 1411, 1421, 1928, 3129, 3130 and 3148, the pressure receptacles shall however be subjected to an initial test and to periodic tests at a pressure of not less than 1 MPa (10 bar).”

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/30, paragraphs 11 and 12, as amended by INF.35)*

**P601** Delete RR3 and add the following new special provisions:

“RR7 For UN No. 1251, the pressure receptacles shall however be subjected to the tests every five years.

[RR9 For UN No. 1744 containing less than 0.005% water, or between 0.005% and 0.2% water, provided that in the latter case measures are taken to prevent corrosion of the lining of the receptacles, the pressure receptacles shall however be subjected to the tests every five years. The receptacles shall be made of steel and shall be equipped with a leakproof lining made of lead or of some other material affording equivalent protection and with a hermetic closure;

receptacles made of monel alloy or nickel, or with a nickel lining, shall also be permitted. The closures shall be sited in the upper part of the receptacles so as to avoid permanent contact with the liquid phase.]

RR10 UN No. 1614, when completely absorbed by an inert porous material, shall be packed in metal receptacles of a capacity of not more than 7.5 litres, placed in wooden cases in such a manner that they cannot come into contact with one another. The receptacles shall be entirely filled with the porous material which shall not shake down or form dangerous spaces even after prolonged use or under impact, even at temperatures of up to 50 C.”

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/30, paragraphs 13 and 14, as amended by INF.35)*

**P903b** In the second sentence, replace “250 g” with “500 g”.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/35)*

4.1.4.4 Delete.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/15, as amended by INF.35)*

4.1.6 Delete the note.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.35, additional consequential amendment)*

4.1.6.14 In the fifth entry of the table, replace “Annex B of ISO 10297:1999” with “Annex A of EN ISO 10297:2006”.

Delete the sixth entry of the table (Annex A of EN 849:1996/A2:2001).

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.36/Rev.1)*

## **Part 5**

5.2.2.2.1.2 Replace “ISO 7225:1994” with “EN ISO 7225:2006” in the first sentence.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.36/Rev.1)*

5.3.2.3.2 For identification number 423, add at the end of the description of the meaning “, or flammable solid which reacts with water, emitting flammable gases or self-heating solid which reacts with water, emitting flammable gases”.

For identification number X423, amend the description of the meaning to read as follows: “solid which reacts dangerously with water, emitting flammable gases,

or flammable solid which reacts dangerously with water, emitting flammable gases, or self-heating solid which reacts dangerously with water, emitting flammable gases<sup>1</sup>”.

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/29, as amended)

5.4.1.1.6.4 Add a new paragraph to read as follows:

“5.4.1.1.6.4 For the carriage of tank wagons/fixed tanks (tank vehicles), removable tanks/demountable tanks, battery-wagons/battery-vehicles, tank-containers and MEGCs under the conditions of 4.3.2.4.4, the following entry shall be included in the transport document: ‘Carriage in accordance with 4.3.2.4.4’.”

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/18, proposal 2, as amended)

5.4.1.1.18 Add a new paragraph to read as follows:

“5.4.1.1.18 For the carriage of portable tanks under the conditions of 6.7.2.19.6 (b), 6.7.3.15.6 (b) or 6.7.4.14.6 (b), reference to this exemption shall be mentioned in the transport document.”

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.34, as amended)

## Part 6

[6.2.2 In the table, under “*for design and construction*”, replace “EN 1800:1998/AC:1999” with “prEN1800:2006”, “EN 14140:2003” with “EN 14140:2003/prA1 (with the exemption of the Note to Annex A [if not deleted when published])” and replace the title of EN 14140 with the following: “LPG equipment and accessories - Transportable welded steel cylinders for LPG - Alternative design and construction.”

Add the following new reference under “*for periodic inspection and test*”:

Reference	Title of document	Applicable sub-sections and paragraphs
prEN 14876	Transportable gas [cylinders] - Periodic inspection and testing of welded steel pressure drums	6.2.1.6

]

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.36/Rev.1)

6.8.2.1.1 Insert a new paragraph after “the requirements of 6.8.2.1.1.” to read as follows:

“Piping shall be designed, constructed and installed so as to avoid the risk of damage due to thermal expansion and contraction, mechanical shock and vibration.”

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.37)

6.8.2.4.2 Amend to read as follows:

“6.8.2.4.2 Shells and their equipment shall undergo periodic inspections no later than 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.”

(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.37, as amended, replaces the amendment in ECE/TRANS/WP.15/AC.1/102, Annex 2)

6.8.2.4.3 Amend to read as follows:

“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 the initial inspection and each periodic inspection. These intermediate inspections may be performed within three months before or after the specified date.

However, the intermediate inspection may be performed at any time before the specified date.

If an intermediate inspection is performed more than three months before the due date, another intermediate inspection shall be performed at the latest

four years /three years                      two and a half years

after this date.

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 Document: ECE/TRANS/WP.15/AC.1/2006/INF.37, as amended, replaces the amendment in ECE/TRANS/WP.15/AC.1/102, Annex 2)*

6.8.2.4.4            Add at the end “If an exceptional check fulfilling the requirements of 6.8.2.4.2 has been performed, then the exceptional check may be considered to be a periodic inspection. If an exceptional check fulfilling the requirements of 6.8.2.4.3 has been performed then the exceptional check may be considered to be an intermediate inspection.”

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.37)*

6.8.2.4.5            Insert “and the alphanumeric codes of special provisions” after “tank code”.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.37)*

- [6.8.2.6 In the table, replace “EN 12972:2001” with “EN12972rev” in the second entry and (ADR only:) replace “EN 13317:2002” with “EN 13317:2002/prA1” in the last but one line.]

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.36/Rev.1)*

## **Part 7**

- 7.5.2.1 In table 7.5.2.1 add an “X” in the following rows and columns:

- row 5.2 and column 5.2 + 1
- row 5.2 + 1 and column 5.2.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/16)*

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**Annex 3**

**CORRECTION TO THE 2007 EDITIONS OF RID/ADR/ADN**

**Part 5**

- 5.4.1.2.2 (a) Add the following sentence at the end: “The composition of the mixture need not be given when the technical names authorized by special provisions 581, 582 or 583 are used to supplement the proper shipping name;”.

*(Reference Document: ECE/TRANS/WP.15/AC.1/2006/INF.4)*

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