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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 2016 session¹

held in Bern from 14–18 March 2016

Contents

| | <i>Paragraphs</i> | <i>Page</i> |
|---|-------------------|-------------|
| I. Attendance | 1-3 | 4 |
| II. Adoption of the agenda (agenda item 1) | 4 | 4 |
| III. Tanks (agenda item 2) | 5-7 | 4 |
| Report of the Working Group on Tanks..... | 6-7 | 5 |
| IV. Standards (agenda item 3) | 8-11 | 6 |
| Report of the Working Group on Standards..... | 10-11 | 6 |
| V. Interpretation of RID/ADR/ADN (agenda item 4)..... | 12 | 6 |
| Inspection of wagon/vehicle/vessel and loads by carrier | 12 | 6 |
| VI. Proposals for amendments to RID/ADR/ADN (agenda item 5) | 13-51 | 6 |
| A. Pending issues | 13-33 | 6 |

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| | | | |
|------|---|-------|----|
| 1. | Updating of references to European Union instruments (toxic substances; corrosive substances; substances hazardous to the aquatic environment)..... | 13 | 6 |
| 2. | Packing instructions P200 and P206 | 14 | 7 |
| 3. | Marking and ventilation in accordance with 5.5.3.3.3 | 15 | 7 |
| 4. | Adopted texts for 2017 — 1.1.3.2 and 1.1.3.3 and special provisions 363 and 666..... | 16-17 | 7 |
| 5. | Transport categories and tunnel codes for UN Nos. 3166, 3171, 3528 to 3530 | 18-20 | 7 |
| 6. | Special provision 636..... | 21-22 | 8 |
| 7. | Use of intermediate bulk containers (IBCs) as salvage packagings | 23-24 | 8 |
| 8. | Results of the fifth session of the RID Committee of Experts' standing working group | 25 | 8 |
| 9. | Reference to the competent authority in packing instruction P910 | 26 | 8 |
| 10. | Polymerizing substances | 27 | 9 |
| 11. | Reduced dimensions of labels | 28-29 | 9 |
| 12. | References to the CTU Code of Practice..... | 30 | 9 |
| 13. | Alignment of the different language versions | 31 | 9 |
| 14. | Explanations concerning column (15) of Table A of chapter 3.2..... | 32 | 9 |
| 15. | Forty-eighth session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods..... | 33 | 9 |
| B. | New proposals | 34-51 | 9 |
| 1. | Proposals concerning safety advisers | 34-42 | 9 |
| 2. | Orange-coloured plate marking required under 5.3.2 for the carriage of radioactive material..... | 43 | 11 |
| 3. | Carriage in bulk under BK or VC codes | 44 | 11 |
| 4. | Amendment to 4.1.1.17 concerning pressure receptacles..... | 45 | 11 |
| 5. | Distinguishing signs for vehicles in international traffic..... | 46 | 11 |
| 6. | Editorial amendments and corrections | 47 | 12 |
| 7. | Exemptions related to the nature of the transport operation..... | 48 | 12 |
| 8. | “4N” packagings | 49 | 12 |
| 9. | Xb and IS bodies | 50 | 12 |
| 10. | Renewal of safety advisers' certificates | 51 | 12 |
| VII. | Reports of informal working groups (agenda item 6) | 52-57 | 12 |
| A. | Informal working group on telematics | 52-54 | 12 |
| B. | Informal working group on the transport of waste electrical and electronic equipment..... | 55 | 13 |
| C. | Informal working group on alternative methods for periodic inspection of refillable cylinders..... | 56 | 13 |

| | | | |
|----------------|---|-------|----|
| D. | Informal working group on the service equipment of tanks and pressure receptacles | 57 | 13 |
| VIII. | Accidents and risk management (agenda item 7)..... | 58 | 13 |
| IX. | Future work (agenda item 8) | 59 | 14 |
| X. | Any other business (agenda item 9) | 60-63 | 14 |
| A. | Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT) | 60-62 | 14 |
| B. | Definitions of reference steel and mild steel | 63 | 14 |
| XI. | Adoption of the report (agenda item 10)..... | 64 | 14 |
| Annexes | | | |
| I. | Report of the Working Group on Tanks ² | | 15 |
| II. | Corrections to the draft amendments in ECE/TRANS/WP.15/231 and OTIF/RID/CE/GTP/2015/12 ³ | | 16 |
| III. | Draft amendments to RID/ADR/ADN for entry into force on 1 January 2017 ³ | | 17 |
| IV. | Draft amendments to RID/ADR/ADN for entry into force on 1 January 2019..... | | 18 |

² For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/142/Add.1.

³ For practical reasons, annexes II, III and IV have been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/142/Add.2.

Report

I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe (UNECE) was held in Bern from 14 to 18 March 2016, with Mr. C. Pfauvadel (France) as Chairman and Mr. H. Rein (Germany) as Vice-Chairman.

2. In accordance with article 1 (a) of the rules of procedure of the Joint Meeting, (ECE/TRANS/WP.15/AC.1/112/Add.2), representatives of the following countries participated as full members at the session: Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Croatia, Czech Republic, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, United Kingdom and United States of America.

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

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

(b) The following international non-governmental organizations: 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 Liquefied Petroleum Gas Association (AEGPL), European Metal Packaging (EMPAC), International Association of the Body and Trailer Building Industry (CLCCR), International Organisation of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Combined Road-Rail Transport Companies (UIRR), International Union of Private Wagons (UIP), International Union of Railways (UIC).

II. Adoption of the agenda (agenda item 1)

Document: ECE/TRANS/WP.15/AC.1/141 and Add.1

Informal documents: INF.2 and INF.3 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/141 and Add.1 (letter A 81-02/501.2016 from OTIF), as updated by informal document INF.2.

III. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/140/Add.2 (Report of the Working Group on Tanks at the autumn 2015 session)
ECE/TRANS/WP.15/AC.1/2016/10 (Romania) (Definitions of reference steel and mild steel)

ECE/TRANS/WP.15/AC.1/2016/11 (Norway) (MEGCs and tank containers)
 ECE/TRANS/WP.15/AC.1/2016/12 (United Kingdom) (Tanks: pressure test using gas)

ECE/TRANS/WP.15/AC.1/2016/13 (United Kingdom) (Tanks: informal working group on the inspection and certification of tanks)

ECE/TRANS/WP.15/AC.1/2016/17 (Switzerland) (Clarification of the definition of “maximum working pressure” for tanks)

Informal documents: INF.5 (OTIF Secretariat) (Results of the fifth session of the RID Committee of Experts’ standing working group, paras. 30-33)
 INF.10 (CEN) (Request for advice from the Working Group on Tanks)
 INF.12 (Netherlands) Miscellaneous topics on tanks
 INF.13 (Netherlands) (Safety valves and rupture discs)
 INF.16 (Russian Federation) (Special provisions TU21 and TU16 of Chapter 4.3)
 INF.17 (United Kingdom) (Informal Working Group on the inspection and certification of tanks)
 INF.18 (EIGA) (Service equipment on tanks)
 INF.21 (UIC/CEFIC) (Carriage of tanks, battery wagons/battery-vehicles and MEGC following the expiry of deadlines for periodic and intermediate inspections)
 INF.34 (Russian Federation) (5.4.1.2.2 — Documentation — Additional provisions for Class 2)
 INF.36 (OTIF Secretariat) (Special provision 640)
 INF.38 (AEGPL) (Miscellaneous topics on tanks)
 INF. 39 (AEGPL) (Safety valves and rupture discs)
 INF.45 (France) (French translation of the term “vapour space”)
 INF.46 (Germany) (Standards EN 14432 and EN 14433 for metallic tanks with a working pressure not exceeding 0.5 bar) (withdrawn)
 INF.48 (United Kingdom) (Improperly manufactured and wrongly certificated road tank vehicles)
 INF.49 (France) (Comments on document ECE/TRANS/WP.15/AC.1/2016/17 (Switzerland))

5. Consideration of the documents was assigned to a working group that met from 14 to 16 March with Mr. A. Bale (United Kingdom) as Chair.

Report of the Working Group on Tanks

Informal document: INF.61

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, with the following comments or observations. The adopted texts appear in annexes II and III to this report, as the Joint Meeting agreed that all proposed amendments are intended for entry into force in 2017.

7. Some delegations objected to proposals 8, 9 and 10 concerning the carriage of tanks, battery-wagons/battery-vehicles and MEGCs after expiry of the deadline for periodic inspections. Put to the vote, these proposals were adopted. The Joint Meeting agreed that the informal working group on inspection and certification of tanks could carry on its work.

IV. Standards (agenda item 3)

Documents: ECE/TRANS/WP.15/AC.1/2016/1 (Germany) (New edition of ISO standard 9001)
ECE/TRANS/WP.15/AC.1/2016/5 (CEN) (Work in progress in CEN)

Informal documents: INF.30 (CEN)
INF.47 (Austria) New edition of standards

8. Consideration of the documents in question was assigned to the working group on standards, which met during the lunch breaks and evenings.

9. The Joint Meeting noted with satisfaction that Mr. D. Teasdale had been recruited as CEN consultant to facilitate cooperation between the Joint Meeting and CEN. On a proposal by the representative of the United Kingdom, the Joint Meeting appointed Mr. C. Jubb (United Kingdom) as chair of the working group on standards for a term of two years.

Report of the Working Group on Standards

Informal document: INF.57 and Rev.1 (including corrections made orally during the presentation of INF.57)

10. The Joint Meeting approved the report of the Working Group and adopted the proposals for amendments put forward. The amendments should enter into force in 2017 (see annexes II and III).

11. In paragraph 4.2 (b), it was noted that, while the recent publication of standard EN 60079-7:2015 did not affect RID/ADR, it did, however, affect ADN, which contained a reference to standard IEC 60079-7:2006 that also had to be updated along with its EN counterpart.

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

Inspection of wagon/vehicle/vessel and loads by carrier

Informal document: INF.42 (Austria)

12. The Joint Meeting noted that amendments to SOLAS Regulation VI-2 regarding verified gross mass of containers to be loaded on vessels would enter into force on 1 July 2016, and the question was raised of what inspections could be made by the carrier under RID/ADR/ADN 1.4.2.2.1, notably where the containers had been sealed, for example by customs or by the consignor. The representative of Austria was asked to raise the question again in an official document at the next session.

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

A. Pending issues

1. Updating of references to European Union instruments (toxic substances; corrosive substances; substances hazardous to the aquatic environment)

Document: ECE/TRANS/WP.15/AC.1/2016/2 (CEFIC)

Informal documents: INF.53 (European Union)

INF.54/Rev.1 and Rev.2 (CEFIC)

13. The Joint Meeting adopted amendments to 2.2.61.1.14, 2.2.8.1.9 and 2.2.9.1.10.5 in order to take account of developments in European Union legislation regarding classification, labelling and packaging of substances and mixtures (see annex III).

2. Packing instructions P200 and P206

Document: ECE/TRANS/WP.15/AC.1/2016/4 (ISO)

14. The Joint Meeting noted that the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods had adopted a correction to packing instruction P200, as reflected in annex III to document ST/SG/AC.10/C.3/96/Add.1, and that a similar correction to instruction P206 was to be proposed at the Sub-Committee's next meeting. The Joint Meeting therefore adopted the amendments to instructions P200 and P206 proposed by ISO (see annexes II and III) (amendments to take effect on 1 January 2017).

3. Marking and ventilation in accordance with 5.5.3.3.3

Document: ECE/TRANS/WP.15/AC.1/2016/18 (Austria)

Informal document: INF.59 (Austria)

15. The Joint Meeting considered that it would not be wise to delete the second indent since the reference to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) made it clear what requirements applied when carriage was effected under ATP. The Joint Meeting did, however, agree to some editorial adjustments to the text (see annex II).

4. Adopted texts for 2017 — 1.1.3.2 and 1.1.3.3 and special provisions 363 and 666

Document: ECE/TRANS/WP.15/AC.1/2016/16 (Switzerland)

Informal documents: INF.52 (France)

INF.60 (France)

16. In view of the lengthy discussions at previous sessions, which had resulted in a compromise for the 2017 version of RID/ADR/ADN, the Joint Meeting was not in favour of reopening the discussion if that would lead to changes in the structure adopted.

17. The Joint Meeting nevertheless adopted a number of proposals for clarification of the texts, as follows:

(a) Proposal 1 of Switzerland regarding the NOTE after the first paragraph of special provision 363 (see annex II);

(b) The proposal in paragraph 12 (b) of the document from Switzerland to amend special provision 666 (b) (see annex II); and

(c) A new special provision 669 relating to the transport of trailers when carried as a load (see annex III).

5. Transport categories and tunnel codes for UN Nos. 3166, 3171, 3528 to 3530

Document: ECE/TRANS/WP.15/AC.1/2016/15 (Switzerland)

Informal document: INF.55 (Switzerland)

18. The majority of delegations considered that there was no need to establish transport categories or tunnel codes for UN Nos. 3166 or 3171 since the equipment and vehicles concerned were already exempt under the criteria set in special provision 666, and there

was nothing to say that that special provision could not apply to damaged vehicles. In addition, 1.1.3.1 (d) also covered emergency situations.

19. Similarly, the criteria for exemption for UN Nos. 3528 to 3530 were included in special provision 363 and it seemed unnecessary to apply 1.1.3.6.3 and assign transport categories to those UN Nos.

20. A question arose as to why packing instruction P005 had been created for UN Nos. 3528 to 3530 when special provision 363 exempted them from application of that instruction. The Joint Meeting wondered whether packing instruction P005 was applicable when the exemptions under special provision 363 were applied, and decided to await the opinion of the Sub-Committee of Experts on the matter. The provisions of RID/ADR/ADN 2017 on the subject would thus remain aligned with those of the UN Model Regulations and the Joint Meeting decided that it was not necessary to assign transport categories for the reasons given in paragraph 16. It would be for WP.15 to decide on road tunnel restrictions.

6. Special provision 636

Informal documents: INF.26 (Germany)
INF.35 (Switzerland)
INF.37 (United Kingdom)

21. The Joint Meeting confirmed the amendment to special provision 636 (b), adopted provisionally at the previous session (see ECE/TRANS/WP.15/AC.1/140, para. 72, and Add.1) (see annex II).

22. It considered that the proposal by Switzerland in informal document INF.35 was a new one and would need to be considered first by the informal working group on the transport of waste electrical and electronic equipment.

7. Use of intermediate bulk containers (IBCs) as salvage packagings

Informal documents: INF.14 (FEAD)
INF.24 (Secretariat)

23. The Joint Meeting noted that the United Nations Sub-Committee of Experts had not agreed to authorize the use of IBCs as salvage packaging because in principle IBCs were not tested to contain articles. The Sub-Committee had considered that large packagings should be used in this case.

24. The Joint Meeting decided by vote to continue authorizing the use of IBCs as salvage packaging for carriage under RID/ADR/ADN, but only those of type 11A, the representative of FEAD having confirmed that other types were not used by the European industry in waste recovery (see annex II).

8. Results of the fifth session of the RID Committee of Experts' standing working group

Informal documents: INF.5 (OTIF Secretariat)

25. The Joint Meeting adopted the proposed amendments (see annexes II and III).

9. Reference to the competent authority in packing instruction P910

Informal document: INF.6 (Germany)

26. The proposed amendment was put to a vote and adopted (see annex II).

10. Polymerizing substances

Informal document: INF.7 (Germany)

27. The proposed consequential amendments relating to the inclusion of polymerizing substances in Class 4.1 were adopted (see annex III).

11. Reduced dimensions of labels

Informal document: INF.11 (Germany)

28. The proposed amendment to the transitional measure in 1.6.1.30 relating to labels was adopted but the proposed date of 31 December 2018 was replaced by 30 June 2019 (see annex III).

29. The Joint Meeting noted that there were reusable labels on the market that were more robust than ordinary labels, and that those who used such labels would prefer more time to be allowed. The Joint Meeting considered that that matter could be discussed under the proposed amendments to the 2019 version of RID/ADR/ADN.

12. References to the CTU Code of Practice

Informal document: INF.19 (OTIF Secretariat)

30. The proposed amendments were adopted (see annex III).

13. Alignment of the different language versions

Informal document: INF.15 (OTIF Secretariat)

31. The editorial changes to the English, French and German versions proposed for alignment of the language versions were adopted (see annex III).

14. Explanations concerning column (15) of Table A of chapter 3.2

Informal document: INF.22 (Portugal)

32. Most delegations were of the view that the existing texts presented no problems of ambiguity or contradictions. After a lengthy discussion, the representative of Portugal withdrew his proposal and indicated that he might raise the issue again at a later date.

15. Forty-eighth session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods

Informal document: INF.24 (Secretariat)

33. The Joint Meeting took note of the outcome of the discussions of the United Nations Sub-Committee of Experts concerning issues discussed during its autumn session, those relating to WP.15 and those relating to the Sub-Committee on Carriage of Cargoes and Containers (CCC) of the International Maritime Organization (IMO). It decided that the conclusions outlined in paragraphs 86, 87, 92, 93, 112 and 114 should be taken into account in the amendments to the RID/ADR/ADN effective from 1 January 2017 if that had not already been done, even if some of those conclusions still needed to be confirmed by the Sub-Committee at its forty-ninth session (see annex II).

B. New proposals**1. Proposals concerning safety advisers**

Document: ECE/TRANS/WP.15/AC.1/2016/3 (EASA)

Informal documents: INF.40 (Spain)
INF.50 (UIP)

34. Several delegations opposed all the proposals put forward by EASA, as they did not see how they could improve safety, and no cost estimates had been done for implementation of the proposed measures. Some stated that their national associations were not in favour of the proposals and asked to what extent the proposals in question had the support of the professional associations concerned.

35. Some delegations indicated that the proposals contained some points of interest. It was thus decided to consider them by group.

Proposal 1

36. The aim of the proposal was to require that training for the purposes of chapter 1.3 must be provided exclusively by certified safety advisers. The discussions showed that the vast majority of the governmental and non-governmental delegations were strongly opposed to the principle itself, since the training was linked to a specific function within a company. The training could indeed be provided by qualified and experienced company personnel, who were often more competent than safety advisers to provide targeted training, possibly taking into account other regulatory requirements unrelated to transport or simply related to the work environment itself at the company. The proposal was not accepted.

Proposals 2, 5 and 8

37. Some delegations indicated that, in their national legislation, the safety adviser obligation already applied to consignors. Others indicated that their national legislation was based on the European directive behind those safety adviser requirements that did not cover consignors. Extending the scope would have a significant impact on both industry and administrations.

38. It was ultimately decided to extend the scope to consignors, but the representative of EASA was requested to prepare a proposal for transitional measures of four years after the expected entry into force (or until 2023 for an entry into force in 2019). It would also be necessary to provide for transitional measures for the certificates of the form that appeared in 1.8.3.18, which were also amended according to proposal 8.

39. The mention of “(including third parties)” was not supported and was withdrawn by EASA. The issue of extending the scope to tank wagon operators fell within the competence of the RID Committee of Experts and should therefore, if necessary, be the subject of a separate submission to that Committee. It would be necessary, in particular, to take account of the comments by UIP in informal document INF.50, as well as of the relation with operators of portable tanks and tank-containers.

Proposal 3

40. The editorial amendment to 1.8.3.2 (a) was accepted but the addition of the notes limiting the prerogatives of the competent authorities with respect to the exemption of certain participants depending on the quantities concerned was rejected (see annex III).

Proposal 4

41. Opinions were divided as far as the relevance of a harmonized model report was concerned. It would be necessary to analyse the purpose and usefulness of such a report. Was it a matter of advising the undertaking in order to improve safety or monitoring it? The representative of EASA was requested to consider the option of establishing guidance material. If a new proposal was deemed necessary, clear explanation of the purpose of that harmonized report should be provided and existing models should be taken into account.

Proposals 6 and 7

42. Because of lack of support these proposals were not further discussed and no action was taken.

2. Orange-coloured plate marking required under 5.3.2 for the carriage of radioactive material

Document: ECE/TRANS/WP.15/AC.1/2016/14 (France)

Informal document: INF.28 (France)

43. The Joint Meeting took note of the proposal of France to require a UN number on the orange-coloured plate for all carriage of packaged radioactive material where the load corresponded to a single UN number even when carriage under exclusive use was not required but also noted that that requirement would not be in compliance with the current IAEA Regulations. It therefore wished to know the views of IAEA on the matter and emphasized that it would be desirable if the requirement proposed was also proposed for regulations for other transport modes, such as sea transport.

3. Carriage in bulk under BK or VC codes

Document: ECE/TRANS/WP.15/AC.1/2016/6 (Spain)

44. Several delegations expressed the view that the interpretation proposed by Spain was already apparent from the text. However, the Joint Meeting accepted the introduction of a note to 7.3.3.1 to indicate clearly that, when a VC1 (or VC2) code was indicated in column (17) of Table A, a BK1 (or respective BK2) bulk container could be used if all the relevant provisions of section 7.3.3 were met (see annex IV).

4. Amendment to 4.1.1.17 concerning pressure receptacles

Document: ECE/TRANS/WP.15/AC.1/2016/7 (EIGA)

Informal document: INF.27 (United Kingdom)

45. After a few discussions on a proposal to resolve an incompatibility between the note appearing under 4.1.1 and 4.1.1.17, the proposal of EIGA as drafted by the United Kingdom (INF.27) was put to a vote and adopted (see annex IV).

5. Distinguishing signs for vehicles in international traffic

Informal document: INF.41 (UNECE Secretariat)

46. The Joint Meeting noted that references to distinguishing signs in the context of the marking of packagings, IBCs, tanks, etc were not consistent in the French text of RID/ADR, and that the text of the reference was not really correct in the English version copied from the United Nations Model Regulations. It adopted the amendment proposed by

the UNECE secretariat and noted that a same proposal would be submitted to the United Nations Sub-Committee of Experts (see annex III).

6. Editorial amendments and corrections

Informal document: INF.44 (UNECE Secretariat)

47. The Joint Meeting agreed to delete special provision MP16 from 4.1.10.4 since it was not assigned to any UN number. It adopted also all proposals of editorial improvements of the French version (see annex III).

7. Exemptions related to the nature of the transport operation

Informal document: INF.9 (Sweden)

48. The representative of Sweden was invited to submit an official proposal at the next session focussing on the specific problems encountered with exemptions concerning explosive substances and articles.

8. “4N” packagings

Informal document: INF.20 (Italy)

49. The Joint Meeting acknowledged that the introduction of “4N” packagings should have led to consequential amendments to 4.1.3.4 and 4.1.15.17 which were overlooked. Therefore it accepted the proposals of rectification, which should be brought to the attention of the United Nations Sub-Committee of Experts. (see annex III)

9. Xb and IS bodies

Informal document: INF.23 (Italy)

50. The proposal intended to clarify item 1.1 of paragraphs (12) and (13) of packing instruction P200 in 4.1.4.1 was adopted with a change (see annex III)

10. Renewal of safety advisers’ certificates

Informal document: INF.31 (Italy)

51. After some discussions, the representative of Italy was invited to submit an official proposal to the next session.

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

A. Informal working group on telematics

Document: ECE/TRANS/WP.15/AC.1/2016/9 (France)

Informal documents: INF.4 and Add.1-9 and Add.1/Corr.1 (France)
INF.51 (France)
INF.33 (Germany)

52. The Joint Meeting took note of the latest developments in the work of the informal working group, including the proposed impact assessment of the implementation of the proposed architecture (INF.4/Add.1/Corr.1).

53. As it was suggested by France in informal document INF.51 that it would be economically worthwhile for the Contracting Parties to RID/ADR/ADN to have a single

interface, called “TP1”, having maximum geographical coverage, and that it would be desirable, if possible, for the interface to be hosted by ECE, the Joint Meeting supported the principle of holding discussions between the informal working group and the UNECE secretariat to consider the possibility of developing an access management interface (called “TP1” in the architecture proposed by the working group) and of its hosting by UNECE; to consider the relevant technical, legal and budgetary aspects; in this process, to consider the possibility of data exchange between the TP1 interface and the railways acting as a TP2 interface by cooperating with ERA; to consider solutions in the interim period, taking into account national initiatives that were in keeping with the spirit of the project, including by facilitating links between TP2 interfaces as long as the TP1 interface was not available and by verifying the pertinence of national initiations in that respect; and to consider the relationship with other projects like eCall.

54. The Joint Meeting also noted the initiative of Germany concerning the possibility of using electronic transport documents in the country. Some delegations expressed disappointment that the initiative was difficult to implement in the context of international transport. However it was agreed to include this type of bottom-up approach in the terms of reference of the informal working group on telematics.

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

Informal document: INF.8 (Germany)

55. The Joint Meeting noted that the next meeting of that group would be held in Bonn on 27 and 28 April 2016.

C. Informal working group on alternative methods for periodic inspection of refillable cylinders

Informal document: INF.29 (AEGPL)

56. The Joint Meeting noted that the group would meet for two days on an unspecified date between April and June 2016 and took note of the agenda for the meeting.

D. Informal working group on the service equipment of tanks and pressure receptacles

Informal document: INF.18 (EIGA)

57. The Joint Meeting took note of the progress made on the work on pressure receptacles. It would be necessary at the next meeting of the Working Group on Tanks to determine what should be discussed for tanks.

VIII. Accidents and risk management (agenda item 7)

Informal document: INF.43 (ERA)

58. The Joint Meeting took note of the outcome of the fifth and sixth ERA workshops on the roadmap on risk management in the context of rail, road and inland waterways transport of dangerous goods and of the invitation for the seventh workshop (14-16 June 2016, Valenciennes).

IX. Future work (agenda item 8)

59. The next session will take place in Geneva from 19-23 September 2016.

X. Any other business (agenda item 9)

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

Document: ECE/TRANS/WP.15/AC.1/2016/8 (EIGA)

Informal document: INF.56 (United States of America)

60. The Joint Meeting noted the information provided by EIGA to justify the renewal of multilateral agreement M237 pending the initiation of a “petition” and completion of procedure for rulemaking on the recognition in the United States of pressure receptacles approved by contracting parties to RID or ADR in return for acceptance of the carriage according to RID, ADR and ADN of pressure receptacles approved by the DOT (see also ECE/TRANS/WP.15/AC.1/140, paras 94-98). This would take no less than two years.

61. The representative of the United Kingdom said that his government intended to prepare a draft for a new multilateral agreement, for a maximum period of validity of three years.

62. Some delegations indicated that they intended to sign such an agreement. Others indicated that they wished the agreement to be limited to a list of gases that are currently carried in DOT receptacles and mentioned in the annex of document ECE/TRANS/WP.15/AC.1/2016/8. Some delegations pointed out that the list was not exhaustive and that a limitative approach could entail difficulties for the concerned industry.

B. Definitions of reference steel and mild steel

Document: ECE/TRANS/WP.15/AC.1/2016/10 (Romania)

63. This document was considered in the light of the conclusions of the Working Group on Tanks (informal document INF.61, paras. 3-5). The representative of Romania was invited to pursue the question with the United Nations Sub-Committee of Experts taking account of the suggestions of the Working Group on Tanks.

XI. Adoption of the report (agenda item 10)

64. The Joint Meeting adopted the report on its spring 2016 session and its annexes on the basis of a draft prepared by the secretariats.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/142/Add.1)

Annex II

Correction to the draft amendments in ECE/TRANS/WP.15/231 and OTIF/RID/CE/GTP/2015/12

(see ECE/TRANS/WP.15/AC.1/142/Add.2)

Annex III

Draft amendments to RID/ADR/ADN for entry into force on 1 January 2017

(see ECE/TRANS/WP.15/AC.1/142/Add.2)

Annex IV

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

(see ECE/TRANS/WP.15/AC.1/142/Add.2)
