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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**

Geneva, 17–27 September 2013

Item 4 of the provisional agenda

**Harmonization with the United Nations Recommendations
on the Transport of Dangerous Goods****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****Note by the secretariat^{1, 2}****I. General**

1. The Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods met in Geneva from 24 to 26 April 2013 under the chairmanship of Mr. C. Pfauvadel (France).
2. Representatives of Belgium, France, Germany, Netherlands, Sweden, Switzerland, United Kingdom, the European Union, Intergovernmental Organisation for International Carriage by Rail (OTIF), Detergents and Maintenance Products (AISE), European Chemical Industry Council (CEFIC) participated in the session.
3. The session was held in English, without interpretation. The documentation prepared by the secretariat, including the agenda, was issued as informal documents which were made available on the website of the UNECE Transport Division as follows:

¹ In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para 106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2013/31.

ECE/TRANS/WP.15/AC.1/HAR/2013/1/Rev.1	Harmonization with the United Nations Model Regulations on the Transport of Dangerous Goods
ECE/TRANS/WP.15/AC.1/HAR/2013/2	Additional comments and amendments
ECE/TRANS/WP.15/AC.1/HAR/2013/4	Note by the secretariat
ECE/TRANS/WP.15/AC.1/HAR/2013/5	Amendments to 2.2.3.1.4

4. The background documents were the report of the United Nations Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and annexes thereto, circulated by the secretariat as documents ST/SG/AC.10/40 and -Add.1-3.

5. The Ad Hoc Working Group adopted the provisional agenda prepared by the secretariat, ECE/TRANS/WP.15/AC.1/HAR/6.

II. Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations

6. The draft amendments to RID/ADR/ADN proposed by the Ad hoc Working Group are reproduced in the addendum to this report (ECE/TRANS/WP.15/AC.1/2013/31/Add.1). The Working Group agreed that the comments below should be brought to the attention of the Joint Meeting and some texts were placed between square brackets pending a decision by the Joint Meeting.

Chapter 1.1

7. In relation to the proposed new 1.1.3.10, the Group agreed to delete 1.1.3.2 (h) in favour of a new 1.1.3.10 (d) and to include a Note in 1.1.3.2 (c) stating that this exemption does not apply to lamps and cross-referencing 1.1.3.10. It was also noted that the 6-month transitional period of RID/ADR/ADN should be enough for implementation.

8. The Notes under 1.1.3.10 (b) (i) and at the end of 1.1.3.10 were amended and it was decided that these amendments should be brought to the attention of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

9. It was noted that 1.1.3.10 (b) (i) referred to quality management systems, a term defined in the context of carriage of radioactive material, while other parts of the regulations referred to quality assurance programmes (e.g. the proposed new special provision 373, paragraph (a) (iii)). It was suggested that the United Nations Sub-Committee of Experts should consider the use of these terms throughout the Model Regulations.

Chapter 1.2

10. It was noted that the definition for *Large salvage packaging* was partly covered by the definition *Salvage packaging*. The United Nations Sub-Committee of Experts should be invited to consider this issue.

Chapter 1.7

11. The representative of the United Kingdom proposed not to accept the changes to the English version in 1.7.2.2 corresponding to paragraph 1.5.2.2 of the Model Regulations,

and the introductory sentence in 1.7.6.1 corresponding to paragraph 1.5.6.1 of the Model Regulations, as they considered that these changes did not improve the text. The corresponding amendments are placed in square brackets.

12. Under 1.7.1.5.1 (a) a reference to 5.1.2.1 was included in square brackets since the provisions for overpacks seemed to be relevant for excepted packages. This should be checked by the United Nations Sub-Committee of Experts.

Section 2.2.3

13. The Ad hoc Working Group noted that RID/ADR/ADN texts differed from United Nations Recommendations. The two possible alternatives for 2.2.3.1.4 should be brought to the attention of the Joint Meeting, which should consider whether it is still relevant to deviate from the Model Regulations.

14. It was noted that certain references to ISO standards (e.g. to ISO 2431:1993) were out of date and should be updated.

Section 2.2.7

15. It was noted that the International Atomic Energy Agency (IAEA) had deleted the words “and” or “or” between sub-paragraphs in many places; as a consequence it was not always clear whether all such sub-paragraphs were applicable or not. The secretariat was invited to check the meaning with the IAEA secretariat.

Chapter 3.2

16. It was noted that for UN No. 0222, W2 covers B2 in RID, but in ADR the V2 code allows the use of EX/II vehicles, i.e. vehicles which may be sheeted. However, B2 only allows the use of closed transport units. This could be further considered by the Working Party on the Transport of Dangerous Goods (WP.15).

17. For UN No. 3089, it was noted that B2 had been included for PG III. It was agreed to place V11/W11 in square brackets since this would allow the use of sheeted wagons/vehicles.

Chapter 3.3

18. For special provision 225 concerning fire extinguishers, it was decided that it would be more appropriate to refer to the provisions applied in the country of manufacture rather than the provisions of the country of manufacture since fire extinguishers may be manufactured in one country in accordance with the provisions applicable in the country in which they are to be exported. The same remark applies to special provision 594 which should be reviewed accordingly. The representative of Germany indicated that a Note should be added to indicate that cylinders used in fire extinguishing systems are not covered by UN No. 1044, and that he will submit a proposal to the Joint Meeting in this respect.

19. When discussing special provision 375, the Group noted that the International Maritime Organization (IMO) Editorial and Technical Group was considering the question of renaming environmental hazardous substances/marine pollutants as aquatic pollutants and that the outcome of the discussion would be of interest to the Joint Meeting.

20. For special provisions 376 and 377, it was suggested that the United Nations Sub-Committee of Experts should consider provisions for defining the size of markings required in special provisions.

21. The Ad hoc Working Group noted that special provision 636 for lithium cells and batteries should be reviewed in the light of new special provision 377 and new packing instruction P909. The industry should be consulted on this and to determine how to replace the reference to the gross mass of lithium cells and batteries by a reference to their Watt-hour capacity.

Chapter 3.4

22. The United Nations Sub-Committee of Experts should be informed that the transitional provisions contained in the Note under the marks in packing instructions P650 and P904 are not necessary since there is no change in the provisions.

Appendix B (of the UN Model Regulations) (2.2.1.4 of RID/ADR/ADN)

23. For the definition of SAFETY DEVICES, PYROTECHNIC: UN No. 0503, it was decided to delete the words “or release-and-drive” because they were not understood by the Group.

Chapter 4.1

24. A question was raised as to whether P208, paragraph (1), authorized both UN cylinders and RID/ADR cylinders. The representative of the United Kingdom explained that although ISO 11513:2011 is not referenced for non-UN cylinders, ISO 9809-1:2010 is referenced and therefore RID/ADR cylinders would be authorized with conformity assessment in accordance with 1.8.7 and 6.2.3.6.

25. The working group also noted that it would be useful to have a reference to "damaged or defective cells and batteries" in the first line of P908 and LP904 but preferred to keep the text as adopted for the UN Model Regulations and inform the United Nations Sub-Committee of Experts that a change may be needed.

Chapter 5.2

26. It was felt that the phrase “marked on the outside of the packaging” in 5.2.1.7.5 and other paragraphs should be replaced by “marked on the outside of the package”. The advice of the IAEA should be sought.

Chapter 5.5

27. The secretariat was invited to take account of the changes to 5.5.3 adopted by the Joint Meeting at its spring 2013 session.

Chapter 6.2

28. The Group felt that the word “flammable” should not be deleted from the title of 6.2.6 in relation to fuel cells containing liquefied flammable gases. This should be brought to the attention of the United Nations Sub-Committee of Experts.

III. Other business

Informal document: ECE/TRANS/WP.15/AC.1/HAR/2013/3 (France)

29. As requested by the Joint Meeting (ECE/TRANS/WP.15/AC.1/130, paragraph 63) the Ad hoc Working Group considered a proposal prepared by the Government of France on behalf of the informal working group on packaging waste with residues of dangerous goods, that took account of comments made to the representative of France during and after the Joint Meeting session. The proposal was intended to determine appropriate transport conditions under RID/ADR/ADN for the new entry UN No. 3509 PACKAGING, DISCARDED, EMPTY, UNCLEANED.

30. It was agreed that the text resulting from the discussion should be submitted to the Joint Meeting by the representative of France.

Adoption of the report

31. The Ad hoc Working Group adopted the report on its session by correspondence on the basis of a draft prepared by the secretariat.
