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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 2020 session*

held in Bern, 10–11 September and Geneva, 14–18 September 2020

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* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2020-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 addendum, with the symbol ECE/TRANS/WP.15/AC.1/158/Add.1.

I. Attendance

1. The spring session of 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 initially scheduled to be held in Bern from 16 to 20 March 2020. It had been postponed due to the risks related to the spread of the COVID-19 virus. To catch up some work progress lost in March, it was decided to add two additional meeting days prior to the autumn session of the Joint Meeting and, for organisational reasons, it was rescheduled to take place in Bern and Geneva. Thus, the session of the Joint Meeting started in Bern on 10 and 11 September and resumed in Geneva from 14 to 18 September 2020, with Mr. C. Pfauvadel (France) as Chair and Ms. Garcia Wolfrum (Spain) 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, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, San Marino, 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));

(b) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Association of Dangerous Goods Safety Advisers (EASA), European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Federation of Waste Management and Environmental Services (FEAD), European Industrial Gases Association (EIGA), European Plastics Converters (EuPC), European Recycling Industries' Confederation (EuRIC), Fuels Europe International, Association of the Body and Trailer Building Industry (CLCCR), International Confederation of Container Reconditioners (ICCR), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Wagon Keepers (UIP), International Union of Railways (UIC) and Liquid Gas Europe (European LPG Association).

II. Opening of the session

4. Mr. Wolfgang Küpper, Secretary General of the Intergovernmental Organisation for International Carriage by Rail (OTIF) opened the Bern session and welcomed all delegates participating in the first online meeting of the Joint Meeting. He underlined the good collaboration and importance of the work done in this respect by both the secretariats of OTIF and UNECE. He wished all participants a fruitful discussion and successful deliberation of decisions during the session.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/157/Rev.1
ECE/TRANS/WP.15/AC.1/157/Add.1/Rev.1
RID-20011-RC

Informal documents: INF.1, INF.2 and INF.48 (Secretariat)

5. The Joint Meeting adopted the agenda proposed by the secretariats in documents ECE/TRANS/WP.15/AC.1/157/Rev.1 and Add.1/Rev.1 (RID-20011-RC) as updated by informal document INF.2 after amending it to take account of informal documents INF.1 to INF.64.

IV. Tanks (agenda item 2)

Documents:

- ECE/TRANS/WP.15/AC.1/2020/1 (EIGA)
- ECE/TRANS/WP.15/AC.1/2020/6 (OTIF Secretariat)
- ECE/TRANS/WP.15/AC.1/2020/7 (France)
- ECE/TRANS/WP.15/AC.1/2020/12 (UIP/UIC)
- ECE/TRANS/WP.15/AC.1/2020/15 (France)
- ECE/TRANS/WP.15/AC.1/2020/16 (France)
- ECE/TRANS/WP.15/AC.1/2020/17 (France)
- ECE/TRANS/WP.15/AC.1/2020/18 (France)
- ECE/TRANS/WP.15/AC.1/2020/19 (United Kingdom)
- ECE/TRANS/WP.15/AC.1/2020/20 (United Kingdom)
- ECE/TRANS/WP.15/AC.1/2020/22 (France)
- ECE/TRANS/WP.15/AC.1/2020/26 (Poland)
- ECE/TRANS/WP.15/AC.1/2020/31 (Russian Federation)
- ECE/TRANS/WP.15/AC.1/2020/32 (Russian Federation)
- ECE/TRANS/WP.15/AC.1/2020/33 (Russian Federation)
- ECE/TRANS/WP.15/AC.1/2020/34 (Russian Federation)
- ECE/TRANS/WP.15/AC.1/2020/35 (Russian Federation)
- ECE/TRANS/WP.15/AC.1/2020/45 (UIP)
- ECE/TRANS/WP.15/AC.1/2020/47 (Ireland)
- ECE/TRANS/WP.15/AC.1/2020/48 (United Kingdom)
- ECE/TRANS/WP.15/AC.1/2020/49 (United Kingdom)

Informal documents:

- INF.6/Rev.1 (United Kingdom)
- INF.9 (OTIF Secretariat)
- INF.13 (Netherlands)
- INF.15 (Belgium)
- INF.17 (EIGA)
- INF.33 (UIP)
- INF.43 (Belgium)
- INF.44 (Belgium)
- INF.45 (ITCO)
- INF.46 (Germany)
- INF.54 (United Kingdom)
- INF.56 (Poland)
- INF.57 (United Kingdom)

6. The representative of France withdrew documents ECE/TRANS/WP.15/AC.1/2020/15 and ECE/TRANS/WP.15/AC.1/2020/22.

7. The Joint Meeting had an exchange of views on the progress of work by the informal working group on the inspection and certification of tanks (documents ECE/TRANS/WP.15/AC.1/2020/19, ECE/TRANS/WP.15/AC.1/2020/20, ECE/TRANS/WP.15/AC.1/2020/47 and ECE/TRANS/WP.15/AC.1/2020/49 as well as informal documents INF.6/Rev.1, INF.15, INF.17, INF.33, INF.43 and INF.44) and considered three main questions raised by the group on (i) the notification and approval of national systems for inspection bodies (proposed in 1.8.6.2.4 of ECE/TRANS/WP.15/AC.1/2020/19 and INF.6/Rev.1), (ii) on the approval of Type C inspection bodies to perform periodic inspections, intermediate inspections and minor exceptional inspections (proposed in 1.8.6.2.1 of ECE/TRANS/WP.15/AC.1/2020/47 and 2020/49) and (iii) the entry into service verification of tanks and the reciprocal recognition (proposed in 6.8.1.5.5 of INF.6/Rev.1 and commented in INF.15 and INF.33). Following the discussion, the Joint Meeting invited the Tank Working Group to further elaborate on these three subjects, taking into account the comments received and to report back during the plenary session in Geneva.

8. The consideration of the documents under agenda item 2 was entrusted to the Working Group on Tanks that met also online from 10 to 16 September 2020 with Mr. A. Bale (United Kingdom) as Chair.

Report of the Working Group on Tanks

Informal documents: INF.63 (United Kingdom)
INF.64 (Report of the Working Group on Tanks)

9. The Joint Meeting noted the outcome of the working group whose report appears in annex I as addendum 1 to this report. The Joint Meeting considered informal document INF.64 and adopted proposals 1 to 9 (see annex II).

10. On item 1, the Joint Meeting endorsed the recommendation of the working group that the amendment to RID 6.8.2.2.4 proposed in document ECE/TRANS/WP.15/AC.1/2020/6 should be further considered at the next RID Committee of Experts' standing working group in November 2020 together with a possible transitional provision.

11. On item 3, the Joint Meeting concurred with the working group to adopt the deletion of RID 4.3.3.3.2 also for tank-wagons but to keep it in square brackets for the time being until confirmation of the deletion could be given by the RID Committee of Experts' standing working group.

12. On item 5, the Joint Meeting agreed to go forward as recommended by the working group and to address this issue to the Sub-Committee of Experts on the Transport of Dangerous Goods.

13. On item 7, the Joint Meeting noted the request from the Chair of the informal working group on the inspection and certification of tanks (London working group) to consider five possible scenarios listed in informal document INF.63 to formulate a survey for the contracting parties to clarify the direction of the work concerning the application of national systems for the approval of inspection bodies. It was agreed that the Chair of the London working group should contact the competent authorities of all RID contracting states and ADR contracting parties to seek feedback on their preferences on the five options, including a clear ranking for the responses. The responses should be returned to the Chair of the London working group (steve.gillingham@dft.gov.uk) not later than mid November 2020 to enable the London working group a detailed consideration of the preferred options at its next meeting scheduled to be held from 16 to 18 December 2020. The London working group was requested to report back to the Joint Meeting at the March 2021 session.

V. Standards (agenda item 3)

A. Revised procedure of cooperation with the European Committee for Standardization (CEN) and the European Committee for Electrotechnical Standardization (CENELEC)

Document: ECE/TRANS/WP.15/AC.1/2020/52 (CEN)

Informal document: INF.55 (Switzerland)

14. The representative of CEN-CENELEC proposed to amend the procedure of cooperation to mainly reflect the appointment of a Standards Adviser instead of the CEN Consultant. The Joint Meeting adopted the revised procedure of cooperation in document ECE/TRANS/WP.15/AC.1/2020/52 as amended (see annex III to this report).

15. On the concerns raised by Switzerland in informal document INF.55, the Joint Meeting clarified that all its participants may participate in the Working Group on Standards, which is dedicated to be involved already in an early stage in the development of new standards or amendments to existing ones, independently if they are member or not of the CEN-CENELEC. It was concluded that the Working Group on Standards has a permanent mandate and convenes regularly, either in virtual or in-person meetings, back to back with the official sessions of the Joint Meeting to facilitate the participation in its work.

B. Information on the work of the Working Group on Standards

Document: ECE/TRANS/WP.15/AC.1/2020/58 (CEN)

16. The Joint Meeting welcomed the report on the outcome of the recent meetings of the Working Group on Standards and noted that Mr. John Williams had been nominated as Standards Adviser to the Joint Meeting.

C. Amendments to the requirements of EN ISO 18119

Document: ECE/TRANS/WP.15/AC.1/2020/63 (EIGA)

Informal documents: INF.50 (ECMA) and INF.51 (EIGA)

17. Several delegates did not support the proposal to remove in 6.2.3.5.1 the last sentence of Note 3. Others raised the concern that it was too premature to adopt the proposal and felt that additional information was necessary (e.g. training of inspectors) before taking a decision. The representative of EIGA announced to further exchange views with the delegations and to prepare an updated document for the next session.

D. Comments and decisions of the Working Group on Standards

Informal document: INF.52 (CEN)

18. The Joint Meeting noted the comments and decisions of the group's virtual meeting held on 2 September 2020.

E. Report of the Standards Working Group (thirty-first meeting)

Informal document: INF.53/Rev.2 (United Kingdom)

19. The Joint Meeting welcomed the report and adopted the amendments proposed in paragraphs 4.1 to 4.6 as amended (see annex II).

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

A. Waste batteries / used storage batteries, carriage in bulk (AP8)

Document: ECE/TRANS/WP.15/AC.1/2020/2 (Finland)

20. The Joint Meeting welcomed the questions raised in the document and agreed to refer them to the working group on the transport of hazardous waste for further consideration.

B. Request for interpretation of provision 3.4.7.1

Document: ECE/TRANS/WP.15/AC.1/2020/27 (Poland)

21. Most delegates who took the floor believed that emphasis shall be put on the wording "contrasting" in provision 3.4.7.1. It was recalled that the provision was basically drafted to allow the use of one single print colour for the marking. It was noted that any amendment to this provision shall be submitted to the Sub-Committee on the Transport of Dangerous Goods.

C. Carriage of empty uncleaned tanks

Document: ECE/TRANS/WP.15/AC.1/2020/38 (Spain)

22. The Joint Meeting agreed on the need for clarification of the question raised the document. Some delegates expressed their preference for option 7 (c). The representative of Spain invited all delegations to send her their feedback and said that she would perhaps submit an updated document for the next session of the Joint Meeting.

D. Placarding of removable skips

Document: ECE/TRANS/WP.15/AC.1/2020/54 (France)

23. Most delegates who took the floor were of the opinion that according to the provisions of RID/ADR the placarding of removable skips should be similar to that of containers in accordance with 5.3.1.2. Although there was no consensus on this, it was noted that this was the usual practice in some countries. The Joint Meeting felt that the provisions could be modified and invited France/FEAD to prepare a proposal for the next session.

VII. Proposal for amendments to RID/ADR/ADN (agenda item 5)

A. Pending issues

1. Amendment of special provision 591 in RID/ADR/ADN Chapter 3.3

Document: ECE/TRANS/WP.15/AC.1/2020/5 (Germany)

24. The Joint Meeting adopted the proposal of Germany in document ECE/TRANS/WP.15/AC.1/2020/5 (see annex II). It was noted that the discussion could have an impact on the listing and classification and, therefore, listing under CLP should be checked, if necessary. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals should be informed.

2. Proposal of amendment to Chapter 1.2 of RID/ADR

Document: ECE/TRANS/WP.15/AC.1/2020/13 (Portugal)

Informal document: INF.5 (Portugal)

25. The Joint Meeting adopted in principle the list of abbreviations proposed by Portugal in 1.2.3 of ECE/TRANS/WP.15/AC.1/2020/13 but preferred to keep the text in square brackets (see annex II). Delegates were invited to verify the texts of the official document together with that of informal document INF.5 and to communicate possible missing elements to the representative of Portugal, who volunteered to prepare a further document for the next Joint Meeting in March 2021.

3. Period of use for plastic packagings for medical waste of UN No. 3549

Document: ECE/TRANS/WP.15/AC.1/2020/21 (Switzerland)

26. Following an exchange of views by the Joint Meeting on ECE/TRANS/WP.15/AC.1/2020/21, the representative of Switzerland volunteered to submit, if necessary, a revised document to the Sub-Committee on the Transport of Dangerous Goods, taking into account the comments received.

4. Requirements for the structural serviceability of cargo transport units

Document: ECE/TRANS/WP.15/AC.1/2020/24 (CEFIC)

27. The Joint Meeting commented on the proposal by CEFIC. The representative of CEFIC proposed to further develop his proposal and to submit a revised proposal to the next Ad-hoc Working Group on Harmonization of RID/ADR/ADN with the UN Recommendations on the transport of dangerous goods in April 2021 or to the Joint Meeting autumn 2021 session.

5. Carriage of FERTILIZER AMMONIATING SOLUTION (UN 1043)

Document: ECE/TRANS/WP.15/AC.1/2020/36 (Spain)

28. The Joint Meeting adopted the amendments proposed in paragraphs 14 and 15 of document ECE/TRANS/WP.15/AC.1/2020/36 and in paragraph 16 the option for introducing classification code "4A" in RID (see annex II). The proposal in paragraph 17 was also endorsed, but the Joint Meeting preferred to keep the text in square brackets to leave the decision of the amendments proposed to the ADN Administrative Committee. The secretariat was requested to inform the ADN Administrative Committee.

6. Name and description for UN 1345 RUBBER SCRAP or RUBBER SHODDY powdered or granulated

Document: ECE/TRANS/WP.15/AC.1/2020/37 (Spain)

29. The Joint Meeting adopted the amendments in proposal 1 to modify the name and description of UN 1345 (see annex II).

7. Name and description for UN 2015 HYDROGEN PEROXIDE, STABILIZED or HYDROGEN PEROXIDE, AQUEOUS SOLUTION, STABILIZED with more than 60% hydrogen peroxide

Document: ECE/TRANS/WP.15/AC.1/2020/39 (Spain)

30. The Joint Meeting adopted the proposed amendments (see annex II).

8. Harmonization of SP 593 with 5.5.3

Document: ECE/TRANS/WP.15/AC.1/2020/40 (Spain)

31. Following the discussion, the Joint Meeting acknowledged the complexity of 5.5.3 and special provision 593, and invited the representative of Spain to prepare a revised proposal for the next Joint Meeting taking in account the comments received.

9. Name and description for UN numbers in Model Regulations and RID/ADR: UN 2426 Ammonium nitrate

Document: ECE/TRANS/WP.15/AC.1/2020/41 (Spain)

32. The document received several comments and concerns. The representative of Spain announced her intention to further develop the proposal for submission to the next Joint Meeting.

10. Classification of UN 1872 LEAD DIOXIDE

Document: ECE/TRANS/WP.15/AC.1/2020/53 (Germany)

33. The Joint Meeting adopted the proposed amendments to harmonize the classification of UN 1872 in Chapter 3.2 of RID/ADR/ADN with the classification in the UN Model Regulations and the IMDG Code (see annex II). The representative of Germany added that a further amendment is needed for special provision 802 of ADN and volunteered to submit a corresponding proposal to the ADN Safety Committee.

B. New proposals

1. RID/ADR 4.1.6.15 – standards for valve protection devices

Documents: ECE/TRANS/WP.15/AC.1/2020/4 (Germany)

ECE/TRANS/WP.15/AC.1/2020/46 (CEN)

34. The representative of Germany withdrew ECE/TRANS/WP.15/AC.1/2020/4. On the tables proposed in ECE/TRANS/WP.15/AC.1/2020/46, the representative of EIGA noted that the standards on shrouds were still missing and volunteered to prepare a proposal for the next session. The Joint Meeting adopted the proposal of CEN (see annex II) with a modification of the maximum application date for EN ISO 11117:2018 and Cor 1:2009. The secretariat was requested to correct the French and German translation of the word "clause".

2. Online refresher training for drivers of dangerous goods

Document: ECE/TRANS/WP.15/AC.1/2020/8 (IRU)

35. The document received several comments. There was general support on the principles of the proposal by IRU but most delegations that took the floor felt that it is too premature to adopt the document. The Joint Meeting recommended to establish an informal working group to further elaborate the proposal and requested the representative of IRU to prepare the draft terms of reference for such a group for consideration and decision at the March 2021 session. All delegates interested in the subject were invited to contact the representative of IRU.

3. Test periods for battery-vehicles filled in accordance with packing instruction P200

Document: ECE/TRANS/WP.15/AC.1/2020/9 (EIGA)

ECE/TRANS/WP.15/AC.1/2020/50 (ECMA)

36. Most delegations that took the floor expressed their view that more work is needed on the proposal by EIGA. They felt that it is too premature to already decide on an extended test period for battery-vehicles and that more data is needed for such a decision. The Joint

Meeting suggested establishing an informal working group also on this subject and requested the representative of EIGA to prepare the draft terms of reference for that group for consideration and decision at the March 2021 session. Interested delegates should contact the representative of EIGA.

4. Carriage of equipment using lithium cells or batteries

Document: ECE/TRANS/WP.15/AC.1/2020/23 (Switzerland)

37. Most delegates who took the floor felt that there was no need to introduce a new special provision in Chapter 3.3. However, the proposal received support by some delegations who agreed that the RID/ADR provisions needed to be clarified. The representative of Switzerland volunteered to submit an updated proposal to the next Joint Meeting in March 2021 taking into account the comments received.

5. Carriage of packagings for the purpose of their disposal or recycling

Document: ECE/TRANS/WP.15/AC.1/2020/25 (Switzerland)

38. The Joint Meeting was of the opinion that such exemption to special provision 663 was not necessary. It was noted that the special packing provisions RR9, BB3 and LL1 allocated to UN No. 3509 already include the provision that packagings, IBC and large packagings containing UN No. 3509 are not required to meet the requirements of 4.1.1.3. It was also confirmed that packagings, discarded, empty, uncleaned, carried for disposal are considered as goods and are consequently not required to meet the requirements of 4.1.1.3 anymore.

6. Harmonization of the special provision 643 in transport regulations

Document: ECE/TRANS/WP.15/AC.1/2020/28 (Poland)

39. Some delegations recalled discussions at previous sessions on the types of asphalt not covered by UN 3257. Some delegations were concerned that the new proposed wording could restrict the scope of the exemption in special provision 643. The representative of Poland announced his intention to revise his proposal for consideration by the Joint Meeting at a further session.

7. Transport of battery powered vehicles

Document: ECE/TRANS/WP.15/AC.1/2020/29 (Switzerland)

Informal document: INF.30 of the WP.15 November 2019 session (Switzerland)

40. Most delegates who took the floor did not support the amendments proposed in ECE/TRANS/WP.15/AC.1/2020/29 on special provision 667 and Chapter 6.11. Some delegations believed in the case the battery could not be removed, special provision 666 would apply. The Joint Meeting recommended to resume consideration of this subject at a further session based on an updated document by Switzerland.

8. Differences in the scope of application of special provisions 666 and 669

Document: ECE/TRANS/WP.15/AC.1/2020/30 (Switzerland)

41. The Joint Meeting agreed on the need to clarify the scope of special provisions 363, 666 and 669. Following the discussion, the representative of Switzerland was invited to prepare a new document taking into account the comments received, including the history of 1.1.3.3 justifying the introduction of special provision 669. It was agreed to resume discussion at the next session in March 2021 to further consider a possible establishment of an informal working group on this subject that could examine concrete examples to clarify the issue.

9. Implementation of the guidelines for the application of 5.4.0.2 of RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2020/43 (Switzerland)

42. The document received some comments. However, the Joint Meeting agreed to defer the discussion on the proposed amendments to the working group on telematics which could take into account the experiences gained by the Member States currently implementing the guidelines.

10. Special provision 363

Document: ECE/TRANS/WP.15/AC.1/2020/56 (Switzerland)

43. Several delegates endorsed the proposal in principle but preferred to adopt the proposed text in a different form e.g. as a note. An interpretation should be avoided that non-mandatory labelling, placarding or marking is only allowed in cases where it is explicitly mentioned. The representative of Switzerland offered to prepare a revised proposal for the next session in March 2021.

11. Orange-coloured plate marking of wagons and vehicles carrying tanks or bulk containers with a low capacity

Document: ECE/TRANS/WP.15/AC.1/2020/64 (Switzerland)

Informal document: INF.61 (Switzerland)

44. The Joint Meeting adopted the amendment to the note of 5.3.2.1.5 proposed in informal document INF.61 as amended (see annex II).

12. Referencing the Inland TDG Risk Management Framework in RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2020/14 (ERA)

Informal document: INF.62 (ERA)

45. Some delegates felt that it is premature to insert into Chapter 1.9 the proposed references on risk management guidelines. However, in a vote the text proposed in informal document INF.62 as amended was adopted (see annex II).

13. Exemptions for lithium batteries of UN 3536

Document: ECE/TRANS/WP.15/AC.1/2020/66 (Switzerland)

46. The document received several comments. It was recommended to transmit proposal 1 to the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Model Regulations for consideration at its next session in April 2021. The Joint Meeting adopted proposals 2 and 3. It was noted that proposal 3 is affecting ADR only.

14. Amendment to the French version of 2.2.41.1.10 of RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2020/3 (France)

47. The representative of France withdrew the proposal.

15. Other proposals

Informal documents: INF.10 (Poland), INF.11 (Secretariat) and INF.12 (Netherlands)

48. Due to lack of time, the Joint Meeting agreed to consider informal documents INF.10, INF.11 and INF.12 at its March 2021 session as official documents, subject to the confirmation by the authors.

VIII. 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.1/2020/10 (EIGA)

49. The representative of EIGA informed the Joint Meeting on the current status of the rulemaking procedure initiated in June 2020 with DOT for changing the provisions of Code of Federal Regulations 49 CFR.

B. Report of BLEVE Working Group meeting held on 22-24 October 2019 in Madrid

Document: ECE/TRANS/WP.15/AC.1/2020/42 (Spain)

Informal documents: INF.7, INF.7/Add.1 to Add.7 (Spain)
INF.20 (United Kingdom)

50. The Joint Meeting welcomed the report on the meeting of the BLEVE Working Group held in October 2019 included in document ECE/TRANS/WP.15/AC.1/2020/42 and in informal document INF.7 and its addenda. The representative of Spain sought guidance on the six recommended measures to prevent future boiling liquid expanding vapor explosions (BLEVE): (a) installation of metallic mudguards, (b) installation of engine fire suppression systems, (c) installation of a safety valve, (d) introduction of technical devices for general traffic safety, (e) heat resistant screen between cabin and tank, and (f) use of expanded aluminium alloys (EAA).

51. The Joint Meeting agreed to give priority on measures (a), (b) and (c). Some delegations pointed out that it would be useful to consider them in a combined manner. Considering informal document INF.20 on the mandatory application dates of safety provisions for new goods vehicles, delegates felt that the measures under (d) were already addressed by the World Forum for Harmonization of Vehicle Regulations (WP.29). The Joint Meeting also agreed to further assess measure (e). The representative of the Netherlands recommended to further investigate on thermal coating. He was invited to present new elements to the informal working group, if necessary. Measures under (f) were considered by the Joint Meeting as not relevant due to the uncertainty with respect to the efficiency, the impact on maintenance or inspections and the costs resulting from the use of EAA.

C. Working Group on the use of the terms risk and hazard

Document: ECE/TRANS/WP.15/AC.1/2020/44 (Romania)

Informal document: INF.39 (Romania)

52. The Joint Meeting welcomed the outcome of the discussions in the informal working group on the use of the terms risk and hazard, including the feedback received during the online informal discussion in June/July 2020 of the Sub-Committee on the Transport of Dangerous Goods (see document ST/SG/AC.10/C.3/2020/58). Document ECE/TRANS/WP.15/AC.1/2020/44 received some comments on the text proposed in the different languages. The representative of Romania volunteered to prepare an updated document for consideration by the next session of the Sub-Committee taking into account the comments received.

D. Carriage of polymerizing substances as waste

Document: ECE/TRANS/WP.15/AC.1/2020/51 (Germany)

53. Most delegates who took the floor supported in principle the proposed introduction of a new special provision to enable polymerizing substances to be carried as waste. However, some felt it necessary to indicate which of the listed measures were mandatory or optional. Others preferred more detailed specifications. The representative of Germany volunteered to prepare a revised proposal for the next Joint Meeting.

E. Proposal on the carriage in bulk of waste containing asbestos

Document: ECE/TRANS/WP.15/AC.1/2020/57 (France)

Informal document: INF.58 (France)

54. Several delegates endorsed in principle the possibility to carry asbestos in bulk as proposed in document ECE/TRANS/WP.15/AC.1/2020/57. It was felt necessary to insert a better description or a standard for container bags. It was also recommended to clarify the content of the proposals, in particular the first sentence of proposal 2. The representative of France invited all delegates to send him comments on the document. Thus, he offered to further develop his proposal and to submit a revised document for consideration at the next Joint Meeting.

F. Informal working group on the transport of hazardous waste: meeting in Utrecht (3-4 March 2020)

Document: ECE/TRANS/WP.15/AC.1/2020/59 (FEAD)

55. The representative of FEAD informed the Joint Meeting about the outcome of the informal working group on the transport of hazardous waste held on 3-4 March 2020.

G. “Empty uncleaned packaging” or “Packagings, discarded, empty, uncleaned” (UN 3509) – Clarification of scope

Document: ECE/TRANS/WP.15/AC.1/2020/60 (FEAD)

56. Most delegates who took the floor did not support the amendments to special provisions 663 proposed in (a). The Joint Meeting adopted the text proposed in (b) with some amendments (see annex II).

H. Information on the quantity transported in the transport document

Document: ECE/TRANS/WP.15/AC.1/2020/61 (FEAD)

Informal document: INF.49 (FEAD)

57. Most delegates who took the floor did not support the amendments to RID/ADR 5.4.1.1.1 in the proposed form. The representative of FEAD volunteered to review his proposal taking into account the comments received and to submit a revised proposal the next session.

I. Transport of UN 3509 in sheeted bulk containers or wagons/vehicles (and not only closed)

Document: ECE/TRANS/WP.15/AC.1/2020/62 (FEAD)

58. The Joint Meeting adopted the proposed amendment to Chapter 3.2, Table A (see annex II).

59. The representative of FEAD informed the Joint Meeting that the next meeting of the informal working group on the transport of hazardous waste, which had been scheduled to be held on 6 and 7 October 2020 in the Netherlands, was cancelled due to the COVID measures. He announced his intention to convene at the same dates a virtual meeting instead of an in-person meeting.

J. Report of the informal working group on “Provisions on equipment for tanks and pressure receptacles”

Document: ECE/TRANS/WP.15/AC.1/2020/65 (EIGA)

60. The Joint Meeting noted the report and welcomed the clarification to the definitions of pressure receptacle shells and pressure receptacles to exclude or include their closures. It was explained that the proposals should be considered together with the amendments already adopted by the Sub-Committee on the Transport of Dangerous Goods for the next edition of the Model Regulations. Therefore, it was agreed to refer the proposed amendments to the next session of the Ad-hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods.

IX. Accidents and risk management (agenda item 7)

Document: ECE/TRANS/WP.15/AC.1/2020/55 (France)

Informal documents: INF.40, INF.41, INF.42 and INF.47 (France)

61. The Joint Meeting noted the information concerning the informal working group on the improvement of the report on occurrences. The documents received several comments on the purpose of reporting on accidents, the use of harmonized criteria and future steps in the further clarification of procedures. It was recommended that the informal working group should resume its work at report back to the Joint Meeting at its next meeting in March 2021.

X. Future work (agenda item 8)

62. The Joint Meeting was informed that the next session would be held in Bern from 15 to 19 March 2021 and that the deadline for submission of documents was 18 December 2020. It was noted that the forthcoming session of the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods was scheduled to be held from 21 to 23 April 2021.

XI. Election of officers for 2021 (agenda item 9)

63. On a proposal by the representative of Luxembourg, Mr. C. Pfauvadel (France) and Ms. S. García Wolfrum (Spain) were re-elected as Chair and Vice-Chair respectively for 2021.

XII. Any other business (agenda item 10)

A. Re-assessment of EASA Consultative Status

Informal document: INF.4 (EASA)

64. The representative of the European Association of Dangerous Goods Safety Advisers (EASA) requested to re-assess the current scope of the consultative status which is currently limited to topics on RID/ADR/ADN 1.8.3. Several delegations supported the request and the Joint Meeting agreed by majority to enlarge the consultative status by EASA to all subjects covered by RID/ADR/ADN.

B. Implementation of the ITC Strategy until 2030

Informal document: INF.60 (Secretariat)

65. The Joint Meeting noted the information by the secretariat on the decisions and recommendations by the Inland Transport Committee on the implementation of its strategy until 2030 on sustainable transport and innovative technologies, including the carriage of dangerous goods by different transport modes. Delegates were invited to send comments by mid of October 2020 on the implementation of the strategy via the secretariat or Chair of the Joint Meeting.

C. Pending documents

Informal documents: INF.3 (EuRIC) and INF.14 (Secretariat)

66. Due to lack of time, the consideration of informal documents INF.3 and INF.14 has been deferred to the March 2021 session.

D. Commemoration of Mr. K.R. Tiemersma

67. Learning that Mr. K.R. Tiemersma (Netherlands) had passed away on 20 August 2020, the Joint Meeting recalled that he had participated actively for many years as part of the Dutch delegation in the sessions of the RID/ADR/ADN Joint Meeting and in those of the RID Committee of Experts. The Chair expressed the condolences of the Joint Meeting to the Dutch delegation with the invitation to convey those to Mr. Tiemersma's family.

XIII. Adoption of the report (agenda item 11)

68. The Joint Meeting adopted the report on its autumn 2020 session and its annexes based on a draft prepared by the secretariat.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/158/Add.1)

Annex II

[Original: English and French]

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2023**Chapter 1.1**

1.1.3.6.3 In the table, for Transport category 2, in the second column, for Class 9, replace “and 3481” with “, 3481 and 3536”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/66, proposal 2)

Chapter 1.2

[1.2 Amend the title to read:

“DEFINITIONS, UNITS OF MEASUREMENT AND ABBREVIATIONS”.]

(Reference document: ECE/TRANS/WP.15/AC.1/2020/13)

[1.2.1 Delete the following definitions:

“ADN”, (RID:) “ADR”, “ASTM”, “CGA”, “CIM”, “CMR”, “CNG”, “CSC”, “CTU”, (RID:) “ECM”, “EN”, “GHS”, “IAEA”, “IBC”, “ICAO”, “IMDG”, “IMO”, “ISO”, “LNG”, “LPG”, “MEGC”, (ADR:) “MEMU”, “OTIF”, (ADR:) “RID”, “SADT”, “SAPT”, (RID:) “SMGS”, (RID:) “SMGS Annex 2”, “UIC”, “UNECE”.]

(Reference document: ECE/TRANS/WP.15/AC.1/2020/13)

[Add a new section 1.2.3 to read as follows:

“1.2.3 List of abbreviations

In RID/ADR/ADN, abbreviations, acronyms and abbreviated designations of regulatory texts are used, with the following meaning:

A

“ADN” means the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways;

(RID:)

“ADR” means the Agreement concerning the International Carriage of Dangerous Goods by Road, including all special agreements signed by those states involved in the transport operation;

“ASTM” means the American Society for Testing and Materials (ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA, 19428-2959, United States of America), www.astm.org;

C

“CGA” means the Compressed Gas Association (CGA, 14501 George Carter Way, Suite 103, Chantilly, VA 20151, United States of America), www.cganet.com;

“CIM” means the Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (Appendix B to the Convention concerning International Carriage by Rail (COTIF)), as amended;

“CMR” means the Convention on the Contract for the International Carriage of Goods by Road (Geneva, 19 May 1956), as amended;

“CNG”, see “Compressed Natural Gas” in 1.2.1;

“CSC” means the International Convention for Safe Containers (Geneva, 1972) as amended and published by the International Maritime Organization (IMO), London;

“CSI”, see “Criticality safety index” in 1.2.1;

“*CTU*”, see “Cargo Transport Unit” in 1.2.1;

E

(RID:)

“*ECM*”, see “Entity in charge of maintenance” in 1.2.1;

“*EN*” (standard) means a European standard published by the European Committee for Standardization (CEN) (CEN, Avenue Marnix 17, B-1000 Brussels, Belgium), www.cen.eu;

G

“*GHS*” means the eighth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals, published by the United Nations as document ST/SG/AC.10/30/Rev.8;

I

“*IAEA*” means the International Atomic Energy Agency (IAEA, P.O. Box 100, A-1400 Vienna, Austria), www.iaea.org;

“*IBC*”, see “Intermediate bulk container” in 1.2.1;

“*ICAO*” means the International Civil Aviation Organization (ICAO, 999 University Street, Montreal, Quebec H3C 5H7, Canada), www.icao.org;

“*IMDG*”, see “IMDG Code” in 1.2.1;

“*IMO*” means the International Maritime Organization (IMO, 4 Albert Embankment, London SE1 7SR, United Kingdom), www.imo.org;

“*ISO*” (standard) means an international standard published by the International Organization for Standardization (ISO - 1, rue de Varembé. CH-1204 Geneva 20, Switzerland), www.iso.org;

L

“*LNG*”, see “Liquefied Natural Gas” in 1.2.1;

“*LPG*”, see “Liquefied Petroleum Gas” in 1.2.1;

M

“*MEGC*”, see “Multiple-element gas container” in 1.2.1;

(ADR:)

“*MEMU*”, see “Mobile explosives manufacturing unit” in 1.2.1;

N

“*N.O.S.*”, see “N.O.S. entry (not otherwise specified entry)” in 1.2.1;

O

“*OTIF*” means the Intergovernmental Organisation for International Carriage by Rail (OTIF, Gryphenhübeliweg 30, CH-3006 Bern, Switzerland), www.otif.org;

R

(ADR:)

“*RID*” means Regulations concerning the International Carriage of Dangerous Goods by Rail (Appendix C of COTIF (Convention concerning international carriage by rail));

S

“*SADT*”, see “Self-accelerating decomposition temperature” in 1.2.1;

“*SAPT*”, see “Self-accelerating polymerization temperature” in 1.2.1;

(RID:)

“SMGS” means the Agreement concerning International Goods Transport by Rail of the the Organisation for Cooperation between Railways (OSJD) (OSJD, ul. Hoza, 63/67 PL-00-681 Warsaw, Poland), www.en.osjd.org;

(RID:)

“SMGS Annex 2” means provisions for the carriage of dangerous goods as Annex 2 to SMGS;

U

“UIC” means the International Union of Railways (UIC, 16 rue Jean Rey, F-75015 Paris, France), www.uic.org;

“UNECE” means the United Nations Economic Commission for Europe (UNECE, Palais des Nations, 8-14 avenue de la Paix, CH-1211 Geneva 10, Switzerland), www.unece.org.”]

(Reference document: ECE/TRANS/WP.15/AC.1/2020/13)

Chapter 1.6

1.6.4.55 Add the following new paragraph:

“1.6.4.55 Tank-containers which do not comply with the requirements of 6.8.3.4.6 applicable from 1 January 2023, may continue to be used if an intermediate inspection takes place at least 6 years after each periodic inspection performed after 1 July 2023.”

(Reference documents: informal document INF.64, ECE/TRANS/WP.15/AC.1/2020/1 and ECE/TRANS/WP.15/AC.1/2020/7)

Chapter 1.9

(RID:)

1.9.3 After the reference to footnote 20 add a reference to a new footnote 21 to read as follows:

“²¹ Multimodal guidelines (*Inland TDG Risk Management Framework*) may be consulted on the website of the Directorate General for Mobility and Transport of the European Commission (https://ec.europa.eu/transport/themes/dangerous_good/risk_management_framework_en), or directly on the European Union for Railway Agency website (https://www.era.europa.eu/activities/transport-dangerous-goods/inland-tdg_en)”

(ADR:)

1.9.4 After the reference to footnote 1, add a reference to a new footnote 2 to read as follows:

“² Multimodal guidelines (*Inland TDG Risk Management Framework*) may be consulted on the website of the Directorate General for Mobility and Transport of the European Commission (https://ec.europa.eu/transport/themes/dangerous_good/risk_management_framework_en).”

(ADN:)

1.9.4 At the end, add a reference to a new footnote 1 to read as follows:

“¹ Multimodal guidelines (*Inland TDG Risk Management Framework*) may be consulted on the website of the Directorate General for Mobility and Transport of the European Commission (https://ec.europa.eu/transport/themes/dangerous_good/risk_management_framework_en).”

(Reference document: informal document INF.62, as amended)

Chapter 2.2

2.2.2.2.2 Amend the fifth indent to read:

“– Dissolved gases which cannot be classified under UN Nos. 1001, 1043, 2073 or 3318. For UN No. 1043, see special provision 642;”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/36)

Chapter 3.2, Table A

(RID:)

UN 1043 In column (3b), insert “4A”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/36, first option, paragraph 16)

(ADN:)

[UN 1043 In column (6), insert “642”.]

(Reference document: ECE/TRANS/WP.15/AC.1/2020/36)

UN 1345 In column (2), add “, not exceeding 840 microns and rubber content exceeding 45%”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/37, proposal 1)

UN 1872 In column (3b), amend “OT2” to read “O2”. In column (5), delete “+ 6.1”.

(RID/ADR:) In column (12), amend “SGAN” to read “SGAV”. In column (17), insert: “VC1 VC2 AP6 AP7”. In column (18), delete “CW28/CV28”. In column (20), amend “56” to read “50”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/53)

UN 2015 For the first entry, in column (2), before the existing text, insert “HYDROGEN PEROXIDE, STABILIZED or”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/39)

[UN 3509 In column (17), insert “VC1”.]

(Reference document: ECE/TRANS/WP.15/AC.1/2020/62)

UN 3536 In column (15), at the top of the cell, replace “-” by “2”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/66, proposal 2)

Chapter 3.2, Table B

For the entry “RUBBER SCRAP, powdered or granulated”, add in column (1):

“, not exceeding 840 microns and rubber content exceeding 45%”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/37, proposal 1)

For the entry “RUBBER SHODDY, powdered or granulated”, add in column (1):

“, not exceeding 840 microns and rubber content exceeding 45%”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/37, proposal 1)

(RID:)

In alphabetical order, insert the following new entry:

“

Name and description	UN No.	Note	(RID only:) NHM Code
HYDROGEN PEROXIDE, STABILIZED	2015		284700

”

(Reference document: ECE/TRANS/WP.15/AC.1/2020/39)

(ADR:)

In alphabetical order, insert the following new entry:

“

Name and description	UN No.	Class	Remarks
HYDROGEN PEROXIDE, STABILIZED	2015	5.1	

”

(Reference document: ECE/TRANS/WP.15/AC.1/2020/39)

Chapter 3.3

(ADR:)

SP 389 At the beginning of the last sentence, insert “Except as provided in 1.1.3.6”.

(Reference document: ECE/TRANS/WP.15/AC.1/2020/66, proposal 3)

SP 591 After “the requirements”, insert “of Class 8”.

(Reference document: ECE/RANS/WP.15/AC.1/2020/5)

(RID/ADR:)

SP 642 At the end, add the following sentence:

“Otherwise, for carriage of ammonia solution, see UN Nos. 2073, 2672 and 3318.”

(Reference document: ECE/TRANS/WP.15/AC.1/2020/36)

SP 663 Amend the first paragraph under “**General provisions:**” to read as follows:

“Packagings, discarded, empty, uncleaned with residues presenting a primary or subsidiary hazard of Class 5.1 shall not be loaded in bulk together with packagings, discarded, empty, uncleaned with residues presenting a hazard of other classes. Packagings, discarded, empty, uncleaned with residues presenting a primary or subsidiary hazard of Class 5.1 shall not be packed with other packagings, discarded, empty, uncleaned with residues presenting hazards of other classes in the same outer packaging.”

(Reference document: document ECE/TRANS/WP.15/AC.1/2020/60, as amended)

[(ADN:)

SP 642 Insert the following new special provision 642:

“642 Except as authorized under 1.1.4.2, this entry of the UN Model Regulations shall not be used for the carriage of fertilizer ammoniating solutions with free ammonia. Otherwise, for carriage of ammonia solution, see UN Nos. 2073, 2672 and 3318.”]

(Reference document: ECE/TRANS/WP.15/AC.1/2020/36)

Chapter 4.1

4.1.4.1, P200 (13) In 2.4, replace “EN ISO 11114-1:2012” by “EN ISO 11114-1:2020”.

(Reference document: informal document INF.53/Rev.2, consequential amendment)

4.1.6.15 Amend to read as follows:

“4.1.6.15 For UN pressure receptacles, the ISO standards and EN ISO standards listed in Table 1, except EN ISO 14245 and EN ISO 15995, shall be applied. For information on which standard shall be used at the time of manufacturing the equipment, see 6.2.2.3.

For other pressure receptacles, the requirements of section 4.1.6 are considered to have been complied with if the standards in Table 1, as relevant, are applied. For information on which standards shall be used for the manufacture of valves with inherent protection, see 6.2.4.1. For information on the applicability of standards for manufacturing valve protection caps and valve guards, see Table 2:

Table 1: Standards for UN and non-UN pressure receptacles

Applicable paragraphs	Reference	Title of document
4.1.6.2	EN ISO 11114-1:2020	Gas cylinders – Compatibility of cylinder and valve materials with gas contents – Part 1: Metallic Materials
	EN ISO 11114-2:2013	Gas cylinders – Compatibility of cylinder and valve materials with gas contents – Part 2: Non-metallic Materials
4.1.6.4	ISO 11621:1997 or EN ISO 11621:2005	Gas cylinders – Procedures for change of gas service
4.1.6.8 Valves with inherent protection	Clause 4.6.2 of EN ISO 10297:2006 or clause 5.5.2 of EN ISO 10297:2014 or clause 5.5.2 of EN ISO 10297:2014 + A1:2017	Gas cylinders – Cylinder valves – Specification and type testing
	Clause 5.3.8 of EN 13152:2001 + A1:2003	Testing and specifications of LPG cylinder valves – Self-closing
	Clause 5.3.7 of EN 13153:2001 + A1:2003	Specifications and testing of LPG cylinder valves – Manually operated
	Clause 5.9 of EN ISO 14245:2010 or clause 5.9 of EN ISO 14245:2019	Gas cylinders – Specifications and testing of LPG cylinder valves – Self-closing
	Clause 5.10 of EN ISO 15995:2010 or clause 5.10 of EN ISO 15995:2019	Gas cylinders – Specifications and testing of LPG cylinder valves – Manually operated
	Clause 5.4.2 of EN ISO 17879:2017	Gas cylinders – Self-closing cylinder valves - Specification and type testing
	4.1.6.8 (b) and (c)	ISO 11117:1998 or EN ISO 11117:2008 + Cor 1:2009 or EN ISO 11117:2019
EN 962:1996 +A2:2000		Transportable gas cylinders – Valve protection caps and valve guards for industrial and medical gas cylinders – Design, construction and tests
ISO 16111:2008		Transportable gas storage devices – Hydrogen absorbed in reversible metal hydride

Table 2: Manufacturing dates applicable to valve protection caps and guards fitted to non-UN pressure receptacles

Reference	Title of document	Applicable for manufacture
ISO 11117:1998	Gas cylinders – Valve protection caps and valve guards for industrial and medical gas cylinders – Design construction and tests	Until 31 December 2014
EN ISO 11117:2008 + Cor 1:2009	Gas cylinders – Valve protection caps and valve guards – Design, construction and tests	Until 31 December 2024
EN ISO 11117:2019	Gas cylinders – Valve protection caps and guards – Design, construction and tests	Until further notice
EN 962:1996 +A2:2000	Transportable gas cylinders – Valve protection caps and valve guards for industrial and medical gas cylinders – Design, construction and tests	Until 31 December 2014

(Reference document: ECE/TRANS/WP.15/AC.1/2020/46 as amended and informal document INF.53/Rev.2)

Chapter 4.3

(ADR:)

4.3.3.3.2 Delete and add “4.3.3.3.2 (*Deleted*)”.

(RID:)

4.3.3.3.2 [Place the existing text in the left column. Replace “When tanks, battery-wagons or MEGC’s are handed over” by “When tank-wagons or battery-wagons are handed over”.]

In the right column, insert “(*Deleted*)”.

(Reference documents: informal document INF.64 and ECE/TRANS/WP.15/AC.1/2020/26)

Chapter 5.3

5.3.2.1.5 Amend the note to read as follows:

“NOTE: This paragraph need not be applied to wagons/vehicles carrying bulk containers, tanks and MEGCs with a maximum capacity of 3 000 litres.”

(Reference document: informal document INF.61, as amended)

Chapter 6.2

6.2.3.5.1 In note 2, replace “EN ISO 16148:2016” by “EN ISO 16148:2016 + A1:2020”.

(Reference document: informal document INF.53/Rev.2)

6.2.4.1 In the table, under “for design and construction”, add the following new row:

EN 17339:2020	Transportable gas cylinders – Fully wrapped carbon composite cylinders and tubes for hydrogen	6.2.3.1 and 6.2.3.4	Until further notice	
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In the table, under “for closures”:

- For “EN 13175:2019 (except clause 6.1.6)”, in column (4), replace “Until further notice” by “Between 1 January 2021 and 31 December 2024”. After the row for “EN 13175:2019 (except clause 6.1.6)”, insert the following row:

EN 13175:2019 + A1:2020	LPG Equipment and accessories – Specification and testing for Liquefied Petroleum Gas (LPG) pressure vessel valves and fittings	6.2.3.1 and 6.2.3.3	Until further notice	
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- For “EN 13953:2015”, in column (4), replace “Until further notice” by “Between 1 January 2017 and 31 December 2024”. After the row for “EN 13953:2015”, insert the following row:

EN 13953:2020	LPG Equipment and accessories – Pressure relief valves for transportable refillable cylinders for Liquefied Petroleum Gas (LPG)	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	
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(Reference document: informal document INF.53/Rev.2)

6.2.5.4.2 Replace “EN 1975:1999 + A1:2003” by “EN ISO 7866:2012 + AC:2014”.

(Reference document: informal document INF.53/Rev.2)

Chapter 6.8

(RID:)

6.8.2.1.10 In the second paragraph, delete the sentence “Water-quenched steel may not be used for welded steel shells.”.

(Reference documents: informal document INF.64 and ECE/TRANS/WP.15/AC.1/2020/32)

6.8.2.2.1 (RID:) After the first sentence, add the following new sentence in the right column: / (ADR:) After the first sentence, add the following new sentence:

“Welded elements shall be attached to the shell in such a way that tearing of the shell is prevented.”

(Reference documents: informal document INF.64, ECE/TRANS/WP.15/AC.1/2020/6)

[(RID:)

6.8.2.2.1 The second amendment to 6.8.2.2.1 applies only to the French text.]

(Editorial)

[(RID:)

6.8.2.2.4 The amendment applies only to the French text.]

(Editorial)

(ADR:)

6.8.2.6.1 In the table, under “for equipment”:

- For “EN 13175:2019 (except clause 6.1.6)”, in column (4), replace “Until further notice” by “Between 1 January 2021 and 31 December 2024”. After the row for “EN 13175:2019 (except clause 6.1.6)”, insert the following row:

EN 13175:2019 + A1:2020	LPG Equipment and accessories – Specification and testing for Liquefied Petroleum Gas (LPG) pressure vessel valves and fittings	6.8.2.1.1, 6.8.2.2, 6.8.2.4.1 and 6.8.3.2.3	Until further notice	
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(Reference document: informal document INF.53/Rev.2)

6.8.3.4.6 Amend to read as follows:

(RID:)

“6.8.3.4.6 For tanks intended for the carriage of refrigerated liquefied gases:

- By derogation from the requirements of 6.8.2.4.2, the periodic inspections shall take place at least after eight years of service and thereafter at least every 12 years.
- By derogation from the requirements of 6.8.2.4.3, the intermediate inspections shall take place at least six years after each periodic inspection.”

(ADR:)

“6.8.3.4.6 For tanks intended for the carriage of refrigerated liquefied gases:

- By derogation from the requirements of 6.8.2.4.2, the periodic inspections shall take place
at least after six years | at least after eight years
of service and thereafter at least every 12 years.
- By derogation from the requirements of 6.8.2.4.3, the intermediate inspections shall take place at least six years after each periodic inspection.”

(Reference documents: informal document INF.64, ECE/TRANS/WP.15/AC.1/2020/1 and ECE/TRANS/WP.15/AC.1/2020/7)

6.8.4 a), TC6 Amend to read as follows:

“The wall thickness of tanks made of aluminium not less than 99% pure or aluminium alloy need not exceed 15 mm even where calculation in accordance with 6.8.2.1.17 gives a higher value.”

(Reference documents: informal document INF.64 and ECE/TRANS/WP.15/AC.1/2020/34)

6.8.4 b), TE14 Amend the second sentence to read as follows:

“The thermal insulation directly in contact with the shell and/or components of the heating system shall have an ignition temperature at least 50 °C higher than the maximum temperature for which the tank was designed.”

(Reference documents: informal document INF.64 and ECE/TRANS/WP.15/AC.1/2020/31)

Annex III

[Original: English and French]

Revised procedure of cooperation with the European Committee for Standardization (CEN) and the European Committee for Electrotechnical Standardization (CENELEC)

1. Definitions

For the purpose of these procedures the following definitions apply:

1.1 Dedicated standards

EN or EN ISO standards related to existing RID/ADR/ADN requirements and developed specifically in relation to the regulations on the transport of dangerous goods in RID/ADR/ADN.

For dedicated standards, the Joint Meeting has expertise in evaluating compliance with RID/ADR/ADN requirements and influencing the contents of the standards without having to consult other sectors (such as for standards on the design, construction, testing of pressure receptacles and tanks as well as some packaging standards).

These dedicated standards include the following sentence in the foreword:

"This standard has been submitted for reference into the RID and/or in the technical annexes of the ADR."

Examples:

- Basically, all standards on the design, construction, inspection and testing of pressure receptacles and tanks;
- Some packaging standards.

Dedicated standards are subject to the procedures outlined below and are reviewed by the Working Group on Standards for compliance with the requirements of RID/ADR/ADN.

1.2 General purpose standard

A standard which has been developed outside the domain of the transport of dangerous goods by experts in other fields.

General purpose standards support the understanding of the requirements of RID/ADR/ADN, their uniform application and the achievement of harmonized results in measurement, inspection and testing. In most cases, general purpose standards have no potential to conflict with the requirements of RID/ADR/ADN.

Examples:

- Standards on the establishment of the physical properties of dangerous goods;
- Standards on the mechanical properties of materials and their testing;
- Standards on the chemical and physical compatibility of filling substances and construction materials;
- Freight container standards;
- Standards on the equipment of vehicles and personnel.

General purpose standards are subject to the procedures outlined below and shown in the attached chart.

1.3 Standards Advisor

The Standards Advisor is appointed by the Joint Meeting to provide assessments of the compliance of draft CEN-CENELEC standards with the RID/ADR/ADN.

2. Procedures

2.1 Procedure for dedicated standards development

Step 1

The European Committee for Standardization (CEN) and the European Committee for electrotechnical Standardization (CENELEC) will develop standards according to the CEN/CENELEC rules. CEN-CENELEC will advise the Joint Meeting on new work items and of work in progress in CEN-CENELEC which will result in standards intended to be referenced in the RID/ADR/ADN. The delegations to the Joint Meeting from countries which are CEN-CENELEC members can contribute technical comments to their National Standardization Bodies during the CEN-CENELEC (3 months) enquiry period.

Step 2

Draft standards ready for the enquiry stage will be uploaded together with the assessment of the Standards Advisor to a password protected CEN website specific to the next session of the Joint Meeting under "DISPATCH X"¹ accessible only to the members of the Joint Meeting Working Group on Standards and to the delegates of the Joint Meeting. Members who have access to the website will be automatically informed every time a document is uploaded.

The members of the Working Group on Standards may comment on the compliance of the standard with the RID/ADR/ADN. Their comments will be sent to CEN-CENELEC Management Centre and the Standards Advisor to be compiled in an information document for the next session of the Joint Meeting. Together with the Standards Advisor's assessment it will be subject to discussion by the Working Group on Standards.

Since, in the absence of technical comments, the Formal Vote stage may be skipped, the Working Group on Standards shall indicate its acceptance of standards at this stage if compliance with RID/ADR/ADN has been agreed.

Step 3

As soon as the standard is ready for the Formal Vote or if the Formal Vote has been skipped, a copy will be uploaded to the CEN website accompanied by the Standards Advisor's assessment which shows how the Joint Meeting's comments have been taken into account. Members who have access to the website will be alerted each time a document is uploaded.

Comments on the standard's compliance with the RID/ADR/ADN should be sent to CEN-CENELEC Management Centre and the Standards Advisor. The Standards Advisor shall evaluate the comments received within one month from the date of circulation of the document. If they are deemed valid, the launching of the CEN Formal Vote may be postponed until any problem revealed has been resolved. Comments received after one month has elapsed will not delay publication but any consequential changes in the standard will be processed by initiating a revision or amendment.

Step 4

The Joint Meeting will take the decision to refer to CEN-CENELEC standards based on the delegates' study of the Formal Vote text or text for publication and taking into consideration the recommendations of the Standards Advisor and of the Joint Meeting Working Group on Standards.

The uploading of standards as mentioned under steps 2 and 3 shall be completed eight weeks before the session of the Joint Meeting.

¹ Consecutive number of the dispatch.

2.2 Procedure for references to standards as a result of harmonization with the United Nations Recommendation on the Transport of Dangerous Goods, Model Regulations

The Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods will advise the Joint Meeting about any references to new or revised international standards which may be part of amendments to the Model Regulations intended to be transferred to RID/ADR/ADN.

Generally it is taken that these standards are compliant with the Model Regulations. In case a participant of the Joint Meeting[†] questions the compliance of these standards with the requirements of RID/ADR/ADN, the Joint Meeting may ask the Working Group on Standards to assess their compliance. The text of the standard will be provided by the participant² who has raised the concerns together with the reasoning for the concerns.

2.3 Procedure for references to general purpose standards

2.3.1 Procedure for new references to European general purpose standards

If a participant of the Joint Meeting² asks for the inclusion of an additional general purpose standard, the CEN-CENELEC Management Centre will upload a copy of the draft FprEN standard on the dedicated CEN webpage mentioned above under a separate entry “For information”.

Member States may comment on the compliance of the standard with RID/ADR/ADN which shall be sent to the Working Group on Standards which will submit a judgement on compliance with RID/ADR/ADN to the Joint Meeting.

2.3.2 Procedure for revised references to European general purpose standards

Based on a system of systematic review of European standard references in RID/ADR/ADN, the CEN-CENELEC Management Centre will advise the Joint Meeting regularly in its paper on work in progress in CEN about any referenced EN and EN ISO standards which have been revised.

Together with this information, the Working Group on Standards will describe the extent and nature of the revision and its potential to conflict with RID/ADR/ADN. If a participant of the Joint Meeting² queries its judgement in writing, these comments will be added to the compiled comments by participants of the Joint Meeting² on dedicated standards to be discussed by the Working Group on Standards. The CEN-CENELEC Management Centre will then upload a copy of the draft FprEN revised standard on the dedicated CEN webpage mentioned above under a separate entry “For information”.

3. System of comprehensive documentation and review of references to standards in RID/ADR/ADN

The CEN-CENELEC Management Centre will support the secretariat of UNECE/WP.15 in setting up and updating a database of all standards included in RID/ADR/ADN.

4. Terms of reference and working procedures of the Joint Meeting Working Group on Standards

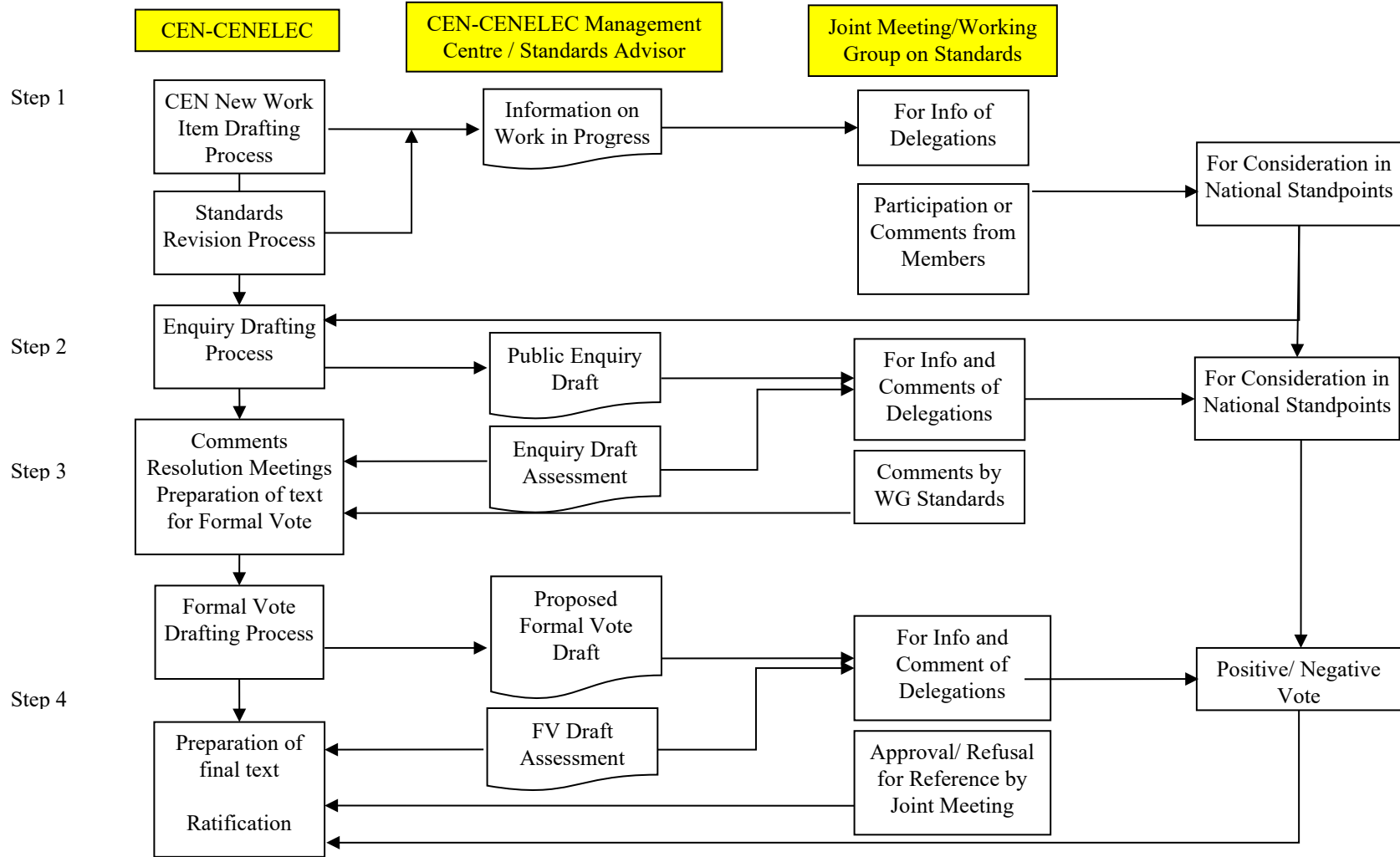
The terms of reference of the Working Group are restricted to commenting as to whether a standard complies with the requirements of the RID/ADR/ADN. Technical comments will be transmitted to the relevant Technical Committees of CEN-CENELEC.

- The Joint Meeting will request participants² to nominate their experts, to assign them to the Working Group and nominate a Chair;

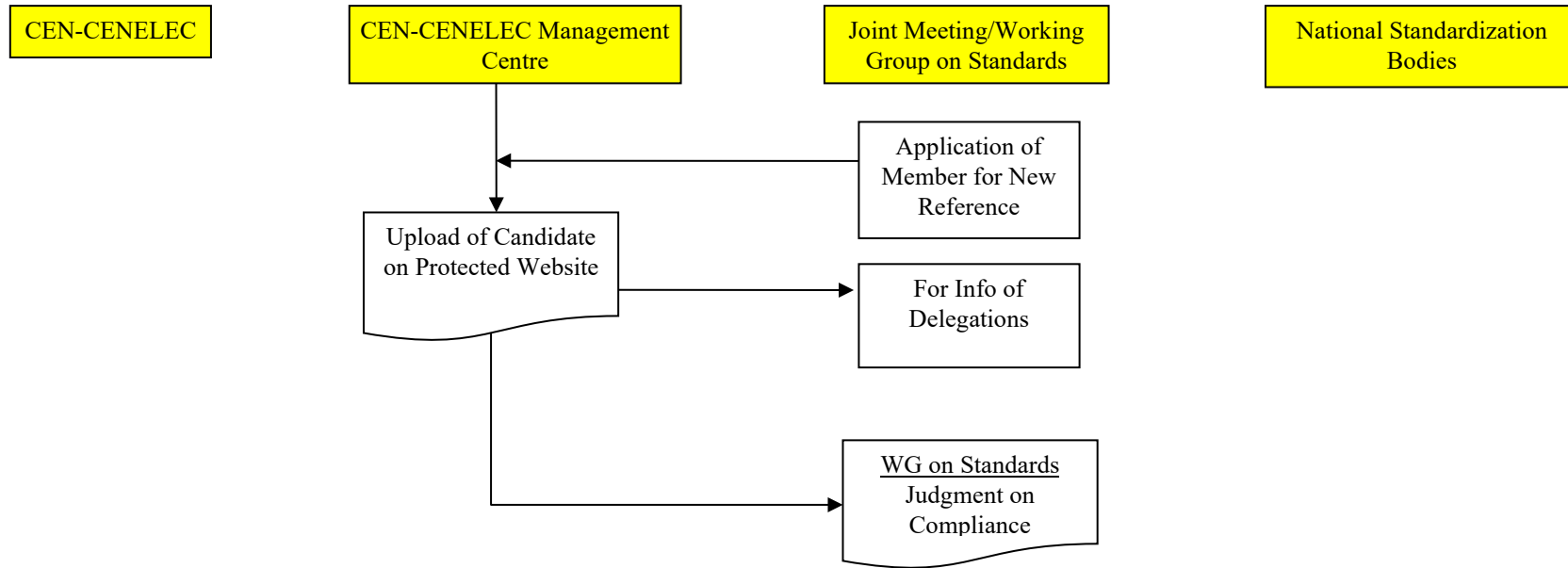
[†] Participant in the sense of Rule 1 of the Rules of Procedure of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15) (RID/ADR/ADN Joint Meeting) contained in document ECE/TRANS/WP.15/AC.1/112/Add.2.

- The Standards Advisor will collaborate with the Working Group;
- Meetings of the Working Group on Standards will be held at the same time as the Joint Meeting, but outside its working hours. Working group sessions will begin on the first Monday of the meeting and will conclude not later than the Wednesday. The Chair may, exceptionally, call meetings at other times;
- The Working Group may also use telephone/video conferences (“telecons”) organized by CEN-CENELEC in advance of the Joint Meeting sessions. CEN-CENELEC will provide members of the Working Group and experts nominated by the participants of the Joint Meeting² with the necessary information and the agenda of those meetings.
- Telecons may be arranged by the Chair at any time between the sessions of the Joint Meeting, however not later than 4 weeks ahead of the next session of the Joint Meeting.
- The results of the telecons will be documented and the Chair will introduce the report(s) to the Joint Meeting. If specific expertise is required, any unresolved or new issues put forward at the beginning of the session may be dealt with by a telecon during the session week.
- The Chair will report to the plenary on the evaluation of the standards’ conformity with existing regulations and submit proposals on new or amended references to standards in RID/ADR/ADN;
- The Joint Meeting will include on its agenda an item under which the Chair of the Working Group will report to the Joint Meeting.

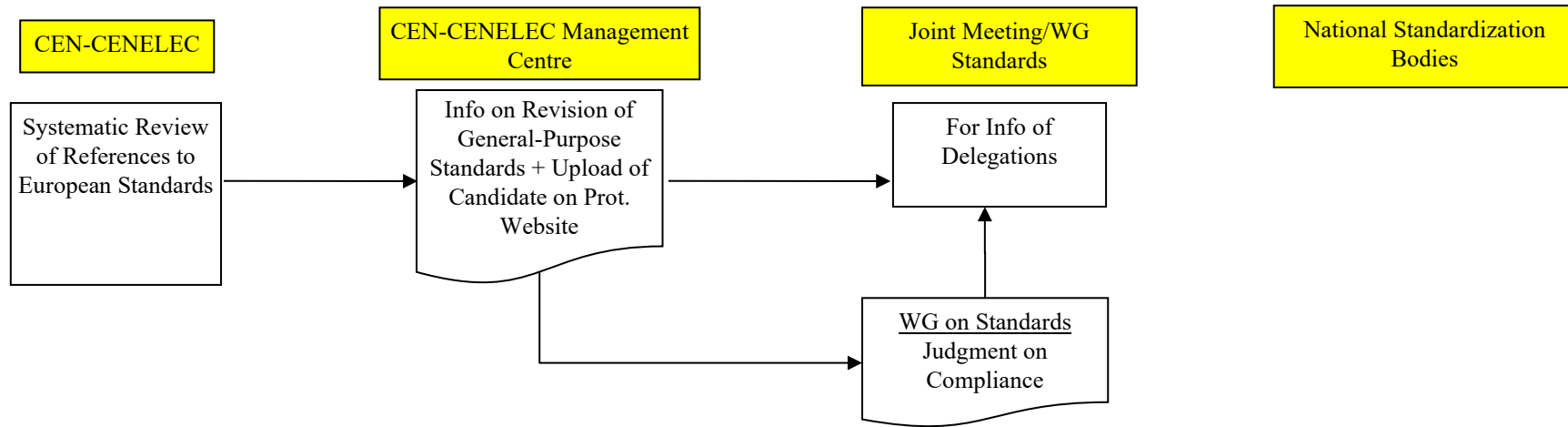
Process flow-chart for the adoption of European dedicated standards in RID/ADR/ADN



Process flow-chart for the adoption of new references to European general-purpose standards in RID/ADR/ADN



Process flow-chart for the adoption of revised European general-purpose standards in RID/ADR/ADN



(Reference document: document ECE/TRANS/WP.15/AC.1/2020/52, as amended)