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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 spring 2018 session*

held in Bern from 12 to 16 March 2018

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* Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2018-A. Unless otherwise indicated, the other documents referred to in this report under the symbol ECE/TRANS/WP.15/AC.1/ followed by the year and a serial number were circulated by OTIF under the symbol OTIF/RID/RC/ followed by the year and the same serial number.

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** For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/150/Add.1.

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 was held in Bern from 12 to 16 March 2018, with Mr. C. Pfauvadel (France) as Chair and Mr. H. Rein (Germany) as Vice-Chair.

2. In accordance with rule 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, Czechia, Croatia, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United Kingdom.

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

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

(b) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), International Association of the Body and Trailer Building Industry (CLCCR), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Private Wagons (UIP) and International Union of Railways (UIC).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/149 and Add.1

Informal document: INF.2 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/149 and Add.1 (document RID-18001-RC from OTIF) as updated by informal document INF.2 after amending it to take account of informal documents INF.41 to INF.47. Consideration of informal document INF.28 was entrusted to the Working Group on Standards.

III. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/148/Add.2 (Secretariat)
ECE/TRANS/WP.15/AC.1/2018/6 (Poland)
ECE/TRANS/WP.15/AC.1/2018/8 (United Kingdom)
ECE/TRANS/WP.15/AC.1/2018/9 (UIP)
ECE/TRANS/WP.15/AC.1/2018/11 (France)
ECE/TRANS/WP.15/AC.1/2018/12 (France)
ECE/TRANS/WP.15/AC.1/2018/13 (France)

Informal documents: INF.6 (France)
INF.9 (France)
INF.10 (Netherlands)

INF.11 (United Kingdom)
 INF.17 (UIC)
 INF.19 (OTIF secretariat)
 INF.24 (UIC)
 INF.32/Rev.1 (France)
 INF.36 (Germany)
 INF.40 (France)
 INF.41 (United Kingdom)

5. Consideration of the documents was entrusted to the Working Group on Tanks that met from 12 to 14 March with Mr. A. Bale (United Kingdom) as Chair.

Informal document: INF.47 (Report of the Working Group)

6. The Joint Meeting endorsed the conclusions and recommendations of the Working Group, whose report appears in annex I as addendum 1 to this report. Proposals 1, 2, 3, 5, 6, 7 (as amended), 8 and 10 were adopted for entry into force on 1 January 2019 (see annexes II and III). Proposal 9 was adopted for entry into force on 2021 (see annex IV). Proposal 4 regarding the online publication of the guideline on the application of EN 13094:2015 for compliance with the 2017 and 2019 editions of RID/ADR was also adopted (see annex V).

7. In response to a question raised by the representative of ERA regarding proposal 1, the Joint Meeting indicated that the mention of “welding operations” referred to welding operations performed on the tank itself.

IV. Standards (agenda item 3)

Document: ECE/TRANS/WP.15/AC.1/2018/7 (CEN)

Informal documents: INF.28 (AEGPL)
 INF.29 (CEN)

8. Consideration of the documents was entrusted to the Working Group on Standards, which met during the lunch breaks.

Informal document: INF.45 (Report of Working Group)

9. The Joint Meeting adopted the proposals made by the Working Group with the following changes and reservations:

(a) Proposals 1, 3, 4 and 6: adopted for the 2019 edition of RID/ADR (see annex II) on condition that the 2018 edition of the standards referenced therein becomes available before 1 June 2018. Proposal 6 was adopted with a correction to the dates under column 4 (i.e. replacement of “30 December” with “31 December”). A consequential amendment to TT11 following the updating of the reference to the standard in proposal 6, was also adopted.

(b) Proposals 2 and 5: adopted for the 2019 edition of RID/ADR (see annex II). Proposal 5 was adopted with a correction to the dates under column 4 (i.e. replacement of “30 December” with “31 December”).

(c) Proposal 7: adopted (see annex II). The Joint Meeting noted that the explanatory note related to standard EN 12245:2009+A1:2011 would address the issue raised in informal document INF.28 by no longer allowing construction of 2-piece composite liquefied petroleum gas (LPG) cylinders. The representative of AEGPL explained that there was a withdrawal programme in place for these cylinders and the Joint Meeting invited him to provide an update on its progress at the next session.

10. The Joint Meeting also took note of the conclusions and recommendations made by the Working Group in sections 5.1 and 5.2 of informal document INF.45. The representative of Germany volunteered to examine the question raised under section 5.2 in relation to EN 590:2013+A1:2017.

11. The Joint Meeting noted and shared the concerns expressed by the Working Group in section 5.4 of its report. It was pointed out that the current working arrangements for verifying the compatibility of draft standards with the requirements of RID/ADR/ADN had proven to provide highly satisfactory results and noted that this was, to a great extent, due to the high level of expertise provided by the CEN consultant so far. The representative of CEN confirmed that his organisation would continue to provide secretariat and administrative support to the Working Group on Standards but would no longer have control over the consultant. In light of these developments, the Joint Meeting invited delegations to consider whether the current procedure (see ECE/TRANS/WP.15/AC.1/122/Add.2 as amended by ECE/TRANS/WP.15/AC.1/130 Annex III) should be revised and to submit proposals for consideration at the autumn session.

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

A. Application of special provision CW24/CV24

Document: ECE/TRANS/WP.15/AC.1/2018/5 (Poland)

Informal documents: INF.3 (Poland)
INF.14 (CEFIC)

12. The Joint Meeting confirmed that wooden pallets were allowed for stowing organic peroxides packed according to the applicable provisions of RID/ADR. It was mentioned that the term “readily flammable material” was intended to address filling or cushioning materials (e.g. hay, paper, vegetable fibres, etc.).

13. As regards the need to further clarify the existing text of special provisions CW24/CV24, there was support in principle for the proposal by CEFIC but the Joint Meeting considered that it should be further refined and invited the representatives of Poland and CEFIC to submit an official document to the next session with a revised proposal that would take account of the comments made.

14. On the discrepancies found in RID/ADR as regards the application of special provisions CW24/CV24 to UN Nos. 1796, 1826 and 2031, and given that the question had already been raised in the past and no argument could be found to explain them, the Joint Meeting recommended that the three entries be aligned for the 2019 editions of RID/ADR, as follows:

(a) In RID, special provision CW24 should be deleted for UN Nos. 1796 and 1826 packing group II (see annex II). The Joint Meeting recommended that this decision be confirmed by the RID Committee of Experts at its next session.

(b) In RID/ADR, special provision CW24/CV24 should be assigned to the second entry of UN No. 2031 (see annex II). The Joint Meeting recommended that this decision be confirmed by the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods at their next sessions.

B. Use of used packagings for the carriage of dangerous goods

Informal document: INF.39 (France)

15. The Joint Meeting noted that this question was addressed differently by Contracting Parties (e.g. through derogations defined by multilateral agreements or under article 6 of Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods). After an exchange of views the Joint Meeting welcomed the proposal by the representative of France to prepare a questionnaire to be circulated to all Contracting Parties to collect information on current practices and explore ways to harmonize them at international level.

C. Discrepancies and additions to danger labels and placards

Informal documents: INF.16 and INF.43 (UIC)

16. The Joint Meeting adopted the proposal in informal document INF.43, with an amendment to the English version to align it with other linguistic versions (see annex II), for entry into force on 1 January 2019.

17. The representative of the Russian Federation informed the Joint Meeting that the Russian translation of the word “placard” in RID/ADR/ADN was incorrect. Noting that the text of the Model Regulations would have to be corrected as well, the Joint Meeting invited him to submit an official proposal for consideration by the Sub-Committee of Experts on the Transport of Dangerous Goods.

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

A. Pending issues

1. Additional provisions for goods of Class 1 in 5.2.1.5: Languages to be used for marks

Document: ECE/TRANS/WP.15/AC.1/2018/1 (Germany)

18. The Joint Meeting adopted option 1 as presented in the document from Germany for entry into force on 1 January 2019 (see annex II). It was noted that this option did not prevent the use of additional languages other than English, French or German, provided that the text appeared also in English, French or German.

2. Amendment to 1.1.3.6.3

Informal document: INF.8 (Germany)

19. The Joint Meeting adopted without modifications the amendment to 1.1.3.6.3 as proposed in informal document INF.8, for entry into force on 1 January 2019 (see annex II).

3. Amendments to RID/ADR/and for entry into force on 1 January 2019

Informal document: INF. 20 (UNECE and OTIF secretariats)

20. The Joint Meeting adopted without modifications the proposals for amendment to RID/ADR/ADN listed in informal document INF.20, for entry into force on 1 January 2019 (see annex II).

4. New provisions governing the lithium battery test summary

Informal document: INF. 37 (Germany)

21. The Joint Meeting adopted the transitional provision proposed by Germany allowing the carriage of lithium cells and batteries not meeting the requirements of 2.2.9.1.7 (g) until 31 December 2019, for entry into force on 1 January 2019 (see annex II).

5. Specification of the requirements for the protection of valves in 4.1.6.8

Document: ECE/TRANS/WP.15/AC.1/2018/2 (Germany)

Informal document: INF.44 (EIGA)

22. The Joint Meeting adopted the proposal for amendment to 4.1.6.8 in informal document INF.44 for entry into force on 1 January 2019 (see annex II).

B. New proposals

1. Online refresher training for drivers of dangerous goods

Document: ECE/TRANS/WP.15/AC.1/2018/10 (IRU)

23. Views were divided on the proposal to introduce provisions allowing use of online training for the refresher training course. Some delegations considered that there was no need to introduce such provisions as they could be dealt with at national level by the relevant competent authorities. Others on the contrary, noted that in case online training was allowed, ADR/ADN should provide the minimum requirements to ensure the same level of exigence and quality in all countries, given that training certificates would be mutually recognized among contracting parties. It was recalled that the same question had already been raised at the 103rd session of the Working Party on the Transport of Dangerous Goods and that it was also related to the training of experts under Chapter 8.2 of ADN.

24. After discussion, the Joint Meeting could not reach an agreement on the proposal as currently drafted in document ECE/TRANS/WP.15/AC.1/2018/10.

25. The representative of IRU was invited to work intersessionally with interested delegations to further develop the proposal in the light of the comments made. In particular, he was invited to address, among others, the following aspects when drafting the proposed regulatory text:

(a) Clarify whether e-learning referred to “distance learning” or “computer assisted learning”;

(b) Clearly state whether the proposed e-learning methodology would be used for the theoretical part of the course only or the exam or both;

(c) Explain the measures to be taken to check the degree of attendance as well as the identity of the persons taking the course or the exam (i.e. measures to avoid that another individual can take the training on his/her behalf);

(d) Provide details on how the courses should be organized to ensure the same level of exigence and quality in all countries;

(e) Consider the experience and lessons learned in countries where e-learning has been tested (e.g. Austria, Netherlands, Russian Federation).

26. The representative of IRU said that he would come back with a revised proposal and a presentation illustrating how some of the concerns expressed by some delegations could be addressed.

2. Marking of wagons and containers loaded with limited quantities

Document: ECE/TRANS/WP.15/AC.1/2018/14 (Sweden)

Informal document: INF.7 (Sweden)

27. The Joint Meeting did not agree with the proposal to require the limited quantity (LQ) mark on wagons and containers carrying more than 8 tons of dangerous goods in limited quantities together with other fully regulated dangerous goods.

28. Most of the delegations who took the floor pointed out that dangerous goods allowed to be carried in limited quantities were those posing a low hazard during carriage and considered that affixing the LQ mark would not increase safety, as the mark did not give any indication of the nature of the hazard of the goods carried. Others considered that the same argument could be used to question the utility of the orange-plate. It was noted however, that when the orange-plate was required, the information about the nature of the goods carried had to be included in the transport document, while this was not the case for dangerous goods carried in limited quantities.

29. Some others, on the contrary, considered that the proposal made by Sweden would increase safety, as it would alert of the presence of dangerous goods carried under the regime of "limited quantities" in significant amounts. This could be of interest for instance when the journey included passage through road tunnels.

30. The representative of Sweden said that she would take into account the comments made and would consider coming back with a new proposal in the future.

3. Colour of the elevated temperature substance mark in accordance with 5.3.3

Informal document: INF.4 (France)

31. The Joint Meeting agreed to the proposed amendment to the French version of 5.3.3 of RID/ADR/ADN for entry into force on 1 January 2019 (see annex II).

32. It was noted that the same amendment applied to 5.3.2.2 of the Model Regulations. The representative of France was invited to submit a proposal for consideration by the Sub-Committee of Experts on the Transport of Dangerous Goods.

4. Increase of the maximum allowed internal pressure for aerosol dispensers

Informal document: INF.5 (FEA)

33. Most of the delegations who took the floor favoured option 2 in informal document INF.5, as it would allow alignment of the provisions of RID/ADR/ADN with those of Directive 75/234/EC, thus increasing harmonization of provisions applicable to aerosol dispensers.

34. It was noted however, that in case the proposal in option 2 was adopted, harmonization would only be achieved within the scope of application of RID/ADR/ADN, unless the provisions of the Model Regulations were amended accordingly. The Joint Meeting invited industry representatives to consider whether there was a need to allow for the same provisions to be applied worldwide and if so, suggested that a proposal should be submitted to the Sub-Committee of Experts on the Transport of Dangerous Goods for consideration.

35. The Joint Meeting invited FEA to submit an official document for the autumn session.

5. References to directives in 6.2.4.1

Informal documents: INF.12 (Russian Federation)
INF.25 (ECMA, EIGA)

36. The representative of CEN explained that work had started in the past to convert the annexes of directives 84/525/EEC and 84/527/EEC into CEN standards but that the project was abandoned due to the difficulties experienced during the process.

37. Noting that the annexes to these directives were publicly available and widely used by manufacturing industries, and recalling the decision taken at its 2011 spring session (see ECE/TRANS/WP.15/AC.1/122 paras. 20 and 21), the Joint Meeting concluded that the references to the directives should not be deleted until alternative texts were available or additional justifications supporting their deletion as well as detailed information on the consequences of such deletion were provided.

38. The Joint Meeting invited the representative of the Russian Federation, to take account of the comments made and submit a revised proposal in an official document for the next session.

6. New hazard identification number 836

Informal document: INF.15 (Spain)

39. Some delegations welcomed the proposal from Spain and pointed out that similar issues had been identified for other entries that would justify reviewing whether the principles for the assignment of hazard identification numbers were consistently applied. They considered that for entries not following such principles it would be advisable to check whether this was well justified.

40. Others on the contrary pointed out that the current system had been in place for a long time and was well known by emergency responders. They expressed concern about the unintended consequences of changing the existing principles (e.g. in cases where duplication of the hazard identification number is currently used as an indication of the severity of the hazard) and considered that changes should only be considered on a case by case basis and when accompanied by supporting additional data.

41. It was noted that the information provided by the hazard identification number should not be considered on a stand-alone basis but in conjunction with that provided by other elements such as the placards. It was also noted that changes applicable to RID only should also be addressed.

42. After some discussion, the Joint Meeting invited the representative of Spain to submit a revised proposal to the autumn session that would take account of the comments made.

43. The Joint Meeting also invited delegations who had identified other cases where a review of the hazard identification numbers might be necessary to cooperate with Spain and consider including such cases in the revised proposal for the autumn session. The Joint Meeting would then assess whether the issues identified would justify undertaking a review of the principles for assignment of hazard identification numbers or whether they would continue to be addressed individually.

7. Definition of “flash-point”

Informal document: INF.18 (Germany)

44. There was no support for the proposal to insert an abbreviation for “flash-point”. Some delegations questioned its need and appropriateness, as the acronym “Fp” was not internationally recognized. Others inquired about the corresponding equivalent in other

languages. Some others indicated that the definition itself should be amended to include a reference to the application of ignition sources, as this would align it with the definition used in international standards.

45. It was noted that since the definition was also included in the Model Regulations, any proposal for change should be brought to the attention of the Sub-Committee of Experts on the Transport of Dangerous Goods.

46. In light of the comments, the representative of Germany withdrew his proposal as he considered that a specific solution for ADN could be found.

8. Amendment to special provision CW36/CV36 in 7.5.11

Informal document: INF.21 (Switzerland)

47. There was support for the proposal in principle but most delegations considered that it needed further refinement before it could be adopted. The representative of Germany noted that industry stakeholders foresee problems with parcel services. The representatives of EIGA and AEGPL volunteered to seek advice from industry stakeholders and to cooperate with the representative of Switzerland on the development of a revised proposal for the autumn session. Other interested delegations were invited to provide comments in writing to the representative of Switzerland.

9. Alignment of linguistic versions of RID/ADR

Informal document: INF.22 (Italy)

48. The Joint Meeting welcomed the document from Italy but considered that more time was needed to address all the issues raised. The representative of Italy was invited to submit an official document for the autumn session that would list separately editorial issues, matters requiring further analysis, and issues to be brought to the attention of the Sub-Committee of Experts on the Transport of Dangerous Goods.

49. In addition, noting that the document only addressed amendments to RID and ADR, the Joint Meeting invited the representative of Italy to include in its revised proposal the amendments relevant to ADN as well.

50. The Joint Meeting invited delegations to provide comments in writing to the representative of Italy.

10. References to ECE Regulations in RID/ADR/ADN

Informal document: INF.30 (Secretariat)

51. The Joint Meeting adopted the amendments proposed by the secretariat for entry into force on 1 January 2019 (see annex II).

11. Corrections adopted by the Sub-Committee of Experts on the Transport of Dangerous Goods

Informal document: INF.31 (Secretariat)

52. The Joint Meeting took note of the corrections to the 20th revised edition of the Model Regulations adopted by the Sub-Committee of Experts on the Transport of Dangerous Goods which are also relevant for the 2019 edition of RID/ADR/ADN (see annex II).

12. Amendments to 5.4.1.1.1

Informal documents: INF.33 (Ukraine)
INF.35 (Secretariat)

53. As the representative of Ukraine did not attend the session, the Joint Meeting decided to defer consideration of the proposal to its next session provided it was submitted as an official document.

13. Display packs of limited quantities

Informal document: INF.46 (COSTHA)

54. Due to lack of time the Joint Meeting could not consider the document. The representative of COSTHA was invited to resubmit it for consideration at the next session.

VII. Reports of informal working groups (agenda item 6)**A. Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT)**

Document: ECE/TRANS/WP.15/AC.1/2018/3 (EIGA)

55. The Joint Meeting noted that the regulatory procedures in the United States of America were still ongoing.

56. Some delegations expressed concerns about the new provision in sub-paragraph (e) of the proposal in paragraph 8 of the document. The Joint Meeting noted that work should continue to achieve full implementation of UN pressure receptacles worldwide as the only means to ensure global harmonization.

57. After some discussion, the Joint Meeting considered that in order to achieve further progress, a document including a side-by side comparison (e.g. on a 2-column table) of the draft amendments to Title 49 of the United States Code of Federal Regulations (49 CFR) and those proposed for RID/ADR/ADN should be submitted for consideration at its autumn session. The document would allow delegations to check that reciprocity is ensured, that mutual recognition of inspection bodies is granted and that there are no technical issues that need to be addressed. The representative of EIGA said that he would continue to work with industry and the representatives of the United States of America to provide this information at the next session.

B. Report of the informal working group on the definitions of “risk” and “hazard/danger” in the context of RID/ADR/ADN

Informal document: INF.13 (Romania, UIC)

58. After a lengthy discussion, the Joint Meeting could not agree on the proposed definitions and suggested the following stepwise approach to the informal working group for continuing the work:

- Firstly, identify all places in RID/ADR/ADN where the terms “danger”, “hazard” and “risk” could be avoided. This could be done on the basis of the table provided in informal document INF.4/Add.1 submitted at the 2017 autumn session; and

- Secondly, analyse how the terms “danger”, “hazard” and “risk” are used in all remaining places and explore possible solutions (e.g. consider whether they can be replaced or whether a definition should be developed).

59. All cases listed in informal document INF.4/Add.1 should be addressed and where the informal working group considers that the terms cannot be avoided, the appropriate explanation should be provided.

60. The representative of the Netherlands volunteered to host the next meeting of the informal working group that was tentatively scheduled from 11 to 13 June 2018 at the Ministry of Infrastructure and Water Management in The Hague.

61. The Joint Meeting noted that the informal working group would present the results of its work at the 2018 autumn session.

C. Report of the informal working group to update the architecture for dangerous goods telematics

Informal document: INF.34 (Germany)

62. The Joint Meeting took note of the report of the informal working group. It noted that Germany intended to present a draft memorandum of understanding between Member States to agree on a common understanding and use of already existing options under 5.4.0.2 of RID/ADR/ADN, for consideration of the informal working group at its next meeting on 4 and 5 June 2018 in London. It was also noted that ERA was exploring the possibility to become a TPI.

63. The representative of IRU informed the Joint Meeting that the UNECE Working Party on Road Transport (SC.1)¹, during a special session on 4 April 2018, would discuss options to operationalize the electronic “Contract for the International Carriage of Goods by Road” (e-CMR) including the development of a common central platform and alternative solutions. He encouraged interested delegations to participate in the meeting.

64. It was also mentioned that there was work under way at European Union level to build a common vision and road map for digital transport and logistics, within the framework of a group of experts (the “Digital Transport and Logistic Forum” (DTLF)) set up by the European Commission.

65. It was pointed out however, that these bodies were dealing with digitalisation of transport documents to facilitate trade operations and logistics between stakeholders, while the Joint Meeting informal working group on telematics was addressing the development of a system under the purview of RID/ADR/ADN regulatory framework defining information that would also be useful for authorities, and would allow them to take appropriate actions under their responsibility (e.g.: inspections, emergency response, traffic organisation, etc).

66. The Joint Meeting considered that it would be desirable to exchange information about the activities carried out by these bodies, to ensure there was no overlapping or contradicting outcomes. It reiterated that the aim of its ongoing work on telematics was to develop a system that would cover aspects not currently addressed by other initiatives. The representative of the European Union indicated that he would participate in the next meeting of the DTLF on 21 and 22 March and would explore the possibility to participate in the next meeting of the Joint Meeting informal working group on telematics in London on 4 and 5 June and provide information about DTLF activities.

¹ See document ECE/TRANS/SC.1/S/397 (<http://www.unece.org/trans/main/sc1/sc1age.html>)

D. Report of the informal working group on the reduction of the risk of a BLEVE during transport of dangerous goods

Informal document: INF.23 (Spain)

67. The Joint Meeting took note of the report and agreed on the continuation of the work as described in paragraphs 7 to 10 of the informal document.

68. It was noted that the French National Institute for Industrial Environment and Risks (INERIS) expected to address in 2018 modelling of the three first scenarios listed in paragraph 3; fires involving additional substances (a gas and a liquid) and the effects of damage and local protection. Additional work could be undertaken subject to budget availability.

VIII. Accidents and risk management (agenda item 7)

A. Second phase activities of the TDG Roadmap

Informal document: INF.27 (ERA)

69. The representative of ERA informed the Joint Meeting that the first edition of the framework guides on inland transport of dangerous goods risk management had been finalised and made available and that it would be published soon on the ERA website, pending the release of a dedicated website.

70. The representatives of Spain and the United Kingdom pointed out that in their view, further work was needed before the guides could be applied. They considered that in its current state of development, the proposed methodology was unable to provide reliable results, since there was not enough data available for all parameters and it was difficult to understand and use. Others indicated that as the document by ERA had been submitted late, they had not had time to conduct the necessary consultations at national level to provide comments at this session. They underlined the necessity to have the guides in their own language.

71. While acknowledging the concerns raised by Spain and the United Kingdom on the limited available data, the representative of ERA explained that this concern could partially be addressed using reference data. He indicated that France and Switzerland had already provided reference data for some parameters that could be used to increase the quality and reliability of the results and improve the methodology at a later stage. He encouraged other countries to provide datasets that could be used as reference values. He explained that the guides provided a framework and a methodology and that they would be revised in the future to take into account the experience gained with their implementation, the improvement of data collection and feedback from users.

72. The Joint Meeting invited the representative of ERA to submit the guides and all related information as official documents for the autumn session. This would allow delegations enough time to study them in detail and conduct the necessary consultations at national level to be able to communicate their national positions on this matter during the session. The representative of ERA volunteered to give a detailed presentation on the guides at the autumn session to facilitate the discussions.

73. The Joint Meeting also noted that ERA was setting up a group of experts (Experts Users and Development Group" (EUDG)) that would be involved in the continuous improvement of the Risk Management framework for inland transport of dangerous goods. It was noted that the dates for the 2018 meetings and workshops of the group had already

been established (see page 2 of informal document INF.27). The representative of ERA welcomed nominations of experts from all countries and organisations participating in the work of the Joint Meeting at any time, in particular those with experience in the following areas: occurrence reporting and transport statistics; risk estimation models (including physical and physiological models); decision-making processes (including acceptance criteria) and Information and Communication Technology (ICT) developments. A nomination form is available in Appendix II to informal document INF.27.

B. Improvement of reporting systems on inland transport of dangerous goods occurrences

Informal documents: INF.26 (ERA)
 INF.42 (France)

74. The Joint Meeting took note of the information presented in the document by ERA on the list of parameters to be used in the harmonized risk estimation method and on the proposal for the development of a Railway Common Occurrence Reporting (COR) System. The representative of ERA explained that the COR document was at this stage, a concept document which would be used to develop a common safety method.

75. The representative of ERA indicated that this work should be coordinated with the work of the Joint Meeting on section 1.8.5 of RID/ADR/ADN. He pointed out that in case the Joint Meeting decided not to take this opportunity, ERA would have to develop its own system for the European railway sector, which may or may not be fully aligned with the provisions in 1.8.5.

76. As regards data collection, some delegations expressed concern about the availability of some of the parameters listed in Appendix I of informal document INF.26. They indicated that primary statistics on some parameters (e.g. type and amount of dangerous goods carried, types of vehicles used, etc.) were not always available at national level, and therefore it would be impossible for some countries to provide such detailed data. Others indicated that, based on experience, it was not always easy to collect additional data after an accident or incident. Some others indicated that it would be necessary to examine how the current provisions of section 1.8.5 were implemented in different countries to get an overview of the current situation and challenges.

77. It was recalled, however, that the collection of accident data was successfully done in some countries and that work on accident reporting had already been envisaged at previous sessions of the Joint Meeting once the ERA workshops had provided the list of useful data (see ECE/TRANS/WP.15/AC.1/136, paragraph 61, ECE/TRANS/WP.15/AC.1/138, paragraphs 59 and 60 and ECE/TRANS/WP.15/AC.1/140, paragraphs 86 to 90). It was noted that in relation with the COR system there was a unique opportunity that should not be missed.

78. After an exchange of views, the Joint Meeting suggested that, as a first step, countries should explore the type of data and statistics currently available at national and regional level (e.g. data collected at European Union level).

79. Concerning the proposal in informal document INF.42, there was some support for the establishment of an informal working group. The Joint Meeting invited the representative of France to submit an official proposal for the autumn session. Delegations were invited to provide comments on the proposed terms of reference listed under paragraph 5 of the informal document to the representative of France before 1 June 2018.

IX. Future work (agenda item 8)

80. The next session would be held in Geneva from 17 to 21 September 2018.

X. Any other business (agenda item 9)

A. Filling of LPG cylinders by private individuals or enterprises for their own supply

Document: ECE/TRANS/WP.15/AC.1/2018/4 (Switzerland)

Informal document: INF.38 (AEGPL)

81. After discussion, the Joint Meeting considered that the exemption currently provided for under 1.1.3.1 (a) could be envisaged only on condition that goods were presented for retail sale in a containment system that guaranteed the absence of leakage. Considering that this condition was difficult to meet in the case of a gas being pumped into a cylinder by a private individual for its own use, while ensuring at the same time compliance with the provisions of packing instruction P200, the Joint Meeting concluded that a general exemption in accordance with 1.1.3.1 (a) would not be justified. It was noted that this did not prevent national competent authorities to allow self-filling at national level, in accordance with specific provisions addressing non-transport issues (e.g. safety of use) in other pieces of legislation.

82. Some delegations considered that the exemption of 1.1.3.1 (a) applied only to carriage and not to filling. In their opinion the provisions of packing instruction P200 would apply in any case.

83. The Joint Meeting indicated that if a proposal was developed to extend the applicability of 1.1.3.1 to the cases described in the document from Switzerland, it should include the technical conditions guaranteeing the same level of safety as those provided by packing instruction P200.

B. Tributes

84. The Joint Meeting was informed that Mr. K. Tiemersma (Netherlands) and Mr. J. Mairs (United Kingdom) were attending the session for the last time as they would be retiring soon. The Joint Meeting thanked them warmly for their dedication and contribution to its work and wished them a long and happy retirement.

XI. Adoption of the report (agenda item 10)

85. The Joint Meeting adopted the report on its spring 2018 session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/150/Add.1)

Annex II

Draft amendments to RID/ADR/ADN for entry into force on 1 January 2019

Chapter 1.1

1.1.3.6.3 In the Table, under transport category 0, for Class 4.3, after "3131," add: "3132,".

(Reference document: informal document INF.8)

Chapter 1.2

1.2.1 In the definition of "ECE Regulation", replace "ECE Regulation" by: "UN Regulation" and move the definition under "U".

(Reference document: informal document INF.30)

Chapter 1.6

1.6.1 Add the following transitional provision:

"1.6.1.47 Lithium cells and batteries not meeting the requirements of 2.2.9.1.7 (g) may continue to be carried until 31 December 2019."

(Reference document: informal document INF.37)

(ADR:)

1.6.5.7 In the first sentence and in footnote 1, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

1.6.5.13 Replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

1.6.5.16 Replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

Chapter 3.2

3.2.1, Table A

(RID:) For UN Nos. 1796 (packing group II) and 1826 (packing group II), in column (18), delete: "CW24".

(Reference document: ECE/TRANS/WP.15/AC.1/2018/5)

For UN No. 2031, second entry, in column (18), insert: "CW24/CV24".

(Reference document: ECE/TRANS/WP.15/AC.1/2018/5)

Chapter 4.1

4.1.6.8 In the first sentence after "Valves", insert: "and other components which are to remain connected to the valve during carriage (e.g. handling devices or adaptors)".

(Reference document: informal document INF.44)

Chapter 5.2

5.2.1.5 Amend the second sentence to read as follows:

"The mark, which shall be clearly legible and indelible, shall be in one or more languages, one of which shall be French, German or English, unless any agreements concluded between the countries concerned in the transport operation provide otherwise."

(Reference document: ECE/TRANS/WP.15/AC.1/2018/1, Option 1)

Chapter 5.3

5.3.1.7.1 The amendments to the second paragraph in the French version do not apply to the English text.

5.3.1.7.1 At the end, add the following sentence: "The deviations specified in 5.2.2.2.1, second sentence, 5.2.2.2.1.3, third sentence and 5.2.2.2.1.5 for danger labels also apply to placards."

(Reference document: informal document INF.43)

5.3.3 The amendment to the French version does not apply to the English text.

(Reference document: informal document INF.4)

Chapter 6.2

6.2.4.1 Amend the Table, under "For design and construction", as follows:

– For standard "EN 1442:2006 + A1:2008", in column (4), replace "Until further notice" by: "Between 1 January 2009 and 31 December 2020".

(Reference document: informal document INF.45)

– After standard "EN 1442:2006 + A1:2008", insert the following new row:

EN 1442:2017	LPG equipment and accessories – Transportable refillable welded steel cylinders for LPG – Design and construction	6.2.3.1 and 6.2.3.4	Until further notice	
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(Reference document: informal document INF.45)

– For standard "EN 12245:2002", in column (5), insert: "31 December 2019, for cylinders and tubes without a liner, manufactured in two parts joined together".

(Reference documents: informal documents INF.28 and INF.45)

– For standard "EN 12245:2009 + A1:2011", in column (2), add the following Note:

NOTE: This standard shall not be used for cylinders and tubes without a liner, manufactured from two parts joined together."

(Reference documents: informal documents INF.28 and INF.45)

- For standard "EN 12245:2009 + A1:2011", in column (5), insert: "31 December 2019, for cylinders and tubes without a liner, manufactured in two parts joined together".

(Reference documents: informal documents INF.28 and INF.45)

6.2.4.1 Amend the Table, under "for closures", as follows:

- For standard "EN ISO 14246:2014", in column (4), replace "Until further notice" by: "Between 1 January 2015 and 31 December 2020".

(Reference document: informal document INF.45)

- After standard "EN ISO 14246:2014", insert the following new row:

EN ISO 14246:2014 + A1:2017	Gas cylinders – Cylinder valves – Manufacturing tests and examinations	6.2.3.1 and 6.2.3.4	Until further notice	
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(Reference document: informal document INF.45)

Chapter 6.8

6.8.2.1.2 In the text of the right-hand column, after "Tank-container", insert a reference to a footnote 2/1 to read as follows:

"^{2/1} See also 7.1.3."

Footnotes 2/1 to 21/18 become footnotes 3/2 to 22/19.

(Reference documents: informal documents INF.19 and INF.47)

6.8.2.3.4 The amendments in the French version do not apply to the English text.

(Reference documents: informal documents INF.19 and INF.47)

[6.8.2.6.1 Amend the Table, under "For design and construction of tanks", as follows:

- For standard "EN 14025:2013 + A1:2016", in column (4), replace "Until further notice" by: "Between 1 January 2017 and 31 December 2020".

(Reference document: informal document INF.45)

- After the standard "EN 14025:2013 + A1:2016", insert the following row:

EN 14025:2018	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction	6.8.2.1 and 6.8.2.3	Until further notice	
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(Reference document: informal document INF.45)

- After the new standard "EN 14025:2018", insert the following row:

EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.3	Mandatorily from 1 January 2021	
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]

(Reference document: informal document INF.45)

(ADR:)

- For standard "EN 13094:2015", in column (2), add the following Note:

"NOTE: See also the guideline on the website of the secretariat of the United Nations Economic Commission for Europe (<http://www.unece.org/trans/danger/danger.html>)."

(Reference documents: ECE/TRANS/WP.15/AC.1/2018/12 and informal document INF.47)

(RID/ADR:)

6.8.2.6.1 Amend the Table, under "For equipment", as follows:

– For standard "EN 14432:2014", amend the Note in column (2) to read as follows:

"NOTE: This standard may also be used for gravity-discharge tanks."

(Reference documents: informal documents INF.40 and INF.47)

– For standard "EN 14433:2014", amend the Note in column (2) to read as follows:

"NOTE: This standard may also be used for gravity-discharge tanks."

(Reference documents: informal documents INF.40 and INF.47)

[6.8.2.6.2 Amend the Table as follows:

– For standard "EN 12972:2007", in column (4), replace "Until further notice" by: "Until 30 June 2019".

(Reference document: informal document INF.45)

– After the standard "EN 12972:2007", insert the following row:

EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.4 and 6.8.3.4	Mandatorily from 1 July 2019	
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(Reference document: informal document INF.45)

[(ADR:)

6.8.4 (d), TT11 In the paragraph after the Table, replace "EN 14025:2013 + A1:2016" by: "EN 14025:2018".]

(Reference document: informal document INF.45, consequential amendment)

[6.8.5.4 Replace "EN 1252-2:2001 Cryogenic vessels – Materials – Part 2: Toughness requirements for temperature between –80 °C and –20 °C" by: "EN ISO 21028-2:2018 Cryogenic vessels – Toughness requirements for materials at cryogenic temperature – Part 2: Temperatures between -80 °C and -20 °C".]

(Reference document: informal document INF.45)

(ADR:) Chapter 7.5

7.5.7.6.1 In the second sentence and in footnote 2, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

(ADR:) Chapter 9.1

9.1.1.2 In the definition of "Type-approved vehicle" and in footnote 2, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

9.1.2.1 In the last paragraph and in footnote 3, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

9.1.2.2 In the first paragraph and in footnote 2, replace "ECE Regulation" by: "UN Regulation" (twice).

(Reference document: informal document INF.30)

(ADR:) Chapter 9.2

9.2.1.1 Replace "ECE Regulation" by: "UN Regulation" (twice).

(Reference document: informal document INF.30)

9.2.2.6.2 In the second indent and in footnote 2, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

9.2.3.1.1 In the text of the paragraph and in footnote 4, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

9.2.3.1.2 Replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

9.2.4.3 In paragraph (b) (three times) and in footnotes 5, 6 and 7, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

9.2.4.4 Replace "ECE Regulation" by: "UN Regulation" (four times).

(Reference document: informal document INF.30)

9.2.4.7.1 In the text of the paragraph and in footnote 8, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

9.2.5 In the first sentence and in footnote 9, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

9.2.6 In the text of the paragraph and in footnote 2, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

(ADR:) Chapter 9.7

9.7.5.2 In the first sentence and in footnote 1, replace "ECE Regulation" by: "UN Regulation".

(Reference document: informal document INF.30)

Annex III

Corrections and modifications to the draft amendments in documents ECE/TRANS/WP.15/240 and OTIF/RID/CE/GTP/2017/15

A. Corrections to the draft amendments in documents ECE/TRANS/WP.15/240 and OTIF/RID/CE/GTP/2017/15

Chapter 1.6, new transitional measure 1.6.3.49

For nominal pressure of the bursting disc *read* burst pressure of the bursting disc
(Reference documents: informal documents INF.32/Rev.1 and INF.47)

Chapter 1.6, new transitional measure 1.6.4.51

For nominal pressure of the bursting disc *read* burst pressure of the bursting disc
(Reference documents: informal documents INF.32/Rev.1 and INF.47)

Chapter 2.2, amendment to 2.2.9.1.7, new sub- paragraph (g), after "cells or batteries"

Insert manufactured after 30 June 2003
(Reference document: informal document INF.37)

Chapter 3.3, in new special provision 392, in sub-paragraph (a), in the table (six times)

For ECE Regulation *read* UN Regulation
(Reference document: informal document INF.30)

Chapter 5.3, amendment to 5.3.1.2

For the existing text, *substitute*

(RID:)

5.3.1.2 In the title, after "large containers,", insert: "bulk containers,".

5.3.1.2 Amend the first sentence to read as follows:

"The placards shall be affixed to both sides and at each end of the large container, bulk container, MEGC, tank-container or portable tank and to two opposite sides in the case of flexible bulk containers."

(Reference document: informal document INF.20)

(ADR:)

5.3.1.2 In the title, after "containers,", insert: "bulk containers,".

5.3.1.2 Amend the first paragraph after the Note to read as follows:

"The placards shall be affixed to both sides and at each end of the container, bulk container, MEGC, tank-container or portable tank and to two opposite sides in the case of flexible bulk containers."

(Reference document: informal document INF.20)

Chapter 6.8, 6.8.2.1.23, first amendment

For the existing text, *substitute*

6.8.2.1.23 Replace the first two sentences by the following:

"The ability of the manufacturer to perform welding operations shall be verified and confirmed by either the competent authority or by the body designated by this authority. The ability of the maintenance or repair shop to perform welding operations shall be verified and confirmed by the inspection body according to 6.8.2.4.5. A weld quality assurance system shall be operated by the manufacturer or the maintenance or repair shop."

(Reference documents: ECE/TRANS/WP.15/AC.1/2018/9 and informal document INF.47)

Chapter 6.8, amendment to 6.8.2.2.10

For the existing text, *substitute*

6.8.2.2.10 Amend the second paragraph to read as follows:

"Except for tanks intended for the carriage of compressed, liquefied or dissolved gases where the arrangement of the bursting disc and safety valve shall be such as to satisfy the competent authority, burst pressures of the bursting disc shall satisfy the following requirements:

- the minimum burst pressure at 20 °C, tolerances included, shall be greater than or equal to 0.8 times the test pressure;
- the maximum burst pressure at 20 °C, tolerances included, shall be less than or equal to 1.1 times the test pressure; and
- the burst pressure at the maximum service temperature shall be greater than the maximum working pressure.

A pressure gauge or another suitable indicator shall be provided in the space between the bursting disc and the safety valve, to enable detection of any rupture, perforation or leakage of the disc.

(Reference documents: informal documents INF.32/Rev.1 and INF.47, as amended)

Chapter 6.8, in the new indent under 6.8.5.1.2 (a)

For -40 °C read -60 °C

(Reference documents: ECE/TRANS/WP.15/AC.1/2018/11 and INF.47)

B. Modifications to document OTIF/RID/CE/GTP/2017/15

Chapter 2.2

2.2.43.3 For UN No. 3543, replace "ARTICLES CONTAINING A SUBSTANCE WHICH EMITS FLAMMABLE GAS IN CONTACT WITH WATER, N.O.S." by:

"ARTICLES CONTAINING A SUBSTANCE WHICH IN CONTACT WITH WATER EMITS FLAMMABLE GASES, N.O.S."

(Reference document: informal document INF.31)

Chapter 3.2

3.2.1

Table A For UN No. 3543, replace "ARTICLES CONTAINING A SUBSTANCE WHICH EMITS FLAMMABLE GAS IN CONTACT WITH WATER, N.O.S." by:

"ARTICLES CONTAINING A SUBSTANCE WHICH IN CONTACT WITH WATER EMITS FLAMMABLE GASES, N.O.S."

(Reference document: informal document INF.31)

3.2.2

Table B For UN No. 3543, replace "ARTICLES CONTAINING A SUBSTANCE WHICH EMITS FLAMMABLE GAS IN CONTACT WITH WATER, N.O.S." by:

"ARTICLES CONTAINING A SUBSTANCE WHICH IN CONTACT WITH WATER EMITS FLAMMABLE GASES, N.O.S."

(Reference document: informal document INF.31)

Chapter 3.3

SP392 In paragraph (c), amend the second sentence to read:

"If only one valve exists or only one valve works, all openings with the exception of the opening of the pressure relief device shall be closed as to be gastight under normal conditions of carriage;"

(Reference document: informal document INF.31)

Chapter 4.1

P907 In the second paragraph, in the second sentence, replace "filling density" by: "filling ratio".

(Reference document: informal document INF.31)

Chapter 4.2

4.2.5.3, TP10 Replace "beyond the date of expiry of the last testing" by: "beyond that date".

(Reference document: informal document INF.31)

Chapter 6.8

6.8.2.1.18 Delete the amendment in square brackets.

6.8.5.1.2 Delete the square brackets.

(Reference documents: informal documents INF.36 and INF.47)

Annex IV

Draft amendments to RID/ADR/ADN for entry into force on 1 January 2021

Chapter 6.8

6.8.2.1.18 Add the following sentence at the end of footnote 4/2:

"However the cross section of shells according to 6.8.2.1.14 (a) may contain recesses or protrusions such as sumps, cut-outs or recessed manhole constructions. They may be constructed of flat or shaped (concave or convex) sheet metal. Dents and other unintended deformations shall not be regarded as recesses or protrusions."

(Reference documents: informal documents INF.36 and INF.47)

Annex V

Guidelines for the application of EN 13094:2015 for compliance with ADR 2017 and 2019

The European standard EN 13094 specifies requirements for the design and construction of metallic gravity-discharge tanks intended for the carriage of substances having a vapour pressure not exceeding 110 kPa (absolute pressure) for which a tank code with letter "G" is given in Chapter 3.2 of ADR.

In order to comply with the requirements of ADR, the following amendments to EN 13094:2015 shall be made.

1. Amendment of 3.1, Terms and definitions
 - Delete the definition of maximum working pressure in 3.1.4.*
2. Amendment of 6.4, Dynamic conditions
 - In the first paragraph of 6.4.2, replace " P_v " with " P_{ta} ", where P_{ta} = static pressure (gauge pressure) in Megapascals (MPa).*
3. Amendment of 6.5, Pressure conditions
 - 3.1 Amendment of 6.5.1
 - Delete "c) 1.3 times the maximum working pressure".*
 - 3.2 Amendment of 6.5.2
 - Replace " $1.3 \times (P_{ta} + P_{ts})$ " with " $\max(0.2; 1.3 \times P_{ta \text{ water}}; 1.3 \times P_{ta})$ ".*
4. Amendment of Annex A, A.5 Calculation method – Worksheet
 - 4.1 Amendment of A.5.2.2.1, Table A.2, Pressures
 - Replace N° 2 "Maximum working pressure^b, P_{ms} " with "Opening pressure of the breather device, P_{ts} ".*
 - Delete "^b P_{ms} is the maximum of P_{vd} , P_{ts} , P_d and P_r ".*
 - 4.2 Amendment of A.5.2.2.2, Table A.3, Calculation pressure in service conditions
 - In 4, 5, 6 and 7, replace " P_{ms} " with " P_{ts} ".*
 - 4.3 Amendment of 5.6.2.1.2, Tensile stress due to pressure during transport
 - In a) Force, replace " P_{ms} " with " P_{ts} ".*

(Reference documents: ECE/TRANS/WP.15/AC.1/2018/12 and INF.47)