

## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on the Transport of Dangerous Goods**

30 September 2021

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

Geneva, 21 September – 1 October 2021

Item 2 of the provisional agenda:

#### **Tanks**

### **Summary report of the inter-sessional meetings of the members of the informal working group on the inspection and certification of tanks on 8 and 9 of June and July 2021**

#### **Transmitted by the Government of the United Kingdom**

1. Following the spring session of the Joint Meeting in March 2021 the members of the informal working group on the inspection and certification of tanks (aka the London group) met between sessions on a virtual platform due to the coronavirus pandemic on 8 and 9 June and 8 and 9 July under the chairmanship of Mr. Steve Gillingham (United Kingdom). Representatives of Austria, Belgium, Finland, France, Germany, Hungary, Ireland, Luxembourg, the Netherlands, Norway, Poland, Romania, Russia, Spain, Sweden, Switzerland, Turkey, the United Kingdom, the European Commission, European Industrial Gases Association (EIGA), International Tank Container Organisation (ITCO) and the International Union of Wagon Keepers (UIP) participated.
2. The meetings opened with the Chair noting the outcome of the preceding inter-sessional meeting and the spring session of the Joint Meeting, during which the members of the informal working group were invited to further discuss a number of the documents presented during the Joint Meeting. The Chair noted the endorsement in principle by the Joint Meeting of the transitional measures, which gave due time for countries using national systems to align with the future system of inspection bodies, and the need to clarify the reciprocal recognition of inspection bodies during the transitional period. The Chair also noted that the Joint Meeting could not support the proposal for competent authorities to approve, on an exceptional basis, Type C inspection bodies for periodic inspections, intermediate inspections and exceptional inspections of minor repairs of tanks for the international transport of dangerous goods.
3. The members of the informal working group would therefore further consider the proposals as set out in ECE/TRANS/WP.15/AC.1/2021/23, together with the consequential amendments to Chapter 6.2 proposed in document ECE/TRANS/WP.15/AC.1/2021/16, the amendments proposed in other documents referred from the spring session of the Joint Meeting, and any comments in writing subsequently received from the contracting countries. The group would also clarify the reciprocal recognition of inspection bodies during the transitional period. After the discussions and conclusions, revised proposals would then be submitted in due time for consideration at the autumn session of the Joint Meeting in September 2021.
4. During the two inter-sessional meetings the group worked diligently through the consolidated comments on the proposals, arriving at the revised proposals set out in ECE/TRANS/WP.15/AC.1/2021/23/Rev.1 published on 14 July. During the discussions the requirements on the use of subcontractors in 1.8.6.4.1 were reaffirmed as discussed during the spring session of the Joint Meeting in March 2019. However, concerns were expressed regarding the scope of activities of in-house inspection services, the suitability of the accreditation for inspection bodies responsible for the surveillance of such services, and that in such arrangements the independence of inspection bodies may be compromised by no longer being independent of the parties involved. In consequence, as in-house inspection services were being considered for supervision of manufacture and initial inspection and tests

of the service equipment of tanks for the first time, the proposals in 6.8.1.5.3 (b) and 6.8.1.5.4 (b) were placed in [square brackets] pending further discussion at the Joint Meeting on the basis of documents to be submitted for the autumn session.

5. In conclusion, the Chair thanked the participants for the good work and the secretariat to the group for their invaluable support. Looking forward to the next steps, the Chair noted that further proposals were anticipated:

(a) to complete the subcontracting arrangements for the supervision of manufacture and the initial inspection and tests by in-house inspection services in the last sentence of 1.8.7.7.2 and in the note at the beginning of 1.8.6.3.3 (addressed by Germany in INF.28),

(b) on the period of validity of the approval of inspection bodies in 1.8.6.2.2.2 and a note to respect the “reciprocal recognition agreements between RID Contracting States / Contracting Parties of ADR” in relation to the up-to-date list in 1.8.6.2.4.2 of approved and recognized inspection bodies when published by the competent authorities of the EU members states (addressed by France in INF.35 and Switzerland in INF.38), and

(c) on in-house inspection services in relation to their use in 6.8.1.5.3 and 4 by manufacturers of service equipment (addressed by the United Kingdom in INF.42).

6. Accordingly, the Joint Meeting is invited, after due consideration by the Working Group on Tanks, to exchange any further views on the proposed amendments to Chapters 6.8 and 6.2, sections 1.8.7 and 1.8.6, plus transitional measures and consequential amendments set out in ECE/TRANS/WP.15/AC.1/2021/23/Rev.1, taking into account INF.28, INF.35, INF.38 and INF.42. Views are also sought from the Joint Meeting as to whether the group needs to further consider the proposals before the next session of the Joint Meeting, in which case the group as before could reconvene in December – 14 and 15 December is suggested.

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