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### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

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

### Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its autumn 2014 session<sup>1</sup>

held in Geneva from 15–19 September 2014

#### Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-3	4
II. Adoption of the agenda (agenda item 1) .....	4	4
III. Tanks (agenda item 2).....	5-12	5
Report of the Working Group on Tanks.....	8-12	5
IV. Standards (agenda item 3).....	13-15	6
V. Interpretation of RID/ADR/ADN (agenda item 4).....	16-26	6
A. Marking of the overpack with the mark “OVERPACK”.....	16-18	6
B. Clarification of the provisions relating to the safety adviser in 1.8.3 .....	19	7
C. Relationship between exempted and non-exempted dangerous goods .....	20-21	7
D. Hydraulic pressure testing of pressure receptacles .....	22-24	7
E. Periodic inspection of individual gas cylinders in MEGCs .....	25-26	8

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VI.	Proposals for amendments to RID/ADR/ADN (agenda item 5) .....	27-50	8
A.	Pending proposals .....	27-40	8
1.	Special provision 363 .....	27	8
2.	Special provision 658 – Use of large containers.....	28	8
3.	Updating of references to European Union instruments (hazardous wastes; toxic substances; corrosive substances; substances hazardous to the aquatic environment).....	29-32	8
4.	Lithium batteries contained in vehicles and equipment assigned to UN Nos. 3166 and 3171 .....	33	9
5.	Flexible bulk containers .....	34-35	9
6.	Possibility of electronic processes in the examination of safety advisers, vehicle drivers and ADN experts.....	36-37	9
7.	Periodic inspection and test of some transportable refillable LPG steel cylinders in RID/ADR.....	38-39	10
8.	Modification of section 5.5.3.....	40	10
B.	New proposals .....	41-50	10
1.	Exemptions in 1.1.3.3.....	41-42	10
2.	Editorial corrections to the definitions of “loader” and “unloader”.....	43	11
3.	Raising the 100 Wh limit for the packaging and labelling requirements of small lithium ion batteries exempted under special provision 188.....	44	11
4.	Special provision 581 .....	45	11
5.	Carriage of waste electrical and electronic equipment .....	46-48	11
6.	Requirements to be met by fixed special receptacles and special containers for the carriage of heat energy without loading and unloading the heat storage medium .....	49	12
7.	Pressure receptacles for paintball guns.....	50	12
VII.	Reports of informal working groups (agenda item 6) .....	51-59	12
A.	Report of the informal working group on the reduction of the risk of a BLEVE .....	51-54	12
B.	Informal working group on telematics.....	55-56	13
C.	Informal working group on the transport of live animals (Berlin, 16-17 June 2014).....	57-58	13
D.	Informal working group on provisions related to equipment for tanks and pressure receptacles (Munich, 9-10 July 2014).....	59	14
VIII.	Election of officers for 2015 (agenda item 7).....	60	14
IX.	Future work (agenda item 8) .....	61-62	14
A.	Accident reports; accident database; risk management .....	61	14
B.	Dates of the next session.....	62	14
X.	Any other business (agenda item 9) .....	63-64	15

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XI.	Adoption of the report (agenda item 10) .....	65	15
Annexes			
I.	Report of the Working Group on Tanks <sup>2</sup> .....		16
II.	Draft amendments to RID/ADR/ADN for entry into force on 1 January 2017 .....		17

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<sup>2</sup> For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/136/Add.1.

## 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 (UNECE) was held in Geneva from 15 to 19 September 2014, with Mr. C. Pfauvadel (France) as Chairman and Mr. H. Rein (Germany) as Vice-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, Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Romania, Russian Federation, Serbia, 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 Advisory Council (DGAC), European Aerosol Federation (FEA), European Association for Advanced Rechargeable Batteries (RECHARGE), European Association for Coal and Lignite (EURACOAL), European Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), International Association for Soaps, Detergents and Maintenance Products (AISE), International Association of the Body and Trailer Building Industry (CLCCR), International Dangerous Goods and Containers Association (IDGCA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Private Wagons (UIP), International Union of Railways (UIC) and Sporting Arms and Ammunition Manufacturers' Institute (SAAMI).

### II. Adoption of the agenda (agenda item 1)

*Document:* ECE/TRANS/WP.15/AC.1/135, - /Add.1 and Add.1/Corr.1

*Informal documents:* INF.1, INF.2/Rev.3, INF.31 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/135 and Add.1 (letter A 81-02/502.2014 and Corr.1 from OTIF), as updated by informal documents INF.1 and INF.2/Rev.3 and the provisional timetable, INF.31.

### III. Tanks (agenda item 2)

*Documents:* ECE/TRANS/WP.15/AC.1/134/Add.1 (Report of the Joint Meeting on its last session)  
ECE/TRANS/WP.15/AC.1/2014/13 (Ukraine) (Special provisions TU21 and TU16, alignment with SMGS)  
ECE/TRANS/WP.15/AC.1/2014/50 (France) (Standard EN 13648-1)

*Informal documents:* Informal document INF.48 of the spring 2014 session (Russian Federation) (Comments on ECE/TRANS/WP.15/AC.1/2014/13)  
INF.14 (UIP) (Maintaining the tank record according to 4.3.2.1.7)  
INF.17 (Belgium) (Screw-threaded plug or blank flange for tank openings)  
INF.18 (Belgium) (Colour coding for tanks)

5. Consideration of the documents was assigned to a working group that met on 15 and 16 September 2014 under the chairmanship of Mr. A. Bale (United Kingdom).

6. In the absence of a representative of Ukraine, it was agreed to put off consideration of document ECE/TRANS/WP.15/AC.1/2014/13 until the next session. It was, however, noted that the working group on tanks had at the previous session already issued opinions on some of the points (ECE/TRANS/WP.15/AC.1/134/Add.1, paras. 20–24) and that it might consider such questions in greater detail at the present session (see ECE/TRANS/WP.15/AC.1/134, para. 9).

7. It was agreed to assign to the Working Group on Tanks other documents relating to tanks, submitted under items 3 (Standards), 4 (Interpretation of RID/ADR/ADN) and 5 (b) (New proposals), as follows:

ECE/TRANS/WP.15/AC.1/2014/49 (CEN and AEGPL) (Reference to standard EN 12252);

ECE/TRANS/WP.15/AC.1/2014/40 (Sweden) (Interpretation of standards);

INF.32 (France) (Interpretation of standards);

INF.35 (Romania) (Definitions of reference steel).

#### **Report of the Working Group on Tanks**

*Informal document:* INF.50 (Report of the Working Group on Tanks)

8. The Joint Meeting endorsed the conclusions and recommendations of the Working Group, whose report is reproduced in annex I in addendum I to the present report, with or subject to the comments in paragraphs 9-12, below. The adopted texts appear in annex II to the present report.

#### **Item 3 (Screw threaded plug or blank flange for tank openings)**

9. The Joint Meeting invited Belgium to prepare two documents for the next session, one aimed at clarifying the provisions of 6.8.2.2.1 and the other on dust protection.

#### **Item 6 (Interpretation of standards)**

10. The representative of Germany objected to the presentation proposed in paragraph 19 for the list of standards referenced in 6.8.2.6.1. He was concerned that such a presentation would raise problems because all the referenced standards were now only

mandatory for the design and construction of tanks and their equipment covered by the scope of such standards.

11. The proposal of the Working Group was put to the vote and adopted. The Joint Meeting confirmed that the standards were only mandatory for the tanks, equipment and carriage of substances that fell within their own scope of application.

**Item 7 (Maintaining the tank record according to 4.3.2.1.7)**

12. The proposal to add a note to 4.3.2.1.7 was not adopted in the wording presented, although it was supported in principle. The representative of UIP was asked to prepare a new proposal to cover the need to ensure the authenticity of records and attachments saved in electronic format, taking into account also the various legal situations that could arise in different countries (see paragraphs 5.4.0.2 and 5.4.0.3, for example, in Chapter 5.4).

## **IV. Standards (agenda item 3)**

### **Information on the situation in CEN**

*Informal document:* INF.3 (CEN)

13. The Joint Meeting noted with regret that CEN had still not recruited a replacement for the CEN consultant responsible for implementing the procedure for cooperation between CEN and the Joint Meeting. It also regretted that the question of the funding of the consultant by the European Commission had apparently not been resolved. The work of the consultant was essential to the proper implementation of the cooperation procedure described in ECE/TRANS/WP.15/AC.1/122/Add.2, on the one hand in order to verify that reference could be made to the EN standards in RID/ADR for mandatory application, and on the other hand to ensure that upstream, standards that were in preparation by CEN would be in conformity with the essential requirements of RID/ADR. If it was impossible even in the long term to foresee making a consultant available, then the cooperation procedure would have to be revisited, as the Joint Meeting would otherwise be obliged to embark on extremely technical work, and it did not have sufficient meeting time to do so. In the meantime it would be impossible to include references to the standards or to update them in RID/ADR/ADN, while CEN was still extremely active in the fields related to RID/ADR. That would also have a negative impact on the work related to TPED.

14. Some representatives noted that government administrations encountered difficulties in gaining access to the standards, which were extremely expensive, and raised the question of whether the very principle of the cooperation should be reconsidered and whether reference should be made to standards for mandatory application.

15. In the end, the representative of the European Union was asked to check on the situation in the European Commission and to inform the secretariats accordingly, preferably by the end of October, in the light of the impact on the work related to TPED.

## **V. Interpretation of RID/ADR/ADN (agenda item 4)**

### **A. Marking of the overpack with the mark “OVERPACK”**

*Document:* ECE/TRANS/WP.15/AC.1/2014/42 (Spain)

*Informal document:* INF.39 (FEA)

16. The Joint Meeting noted that the request for an interpretation of 5.1.2.1 (a) had also been submitted to the United Nations Sub-Committee of Experts, as the corresponding paragraphs of the IMDG Code and the ICAO Technical Instructions were worded differently. It considered that the texts should be worded so as not to pose problems of interpretation and so that the interpretation would be the same for all modes of transport.

17. In general, the Joint Meeting considered that when all the required marks and labels were visible on all packages within an overpack, the mark "OVERPACK" and the other marks and labels did not have to be placed on the overpack. The question remained, however, as to how to deal with cases where only a few marks or labels were visible. Several delegations were of the opinion that in such cases the mark "OVERPACK" and all the marks and labels related to the substances contained in the packages should be placed on the overpack. Another question was posed as to whether also the packaging approval marks should be visible through the overpack to be able to omit the overpacks mark.

18. Some delegations considered that it would also be useful to define what was meant by "visible" and to compare the wording of RID/ADR/ADN, the IMDG Code and the ICAO Technical Instructions.

## **B. Clarification of the provisions relating to the safety adviser in 1.8.3**

*Informal document:* INF.34 (Romania)

19. Several delegations were in favour of proposal 2 in the submission from Romania, meaning that filling and packing should be mentioned in the paragraphs of 1.8.3 where reference was currently made only to transport, loading and unloading. However, the Joint Meeting considered that no decision could be taken at the present session on the basis of an informal document that had been submitted late. The representative of Romania was asked to submit an official document at the next session.

## **C. Relationship between exempted and non-exempted dangerous goods**

*Document:* ECE/TRANS/WP.15/AC.1/2014/26 (Switzerland)

20. Several delegations considered that the amendments reflected in the 2015 version of paragraph 1.1.3.6.5 of RID/ADR/ADN had clarified the situation sufficiently; they were not in favour of establishing an informal working group. In principle, when dangerous goods met the conditions for exemption, such exempted dangerous goods should not be taken into consideration in the provisions applicable to those that were not exempted.

21. In the event that interpretation by the Swiss inspection services would still be problematic in 2015, the representative of Switzerland was invited to consider proposing a specific amendment.

## **D. Hydraulic pressure testing of pressure receptacles**

*Document:* ECE/TRANS/WP.15/AC.1/2014/17 (ECMA, EIGA, CEN, ISO)

*Informal documents:* INF.40 from the spring 2014 session (France)  
INF.23 (ISO, ECMA, EIGA, CEN)

22. The representative of EIGA said that only the questions of interpretation in informal document INF.23 still had to be resolved.

23. The Joint Meeting confirmed that the provisions that would be introduced in the nineteenth revised edition of the United Nations Recommendations should in principle be reflected in the 2017 versions of RID and ADR.

24. The Joint Meeting also confirmed that the water jacket test was an alternative to the hydraulic pressure test and was not mandatory.

## **E. Periodic inspection of individual gas cylinders in MEGCs**

*Document:* ECE/TRANS/WP.15/AC.1/2014/22 (Sweden)

*Informal document:* INF.10 from the spring 2014 session (EIGA)

25. The Joint Meeting confirmed that each individual gas cylinder that was an element in an MEGC had to undergo a periodic inspection, including a hydraulic pressure test, in conformity with 6.2.1.6. However, the possible alternatives under 6.2.1.6 were also relevant.

26. The representative of Norway asked whether it was necessary to demount each cylinder in order to individually carry out the periodic inspections and hydraulic pressure tests. The representative of EIGA said that for the periodic inspection of MEGCs it was common practice to completely disassemble them. The Joint Meeting noted, however, that both for the initial inspection and for periodic inspections the wording of paragraphs 6.7.5.12.3, 6.7.5.12.4, 6.8.3.4.11 and 6.8.3.4.13 — specifically, the last sentence, which required a leakproofness test if the unit was reassembled — seemed to indicate that disassembly was not mandatory. The Joint Meeting agreed that the question should be put to the United Nations Sub-Committee of Experts.

## **VI. Proposals for amendments to RID/ADR/ADN (agenda item 5)**

### **A. Pending proposals**

#### **1. Special provision 363**

*Document:* ECE/TRANS/WP.15/AC.1/2014/29 (Switzerland)

27. Several delegations were in favour of deleting from special provision 363 the reference to quantities above the quantity specified in column (7a) of Table A of Chapter 3.2. However, as the wording of the special provision was to be discussed by the United Nations Sub-Committee of Experts at its December 2014 session, the Joint Meeting preferred to wait to see the outcome of that discussion before amending the current text.

#### **2. Special provision 658 – Use of large containers**

*Document:* ECE/TRANS/WP.15/AC.1/2014/33 (Austria)

28. The proposal to extend special provision 658 to cover large containers was adopted (see annex II).

#### **3. Updating of references to European Union instruments (hazardous wastes; toxic substances; corrosive substances; substances hazardous to the aquatic environment)**

*Document:* ECE/TRANS/WP.15/AC.1/2014/39 (Secretariat)

29. The Joint Meeting noted that certain European directives had been or would be repealed by June 2015 at the latest and had been or would be replaced by other legal

instruments. Thus, paragraphs and footnotes in RID/ADR/ADN that referred to such directives should be updated.

30. The proposal to amend footnote 2 to 2.1.3.5.5 was adopted. However, it was necessary to check if further amendments were required, as the legislation of the European Union on hazardous waste was constantly being revised.

31. Paragraph 2.2.9.1.10.5 was not too problematic as it already contained a reference to Regulation 1272/2008/EC and the references to Directives 67/548/EEC and 1999/45/EC only remained applicable insofar as they were still relevant. Just the same, it should be checked whether they would still be relevant in 2017 or could be deleted.

32. Paragraphs 2.2.61.1.14 and 2.2.8.1.9 for toxic and corrosive substances were problematic, as they referred to Directives 67/548/EC and 1999/45/EC, which would be obsolete as from 1 June 2015. It was thus decided to delete them, but the deletion was placed in square brackets. The industry was invited to check how transitional measures in the European Union law cover this issue and if it is necessary to keep these provisions.

#### **4. Lithium batteries contained in vehicles and equipment assigned to UN Nos. 3166 and 3171**

*Document:* ECE/TRANS/WP.15/AC.1/2014/51 (France)

*Informal documents:* INF.30 (RECHARGE)  
INF.41 (France)

33. The Joint Meeting noted that the issue of lithium batteries installed in vehicles or equipment would be discussed by the United Nations Sub-Committee of Experts in December 2014. Therefore, while the Government of France had prepared a proposal for a special provision, as requested by the Joint Meeting, the proposal would have to be taken up again in the light of the recommendations of the United Nations Sub-Committee of Experts.

#### **5. Flexible bulk containers**

*Informal documents:* INF.20 (IDGCA)  
INF.30 (Secretariat)

34. It was recalled that the Joint Meeting had already adopted the pertinent texts to reflect the provisions of the United Nations Model Regulations concerning flexible bulk containers in RID, ADR and ADN (ECE/TRANS/WP.15/AC.1/132/Add.2), but that, in discussing the provisions that pertain specifically to each mode, WP.15, the RID Committee of Experts and the ADN Safety Committee had sought assurances that the containers that were planned to be used met the testing requirements listed in the United Nations Model Regulations.

35. As satisfactory test results were presented to WP.15, the Joint Meeting recommended to the three bodies in question to finalize the pertinent provisions so that all provisions allowing for the transport of those containers could be introduced into the 2017 version of RID, ADR and ADN.

#### **6. Possibility of electronic processes in the examination of safety advisers, vehicle drivers and ADN experts**

*Informal document:* INF.13 (Germany)

36. Most delegations supported the use of electronic means for examinations for safety advisers in principle but made some comments on the proposed texts. As the document was

an informal one, they were invited to submit their comments to the representative of Germany, who would submit a formal proposal at the next session.

37. In response to a question by the representative of Poland, the representative of Germany said that the principle of territoriality should be respected, i.e. candidates must be present in the territory of the country organizing the examination when they were tested, even electronically.

## **7. Periodic inspection and test of some transportable refillable LPG steel cylinders in RID/ADR**

*Document:* ECE/TRANS/WP.15/AC.1/2014/48 (AEGPL)

*Informal documents:* INF.5 (AEGPL)  
INF.11 (Germany)  
INF.19 (Spain)  
INF.26 (Sweden)  
INF.49 (AEGPL)  
INF.52 (AEGPL)

38. As at the previous session, there were divergent views on the proposal to introduce the possibility of applying a specific method for the inspection and periodic testing of over-moulded liquefied petroleum gas cylinders. Some delegations were categorically opposed to the principle of testing by sampling. Some others supported the idea, but only for over-moulded liquefied petroleum gas cylinders. Other delegations considered on the contrary that the discussion should be carried further so as to plan ahead for future technological developments, including those extending beyond the field of liquefied petroleum gas. Some delegations were not opposed to sampling but wanted to receive more explanations for example on sampling procedures, the standards being drawn up and the role of the competent authorities.

39. Finally, the Joint Meeting requested that these questions be discussed by an informal working group for which AEGPL had agreed to organize meetings. The mandate of the group would be to examine alternative methods for the periodic inspection that guaranteed a safety level equivalent to that for the methods in 6.2.1.6.1 of RID/ADR on the basis of test results and risk assessment and to explore the possibility of a method combining tests for each cylinder individually and tests by sampling and statistical evaluation. The group would work in the first instance on the case of over-moulded LPG cylinders, and further on on other cases.

## **8. Modification of section 5.5.3**

*Document:* ECE/TRANS/WP.15/AC.1/2014/45 (Austria and Spain)

*Informal document:* INF.51 (Austria and Spain)

40. After a first discussion during which some delegations expressed concern about this proposal in terms of demonstrating compliance, the representatives of Austria and Spain prepared a revised version of their proposal (INF.51) that was adopted by vote with some corrections (see annex II).

## **B. New proposals**

### **1. Exemptions in 1.1.3.3**

*Document:* ECE/TRANS/WP.15/AC.1/2014/38 (Switzerland)

41. In principle, the Joint Meeting agreed with the Government of Switzerland that the exemptions in 1.1.3.3 should not be restricted to *carburants* (fuel) (which by definition is fuel for internal combustion engines) and should cover other liquid fuels used for operating equipment other than internal combustion engines such as heating appliances.

42. However, the Joint Meeting found that further consideration was needed before replacing the word “*carburant*” (fuel) with “*combustible liquide*” (liquid fuel). For example, in the context of 1.1.3.3, the latter term should be applied only to liquid fuels that actually were used during carriage because of their combustion properties and not for other purposes. It was further suggested that 1.1.3.3 should be applicable to all liquids used for operating vehicles and their equipment rather than to liquid fuels alone. Lastly, it was noted that the United Nations Sub-Committee of Experts would be discussing a proposal submitted by Belgium (ST/SG/AC.10/C.3/2014/88) concerning the issue of internal combustion engines and vehicles and their fuel (UN No. 3166 and special provision 363) and that its discussions might have a bearing on the present debate. The representative of Switzerland was therefore invited to submit a new proposal if necessary, taking into consideration the outcome of those discussions.

## **2. Editorial corrections to the definitions of “loader” and “unloader”**

*Document:* ECE/TRANS/WP.15/AC.1/2014/41 (Spain)

43. After lengthy discussions in which certain delegates proposed further, oral amendments, the representative of Spain withdrew her proposal which, although intended simply to avoid duplication of seemingly similar provisions, ultimately could have led to substantive changes.

## **3. Raising the 100 Wh limit for the packaging and labelling requirements of small lithium ion batteries exempted under special provision 188**

*Document:* ECE/TRANS/WP.15/AC.1/2014/45 (RECHARGE)

44. The proposal sought to authorize by road transport in Europe what was allowed in North America. Although the proposal was not intended for either maritime or air transport, several delegations wished to see it discussed first at the level of the United Nations Sub-Committee of Experts. It was also hoped that the safety aspects introduced in section 5 of the document would be more thoroughly explored. The representative of RECHARGE would therefore submit a proposal to the United Nations Sub-Committee of Experts.

## **4. Special provision 581**

*Document:* ECE/TRANS/WP.15/AC.1/2014/46 (Russian Federation)

45. The proposal to amend the format was adopted with some changes (see annex II).

## **5. Carriage of waste electrical and electronic equipment**

*Informal document:* INF.12 (Germany)

46. The Joint Meeting noted that the waste electrical and electronic equipment transported under environmentally friendly recycling or disposal policies could contain dangerous goods, including lithium batteries, and therefore the question arose as to whether it was necessary to provide for specific conditions of transport in RID/ADR/ADN or exemptions.

47. It was recalled that the issue had already been raised for discarded packaging and that, in order to address it, it had been necessary to review the best practices of waste recovery professionals. Furthermore, studies and projects were already under way in certain countries such as Belgium in connection with the implementation of European Directive 2012/19/EU.

48. Before considering the establishment of an informal working group to address the issue, the Joint Meeting wished to take stock of the situation in countries that had already gained experience in the area. It was suggested that delegations should submit any available studies and projects on the subject to the ECE and OTIF secretariats. It was ultimately decided to request the Government of Germany to prepare a questionnaire and disseminate it to all delegations. On the basis of the replies, the Joint Meeting could decide at its next session whether it was necessary to set a mandate for the work and whether it was necessary to give that mandate to an informal working group.

## **6. Requirements to be met by fixed special receptacles and special containers for the carriage of heat energy without loading and unloading the heat storage medium**

*Informal document:* INF.7 (Germany)

49. The representative of Germany was asked to submit an official proposal at the next session, taking into consideration the comments made in writing before November 2014.

## **7. Pressure receptacles for paintball guns**

*Informal document:* INF.27 (Belgium)

50. The representative of Belgium explained the problems that arose in interpreting various legal instruments (RID/ADR, Directive 2010/35/EU (known as “TPED”) and Directive 97/23/EC (known as “PED”)) in respect of their applicability to transport. However, from the contributions of some representatives, it appeared that the question could lead to a very lengthy debate, and most delegations were not prepared for such an exercise. It was thus decided that the representative of Belgium would consult the representatives of Germany and ECMA in order to prepare a document for the next session in order to clarify the issues.

# **VII. Reports of informal working groups (agenda item 6)**

## **A. Report of the informal working group on the reduction of the risk of a BLEVE**

*Document:* ECE/TRANS/WP.15/AC.1/2014/53 (Netherlands)

*Informal documents:* INF.8, INF.9 and INF.45 (Netherlands)  
INF.25 (AEGPL)  
INF.37 (UIP)

INF.38 (Chairman)  
INF.42 (Italy)  
INF.43 (United Kingdom)  
INF.46 (EIGA)  
INF.47 (France)

51. On the basis of the opinions of the government representatives who took part in the group's work, the report called for the introduction in RID and ADR of a requirement for a thermal coating on certain road and railway tanks, the objective being to ensure that they resist aggressive heating (engulfment in flames for 60 minutes) and thus to reduce the risk of a BLEVE. If the principle could be admitted by the Joint Meeting, the working group proposed that the work should continue, in particular on questions related to the certification of coating materials; their resistance to shocks and accidents; ageing; corrosion; inspections (including the question of removal of the coating for inspection purposes); practical consequences for the strategies employed by the emergency services in the event of a fire; and the list of entries for which coatings would be required.

52. The report elicited many reactions and a lengthy debate. Some delegations considered that the proposed requirement was not justified by European risk analyses, accident research and safety cost/benefit analyses. They considered that there was no reason to call into question the safety levels ensured by the current requirements; that making such coatings mandatory would increase vehicle costs and reduce their available carrying capacities; or that a distinction had to be made between rail and road tanks. Such arguments were reflected in the numerous informal documents submitted on the question.

53. Other delegations noted that States had the obligation to protect their citizens, that chapters 4.2 and 6.7 already contained provisions for protection of UN portable tanks against fire. Furthermore, the informal working group had already met 11 times, and the outcome of its work could neither be ignored nor dismissed from the point of view of safety techniques. Some delegations asked for further investigation of alternative methods. The Governments of Germany and France had invested heavily in the testing. If those who opposed the outcomes or conclusions of those tests wished to contest the validity of the test result extrapolation to other tanks or equipment, they would have to provide reasoned engineering demonstration or test results of equivalent relevance.

54. Following this discussion, while not ready to make any device even in principle, the Joint Meeting agreed that the informal working group should continue its work but that its mandate should be reworked and better targeted. It should therefore examine questions related to the protection of tanks against fire. The substances concerned were not limited to LPG. Other gases and flammable liquids should be considered. The group would have to examine protection measures to avoid a catastrophic failure of a tank when exposed to fire, such as thermal protection, safety valves and measures intended to prevent a fire starting. It would have to check the intrinsic safety of each of these measures and evaluate their impact (influence on other parts of the functioning/logistics of carriage). It would also have to study the relevance of these measures while taking account of the context of their use, for example the context linked to the specific mode of transport. Finally the group would have to evaluate the consequences of the measures envisaged on the organization of the interventions of emergency services.

## **B. Informal working group on telematics**

*Informal document:* INF.6 (OTIF Secretariat)

55. The Joint Meeting took note of the report of the informal working group on its twelfth session held in Bordeaux from 3 to 5 June 2014. It invited the European Union to support the continuation of the project.

56. The representative of the UIC made a reservation regarding the recommendation in item 10 of annex 1 since in rail transport, infrastructure managers were not prepared to play a role in the management of information.

### **C. Informal working group on the transport of live animals (Berlin, 16-17 June 2014)**

*Informal documents:* INF.15 (Germany)  
INF.36 (Netherlands)

57. The Joint Meeting adopted the amendments proposed with some modifications. As these amendments had been proposed in informal documents, the secretariat was asked to consolidate them in an official document for confirmation and final adoption at the next session.

58. Document ECE/TRANS/WP.15/AC.1/2014/28 and informal documents INF.33 and INF.48 on the approval of packages for the carriage of infectious substances submitted by Switzerland under item 5 (a) of the agenda which the Joint Meeting had agreed to discuss together with the report of the informal working group, could not be considered due to lack of time. The representative of Switzerland was invited to submit a new official document for the next session.

### **D. Informal working group on provisions related to equipment for tanks and pressure receptacles (Munich, 9-10 July 2014)**

*Informal document:* INF.22 (EIGA)

59. The Joint Meeting took note of the progress made by the group. The next session would be held in Paris on 24 and 25 November 2014.

## **VIII. Election of officers for 2015 (agenda item 7)**

60. Following a proposal by the representative of Poland, Mr. C. Pfauvadel (France) and Mr. H. Rein (Germany) were re-elected Chairman and Vice-Chairman respectively for the year 2015.

## **IX. Future work (agenda item 8)**

### **A. Accident reports; accident database; risk management**

*Documents:* ECE/TRANS/WP.15/AC.1/2014/44 (Belgium and Netherlands)  
ECE/TRANS/WP.15/AC.1/2014/52 (Secretariat and France)

*Informal documents:* INF.16 (European Railway Agency) (ERA)  
INF.44 (AEGPL)

61. The Joint Meeting noted that ERA was proposing a road map on risk management in the context of inland transport of dangerous goods, including eleven workshops of which two would be held in Valenciennes before the next session (28-30 October 2014 and 17-19 February 2015). It therefore invited the workshop to study the type of information that would be useful in the accident reports in order to facilitate the evaluation of risks, and invited ERA to submit the conclusions for the next session. This would provide the elements for an in-depth discussion of document ECE/TRANS/WP.15/AC.1/2014/44

by Belgium and the Netherlands on the reports envisaged in 1.8.5. The different options for the structure of the accident database presented in document ECE/TRANS/WP.15/AC.1/2014/52 could also be discussed at the next session and the Joint Meeting could then possibly establish an informal working group, if necessary, to deal with the development of 1.8.5 and the database.

## **B. Dates of the next session**

62. The next session was scheduled to be held in Bern from 23 to 27 March 2015.

## **X. Any other business (agenda item 9)**

63. Due to lack of time, the consideration of documents submitted under this agenda item was postponed until the next session.

64. For the documents on the bulk carriage of coal, the Chairman suggested that the issue of bulk carriage of coal by road be solved through appropriate ADR multilateral agreements.

## **XI. Adoption of the report (agenda item 10)**

65. The Joint Meeting adopted the report of its autumn 2014 session and its annexes based on a draft prepared by the secretariats.

## **Annex I**

### **Report of the Working Group on Tanks**

(see ECE/TRANS/WP.15/AC.1/136/Add.1)

## Annex II

### Draft amendments to RID, ADR and ADN for entry into force on 1 January 2017

#### Chapter 2.1

2.1.3.5.5, Footnote 2 Amend as follows:

Delete “(replaced by the Directive 2006/12/EC of the European Parliament and of the Council (Official Journal of the European Union No. L 114 of 27 April 2006, page 9))”.

At the end, insert: “; and Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (Official Journal of the European Union No. L312 of 22 November 2008, pages 3-30)”.

(Reference document: ECE/TRANS/WP.15/AC.1/2014/39)

#### Chapter 3.2, Table A

For UN No. 1845, replace “NOT SUBJECT TO RID/ADR/ADN - When used as a coolant, see 5.5.3” by “NOT SUBJECT TO RID/ADR/ADN except for 5.5.3”.

(Reference document: ECE/TRANS/WP.15/AC.1/2014/43 as amended by informal document INF.51)

#### Chapter 3.3

SP 581 Amend to read as follows:

“581 This entry covers mixtures of propadiene with 1 to 4% methylacetylene as well as the following mixtures:

Mixture	Content, % by volume				Permitted technical name for purposes of 5.4.1.1
	Methylacetylene and propadiene, not more than	Propane and propylene, not more than	C <sub>4</sub> -saturated hydrocarbons, not less than		
P1	63	24	14		“Mixture P1”
P2	48	50	5		“Mixture P2”

”

(Reference document: ECE/TRANS/WP.15/AC.1/2014/46 as amended)

SP 658 (b) Insert “or large container” after “wagon/vehicle”.

(Reference document: ECE/TRANS/WP.15/AC.1/2014/33)

#### Chapter 5.5

5.5.3.1.1 Amend to read as follows:

“5.5.3.1.1 This section is not applicable to substances which may be used for cooling or conditioning purposes when carried as a consignment of dangerous goods, except for the carriage of dry ice (UN No. 1845). When they are carried as a consignment, these substances shall be carried under the relevant entry of Table A of Chapter 3.2 in accordance with the associated conditions of carriage.

For UN No. 1845, the conditions of carriage specified in this section, except 5.5.3.3.1, apply for all kinds of carriage, as a coolant, conditioner, or as a consignment. For the carriage of UN No. 1845, no other provisions of RID/ADR/ADN apply.”.

*(Reference document: ECE/TRANS/WP.15/AC.1/2014/43 as amended by informal document INF.51)*

5.5.3.1.5 Amend the end to read as follows:

“...duration of the journey, the types of containment to be used and the gas concentration limits given in the note to 5.5.3.3.3.”.

*(Reference document: informal document INF.51)*

(ADR only)

5.5.3.3.3 Amend to read as follows:

“5.5.3.3.3 Packages containing a coolant or conditioner shall be carried in well ventilated vehicles and containers. Marking according to 5.5.3.6 is not required in this case.

Ventilation is not required, and marking according to 5.5.3.6 is required, if:

- gas exchange between the load compartment and the driver’s cabin is prevented; or
- the load compartment is insulated, refrigerated or mechanically refrigerated equipment, for example as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) where this requirement is fulfilled.

**NOTE:** *In this context “well ventilated” means there is an atmosphere where the carbon dioxide concentration is below 0.5 % by volume and the oxygen concentration is above 19.5 % by volume.”.*

(RID only)

5.5.3.3.3 Amend to read as follows:

“5.5.3.3.3 Packages containing a coolant or conditioner shall be carried in well ventilated wagons and containers. Marking according to 5.5.3.6 is not required in this case.

Ventilation is not required, and marking according to 5.5.3.6 is required, if:

- gas exchange between the load compartment and accessible compartments during carriage is prevented; or
- the load compartment is insulated, refrigerated or mechanically refrigerated equipment, for example as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) where this requirement is fulfilled.

**NOTE:** *In this context “well ventilated” means there is an atmosphere where the carbon dioxide concentration is below 0.5 % by volume and the oxygen concentration is above 19.5 % by volume.”.*

*(Reference document: ECE/TRANS/WP.15/AC.1/2014/43 as amended by informal document INF.51)*

(ADN only)

5.5.3.3.3 Amend to read as follows:

“5.5.3.3.3 Packages containing a coolant or conditioner shall be carried in well ventilated vehicles, wagons and containers. Marking according to 5.5.3.6 is not required in this case.

Ventilation is not required, and marking according to 5.5.3.6 is required, if:

- gas exchange between the load compartment and accessible compartments during carriage is prevented; or
- the load compartment is insulated, refrigerated or mechanically refrigerated equipment, for example as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) where this requirement is fulfilled.

**NOTE:** *In this context “well ventilated” means there is an atmosphere where the carbon dioxide concentration is below 0.5 % by volume and the oxygen concentration is above 19.5 % by volume.”.*

*(Reference document: ECE/TRANS/WP.15/AC.1/2014/43 as amended by informal document INF.51)*

5.5.3.6.1 Amend to read as follows:

“5.5.3.6.1 Vehicles/wagons and containers containing dangerous goods used for cooling or conditioning purposes that are not well ventilated shall be marked with a warning mark, as specified in 5.5.3.6.2, affixed at each access point in a location where it will be easily seen by persons opening or entering the vehicle/wagon or container. This mark shall remain on the vehicle/wagon or container until the following provisions are met:

- (a) The vehicle/wagon or container has been well ventilated to remove harmful concentrations of coolant or conditioner; and
- (b) The cooled or conditioned goods have been unloaded.

As long as the vehicle/wagon or container is marked, the necessary precautions have to be taken before entering it. The necessity of ventilating through the cargo doors or other means (e.g. forced ventilation) has to be evaluated and included in training of the involved persons.”.

*(Reference document: ECE/TRANS/WP.15/AC.1/2014/43 as amended by informal document INF.51)*

## **Chapter 6.8**

(ADR only)

6.8.2.6.1 Restructure the Table as follows:

Delete the headings:

*“For all tanks”;*

*“For tanks with a maximum working pressure not exceeding 50 kPa and...”;*

*“For tanks for gases of Class 2”;* and

*“For tanks intended for carriage of liquid petroleum products and...”.*

Add the following headings:

*“For design and construction of tanks”;* and

*“For equipment”.*

Under “*For design and construction of tanks*”, add the lines corresponding to EN 14025:2003 + AC:2005, EN 14025:2008, EN 14025:2013, EN 13094:2004, EN 13094:2008 + AC:2008, [ADR only: EN 12493:2001 (except Annex C), EN 12493:2008 (except Annex C), EN 12493:2008 + A1:2012 (except Annex C), EN 12493:2013 (except Annex C), EN 13530-2:2002, EN 13530-2:2002 + A1:2004, EN 14398-2:2003 (except Table 1) and EN 14398-2:2003 + A2:2008].

Under “*For equipment*”, add the lines corresponding to EN 14432:2006, EN 14433:2006, [ADR only: EN 12252:2000, EN 12252:2005 + A1:2008, EN 14129:2014, EN 1626:2008 (except valve category B), EN 13082:2001, EN 13082:2008 , + A1:2012, EN 13308:2002 , EN 13314:2002 , EN 13316:2002 , EN 13317:2002 ((except for the figure and Table B.2 in Annex B)), EN 13317:2002 + A1:2006, EN 14595:2005 and EN 16257:2012].

*(Reference document: ECE/TRANS/WP.15/AC.1/2014/40 as amended by informal document INF.50)*

(ADR only)

6.8.2.6.1 In the table, under “For equipment”, after EN 1626:2008, add the following new line:

(1)	(2)	(3)	(4)	(5)
EN 13648-1:2008	Cryogenic vessels – Safety devices for protection against excessive pressure – Part 1: Safety valves for cryogenic service	6.8.2.4, 6.8.3.2.12 and 6.8.3.4	Until further notice	

*(Reference document: ECE/TRANS/WP.15/AC.1/2014/50 as amended by informal document INF.50)*

