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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 autumn 2013 session¹

held in Geneva from 17–27 September 2013

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² For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/132/Add.1.

³ For practical reasons, annex II has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/132/Add.2.

Report

I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe (ECE) was held in Geneva from 17 to 27 September 2013, with Mr. C. Pfauvadel (France) as Chairman.

2. In accordance with article 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, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Netherlands, Norway, Poland, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland and United Kingdom.

3. In accordance with article 1, paragraphs (c) and (d), of the rules of procedure, the following were represented in a consultative capacity:

(a) European Union and Organization for Cooperation between Railways (OSJD);

(b) The following international non-governmental organizations: Dangerous Goods Trainers Association (DGTA), European Aerosol Federation (FEA), European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Federation of Waste Management and Environmental Services (FEAD), European Metal Packaging (EMPAC), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), International Association for Soaps, Detergents and Maintenance Products (AISE), European Association for Advanced Rechargeable Batteries (RECHARGE), International Dangerous Goods and Containers Association (IDGCA), International Road Transport Union (IRU), International Union of Private Wagons (UIP) and International Union of Railways (UIC).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/131 and Add.1

Informal documents: INF.1, INF.2 (Secretariat) and INF.23/Rev.1 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/131 and Add.1 (letter A 81-02/502.2013 from OTIF), as updated by informal documents INF.1 and INF.2 and the provisional timetable (INF.23/Rev.1).

III. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/2013/36 (France)
(Vacuum-operated waste tanks)
ECE/TRANS/WP.15/AC.1/2013/38 (France)
(Tanks for the carriage of liquefied natural gas (LNG))
ECE/TRANS/WP.15/AC.1/2013/39 (ECFD)
(Additive devices on tanks)
ECE/TRANS/WP.15/AC.1/2013/41 (AEGPL)

(Periodic inspection of LPG tank-vehicles)
ECE/TRANS/WP.15/AC.1/2013/48 (UIP)
(Harmonization of inspection and approval procedures for tanks for the carriage of substances of Class 2 and tanks for the carriage of substances of Classes 3 to 9)

Informal documents: INF.20 (Belgium)
(Degree of filling for environmentally hazardous substances)
INF.29 (Netherlands)
(Use of dry break couplings as a means of closure)
INF.30 (Netherlands)
(Use of chemical resistant materials for shells of tanks with a protective lining)
INF.37 (Norway)
(Use of the entries UN No. 1965 and UN No. 1978 for LPG transported in tanks)
INF.40 (Denmark)
(Comments on document ECE/TRANS/WP.15/AC.1/2013/48)
INF.41 (UIP)
(Corrections to document ECE/TRANS/WP.15/AC.1/2013/48)
INF.56 (EIGA)
(Holding times for the carriage of refrigerated liquefied gases)

5. Following a preliminary discussion in the plenary, consideration of all the above documents was assigned to the Working Group on Tanks, which met concurrently from 23 to 25 September 2013 under the chairmanship of Mr. A. Bale (United Kingdom).

Report of the Working Group on Tanks

Informal documents: INF.60/Rev.1 (Report of the group)
INF.61 (Secretariat)

6. The Joint Meeting took over on its own account all the decisions and conclusions of the Working Group, as contained in the report reproduced as annex I in addendum 1 to this report.

7. In particular, it confirmed the interpretation in paragraph 7 that tanks intended for the carriage of LNG and constructed after the mandatory date of application of the standards referenced in 6.8.2.6 must be vacuum insulated.

8. As for the texts on additive devices mounted on tanks (item 3 of the report, paragraph 11), the reference to approval by the competent authority in the recommended transitional measure in 1.6.3 was placed in square brackets as there was no consensus on the question and the texts still had to be approved by Working Party WP.15 since the question is only applicable to ADR.

9. On the question of harmonization of procedures for the inspection and approval of tanks intended for the carriage of substances of Class 2 and those intended for the carriage of substances in classes 3 to 9 (item 5 of the report) it was stated that the question is relevant in all cases where the approval of the competent authority is required, for example for packages. However, the problem stems essentially from the lack of an overarching administrative structure and rules on market surveillance which, for Class 2, are covered within the EU by Directive 2010/35/EU. Therefore it was judged preferable that this question be discussed in the appropriate meetings of the European Union. The Chairman was invited to ask the European Commission to put the question on the agenda of the next session of the European Union's Committee on the transport of dangerous goods and to

invite the professional organizations concerned, notably UIP, UIC and IRU, to participate in this meeting.

10. The texts relating to the degree of filling of environmentally hazardous substances proposed in item 6 were subject to some editorial modifications in accordance with informal document INF.61.

IV. Standards (agenda item 3)

A. Procedure for cooperation with CEN and the European Committee for Electrotechnical Standardization (CENELEC)

Document: ECE/TRANS/WP.15/AC.1/2013/57 (CEN)

11. The Joint Meeting took note of the comments from CEN. The representative of CEN specified that the current procedure was in a trial phase and that there was no reason to discuss it again in detail.

B. References to standards

1. Interpretation of 1.1.5 (application of standards)

Informal document: INF. 26 (Spain)

12. Regarding the interpretation of the term “standard” used in 1.1.5, it was specified that the term referred only to referenced standards whose application was specifically required by RID/ADR.

2. Early use of standards adopted for future reference

Document: ECE/TRANS/WP.15/AC.1/2013/51 (CEN)

13. The delegations that took the floor opposed the proposal by CEN to authorize the early application of standards after adoption by the Joint Meeting of draft amendments intended to refer to them. Drafts had no legal effect as long as the corresponding amendments were not deemed to be accepted by the Contracting Parties to ADR, RID or ADN. The representative of CEN withdrew the proposal.

3. Work of CEN

Document: ECE/TRANS/WP.15/AC.1/2013/55 (CEN)

Informal document: INF. 22 (CEN)

14. Consideration of the documents in question was assigned to the Working Group on Standards, which met during the lunch breaks.

4. Report of the Working Group on Standards

Informal document: INF.49 (CEN)

15. The Joint Meeting adopted proposed amendments 1 (4.1.4.1, P200 (1)); 2, 3, 4 and 5 (6.2.4.1); and 6 (6.2.4.2) (see annex II). However, for proposal 3 and the reference to the EN ISO 11120:1999 standard, the dates in columns (4) and (5) were placed in square brackets, as the representative of CEN pointed out that for safety reasons it was imperative to replace it with a reference to the EN ISO 11120:1998+A1:2013 standard.

16. For the reference to the EN 15888 standard (proposal 6), the representative of CEN noted that the marking currently required by RID/ADR did not call for inclusion of the date of the next test, which he considered a shortcoming.

17. The Joint Meeting noted that there were also plans to set up an informal working group to deal with standards relating to valves.

18. Work was also planned for the drafting of a guidance document on the kind of standards that should be referenced and on the procedure to follow to propose them as references. The Joint Meeting encouraged such activities.

19. The Chairman of the Working Group, Mr. K. Wieser, said that he did not intend to renew his contract as a consultant with CEN and that it was probably the last time that he would take part in a session of the Joint Meeting in that capacity. The Joint Meeting warmly thanked him for his contribution to ensuring the coherence of the regulations and standards.

V. Harmonization with the United Nations Recommendations on the Transport of Dangerous Goods (agenda item 4)

A. Report of the ad hoc working group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods

Documents: ECE/TRANS/WP.15/AC.1/2013/31, Add.1 and Add.1/Corr.1 (Secretariat)

Informal documents: INF. 14 (OTIF, on behalf of Austria, Germany and Switzerland)
INF. 38 (Romania)

20. The Joint Meeting took note of the report of the working group and considered the proposed amendments aimed at ensuring harmonization with the Model Regulations annexed to the eighteenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods. It adopted them, with some editorial changes (see annex II), and the comments that followed. Any deviation must be brought to the attention of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

21. With regard to certain comments made by Romania in informal document INF.38, the representative of the Netherlands considered that in principle any proposal to amend the wording of the UN Model Regulations should first be submitted to the United Nations Sub-Committee of Experts, so as to avoid divergences between the regulations for the different modes.

1. Definition of “large salvage packaging”

22. The Joint Meeting considered that, if the representative of Romania wished to amend the definition given in the Model Regulations, she should address herself in the first instance to the United Nations Sub-Committee of Experts.

2. Assignment of flammable liquids in packing group II to packing group III according to their viscosity

23. The Joint Meeting agreed in principle with the alignment of 2.2.3.1.4 and 2.2.3.1.5 with the texts of the Model Regulations (i.e., option 1 rather than option 2, which would maintain the present texts unamended).

24. It was noted, however, that alignment with the Model Regulations would mean that assignment to packing group III of viscous flammable liquids normally assigned to packing group II would no longer be possible for quantities greater than 450 litres, i.e., for transport in IBCs or in tanks. Moreover, alignment with the Model Regulations would not ensure multimodal harmonization; the IMDG Code limits this exemption to viscous flammable liquids transported in receptacles of 30 litres or less and not 450 litres; the ICAO Technical Instructions limit it to 30 litres for passenger aircraft and 100 litres for cargo aircraft. The Joint Meeting therefore wished the industry concerned (CEPE) to communicate appropriate information on current practices (transport of these products in IBCs and tanks) and any economic consequences of a 450-litre limit for land transport. Pending transmission of this information, 2.2.3.1.4 (d) was placed between square brackets. If this subparagraph was deleted so as not to set a quantity limit on this exception, it would be necessary to amend the introductory sentence to state that subsection 32.3.1.7 (d) of the Manual of Tests and Criteria was not applicable.

3. Provisions applicable to excepted packages of radioactive material

25. The Joint Meeting noted that the Government of Spain had submitted a proposal to the United Nations Sub-Committee of Experts (ST/SG/AC.10/C.3/2013/38) requesting the application of 5.1.5.2.3 to the transport of excepted packages. As the proposal is in accordance with the requirements of IAEA Safety Standards (SSR-6), it would be necessary to make reference to 5.1.5.2.3 in paragraph 1.7.1.5.1 (a) if, this proposal is accepted as an amendment to the UN Model Regulations.

4. “CR” classification code for Class 8 corrosive radioactive substances

26. The representative of Austria said that discussions were still going on between the United Nations Sub-Committee of Experts and IAEA to establish whether uranium hexafluoride should be treated as a toxic substance, and he was therefore hesitant to insert another CR code into the decision tree for Class 8 defining corrosive radioactive substances only for UN No. 3507. It was also pointed out that, although the “corrosive radioactive” hazard had been defined specifically for that UN Number, it should be borne in mind that, under special provision 290, a combination of a subsidiary “radioactive” hazard with one or more hazards of other classes was possible for each NOS heading in every class of hazard where a radioactive substance met the conditions for Class 7 excepted packages and presented a hazard other than a Class 7 hazard.

27. For those reasons it was agreed exceptionally not to assign a classification code to UN No. 3507 or to refer to this case in the Class 8 decision tree.

5. Special provision 225

28. The Joint Meeting considered that it was necessary to explain that the term “provisions applied in the country of manufacture” meant provisions applicable in the country of manufacture itself, or provisions applicable in the countries of export where the extinguishers were to be used. The United Nations Sub-Committee of Experts should be notified of this divergence from the UN Model Regulations.

6. Special provision 370

29. The Joint Meeting noted that in principle the reference to Test Series 2 related to the mixture in UN No. 0222 and not other substances that should be excluded from the mixture. The Joint Meeting considered, however, that the wording of the French text was confusing and it could be useful to check the interpretation with Class 1 experts.

7. Special provision 371

30. The Joint Meeting was of the opinion that the wording of the last sentence of subparagraph (g) should be improved and that the French version should include a reference to effects outside the package.

8. Special provision 375

31. The Joint Meeting pointed out that, for packagings containing solids, the text of the Model Regulations might be read as setting a limit of 5 kg for the whole package, and not per single or inner packaging of combination packagings, which did not seem to reflect the intention of this provision. The United Nations Sub-Committee of Experts should be informed.

9. Paragraph 1.1.3.10 (a)

Informal document: INF.47 (France)

32. The Joint Meeting decided to add a note to the paragraph in question to indicate that it also covered lamps brought by individuals to a first collection point and subsequently carried to another collection point, an intermediate processing facility or a recycling facility.

10. Special provision 377

33. The representative of Romania said that he would raise the question of the general use of the terms “packed” and “packaged” with the United Nations Sub-Committee of Experts.

11. Paragraphs 3.4.7.1 and 3.4.8.1

34. The French version of the provision relating to the background colour that could be used for the marking of dangerous goods in limited quantities was amended to align it better with the English version. However, the English version itself gave rise to problems of interpretation. When the marking was affixed as a label, could a background colour other than white and other than the background colour of the outside surface of the package be used? The Joint Meeting noted that this had not been intended. Could the black mark with a white centre be used on a package whose outside colour was black? The delegations that spoke felt that the intent of the text was that the background contrasted with the mark.

35. A member of the secretariat pointed out that the same kind of question could be raised for orientation arrows, for environmental pollutant marks and for excepted quantities marks. Originally, the IMDG Code had made provision for a mark in a colour contrasting with that of the package or, if a sticker was used, a black and white mark (para. 8.3.1 of the introduction to the IMDG Code, Amdt 25-89). The representative of the United Kingdom said that she would raise the question with the United Nations Sub-Committee of Experts.

36. The Joint Meeting also noted that the United Nations Sub-Committee of Experts intended to consider the question of the coherent use of the terms “mark” and “marking” throughout the Model Regulations. It was therefore premature to amend the current texts.

12. Overpacks for excepted packages

37. The Joint Meeting noted that paragraph 3.5.4.3 had in fact not been amended and had been erroneously included in the list of proposed amendments. Some questions were raised regarding the interpretation of the paragraph, including:

(a) Could a dispensation be made from the marking requirement on the overpack if the “excepted quantity” mark was visible, but on only one package contained in the overpack?;

(b) Should several excepted package markings be placed on the overpack if it contained packages in excepted quantities with dangerous goods of different classes and if the markings on those packages were not all visible?

13. Packing instructions P908 and LP904

38. Some editorial changes were adopted; they should be brought to the attention of the United Nations Sub-Committee of Experts.

14. Fumigated cargo transport units

39. The representative of the Russian Federation considered that it was not logical to include on the label “DO NOT ENTER” just below the inscription “VENTILATED ON ...”. He proposed that the two inscriptions should be inverted, as it should presumably be safe to enter a fumigated unit after it was ventilated.

40. The Joint Meeting shared this view but considered that in order to make such an amendment it would first be necessary to propose it to the United Nations Sub-Committee of Experts, as the label in question was taken from other long-standing instruments, such as the IMO Recommendations on the safe use of pesticides in ships and other ILO, FAO and WHO recommendations providing instructions to ensure safe fumigation. Reference should also be made to 5.5.2.3.1.

15. Amendments to Chapter 6.4

41. It was noted that some amendments to the English text had not been reflected in the French and Russian texts of the IAEA Regulations. The secretariat was requested to bring the cases in question to the attention of the IAEA translation services or the French- or Russian-speaking authorities competent for the transport of radioactive material, so as to verify whether there were any reasons for such divergences (for example, amendments to 6.4.15.5).

16. Unilateral approval

42. The Joint Meeting considered that the current paragraph 6.4.22.6, which dealt with unilateral approval issued by the Contracting Parties to RID or ADR or by third countries, and which was not mentioned in either the UN Model Regulations or the IAEA Regulations, should be kept in RID and ADR.

17. Russian version of ADR

43. The representative of the Russian Federation said that he would like to introduce several editorial amendments to the Russian version of ADR. He provided the secretariat with a list of such amendments for forwarding to the Russian translation section of the United Nations Office at Geneva. A member of the secretariat pointed out that it would be useful for the Russian Federation to officially propose to the United Nations Sub-Committee of Experts that such amendments to the Russian version should be introduced first to the Model Regulations, thus ensuring that the proposed amendments would also be acceptable to sea, air and road transport administrations, as well as to the administrations of other Russian-speaking countries, if possible. The Russian-speaking delegations could for instance set up an informal drafting committee, possibly with the participation of the Russian translation service of the United Nations. That would also make it possible to

ensure that other regulations, for example the ICAO Technical Instructions, would be amended accordingly.

B. Other matters relating to harmonization

1. Application of special provisions S5 and S13 to entries in Class 7 (ADR)

Document: ECE/TRANS/WP.15/2013/34 (United Kingdom)

44. The Joint Meeting agreed that special provision S13 could be deleted from Chapter 8.5 and Column (19) of Table A of Chapter 3.2 of ADR. Special provision S5 should be retained in respect of UN Nos. 2908, 2909, 2910 and 2911 but should be mentioned in the sixth indent of 1.1.3.6.2 (see annex II).

2. Application of special provision 172 to UN Nos. 2977 and 2978 (uranium hexafluoride)

Informal document: INF.36 (Secretariat)

45. In the light of the comments from IAEA and the explanations by the secretariat, the Joint Meeting agreed that special provision 172 should no longer be applied to these two entries. It shared the concern of the representative of Austria, however, at the fact that the toxicity hazard is not mentioned in Column (5) of Table A and therefore hoped that this matter would be discussed in the United Nations Sub-Committee of Experts.

3. Gas cylinders used in fire extinguishers of UN No. 1044 and in stationary fire extinguishing systems

Document: ECE/TRANS/WP.15/AC.1/2013/40 (Germany)

Informal document: INF.25 (Germany)

46. The Joint Meeting adopted the proposal to add an explanatory note to special provision 225, with some changes (see annex II).

47. As for the amendments proposed to special provision 594 in informal document INF.25, several delegations considered that the amendments amounted to a new proposal, and the representative of Germany was requested to make editorial improvements to the text and to submit the proposal officially at the next session.

4. Transitional provisions for the dimensions of markings required under 5.2.1.1

Informal document: INF.44 (Italy)

48. The representative of Italy said that, owing to the large number of cylinders concerned, it would be very difficult in his country to ensure compliance with the new dimension requirements for markings on LPG cylinders (UN Nos. 1011, 1075, 1965, 1969 and 1978) in accordance with 5.2.1.1, applicable from 1 January 2013, within the time frames established under 1.6.1.25. He therefore intended to propose a multilateral agreement to make it possible to delay compliance of the markings until the date of the next periodic inspection.

49. Several delegations said that they were confronted with the same problem and therefore expressed interest in such an agreement. It was also suggested to consult the industrial gases industry to find out whether the problem arose as well for gases other than LPG.

5. Damaged or defective lithium cells and batteries

Document: ECE/TRANS/WP.15/AC.1/2013/50 (Switzerland)

Informal documents: INF.34 (Switzerland)

INF.43 (RECHARGE)

INF.48 and 48/Rev.1 (Switzerland and RECHARGE)

50. Taking into consideration the introduction of special provisions 376 and 377 on the transport of damaged or defective lithium batteries, and following a lengthy discussion, the Joint Meeting adopted amendments to special provision 636 (b), so as to better address the actual situation of collection for disposal or recycling, on the basis of informal document INF.48/Rev.1 (see annex II). However, the idea of restricting the application of the amended provision only to collection from consumers was not accepted.

6. UN No. 3509, PACKAGING DISCARDED, EMPTY, UNCLEANED

51. The representatives of the United Kingdom and Sweden were not in favour of the principle of introducing UN No. 3509 in RID and ADR, as they considered that the current provisions were sufficient. They emphasized that IMO had not introduced UN No. 3509 in the IMDG Code.

52. The Chairman recalled that the UN number in question had been introduced into the Model Regulations to take into account the wishes of the Joint Meeting and to help the European chemical industry and waste recyclers to comply with the European requirements for the collection and recycling of waste. The Model Regulations left it for the competent authorities to regulate the conditions of transport. It was understandable that the introduction of the UN number in question would not be of interest to non-European countries that did not similarly regulate waste collection, including for sea transport.

53. Most delegations were in favour of introducing the provisions proposed by France following the work of the informal working group on the question. The provisions, in particular the parts in square brackets, were given due consideration.

54. The decision was taken, by vote, not to require labelling or placarding for the primary and subsidiary hazards posed by each residue.

55. A few other editorial changes were made and the amended texts were adopted by a large majority (see annex II).

7. Transitional measures on the marking for asymmetric capacitors (UN No. 3508), double-layer capacitors (UN No. 3499) and cylinders for adsorbed gases (P208, para. (1))

Informal document: INF.57 (Secretariat)

56. The Joint Meeting noted that the United Nations Sub-Committee of Experts had at its June 2013 session recommended that transitional measures should be adopted for the marking of the energy storing capacity of capacitors in Wh and for the application of paragraph 1 of packing instruction P208 for cylinders intended for the transport of adsorbed gases (see ST/SG/AC.10/C.3/86, paras. 51 and 61). The Joint Meeting therefore adopted the corresponding transitional provisions for inclusion in Chapter 1.6 (see annex II).

VI. Interpretation of RID/ADR/ADN (agenda item 5)

1. Use of the letter “W” in the packaging codes

Informal documents: INF.12 (France)
INF.24 (Belgium)

57. Several delegations considered that it was inappropriate to use the code “W” for new kinds of packagings for which there were no provisions or definitions in the regulations. It was understandable that the industry would develop new kinds of packagings to meet logistical needs, but they should then be submitted to the United Nations Committee of Experts so that they could be accepted for the transport of dangerous goods.

58. At the request of the Joint Meeting, it was agreed that the representative of France would submit such questions of interpretation in an informal document to the United Nations Sub-Committee of Experts at its next session, so as to prompt a discussion and settle the problem at the multimodal level.

2. Classification of mixtures containing dangerous substances other than environmentally hazardous substances and substances presenting hazards only for the environment

Informal documents: INF.18 (Germany)
INF.19 (Secretariat)

59. The Joint Meeting took note of the conclusions of the IMO editorial and technical group (E&T Group), according to which a mixture containing a dangerous substance (such as UN No. 1090, ACETONE, Class 3) and a substance that was hazardous only for the environment (UN No. 3077 or 3082, Class 9) should be classified under the UN number for the dangerous substance (UN No. 1090, ACETONE).

60. It was noted that such a classification would not comply with the one set out in RID/ADR/ADN, as 2.1.3.5 required that mixtures containing two dangerous substances, whatever their classes, should be classified in a collective entry.

61. It was also noted that the decision to delete the column relating to Class 9 in the precedence of hazards table in 2.1.3.9, taken at the previous session of the Joint Meeting, might in future lead to problems of interpretation, as there would no longer be a provision setting out that, unless otherwise specified, dangers of Classes 1 to 8 took precedence over those of Class 9.

62. The Joint Meeting considered that the attention of the United Nations Sub-Committee of Experts should be drawn to such cases of the classification of mixtures containing substances of Class 9 and that it would be preferable not to amend the current RID/ADR/ADN before an agreement was reached on a multimodal solution.

3. Interpretation of exemptions (para. 1.1.3.6.5)

Document: ECE/TRANS/WP.15/AC.1/2013/60 (Switzerland)

63. The Joint Meeting endorsed the interpretation put forward by Switzerland. Apart from the dangerous goods exempted under 1.1.3.1 (c), which must not exceed the limits of 1.1.3.6.5, the other dangerous goods exempted under 1.1.3.1 and those exempted under 1.1.3.2 to 1.1.3.5 and 1.1.3.7 to 1.1.3.9 should not be taken into account in the calculations applying 1.1.3.6. Paragraph 1.1.3.6.5 was amended accordingly (see annex II).

VII. Proposals for amendments to RID/ADR/ADN (agenda item 6)

A. Pending issues

1. Addition to RID/ADR 1.8.6.4.1 (accreditation procedures)

Document: ECE/TRANS/WP.15/AC.1/2013/58 (Germany)

Informal document: INF.33 (Sweden)

64. The proposal by Germany was a follow-up to discussions held at the previous session (ECE/TRANS/WP.15/AC.1/130, para. 60). However, there was still no consensus on the proposed amendment. The representative of Germany was asked to submit a new proposal at the next session, clarifying the scope of activities which could be carried out by an ISO 17025 accredited body and its level of independence. Written comments from other delegations would be welcome by the representative of Germany.

2. Periodic inspection and test of refillable LPG protected, over-moulded steel cylinders in RID/ADR

Document: ECE/TRANS/WP.15/AC.1/2013/43 (AEGPL)

Informal documents: INF.6, INF.27, INF.45 (Germany) and INF.50 (AEGPL)

65. The document in question followed up on discussions held at the previous session (ECE/TRANS/WP.15/AC.1/130, paras. 54–60).

66. The Joint Meeting had no objection in principle to the texts proposed by AEGPL in informal document INF.50 and the proposed procedure aimed at resolving remaining issues through the work of an informal working group.

67. The representative of Germany indicated that the informal working group should be of the same kind as the one that had been set up to discuss test periods and that it should thus meet several times so as to be able to study the implications of the proposed new approach.

68. Several delegations expressed the wish that a solution should be found during coming sessions so that the relevant texts would enter into force at the latest on 1 January 2017. On the one hand, multilateral agreement M247 would expire on 31 December 2016, and on the other hand, work was currently under way in parallel on European standards for such cylinders.

69. The representative of AEGPL said that he understood the need to ensure that the proposed requirements would provide for an appropriate level of safety. He did not exclude the possibility of being able to prepare an appropriate proposal in time for the next session.

3. Gas cylinders in ships and aircraft

Document: ECE/TRANS/WP.15/AC.1/2013/53 (France and Sweden)

Informal document: INF.52 (France and Sweden)

70. The Joint Meeting adopted a new special provision 662, as proposed in option 2 of informal document INF.52, with some changes (see annex II). The provision would make it possible to transport gases of classification codes 1A, 1O, 1F, 2A, 2O, 2F and 4F in gas cylinders that were not in conformity with RID/ADR Chapter 6.2, but that were authorized in accordance with other regulations and found on board ships and aircraft.

4. Definition of nominal capacity of the receptacle

Document: ECE/TRANS/WP.15/AC.1/2013/35 (Romania)

71. In light of the decisions taken at the previous session, the Joint Meeting adopted the proposal by Romania to delete the definition of “nominal capacity of the receptacle”. As this term is now used only in 1.1.3.6.3 and special provision 660, in relation to the capacity of compressed gas cylinders, it was replaced in those provisions by the term “water capacity of the receptacle” (see annex II).

5. Replacement of UIC leaflets 592-2 and 592-4 with leaflet 592

Informal document: INF.13 (UIC)

72. The Joint Meeting noted that UIC would submit a document at the next session.

6. Amendment to 5.3.3 (elevated temperature mark)

Informal document: INF.17 (CEFIC)

73. The Joint Meeting noted that it was not possible to provide a complete list of all substances carried at elevated temperatures and therefore confirmed the amendments to 5.3.3 adopted at the previous session, along with the deletion of special provision 580 (see annex II).

B. New proposals

1. Deletion of special provision 593 for UN No. 2187 CARBON DIOXIDE, REFRIGERATED LIQUID

Document: ECE/TRANS/WP.15/AC.1/2013/32 (Sweden)

74. The proposal by Sweden was adopted (see annex II).

2. Provisions relating to gas cartridges

Document: ECE/TRANS/WP.15/AC.1/2013/52 (ECMA)

Informal document: INF.51 (ECMA)

75. The proposed amendments to the definition of gas cartridges in 1.2.1 and to the provisions of 6.2.6.1.5 were adopted, with some modifications (see annex II).

3. Periodic inspection of non-UN closed cryogenic receptacles

Document: ECE/TRANS/WP.15/AC.1/2013/46 (France)

Informal document: INF.54 (France)

76. The addition of a paragraph 6.2.3.5.2 and amendment of packing instruction P203 were adopted, as proposed in informal document INF.54 (see annex II).

77. Additionally, 6.2.3.5.1 was corrected so that it would be clear that the inspections called for in 6.2.1.6.2 and 6.2.1.6.3 should also be carried out by the competent authority or a recognized body authorized by it (see annex II).

4. Classification of toxic by inhalation substances

Document: ECE/TRANS/WP.15/AC.1/2013/33 (Netherlands)

78. The proposed amendments to note 3 of 2.2.3.1.1 and to footnote (j) to 2.2.61.3 were adopted (see annex II).

5. Draft information coding for electronic data interchange

Document: ECE/TRANS/WP.15/AC.1/2013/47 (UIC and IRU)

79. The Joint Meeting gave its agreement in principle to the approach proposed by UIC and IRU for the coding of information to be taken into account in the computer applications and electronic data interchange systems.

80. It was suggested that the work could be carried out in the informal working group on telematics. The Joint Meeting noted, however, that UIC and IRU were prepared to start work, and that a first document could be submitted at the next session of the Joint Meeting, before the informal working group on telematics would meet.

81. A member of the secretariat pointed out that IATA had undertaken similar steps a few years before and that an exchange of information would be useful.

6. Amendments to special provisions 582 and 583

Document: ECE/TRANS/WP.15/AC.1/2013/49 (Russian Federation)

82. The proposed amendments were adopted with some modifications (see annex II).

7. Transport of non-tested prototype or low production batteries

Document: ECE/TRANS/WP.15/AC.1/2013/54 (United Kingdom)

83. The proposed amendment to 2.2.9.2 was adopted with a modification (see annex II).

8. Exemption related to the carriage of chemicals under pressure according to 1.1.3.6

Document: ECE/TRANS/WP.15/AC.1/2013/56 (Austria)

84. The proposal to deal with chemicals under pressure as compressed gases under 1.1.3.6.3 was adopted (see annex II).

9. Editorial modification in 5.4.1.1.3

Informal document: INF.11 (France)

85. The proposed modification was adopted (see annex II).

10. Special provision 363 for the transport of forestry, agricultural, construction and other driven machinery

Informal document: INF.16 (VESF)

86. Several delegations noted that the machinery addressed by VESF constituted neither vehicles nor means of conveyance per se. They therefore did not consider it appropriate to apply 1.1.3.3 (b), as the machinery was working equipment covered by special provision 363. Furthermore, the introduction of a limit of 1,500 litres for such machinery in 1.1.3.3 (b) would have consequences for the vehicles and means of conveyance currently covered by 1.1.3.3 (b), which were currently not subject to any such limitation.

87. As the proposal had been submitted as an informal document, the representative of VESF was invited to review it in the light of the discussions and to resubmit it as a working document at the next session.

11. Ventilation of wagons/vehicles carrying packages containing a coolant

Document: ECE/TRANS/WP.15/AC.1/2013/44 (France)

Informal documents: INF.39 (Austria)
INF.59 and INF.59/Rev.1 (editorial group)

88. The Joint Meeting recognized that it was not logical to require the body of a vehicle to be ventilated when a package containing a coolant was being transported in a cargo transport unit intended for controlled temperature transport, the insulated body of which was specifically designed not to be ventilated. It was therefore decided not to apply 5.5.3.3.3 when the unit was insulated, refrigerated or mechanically refrigerated, as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) (see annex II).

89. The Joint Meeting also noted the information provided by Austria (INF.39) on the tragic death of a chef linked to the fact that he was carrying a package containing dry ice in his private vehicle. As there was no written proposal on the subject, the Joint Meeting did not discuss the issue further, but several delegations stressed the importance of having a separation between the driver's cab and the load compartment. The question was also raised of whether the final sentence of paragraph 5.5.3.1.4, adopted at the previous session, was relevant because it stated "As a rule, it is assumed that packages containing dry ice (UN 1845) as a coolant do not present such a risk." (ECE/TRANS/WP.15/AC.1/130, annex II).

VIII. Reports of informal working groups (agenda item 7)**A. Informal working group on test periods for packing instruction P200**

Document: ECE/TRANS/WP.15/AC.1/2013/42 (EIGA)

Informal documents: INF.35 (United Kingdom)
INF.53 (EIGA)

90. While the Joint Meeting as a whole welcomed the progress made by the informal working group, several delegations were still reluctant to extend the test period to 15 years from 10, at least in the conditions set out by the group in document ECE/TRANS/WP.15/AC.1/2013/42. It was therefore decided to bring the experts together to meet during lunch breaks and in the evening, which led to the production of an amended proposal (INF.53).

91. As there was still no consensus, the amended proposal was put to the vote and was adopted by a vote of 7 to 3. In response to a comment by the representative of the United Kingdom the chairman confirmed that this was in accordance with the rules of procedure (see annex II).

B. Informal working group on flexible bulk containers

Documents: ECE/TRANS/WP.15/AC.1/2013/37 (United Kingdom)
ECE/TRANS/WP.15/AC.1/2013/59 (United Kingdom)

Informal documents: INF.4 (IDGCA)
INF.10 (United Kingdom)
INF.32 and Adds 1-2 (IDGCA)

92. The Joint Meeting noted with interest that, following the meeting of the informal working group, IDGCA had run static stability tests on vehicles loaded with flexible bulk

containers. The results were presented in informal documents INF.32 and INF.32/Add.1 and in associated video projections (INF.32/Add.2).

93. It was noted, however, that the test conditions were not fully consistent with the requirements of ECE Regulation No. 111 for evaluating the lateral rollover stability of fixed tank vehicles. The test under Regulation No. 111 is carried out on a tilt table, with the vehicle loaded to its maximum authorized mass and a minimum 70% filling factor, and with a stabilized lateral acceleration of 4 m/s².

94. The Joint Meeting noted that the test conditions and success criteria provided for under that Regulation were not applicable in the case of vehicles loaded with flexible bulk containers; the test results would, however, make it possible to estimate the possible stability problems even if the success criteria were not applied. IDGCA was therefore invited to carry out such tests on vehicles loaded with flexible bulk containers as they are expected to be used, and to submit a test report at the next meeting of the Working Party on the Transport of Dangerous Goods (WP.15), as provided in paragraph 9 of the report of the informal working group (ECE/TRANS/WP.15/AC.1/2013/59).

95. As to the drafting proposals in document ECE/TRANS/WP.15/AC.1/2013/37 and informal document INF.10, the Joint Meeting decided to adopt them provisionally with some changes, namely:

- To include an additional paragraph 7.3.2.9.4 setting a mass limit (14 tonnes per container) and a height/diameter ratio placed between square brackets;
- To require approval of design type and test procedures by the competent authority as provided under 6.1.5.1.1 for packagings;
- To resolve some editorial issues regarding consequential amendments (see annex II).

96. Working Party WP.15, the RID Committee of Experts and the ADN Safety Committee were invited to consider these proposals and submit any comments to the next session of the Joint Meeting.

97. It was also noted that the conclusions of the group on preventing the entry of water during transport should be brought to the attention of the United Nations Sub-Committee of Experts (ECE/TRANS/WP.15/AC.1/2013/59, para. 12).

C. Informal working group on telematics

Informal documents: INF.3 (OTIF)
INF.15 (CTIF)

98. The Joint Meeting held a long discussion on the report of the informal working group (INF.3) after the representatives of France and Germany made presentations.

99. The representative of Sweden presented briefly a review performed on the proposed architecture. The report⁴ mainly addresses the issues in terms of logistics and information sharing.

100. Several delegations expressed concern because the industry had already developed its own telematic systems to exchange computerized data. They were afraid that the industry would be forced to discard such systems so as to implement a single system.

⁴ Available in English at the time of publishing this report at <https://www.msb.se/en/Prevention/Transport-of-dangerous-goods/Telematics/>

101. The Chairman said that the plan was not to establish a special, single system, but to set up interfaces making it possible to obtain information managed by the existing ones. Full-scale tests should take place in the near future to help decide what status would be given to the planned interfaces.

102. The representative of the Russian Federation said that an automated system had been set up in his country and had been in constant operation since 2008. The Chairman invited him to make a detailed presentation of the system at the next session.

103. In conclusion, the Joint Meeting:

(a) Validated the work done by the group and considered that the resulting architecture was suitable for further development;

(b) Invited the informal working group, and specifically those delegations with projects under way, to continue to work in accordance with the recommendations made by the group;

(c) Invited the Contracting Parties to ADR, RID and ADN to remain in contact with the European Union to determine on the one hand how the European Union could be involved in a possible future system and in its operation, and on the other hand what support the European Union could provide to standardization in the field in question.

D. Informal working group on an accident database and workshop on risk assessment

Informal document: INF.5 (Chairman)

104. The Joint Meeting noted that, at the invitation of ERA, a workshop on risk assessment would be held in Valenciennes, France on 8 and 9 October 2013 and would be followed on 10 and 11 October 2013 by a session of the informal working group on an international accident database. Delegations that had not yet registered were requested to do so quickly if they wished to take part.

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

Document: ECE/TRANS/WP.15/AC.1/2013/61 (Netherlands)

Informal documents: INF.7 (Netherlands)
INF.28 (AEGPL)
INF.31 (Italy)

105. The Joint Meeting expressed its satisfaction at the progress made by the informal working group as well as the contribution of Germany's Federal Institute for Materials Research and Testing (BAM) on a programme of tests on storage tanks with a capacity of 2.75m³. It noted that the programme dealt with only two safety measures and that the results of the tests carried out seemed to show that a single safety valve only does not guarantee sufficient protection against the risk of a BLEVE, that the use of a coating for thermal insulation was able to delay the phenomenon of a BLEVE by an hour, and that a combination of safety valve and the coating was able to delay it by ninety minutes under the test conditions.

106. Several delegations felt that these tests gave useful information for comparative analysis of measures on the tank behaviour, but that it was not possible to draw such conclusions at present because they had not been carried out on the complete range of

safety valves currently on the market or on tanks of a larger capacity and totally in conformity with RID and ADR.

107. The Joint Meeting concluded that for these two measures it should now be checked whether it was possible to extrapolate the results for larger tanks conforming to RID/ADR by calculation and possibly to validate the calculations by testing if funds are available; to further study the dimensioning of valves and notably whether it is possible or not to avoid a BLEVE by using appropriate valves in accordance with the objective fixed by special provision TP6 of the United Nations Model Regulations. If and only if it is established with certainty that a BLEVE cannot be avoided using valves alone, should this conclusion be communicated to the United Nations Sub-Committee of Experts.

108. The technical specifications should also be fixed for the thermal insulation qualities and resistance to damage of coatings, including in the case of damage in a fire.

109. The Joint Meeting noted with satisfaction that the Netherlands were studying some of these issues in the framework of an ongoing research project. When the results of this project are available, the informal working group should meet again before or after the next session of the Joint Meeting as appropriate.

110. Once the effectiveness of thermal coating and PRVs has been clarified these measures would have to be assessed together with the other measures studied by the working group.

111. The Chairman recalled that the work of the informal working group concerned all products that may cause such event and not only LPG. He invited all concerned sectors to participate.

IX. Election of officers for 2014 (agenda item 8)

112. On the proposal of the representative of Finland, Mr. C. Pfauvadel (France) was re-elected Chairman for 2014. On the proposal of the Chairman, Mr. H. Rein (Germany) was re-elected Vice-Chairman for 2014.

X. Future work (agenda item 9)

A. Transport of ammonia solutions in IBCs

Informal documents: INF.21 (Belgium)

INF.42 (European Plastic Converters (EuPC))

113. It was recalled that special provision B11 to packing instruction IBC 03 allowing the carriage of ammonia solution in concentrations not exceeding 25% in rigid or composite IBCs contained in the United Nations Model Regulations was not included in RID/ADR/ADN and that such transport was permitted only by road under ADR multilateral agreement M256 on the territory of three countries. Some delegations were not in favour of reopening the discussion on that subject.

114. The representative of Belgium said that the proposal to set up an informal working group was aimed not at drawing up an amendment, but rather at investigating the issue and checking current practices in the industry. He was asked to formulate his proposal for an informal working group in an official document for the next session so that delegations would have time to consult the parties concerned.

B. Dates of the next session

115. The next session will take place in Bern from 17 to 21 March 2014. The deadline for the submission of documents is 20 December 2013.

XI. Any other business (agenda item 10)

A. Requests for consultative status

1. Association of European Road Milling Enterprises (VESF)

Informal document: INF.9 (VESF)

116. The request from VESF was granted.

2. Dangerous Goods Trainers Association (DGTA)

Informal document: INF.8 (DGTA)

117. It was recalled that the Joint Meeting had given its support in principle for the participation of non-governmental organizations representing the area of training, for example, of safety advisers, subject however to a clear definition of the scope of their participation because the organizations did not represent the participants who would have to apply the regulations. However, it had not agreed to grant consultative status to the European Association of dangerous goods Safety Advisers (EASA) unless it supplied information on its legal status and evidence of its representativeness at the European level (ECE/TRANS/WP.15/AC.1/114, paras. 69 and 70).

118. In respect of the Dangerous Goods Trainers Association (DGTA), several delegations pointed out that it was an association of individual trainers, most exercising their functions in North America. There were individual members of DGTA in only six ADR or RID countries and it was not clear whether they represented national associations of trainers within DGTA.

119. The representative of DGTA explained that the members of his association gave ADR training courses not only in Europe, but also in North America, for the actors involved in ADR, for instance in the framework of exports, as well as in other parts of the world, particularly in Latin America, where national regulations were, to a large extent, based on ADR.

120. The Joint Meeting welcomed the contribution of DGTA to ADR training at the global level, but its request for observer status was voted on and rejected.

121. It was recalled that the conditions for participation with consultative status were contained in Rule 1, paragraphs (c) and (d) of the Rules of Procedure of the Joint Meeting (ECE/TRANS/WP.15/AC.1/112/Add.2). The Chairman suggested that it would be useful to set more precise criteria for admission to participation with consultative status for organizations that did not have consultative status with the United Nations Economic and Social Council.

B. Marks indicating changes in published versions of ADR, RID and ADN

Documents: ECE/TRANS/WP.15/219, paras. 39 and 40 (Report of the Working Party on the Transport of Dangerous Goods on its ninety-fourth session), ECE/TRANS/WP.15/2013/2 (IRU)

122. The Joint Meeting noted that WP.15 had supported the proposal by IRU to include marks in the published version of ADR so as to facilitate the identification of the amendments introduced since the preceding edition.

123. A member of the ECE secretariat pointed out that the subject had also been discussed, inter alia, for the United Nations Recommendations on the Transport of Dangerous Goods and for GHS. Unfortunately, the preparation of such publications would involve additional work for each language version. The ECE Transport Division, which itself prepared the English and French versions of ADR, had neither the staff required nor the appropriate material, and it was apparently not a good time to request more support from the Division of Conference Services at the United Nations Office in Geneva, which currently faced severe budget constraints and was implementing a policy to drastically reduce paper publications. Such work could only be carried out under the cover of extrabudgetary resources for all the publications and language versions concerned. He invited the interested delegations to consider the possibility of providing such resources, and he also noted that private companies could purchase the right to prepare commercial versions. The meeting was reminded that users who wished to see the changes could consult the ECE Internet site, which made all information on ADR available, including the lists of amendments. He proposed proceeding as for the United Nations Recommendations, which would mean placing the revision-mode version of ADR that the secretariat prepares as reference for the translation services, on the ECE website. The Joint Meeting encouraged it to do so.

124. A member of the OTIF secretariat explained that publications containing such details could not be used for legal publication purposes in the Official Journal of many Contracting States.

C. Survey on conference services

Informal document: INF.46 (Secretariat)

125. All the delegates were invited to complete the online questionnaire for the survey prepared by the Division of Conference Management of the United Nations Office at Geneva, designed to assess and, where necessary, improve the quality of the services provided by this Division.

D. Condolences

126. The Joint Meeting having learned with great sadness about the passing away of Mr. N. H. Agerup who had participated for many years as part of the Norwegian delegation in its sessions and in those of the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and its Sub-Committees, the Chairman expressed the condolences of the Joint Meeting to the Norwegian delegation and asked it to transmit them to Mr. Agerup's family.

127. The Joint Meeting also paid tribute to the memory of Mr. P. De Hertefelt (Belgium) and Mrs. A. Seywert (CLCCR) who had recently passed away and who had participated actively in sessions of the Working Group on Tanks for many years.

XII. Adoption of the report (item 11 of the agenda)

128. The Joint Meeting adopted the report of its autumn 2013 session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Report of the Working Group on Tanks

(See ECE/TRANS/WP.15/AC.1/132/Add.1)

Annex II

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2015

(See ECE/TRANS/WP.15/AC.1/132/Add.2)
