

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

16 September 2020

Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods

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

Item 11 of the provisional agenda

Adoption of the report

Draft outcome of the first part of the Joint meeting

Addendum

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

B. New proposals (cont'd)

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)

28. 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)

29. The Joint Meeting agreed on the need to clarify special provisions 363, 666 and 669 which were partially overlapping. 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 and to consider a possible establishment of an informal working group on this subject, if necessary.

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)

30. 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)

31. 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)

32. The Joint Meeting adopted the proposed amendment to the note of 5.3.2.1.5. as amended in informal document INF.61 (see annex 2).

VI. 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)

33. 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)

34. 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 five recommended measures to prevent in 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).

35. The Joint Meeting agreed to prioritize measures (a), (b) and (c) in an individual or 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). Some delegates recommended to further investigate on thermal coating in the case new elements appear. Measures under (f) were not considered as relevant due to the uncertainty with respect to the efficiency, the impact on maintenance or inspections and the costs resulting from the use of EEA.

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)

36. 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 TDG Sub-Committee (informal document INF.39). 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)

37. 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)

38. Several delegates endorsed in principle the amendments proposed in document ECE/TRANS/WP.15/AC.1/2020/57 but preferred to insert further provisions on the safe containment and unloading of the waste without tearing the container bags. It was also recommended to clarify the wording in proposal 2, first sentence. 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)

39. 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)

40. 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 2).

XII. Any other business (agenda item 10)**A. Re-assessment of EASA Consultative Status**

Informal document: INF.4 (EASA)

41. 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 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)

42. 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.