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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 2015 session¹

held in Geneva from 15–25 September 2015

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² For practical reasons, annex I has been published as an addendum with the symbol ECE/TRANS/WP.15/AC.1/140/Add.1).

³ For practical reasons, annex II has been published as an addendum with the symbol ECE/TRANS/WP.15/AC.1/140/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 15 to 25 September 2015 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, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, United Kingdom and United States of America.

3. In accordance with rule 1 (b) of the rules of procedure, the Democratic Republic of Congo was represented in a consultative capacity.

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

(a) The European Union, the Central Commission for the Navigation of the Rhine and the Organization for Cooperation between Railways (OSJD);

(b) The following international non-governmental organizations: European Liquefied Petroleum Gas Association (AEGPL), Detergents and Maintenance Products (AISE), Cosmetics Europe, European Chemical Industry Council (CEFIC), International Association of the Body and Trailer Building Industry (CLCCR), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Industrial Gases Association (EIGA), European Aerosol Federation (FEA), International Confederation of Container Reconditioners (ICCR), International Dangerous Goods and Containers Association (IDGCA), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Organization of Motor Vehicle Manufacturers (OICA), European Association for Advanced Rechargeable Batteries (RECHARGE), International Union of Railways (UIC), International Association for Soaps and International Union of Private Wagons (UIP).

II. Adoption of the agenda (agenda item 1)

Document: ECE/TRANS/WP.15/AC.1/139 and Add.1

Informal documents: INF.1, INF.2 and INF.6 (Secretariat)

5. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/139 and Add.1 (letter A 81-02/503.2015 from OTIF), as updated by informal documents INF.1 and INF.2 and the provisional timetable (INF.6).

III. Harmonization with the United Nations Recommendations on the Transport of Dangerous Goods (agenda item 2)

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

Document: ECE/TRANS/WP.15/AC.1/2015/23 and Add.1
(Secretariat)

Informal document: INF.27 (RECHARGE)

6. 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 nineteenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods. It adopted them, with some editorial changes (see annex I), and the comments that followed. As appropriate, those comments should be brought to the attention of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

7. As for paragraph 10 of the report, the Joint Meeting decided to align the terminology with the UN Model Regulations, i.e. to replace the word “apparatus” with “article” in 2.2.9.3, 1.1.3.6.3, 2.2.9.1.2 and 2.2.1.9.5. It would seem logical to do the same for packing instruction P906, but as the Model Regulations used the word “device”, it was agreed that the issue would be brought to the attention of the United Nations Sub-Committee of Experts.

8. It was agreed that the Working Group on Tanks would be entrusted with the amendments concerning carriage in tanks.

9. The amendments concerning only a specific mode of transport should be considered by the relevant bodies (WP.15, RID Committee of Experts, ADN Safety Committee).

10. It was agreed that the wording of NOTE 2 to 2.1.2.8 should be kept non-mandatory for the time being. It was pointed out that any United Nations Member State that was not a member of the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council of the United Nations could submit to the Sub-Committee proposals for amendments to the UN Model Regulations, without the right to vote in that body, however.

11. As for special provision 188 (f) (and the new 5.2.1.9), it was noted that it would have been logical, given the proper shipping name in French of UN Nos. 3090, 3091, 3480 and 3481, to use the term “marque pour les piles au lithium” instead of “marque pour les batteries au lithium” (lithium battery mark).

12. Informal document INF.27 submitted by RECHARGE identified an error in the French version of special provision 310 of the UN Model Regulations that should be corrected by the secretariat.

13. It was suggested, in special provision 369, that the word “radioactivity” should be used instead of the term “radioactive material” as it is a property and not a material that was concerned. The matter should be brought to the attention of the United Nations Sub-Committee of Experts.

14. It was noted that the current 4.1.1.19.1 of RID and ADR permitted the use of IBCs as salvage packagings. Alignment with the UN Model Regulations would no longer permit that and it was suggested that the relevant industry should be consulted before taking a

decision on the proposed alignment, as the United Nations Sub-Committee of Experts might not have taken into account the needs of the waste management industry.

15. For the reference to ISO standard 24431:2006 in packing instruction P200 (11), the Joint Meeting deleted the NOTE because there was no EN version of this standard. It was noted, however, that a new version of the standard was in preparation and should be published in 2016.

16. The Joint Meeting confirmed that the term “non-conductive” in packing instruction P910, paragraph (1) (c), referred to electrical conductivity and not the conduction of heat. It was suggested that a definition of that term would be useful, but it would then be necessary to raise the matter with the United Nations Sub-Committee of Experts. The term was also used in other provisions, including instructions P908, P909 and LP904.

17. For the lithium battery mark in 5.2.1.9, it was noted that a proportional reduction in the dimensions was permitted if the size of the package so required. It was suggested that provision should be made for the possibility of a proportional reduction for labels in general. It was noted, however, that a proposal along those lines had been submitted to the United Nations Sub-Committee of Experts by Germany (ST/SG/AC.10/C.3/2015/30) and it did not seem appropriate to anticipate the decision.

18. For 5.3.6.2, the Joint Meeting considered that the possibility of using elevated temperature substance marks which were reduced in size on portable tanks with a capacity of not more than 3,000 litres should be extended to tank-containers. Whether the possibility should also be extended to tank-vehicles and tank wagons was for WP.15 and the RID Committee of Experts to take up given that, in those cases, the mark could be affixed directly to the vehicle or wagon and not necessarily on the tank as such.

19. For paragraph 12 of the report concerning aluminium smelting by-products, the Joint Meeting decided not to delete the requirement for a warning mark.

20. For 5.1.2.1, the Joint Meeting considered that it would be appropriate to use wording closer to the current text, and specifically to require neither the marking of the proper shipping name or names, nor of certain other markings that are not currently required on overpacks, thus avoiding duplication of the same marks and labels. In the end, 5.1.2.1 was amended in accordance with the proposal of Germany in document INF.37, with some minor changes (see annex I).

21. As for the amendments to 5.2.2.2.1.3 (a) and 5.2.2.2.1.5 relating to the model No. 9A label, after an initial discussion, the Joint Meeting preferred amending only 5.2.2.2.1.3, as proposed by the secretariat in informal document INF.36 (see annex I).

22. For label No. 9A, the Joint Meeting noted the remark by the OTIF secretariat in informal document INF.9 that the model for instructions in writing under 5.4.3.4 too needed to be changed. It decided simply to add the model for label No. 9A in column (1) and to bring the text in column (2) of RID into line with that of ADR. It also adopted the proposed amendments to paragraph 5.4.1.1.1 (c) in the informal document (see annex I).

B. Use of the term “cargo transport unit”

Document: ECE/TRANS/WP.15/AC.1/2015/29 (Secretariat)

23. The first part of the document had been drawn up to follow up on the relevant deliberations of the ad hoc working group on harmonization (ECE/TRANS/WP.15/AC.1/2015/23, para. 15).

24. Several delegations were in favour of using the term more frequently in RID/ADR/ADN when it appeared in the UN Model Regulations. Others were rather

hesitant, as they considered that it would be more user-friendly to use the terms appropriate for the specific cargo transport units covered by a given provision.

25. In the end it was decided to amend the definition of “cargo transport unit” to cover all units that could be used in the framework of RID, ADR and ADN and to delete the NOTE currently included in the definition, but for the time being to use the term only in certain cases that were deemed to be appropriate, such as in packing instructions (see annex I). It would later be advisable to study in greater detail the work done by the secretariat for the possible introduction of the term in other places.

C. Use of the terms “mark” and “marking”

Document: ECE/TRANS/WP.15/AC.1/2015/29 (Secretariat)

Informal document: INF.8 (OTIF secretariat)

26. The second part of document ECE/TRANS/WP.15/AC.1/2015/29 and informal document INF.38 had also been drawn up to follow up on the deliberations of the ad hoc working group on harmonization (ECE/TRANS/WP.15/AC.1/2015/23, para. 19). The proposals were adopted, with some changes (see annex I).

D. Carriage of vehicles, engines and machinery

Document: ECE/TRANS/WP.15/AC.1/2015/23/Add.1 (Report of the ad hoc working group on harmonization)

Informal documents: INF.12 and INF.12/Add.1 (France)
INF.26 (Germany)
INF.35 (Switzerland)
INF.38 (OICA/Germany)
INF.39 (France, on behalf of a drafting group)

27. The Joint Meeting decided to address the matter on the basis of informal document INF.12/Add.1, submitted by France.

28. The proposal to amend special provision 363 was adopted in respect of paragraphs (a) to (f), with a few editorial changes (see annex I).

29. As for the conditions of exemption in paragraph (g), it was decided that, in the light of the exemptions currently provided under 1.1.3.1 (c) and 1.3.2, there was no reason to require labelling for capacities of less than 450 litres in land transport. A proposal made orally to require, when necessary, a mark indicating goods dangerous to the aquatic environment was put to the vote but was not adopted.

30. As for the requirement for a transport document, the Joint Meeting supported option 3 (when the quantity of liquid fuels or, for gases, the water capacity, was over 1,000 litres).

31. The proposal to introduce a new special provision 6XX was adopted with some editorial changes (see annex I, special provision 666).

32. It was pointed out that the amendment to 1.1.3.3 (a) suggested under proposal 4 in informal document INF.39 was drafted on the basis of the wording of ADR; it should be considered separately whether road vehicle trailers needed to be taken into account in RID and ADN too and how that should be done.

33. Some delegations considered that general exemptions should appear in Chapter 1.1 rather than in a special provision. However the Joint Meeting decided to adopt a special provision 6YY with the wording proposed in informal document INF.39 (see annex I, special provision 667). The consequential amendments in proposal 6 were also adopted with some editorial changes (see annex I).

34. In respect of option 2 proposed by France, the Joint Meeting was in favour of replacing special provisions 312 and 385 with a single provision 6WW, but thought that a proposal should first be submitted to the United Nations Sub-Committee of Experts.

35. It was necessary to ensure that the meaning of the word “vehicle” was clear and unambiguous in each of the special provisions concerned.

36. Special provision 6ZZ concerning non road mobile machinery was not deemed necessary as this machinery is now covered by the new definition of vehicles.

IV. Proposals for amendments to RID/ADR/ADN (agenda item 3)

A. Pending issues

1. Transport document for empty, uncleaned packagings

Document: ECE/TRANS/WP.15/AC.1/2015/24 (Belgium)

37. The proposed amendment of 5.4.1.1.6.2.1 was adopted with some changes (see annex I).

2. Carriage in bulk

Document: ECE/TRANS/WP.15/AC.1/2015/25 (Spain)

Informal document: INF.40 (Spain)

38. The Joint Meeting adopted an amendment to the explanatory note for column (17) of 3.2.1 to correct the current wording (see annex I).

3. Possibility of electronic processes in the examination of safety advisers, ADR vehicle drivers and ADN experts

Document: ECE/TRANS/WP.15/AC.1/2015/26/Rev.1 (Germany)

Informal documents: INF.25 (French version of -/2015/26/Rev.1)

INF.31 (Russian version of -/2015/26/Rev.1)

INF.41 (France, on behalf of a drafting group)

39. The Joint Meeting adopted amendments to section 1.8.3 on the basis of informal document INF.41 (see annex I). It was specified that the term “invigilate” in 1.8.3.12.2 of the English version meant that the physical presence of a supervisor was required during the examination

4. Loader and unloader

Document: ECE/TRANS/WP.15/AC.1/2015/37 (Spain and Sweden)

Informal document: INF.5 (Spain and Sweden)

40. The Joint Meeting adopted the proposals 1 to 3 presented in this document and the proposals in paragraphs 18, 20 and 21 of proposal 4 (see annex I). The French text should

be verified, however, because the use of the term “vidange” (“discharging”) was not appropriate in the context of the carriage of bulk solids.

41. The representative of France emphasized that there was a need to verify the terms used in 7.5.1 as well, because originally the terms “chargement” (“loading”) and “déchargement” (“unloading”) that appeared there also referred to the filling and discharging of tanks or vehicles, wagons and bulk containers.

B. New proposals

1. Competent authority in accordance with special provision 376

Document: ECE/TRANS/WP.15/AC.1/2015/28 (Germany)

Informal document: INF.42 (Drafting group)

42. The Joint Meeting adopted the amendments to special provision 376 proposed in informal document INF.42, with a few changes.

2. Clarification to dangerous goods list (Table A)

Document: ECE/TRANS/WP.15/AC.1/2015/36 (Portugal)

43. The representative of Portugal said that he would submit a new proposal in the light of the comments made and invited delegations to send their comments in writing.

3. Transitional provisions

Document: ECE/TRANS/WP.15/AC.1/2015/30 (OTIF secretariat/ECE secretariat)

44. The secretariats' proposals were adopted, except for the deletion of the measure in 1.6.1.7, which should be maintained. The proposals relating to tanks had to be confirmed by the Working Group on Tanks.

4. Uniform use of the term “code” in Chapter 7.3 RID/ADR

Document: ECE/TRANS/WP.15/AC.1/2015/33 (Romania)

45. The proposal to amend 7.3.1.1 (b) was adopted (see annex I).

5. Amendment to special provision 655 due to a change in European legislation (Directives 97/23/EC and 2014/68/EU)

Document: ECE/TRANS/WP.15/AC.1/2015/44 (Switzerland)

46. The Joint Meeting adopted the proposal to amend special provision 655 (see annex I). It expressed the wish that in the future such changes in European Union directives, which have repercussions on RID, ADR and ADN, should be brought to its attention as soon as they were adopted by the competent bodies of the European Union.

6. Carrier obligations — 1.4.2.2

Document: ECE/TRANS/WP.15/AC.1/2015/34 (Romania)

Informal documents: INF.3 (Romania), INF.34 (IRU)

47. Several delegations said that the obligations of the carrier differed according to the mode of transport and that the differences were justified. It was not necessary to harmonize

the wording of RID, ADR and ADN. After discussion, the representative of Romania withdrew his proposal.

7. Application of CV/CW36 to UN 2211 POLYMERIC BEADS, EXPANDABLE, evolving flammable vapour

Document: ECE/TRANS/WP.15/AC.1/2015/52 (Russian Federation)

48. The Joint Meeting adopted the proposal to assign CV/CW 36 to UN No. 2211 and also to UN No. 3314. As it was pointed out that the IMDG Code required different markings, it was decided to make the marking for CV/CW 36 optional when the vehicle, wagon or container already bore the mark required under special provision 965, paragraph 4, of the IMDG Code (see annex I).

49. It was also noted that currently in contrast to the UN Model Regulations and the IMDG Code, which required a class 9 label and placard, no labelling nor placarding was required under RID/ADR/ADN.

8. Deletion of packing groups for articles: consequential amendments

Document: ECE/TRANS/WP.15/AC.1/2015/42 (Switzerland)

50. The proposed amendments to the table in 1.1.3.6.3 were adopted with some modifications (see annex I).

51. The representative of Luxembourg suggested deleting the NOTE in the definition of “packing group” in 1.2.1 that stated that certain substances were assigned to packing groups. However, there was still a UN number (3165) assigned to an article to which packing group I had been assigned, and so it was not considered appropriate to make that amendment.

9. Instructions in writing

Document: ECE/TRANS/WP.15/AC.1/2015/35 (Romania)

Informal documents: INF.19 (Sweden)
INF.47 (Romania)

52. Proposal 1, option 1, was adopted (see annex I).

53. After discussion, the Joint Meeting confirmed that NOTE 2 of the model for the instructions in writing allowed for additions in the “Additional guidance” column, and that thus, instructions for which entries in that column were modified were in compliance, in respect of their content, with the four page model, as required by the introductory paragraph of 5.4.3.4. The proposal of amendments to NOTE 2 contained in informal document INF.47 was adopted (see annex I).

54. After discussion, the Joint Meeting agreed that proposals 3 and 4 addressed issues specific to rail transport, which could be considered by the RID Committee of Experts at its next session.

55. Proposal 5 concerning the title of the third page of the instructions in writing for ADR was adopted (see annex I). Some comments were made as to whether it was appropriate to choose the terms “vehicle” and “transport unit” for the class specific equipment in sections 8.1.4 and 8.1.5 of ADR. The Joint Meeting welcomed a proposal by the representative of Austria to submit an informal document on that question at the next session of WP.15.

56. After discussion, the representative of Sweden withdrew informal document INF.19.

57. The question was raised of whether to have a reference to the versions of RID/ADR/ADN from which the model was taken in the instructions in writing. However, the Joint Meeting did not have sufficient time to take a position on that matter. It invited CEFIC to submit a proposal to WP.15, the RID Committee of Experts and the ADN Safety Committee to consider that possibility.

10. Exemption under 1.1.3.3

Document: ECE/TRANS/WP.15/AC.1/2015/40 (Switzerland)

58. The Joint Meeting adopted the proposal of Switzerland, adding a footnote stipulating in the French, German and Russian versions that motor fuel (*carburants*) was included in the term “fuel” (*combustibles*). The same terminology was applicable to special provision 363 and to new special provision 666 (see annex I).

11. Limited quantities — marking of cargo transport units

Document: ECE/TRANS/WP.15/AC.1/2015/41 (Switzerland)

59. An amendment to 3.4.15, proposed orally by the representative of the Netherlands to resolve the issues of interpretation raised in the document submitted by Switzerland, was adopted (see annex I).

12. Widening of the scope of special provision 643

Document: ECE/TRANS/WP.15/AC.1/2015/53 (Netherlands)

60. Alternative 2 in the proposal on the exemption of stone or aggregate asphalt mixture and elevated temperature substances for the purpose of applying road markings was adopted with some modifications (see annex I).

13. Replacement of the term “boiling point” by “initial boiling point”

Informal document: INF.18 (Germany)

61. The Joint Meeting considered that the proposal should first be put to the United Nations Sub-Committee of Experts.

14. Special provision 188

Informal document: INF.44 (United Kingdom and United States of America)

62. The Joint Meeting noted the opinion of the United Kingdom and the United States of America that the amendments to the Model Regulations adopted by the Sub-Committee of Experts at its December 2014 session in respect of special provision 188 (f) had significant repercussions that had been underestimated. The delegations were asked to give some thought to the matter and, if necessary, consider lengthening the transition period or providing for multilateral agreements.

15. Marks in accordance with RID/ADR/ADN 3.4.13

Documents: ECE/TRANS/WP.15/AC.1/2015/43 (Switzerland)
ECE/TRANS/WP.15/AC.1/2015/47 (Austria)

63. The Joint Meeting adopted the proposal for the addition of a new paragraph 3.4.16, but with different wording to that proposed in -/2015/47 and as an addition to 3.4.15 (see annex I). In the light of the comments, the representative of Switzerland withdrew the other proposals from document ECE/TRANS/WP.15/AC.1/2015/43.

16. Validation of unilateral approval of package design for radioactive materials issued by countries that are not Contracting Parties to RID, ADR or ADN

Document: ECE/TRANS/WP.15/AC.1/2015/45 (United Kingdom)

Informal document: INF.43 (Belgium)

64. On the basis of informal document INF.43, the Joint Meeting adopted changes to 6.4.22.8 to allow approvals issued by countries that are not Contracting Parties to be used in any Contracting Party, on the condition that they have been validated by any country that is a Contracting Party and not only the first country reached by the consignment.

65. On the request of the representative of Spain, the Joint Meeting confirmed that the replacement of the word “countersigned” by “validated” did not lead to any change to the current processes of treatment, by Contracting Parties to RID, ADR or ADN of unilateral approvals issued by countries which are not contracting parties.

66. Given that interpretation, the delegations were asked to give thought to the appropriateness of 6.4.22.8, since the “unilateral” approval of the IAEA Regulations was in fact involving at least two countries in the context of RID/ADR/ADN if the originating country of the approval was not a Contracting Party to RID/ADR/ADN.

17. Safety adviser training certificate

Document: ECE/TRANS/WP.15/AC.1/2015/46 (Austria)

67. The Joint Meeting thought it was simpler to deal with the issue raised by deleting the last two lines (last four entries) of the form of certificate in 1.8.3.18 (see annex I).

68. The Joint Meeting also thought that the transitional measures adopted at the previous session concerning changes to the certificate were sufficiently relevant for the new modification.

18. Requirements for placarding and marking in Chapter 1.4

Document: ECE/TRANS/WP.15/AC.1/2015/32 (United Kingdom)

Informal document: INF.48 (United Kingdom)

69. The amendments proposed in informal document INF.48 were adopted (see annex I).

19. Gas cartridges (6.2.6.4)

Document: ECE/TRANS/WP.15/AC.1/2015/49 (ECMA)

Informal document: INF.16 (Germany)

70. The representative of ECMA withdrew the second proposal contained in document -/2015/49. For the first proposal aimed at clarifying the marking to be made on small receptacles containing gas complying with standard EN 16509:2014, there was no consensus and the representative of ECMA was requested to prepare a new proposal for the next session in order to take into account the comments made.

20. Amendment to 6.2.6.1.5

Document: ECE/TRANS/WP.15/AC.1/2015/50 (ECMA)

Informal document: INF.15 (Germany)

71. The proposal for an amendment to 6.2.6.1.5 was adopted with some modifications (see annex I).

V. Reports of informal working groups (agenda item 4)

A. Informal working group on the transport of waste electrical and electronic equipment

Informal documents: INF.13 (Germany)
INF.14 and -/Add.1 (RECHARGE)

72. The Joint Meeting noted that the informal working group should meet again to continue its work, and it adopted the proposed programme. It also accepted provisionally the amendments to special provision 636 (b), proposed in paragraph 48 of the report (see annex I). Nevertheless, it was underlined that the terminology of Directive 2012/19/EU on waste electrical and electronic equipment (WEEE) should be taken into account. RECHARGE was invited to provide additional data. Furthermore delegations were invited to reply to the questionnaire prepared by the Working Group after proper coordination at national level to ensure that all interested parties have been consulted.

B. Informal working group on provisions on equipment for tanks and pressure receptacles

Document: ECE/TRANS/WP.15/AC.1/2015/38 (EIGA)

73. The Joint Meeting took note of the progress made on the work. The group's report contained concrete proposals but the group did not wish for the Joint Meeting to take a decision before the proposals regarding the UN Model Regulations were considered by the United Nations Sub-Committee of Experts.

74. The Joint Meeting therefore requested the representative of EIGA to submit relevant proposals to the United Nations Sub-Committee of Experts and invited the informal working group to continue its work, including on issues relating to tanks.

C. Informal working group on the periodic inspection and testing of some transportable refillable LPG steel cylinders

Document: ECE/TRANS/WP.15/AC.1/2015/48 (AEGPL)

Informal documents: INF.20 and INF.21 (AEGPL)
INF.30 (Spain)

75. Certain delegations indicated that they were not in favour of the principle of checking by random sampling. It was recalled however that the tests foreseen for the classical design of gas cylinders were not suitable for some cylinders because of their special design and that therefore alternative testing and checking methods had to be developed.

76. The representative of AEGPL said that he did not ask the Joint Meeting to decide on the proposals contained in the report of the informal working group on substitution methods for periodic inspections because some new elements should be taken into account and the informal working group should continue its work and extend the scope to other gases.

77. The Joint Meeting accepted that the informal working group should pursue its work.

VI. Standards (agenda item 5)

Document: ECE/TRANS/WP.15/AC.1/2015/15 (United Kingdom)
(EN 13972:2014)

Informal documents: INF.17 (Germany) (Application of EN 13807:2003 to MEGCs)
INF.24 (CEN) (Revision of EN 14025)
INF.29 (United Kingdom) (Pressure test using gas)
INF.36 from the spring session of 2015 (United Kingdom) (EN 12972:2014)

78. As the documents concerned standards for tanks, their consideration was entrusted to the Working Group on Tanks, which met from 21 to 23 March under the chairmanship of Mr. A. Bale (United Kingdom).

VII. Tanks (agenda item 6)

Documents: ECE/TRANS/WP.15/AC.1/2015/23 and Add.1 (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)

ECE/TRANS/WP.15/AC.1/2015/27 (UIC) (Carriage of tanks, battery-vehicles/battery-wagons and MEGCs following the expiry of deadlines for periodic and intermediate inspections)

ECE/TRANS/WP.15/AC.1/2015/30 (OTIF secretariat and ECE secretariat) (Transitional measures)

ECE/TRANS/WP.15/AC.1/2015/31 (Latvia) (Special provision TU21)

ECE/TRANS/WP.15/AC.1/2015/39 (Norway) (Carriage of dangerous goods in MEGCs loaded on vehicles equipped with hydraulic hook lift hoists)

ECE/TRANS/WP.15/AC.1/2015/51 (Netherlands) (Shells with protective linings)

ECE/TRANS/WP.15/AC.1/2015/54 (Netherlands) Limitations to the approval of vacuum insulated tanks for the carriage of LNG by indirect referenced standard

Informal documents: INF.4 (CEN) (Request for advice)

INF.22 (Switzerland) (Clarification of the definition of “maximum working pressure”)

INF.23 (France) (Application of 6.8.3.2.17: Inspection opening of shells intended for the carriage of refrigerated liquefied gases)

INF.28 (Belgium) (Comments on

ECE/TRANS/WP.15/AC.1/2015/51)

79. Consideration of these documents was entrusted to the Working Group on Tanks, which was also invited, if time allowed, to provide its comments on the report of the informal working group on the inspection and certification of tanks (informal document INF.10).

Report of the Working Group on Tanks

Informal document: INF.50

80. The Joint Meeting endorsed the conclusions and recommendations of the Working Group, whose report appears in annex II as addendum 2 to this report, with the following comments or reservations. The adopted texts appear in annex I to this report.

Item 2

Report of the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods

81. For the special provision for tanks placed in square brackets, the experts from the Working Group on Tanks were requested to verify that this provision was relevant before the next meetings of WP.15 and the RID Committee of Experts.

Item 6

Carriage of dangerous goods in MEGCs loaded on a vehicle equipped with a hydraulic hook lift hoist

82. The Joint Meeting noted that paragraph 21 of the report in informal document INF.50 should be corrected, because the Working Group simply stated that the definition of MEGC in section 1.2.1 did not refer directly to the definition of container.

Item 7

Shells with protective linings

83. The representative of the Netherlands expressed the hope that the Joint Meeting would decide on the interpretation of 4.3.2.1.5. Two delegations indicated that they did not share the interpretation suggested by the Netherlands. The Joint Meeting noted that Belgium and the Netherlands expected to work on those issues with other interested delegations.

VIII. Interpretation of RID/ADR/ADN (agenda item 7)

84. No document had been submitted under this agenda item, it was not discussed.

IX. Accidents and risk management (agenda item 8)

A. Fourth workshop on the road map for risk assessment in the context of the transport of dangerous goods by rail, road and inland waterways

Informal document: INF.7 (European Union European Railway Agency) (ERA)

85. The Joint Meeting took note of the progress report on the work of ERA. The next meeting (fifth workshop) would be held from 13 to 15 October 2015 and it was pointed out that the scope of the work extended to the three transport modes and that road and inland waterway transport authorities and organizations concerned by those modes. The work is directed towards the elaboration of guidelines on collecting and using data, risk assessment processes and decision-making procedures.

B. Preliminary results of the survey on accident reports submitted under 1.8.5

Informal document: INF.32 (France)

86. The preliminary results showed that a large part (50%) of the Contracting Parties to RID, ADR and ADN had not made provision for penalties to ensure that accident and incident reports were effectively submitted.

87. Some delegations considered that those results showed that the existing provisions of the 1.8.5 fulfilled the role for which they were intended, namely feedback to the relevant body (Joint Meeting, WP.15, RID Committee of Experts) when a serious accident justified reconsideration of the provisions in force. However, it was noticed that the current model for reporting occurrences was not adapted to the elaboration of detailed region-wide statistics on accidents. Such statistics would be essential to carry out risk assessments under consideration in the context of the ERA workshops.

88. It was noted that only 40 per cent of authorities that replied were in favour of improving 1.8.5. However 60 per cent of the authorities request additional information even when the report form has been fully filled. This discrepancy could be explained by the fact that certain detailed very supplementary information they wish to obtain may not be easily integrated in a codified report.

89. It was suggested that a synergy could be established in connection with the workshops organized by ERA.

90. The representative of France stated that countries that had not already replied to the questionnaire could still do so, which would allow for a better understanding of the positions of various States on the subject at hand.

X. Election of officers for 2016 (agenda item 9)

91. On a proposal by the United Kingdom, Mr. C. Pfauvadel (France) and Mr. H. Rein (Germany) were re-elected Chairman and Vice-Chairman respectively for 2016.

XI. Future work (agenda item 10)

92. The next session would be held in Bern from 14 to 18 March 2016 with the same agenda provided that it was not necessary to add specific items for harmonisation with the UN Recommendations or elections.

XII. Any other business (agenda item 11)

A. Evaluation of the global and regional impact of ECE regulations and United Nations Recommendations on the Transport of Dangerous Goods

93. The Joint Meeting noted that the UNECE secretariat was currently conducting an impact assessment of the work of the various bodies for which it was responsible in the area of the transport of dangerous goods. A questionnaire for that purpose was sent in July to all participants in the work of those bodies, including participants of the Joint Meeting, but the level of response from Government representatives had been very disappointing. Delegates from the countries or organizations that had not yet replied to the questionnaire were invited to do so as quickly as possible so that the replies could be analysed by a consultant during the month of September 2015.

B. Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT)

Informal document: INF.33 (EIGA)

94. The representative of EIGA indicated that, following discussions at the last session (ECE/TRANS/WP.15/AC.1/138, paras. 43-47), EIGA and CGA were going to jointly submit a petition to the DOT for a rulemaking on the recognition in the United States of pressure receptacles approved by contracting parties to RID or ADR in return for acceptance of the carriage according to RID, ADR and ADN of pressure receptacles approved by the DOT.

95. Several delegations remarked however that the timeframe for this procedure was unknown, as were the expected results. Moreover, the continuation of the multilateral agreement M237 allowing the use of DOT receptacles for the carriage of gas between countries contracting parties to RID or ADR – which currently has only 15 signatories – depended solely on the will of each country with a possible interest.

96. Several delegations indicated that they would like more information from the industry on the reasons for this situation which has persisted for many years, for example:

- What are the gases concerned;
- What exactly are the current obstacles in transatlantic exchanges for the use RID/ADR, DOT and UN receptacles;
- What is the number of receptacles concerned;
- What are the problems linked to the filling of receptacles when they are exported from the United States to Europe or imported from Europe into the United States.

97. It was underlined that the maximum duration of a multilateral agreement was limited to five years and that agreement M237 had already followed on from agreement M180. It was therefore suggested that if a new multilateral agreement was established, the duration should be less than five years to ensure that the industry was focussed to undertake the necessary procedures to resolve the situation.

98. The representative of EIGA indicated that he would submit the requested information at the session in March 2016 in the hope that that would facilitate the establishment of a new multilateral agreement and would attract more signatories.

C. Placarding for lithium batteries

Informal document: INF.51 (United States and United Kingdom)

99. The Joint Meeting noted that the International Maritime Organisation did not intend to require a placard corresponding to the model label No. 9A for cargo transport units containing lithium batteries. Only placards corresponding to model label No. 9 would be required. The Joint Meeting considered that the same approach should be taken in RID/ADR/ADN.

XIII. Adoption of the report (agenda item 12)

100. The Joint Meeting adopted the report on its autumn 2015 session and its annexes on the basis of a draft prepared by the secretariats.

Annex I

**Texts adopted by the Joint Meeting (Draft amendments to RID, ADR
and ADN for entry into force on 1 January 2017)
(see ECE/TRANS/WP.15/AC.1/140/Add.1)**

Annex II

Report of the Working Group on Tanks (see ECE/TRANS/WP.15/AC.1/140/Add.2)
