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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, 19-23 September 2016

Item 3 of the agenda

##### Standards

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21 September 2016

## Report of the Standards Working Group

### (25<sup>th</sup> meeting)

1. Reference is made to document ECE/TRANS/WP.15/AC.1/2016/28, which informs about the progress made in the establishment of new and the revision of published EN and EN ISO standards referenced or intended to be referenced in the RID/ADR/ADN.

2. A series of teleconferences took place on the 6<sup>th</sup> of July AM and PM and on 2<sup>nd</sup> of August PM to review the comments made by Member States and by the CEN Consultant. Comments from MS were compiled by CCMC (see INF.15). In addition to the standards listed in INF. 15, following a request from the AEGPL, guidance was given to CEN/TC 286 on EN 12493:2013+A1:2014 prA in the final teleconference. Unresolved issues were discussed within the Joint Meeting Working Group Standard (19<sup>th</sup> and 20<sup>th</sup> September 2016).

3. Other papers assigned to the standard working group were:  
ECE/TRANS/WP.15/AC.1/2016/38 (ECMA) and INF.11.

### 4. Results

4.1 The agreed comments of the discussion on the coherence of the standards at enquiry and formal vote stage and one published standard with relevant provisions of RID/ADR/ADN were summarized in **INF.15**. No major changes were introduced.

Note that the second comment on FprEN ISO/FDIS 21028-1:2016 (column: 'Comment from WG Standard') has to be removed and replaced by the word 'Clarified').

#### 4.2 Proposals

In the following proposals, new text is shown in **Bold**.

#### Proposal 1 For both ADR/RID :

Replace EN 1919 and EN 1920 in P 200 (11) and P200 (13) 2.1 as follows

- a) In **P 200 (11)** delete the first two rows and insert **EN ISO 24431:[2016]**

Applicable Requirements	Reference	Title of document
(7)	<b>EN ISO 24431:[2016]</b>	<b>Gas cylinders - Seamless, welded and composite cylinders for compressed and liquefied gases (excluding acetylene) - Inspection at time of filling</b>

b) In **P 200 (13) 2.1** , replace EN 1919:2000 and EN 1920:2000 by **EN ISO 24431 [2016]**

### Proposal 2

In RID/ADR, 6.8.5.4 replace: EN 1252-1:2008 Cryogenic vessels - Materials - Part 1: Toughness requirements for temperatures below -80°C

by:

**EN ISO 21028-1:[2016] Cryogenic vessels - Toughness requirements for materials at cryogenic temperature - Part 1: Temperatures below -80 degrees C**

### Proposal 3

In RID/ADR, 6.2.4.1:

Reference	Title of document	Applicable sub-sections and paragraphs	Applicable for new type approvals or for renewals	Latest date for withdrawal of existing type approvals
(1)	(2)	(3)	(4)	(5)
<i>for design and construction</i>				
EN ISO 11120:1999 + A1:2013	Gas cylinders - Refillable seamless steel tubes for compressed gas transport, of water capacity between 150 l and 3000 l - Design construction and testing	6.2.3.1 and 6.2.3.4	<b>Between 1 January 2015 and 31 December 2020</b>	
<b>EN ISO 11120:2015</b>	<b>Gas cylinders - Refillable seamless steel tubes of water capacity between 150 l and 3000 l - Design, construction and testing</b>	<b>6.2.3.1 and 6.2.3.4</b>	<b>Until further notice</b>	

### Proposal 4

The Joint Meeting Working Group Standard supported the proposal as given in ECE/TRANS/WP.15/AC.1/2016/38 (ECMA).

The new text proposed by ECMA is shown underlined in the French version (INF. 11) and in the German version; this is correct. In the English version of paper 2016/38 the final sentence of the proposal should be shown underlined.

For the avoidance of doubt the corrected proposal is shown as follows:

- for UN No. 2037 small receptacles containing gas (gas cartridges) containing non-toxic, non-flammable compressed or liquefied gases: EN 16509:2014 Transportable gas cylinders – Non-refillable, small transportable, steel cylinders of capacities up to and including 120 ml containing compressed or liquefied gases (compact cylinders) – Design, construction, filling and testing, ~~excluding clause 9~~. In addition to the marks required by this standard the gas cartridge shall be marked “UN 2037/EN 16509” and the outer packaging shall bear the limited quantities mark specified in 3.4.7

## 5. General remarks

### 5.1 Standards for which a reference was refused:

Following the decision made at the Joint meeting in March not to reference prEN ISO 21029-2:2015 ‘Cryogenic vessels - Transportable vacuum insulated vessels of not more than 1 000 litres volume - Part 2: Operational requirements’, the retention of EN 1251-3:2000 was questioned. The working group is awaiting a recommendation from EIGA

The following standards are not recommended for reference as they are support standards, i.e. they are not directly supporting requirements of RID/ADR:

prEN ISO/DIS 13769:2016 ‘Gas cylinders – Stamp Marking’

prEN 14564:2013/prA1 ‘Tanks for transport of dangerous goods – Terminology’

For prEN ISO 20421-2:2016, the majority of the requirements are not related to transport and merely repeat requirements of the legislation for periodic inspection testing therefore the standard WG is of the opinion there is no need to refer to in RIDADR.

### 5.2 Terminology question (‘vessels’)

On the terminology question raised by Romania on the use of the word ‘vessel’ in standards, the Joint Meeting Working Group on Standards investigated the UN Model Regulations. It found that despite the definition of ‘vessel’ the word is also used there in its alternative sense as in ‘pressure vessel code’ and in the definition ‘*Receptacle* means a containment vessel for receiving ...’. Thus, there are two well-established meanings of the word ‘vessel’ in the English language including in the UN Model Regulations. Furthermore, many standard titles start with the words ‘Cryogenic vessels’ because this is the name of the responsible committee which creates standards for static storage as well as for transportable equipment. The working group concluded that the use of ‘vessel’ was sustainable since in practice the dual meaning had not led to confusion.

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