



# Economic and Social Council

Distr.: General  
25 April 2022  
English  
Original: English and French

## Economic Commission for Europe

### Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

#### 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 2022 session\*

held in Bern, 14-18 March 2022

### Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-3	3
II. Opening of the session .....	4-5	3
III. Adoption of the agenda (agenda item 1) .....	6	3
IV. Tanks (agenda item 2).....	7-20	4
A. Report of the informal working group on the inspection and certification of tanks .....	17	5
B. Report of the Working Group on Tanks .....	18-20	5
V. Standards (agenda item 3).....	21-25	6
A. Information on the work of the Working Group on Standards .....	21	6
B. Report of the Working Group on Standards (thirty-fourth meeting) .....	22-23	6
C. Information on difficulties in applying a standard in Chapter 6.2 .....	24	6
D. New chair of the working group on standards.....	25	6
VI. Interpretation of RID/ADR/ADN s (agenda item 4) .....	26-32	6
A. List of interpretations.....	26-28	6
B. Special provisions 532 and 543 in RID/ADR/ADN .....	29-30	7
C. Direct delivery of dangerous goods to end consumers (use of “overpacks”) ....	31	7

\* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2022-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.



D. Online grocery delivery services .....	32	7
VII. Proposals for amendments to RID/ADR/ADN (agenda item 5) .....	33-43	7
A. Pending issues .....	33-39	7
B. New proposals .....	40-43	8
VIII. Reports of informal working groups (agenda item 6) .....	44-45	9
A. Informal working group on the transport of hazardous waste .....	44	9
B. Informal working group on e-learning.....	45	9
IX. Accidents and risk management (agenda item 7).....	46-47	9
A. Progress on the development of the Risk Management Platform.....	46	9
B. Carriage of electric vehicles on transporters.....	47	10
X. Future work (agenda item 8) .....	48	10
XI. Any other business (agenda item 9) .....	49-52	10
A. Key messages by delegations .....	49	10
B. Tributes to Ms. M. Cherhabil, MM. C. Jubb and R. Stawinski .....	50-52	10
XII. Adoption of the report (agenda item 10).....	53	10

## Annexes

I. Adopted texts .....		11
A. Draft amendments to RID, ADR and ADN for entry into force on 1 January 2023.....		11
B. Draft amendments to RID, ADR and ADN for entry into force on 1 January 2025.....		21
II. Report of the Working Group on Tanks** .....		23
III. Terms of Reference of the informal working group on different exemptions related to the carriage of batteries .....		24
IV. Terms of Reference of the informal working group on e-learning.....		25
V. Key messages by delegations about the situation of the war in Ukraine.....		26

---

\*\* For practical reasons, the report has been published as addendum, with the symbol ECE/TRANS/WP.15/AC.1/164/Add.1.

## I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe was held in Bern from 14 to 18 March 2022, with Mr. C. Pfauvadel (France) as Chair and Ms. S. 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, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, United Kingdom and United States of America.
3. In accordance with rule 1 (c) of the rules of procedure, the following were represented in a consultative capacity:
  - (a) European Union (European Commission and European Union Agency for Railways (ERA)) and Organization for Cooperation between Railways (OSJD);
  - (b) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Association for Advanced Rechargeable Batteries (RECHARGE), European Chemical Industry Council (Cefic), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Industrial Gases Association (EIGA), European Waste Management Association (FEAD), Fuels Europe, International Association of the Body and Trailer Building Industry (CLCCR), International Association of Dangerous foods Safety Advisers (IASA), International Rail Transport Committee (CIT), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Organization of Motor Vehicle Manufacturers (OICA), International Union of Wagon Keepers (UIP), International Union of Railways (UIC) and Liquid Gas Europe.

## II. Opening of the session

4. The Joint Meeting was informed about the changes in the structure of the UNECE Sustainable Transport Division, moving the activities and tasks related to road safety management from the Dangerous Goods Section to the Vehicle Regulations and Transport Innovations Section.
5. The Joint Meeting noted that due to a combination of COVID-19 response measures and ongoing financial constraints triggered by the United Nations liquidity crisis, the number of meeting rooms available for hybrid meetings and the duration of meetings was increased but the duration was still limited to 30 minutes for remote contributions per 3-hour meeting. UNECE is planning to revert to normal business for the second half of the year, i.e. organizing in-person sessions depending on the further improvement of the ongoing sanitary restrictions.

## III. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/WP.15/AC.1/163  
ECE/TRANS/WP.15/AC.1/163/Add.1  
RID-22001-RC

*Informal documents:* INF.2/Rev.1 and INF.11 (Secretariats)

6. The Joint Meeting adopted the agenda proposed by the secretariats in documents ECE/TRANS/WP.15/AC.1/163 and Add.1 (RID-22001-RC) as updated by informal document INF.2/Rev.1 after amending it to take account of informal documents INF.2 to INF.36.

## IV. Tanks (agenda item 2)

<i>Documents:</i>	<p>ECE/TRANS/WP.15/AC.1/162/Add.1 (Report of the TWG)  ECE/TRANS/WP.15/AC.1/2021/29 (UIC)  ECE/TRANS/WP.15/AC.1/2021/34/Rev.1 (Switzerland)  ECE/TRANS/WP.15/AC.1/2021/42 (Netherlands)  ECE/TRANS/WP.15/AC.1/2022/2 (OTIF Secretariat)  ECE/TRANS/WP.15/AC.1/2022/3 (United Kingdom)  ECE/TRANS/WP.15/AC.1/2022/4 (United Kingdom)  ECE/TRANS/WP.15/AC.1/2022/5 (United Kingdom)  ECE/TRANS/WP.15/AC.1/2022/7 (Cefic/UIP)  ECE/TRANS/WP.15/AC.1/2022/9 (OTIF Secretariat)  ECE/TRANS/WP.15/AC.1/2022/10 (UIP)  ECE/TRANS/WP.15/AC.1/2022/13 (Germany)  ECE/TRANS/WP.15/AC.1/2022/16 (Netherlands)  ECE/TRANS/WP.15/AC.1/2022/17 (United Kingdom)  ECE/TRANS/WP.15/AC.1/2022/18 (United Kingdom)  ECE/TRANS/WP.15/AC.1/2022/19 (France)</p>
<i>Informal documents:</i>	<p>INF.11 of the spring 2021 session (United Kingdom)  INF.3 of the autumn 2021 session (Netherlands)  INF.6 of the autumn 2021 session (CLCCR)  INF.17 of the autumn 2021 session (Switzerland)  INF.32 of the autumn 2021 session (Chair Ad-Hoc WG)  INF.6 (ITCO)  INF.8 (United Kingdom)  INF.9 (United Kingdom)  INF.10 (Germany)  INF.15 (United Kingdom)  INF.24 (United Kingdom)  INF.25 (United Kingdom)  INF.29 (United Kingdom)  INF.33 (United Kingdom)  INF.34 (Netherlands)  INF.36 (Report of the Informal Working Group on Tanks)</p>

7. The Joint Meeting considered safety issues related to the pressure resistance of closures of extra-large tank-containers and adopted the amendments proposed in ECE/TRANS/WP.15/AC.1/2022/2 as amended (see annex I).

8. The Joint Meeting also considered the definition of “extra-large tank-containers” (document ECE/TRANS/WP.15/AC.1/2022/7) and adopted the proposed amendments in informal documents INF.15, as amended (see annex I).

9. The Joint Meeting adopted the proposed amendments in ECE/TRANS/WP.15/AC.1/2022/9 on the deletion of transitional measures for tank-wagons (see annex I).

10. On the thickness required in ADR 6.8.2.1.20 for partitions and surge-plates the Joint Meeting considered document ECE/TRANS/WP.15/AC.1/2022/4 and agreed that the amendments proposed in informal document INF.8 were relevant for the 2025 edition of ADR.

11. On the new provisions on instant/automatic closing stop-valves on connections to the vapour phase on cryogenic tanks carrying flammable gases the Joint Meeting welcomed document ECE/TRANS/WP.15/AC.1/2022/16 and informal document INF.32 (autumn 2021). Following the discussion, the amendments proposed in informal document INF.34 were adopted, as amended to take account of the exhausted list of refrigerated liquefied flammable gases (see annex I). The Joint Meeting decided not to insert at this stage provisions on the retrofitting tanks with such stop-valves. The need of retrofitting should be considered based on the outcome of the further development of 6.8.3.2.3.

12. On the non-destructive testing according to 6.8.2.1.23 the Joint Meeting agreed to defer the discussion of informal document INF.6 of the autumn 2021 session and informal document INF.10 to the TWG.

13. On the accreditation of inspection bodies for the purpose of authorization and surveillance of in-house inspection services in document ECE/TRANS/WP.15/AC.1/2022/17 and informal document INF.24, the Joint Meeting confirmed the adoption by the Working Party on the Transport of Dangerous goods (WP.15) and the RID Committee of Experts' standing working group of the texts as reflected in documents ECE/TRANS/WP.15/256 and OTIF/RID/CE/GTP/2021/5. On the reference to standard EN ISO/IEC 17021-1:2015 it was agreed to deploy a copy of the standard to the experts and to resume discussion at the next session based on an official document.

14. On the need to clarify both notes to ADR 6.8.1.5.1 (a) and ADR 6.8.1.5.4 (a) as proposed in document ECE/TRANS/WP.15/AC.1/2022/18 and informal document INF.25, the Joint Meeting confirmed that the general note to RID/ADR 6.8.1.5 from ECE/TRANS/WP.15/AC.1/2021/23/Rev.1 is sufficient and prevails to both notes.

15. Document ECE/TRANS/WP.15/AC.1/2021/34/Rev.1 received general support and some comments. Following the discussion, the Joint Meeting agreed to adjust the title of the document to read "Explanatory document on the system in force as from 1 January 2023 for the approval and inspection of tanks and the history of its development (not enforceable against the regulatory text in force)" and to add to the title of annex VI the wording "as defined in 2006". The secretariats were requested to publish before 2023 the document on their websites once the amendments to RID/ADR were formally approved. It was also agreed that the content of informal document INF.17 of the autumn 2021 session should not become part of the explanatory document.

16. On the need to clarify the content of the type approval certificate referred to in 1.8.7.2.2.1 of RID/ADR (document ECE/TRANS/WP.15/AC.1/2022/19), the Joint Meeting agreed that further discussion was needed and referred the document to the TWG. Consideration of documents ECE/TRANS/WP.15/AC.1/2021/29, ECE/TRANS/WP.15/AC.1/2021/42, ECE/TRANS/WP.15/AC.1/2022/3, ECE/TRANS/WP.15/AC.1/2022/5, ECE/TRANS/WP.15/AC.1/2022/10, ECE/TRANS/WP.15/AC.1/2022/13, of informal documents INF.3 and INF.6 of the autumn 2021 session and informal documents INF.6, INF.9, INF.10 and INF.29 was also referred to the TWG.

## **A. Report of the informal working group on the inspection and certification of tanks**

*Informal document:* INF.33 (United Kingdom)

17. The Joint Meeting welcomed the summary report of the inter-sessional meeting of the informal working group on the inspection and certification of tanks held on 15 December 2021. The representative of the United Kingdom, chairing the informal working group, expressed his gratitude to all members of the group for their contributions which resulted in the conclusion of the final outcome.

## **B. Report of the Working Group on Tanks**

*Informal document:* INF.36 (Report of the Working Group on Tanks)

18. The Joint Meeting noted the outcome of the working group as reflected in informal document INF.36 including some corrections presented by the group's Chair. The group's report appears in annex II as addendum 1 to this report. The Joint Meeting considered informal document INF.36 and adopted proposals 1 and 2 for entry into force in 2023 and proposal 3 for entry into force in 2025 (see annex I).

19. On item 4, the Joint Meeting endorsed the future follow-up action by EIGA and UIC on document ECE/TRANS/WP.15/AC.1/2021/29. The representative of UIC underlined that

it was important to find a solution for the operation of empty, uncleaned tank-wagons/tank-containers.

20. On items 5 to 11, the Joint Meeting concurred with the working group's decision and follow-up actions on the documents considered as reflected in informal document INF.36.

## **V. Standards (agenda item 3)**

### **A. Information on the work of the Working Group on Standards**

*Document:* ECE/TRANS/WP.15/AC.1/2022/11 (CEN)

*Informal document:* INF.5 (CEN)

21. The Joint Meeting noted the information on CEN's work programme in document ECE/TRANS/WP.15/AC.1/2022/11 as well as the additional comments and decisions of the Working Group on Standards in informal document INF.5.

### **B. Report of the Working Group on Standards (thirty-fourth meeting)**

*Informal documents:* INF.4 and INF.4/Rev.1 (Working Group on Standards)

22. The Joint Meeting welcomed the report on the outcome of the recent meetings of the Working Group on Standards and adopted the proposed amendments related to the standards listed in informal documents INF.4 and INF.4/Rev.1 (see annex I).

23. Recalling that some references to standards adopted at its previous session (see annex II of report ECE/TRANS/WP.15/AC.1/162) and certain of those adopted on the basis of informal document INF.4 were still kept in brackets, the Joint Meeting reminded the representative of CEN to confirm to the secretariat at the latest by end of May 2022 the date of publication of these standards. Otherwise, the amendments on the updated standards could not be published in the 2023 editions of RID and ADR, but in the 2025 editions only.

### **C. Information on difficulties in applying a standard in Chapter 6.2**

*Informal document:* INF.23 (CEN)

24. The Joint Meeting noted the information in informal document INF.23 and agreed to resume discussion on this subject at its next session on the basis of the outcome of the special working group of the ISO Technical Committee.

### **D. New chair of the working group on standards**

*Informal document:* INF.7 (United Kingdom)

25. Learning that Mr. Chris Jubb (CEN) decided to fully retire and will no longer attend future sessions and chair meetings, the Joint Meeting welcomed the proposal to elect Mr. Andy Webb (ECMA) as a new chair of the working group on standards.

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

### **A. List of interpretations**

*Informal document:* INF.12 (Netherlands)

26. The Joint Meeting noted that usually its interpretations were considered by the respective committees in charge of RID, ADR, and ADN, which then decide on the follow-up necessary for each interpretation. Nevertheless, different interpretation to the joint text of RID/ADR/ADN was not a desirable solution. It was agreed that in general the provisions of RID/ADR/ADN shall be as concise and clear as possible to avoid interpretations.

27. The Joint Meeting also noted some comments to be cautious to publish all its interpretations to avoid stakeholders to search for guidance at different places.

28. The representative of the Netherlands announced to review the comments received and to come up, if necessary, with a further document at a future session.

## B. Special provisions 532 and 543 in RID/ADR/ADN

*Informal document:* INF.14 (Secretariat)

29. The Joint Meeting confirmed that the assignment of special provisions 532 and 543 to the different entries were not mistakes in the current versions of RID/ADR/ADN and stemmed from the restructuring of the regulations in 2001. It was agreed that both special provisions could lead to misinterpretation and that they should be clarified. It was noted that during the restructuring a large number of marginals containing references to the assignment to other UN numbers have been transferred into special provisions and would need to be reviewed too.

30. The Joint Meeting agreed to go forward in a step by step approach and requested the secretariat to come up at the next session with an official document listing best options to solve the issue of special provisions 532 and 543.

## C. Direct delivery of dangerous goods to end consumers (use of “overpacks”)

*Informal document:* INF.31 (COSTHA)

31. The Joint Meeting noted the questions raised in informal document INF.31 triggered by the recent increase in volume of dangerous goods transported directly to the end consumers. In the absence of more detailed data and examples of those deliveries such as the quantities and nature of those dangerous goods and the status of overpacks, the Joint Meeting was not in the positions to advise. The representative of COSTHA invited delegates to send her their comments and volunteered to come back with a more detailed document at the next session.

## D. Online grocery delivery services

*Informal document:* INF.32 (COSTHA)

32. On the proposals in informal document INF.32, some delegates were of the opinion that the proposed texts for an exemption or a new special provision were too broad and/or could lead to misinterpretation. Other delegates raised concern on the proposed solutions and preferred to take more time to study in more detail the issues and questions listed. The representative of COSTHA again invited delegates to send her their feedback and announced her intention to propose updated amendments also to the UN Sub-Committee of experts on the Transport of Dangerous Goods at a future session.

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

## A. Pending issues

### 1. Amendment to existing special provision 668

*Document:* ECE/TRANS/WP.15/AC.1/2022/6 (IASA)

33. Most delegations that took the floor felt that the scope of the document was too broad and, therefore, did not support on the proposal by IASA. Following an exchange of views by the Joint Meeting, the representative of IASA volunteered to include further specifications on the repair works of road surfaces and to come back with a revised document for consideration at the forthcoming session in September 2022.

### 2. Proposal to amend the note related to EN ISO 18119:2018 in RID/ADR 6.2.3.5.1 and 6.2.4.2

*Document:* ECE/TRANS/WP.15/AC.1/2022/8 (EIGA)

*Informal document:* INF.30 (EIGA)

34. The representatives who spoke did not support the proposals by EIGA. Most delegations were of the opinion that the provisions of RID/ADR should not be amended to allow during the periodic inspections of seamless cylinders and tubes the acceptance of a wall thickness of less than the current minimum thickness. Some delegates raised concern on the

justification in document ECE/TRANS/WP.15/AC.1/2022/8 and preferred to consider further evidence based data in addition to the technical report ISO/TR 22694:2008. Following the discussion, the representative of EIGA volunteered to reach out to the representatives who raised concerns and to prepare an updated document for consideration at the next session, taking into account the comments received.

### 3. Marking of tanks carrying flammable liquefied gases that are fitted with safety valves

*Document:* ECE/TRANS/WP.15/AC.1/2022/12 (Liquid Gas Europe)

*Informal document:* INF.20 (Liquid Gas Europe)

35. Upon the proposal by Liquid Gas Europe on behalf of the BLEVE Working Group (document ECE/TRANS/WP.15/AC.1/2022/12), the Joint Meeting adopted the amendments proposed in informal document INF.20 as amended (see annex I).

36. The OTIF secretariat announced their intention to work on further amendments for tank-wagons and to prepare a detailed proposal for the next session of the RID Committee of Experts' standing working group.

### 4. Changes introduced in the list of draft amendments to annexes A and B of ADR (ECE/TRANS/WP.15/256) and to RID (OTIF/RID/CE/GTP/2021/5)

*Informal document:* INF.21 (Secretariat)

37. The Joint Meeting noted the information by the secretariat that the corrections in informal document INF.21 have already been reflected in the list of draft amendments to annexes A and B of the ADR in document ECE/TRANS/WP.15/256 and to the RID in an updated version of document OTIF/RID/CE/GTP/2021/5.

### 5. Transport of electric energy systems containing lithium ion batteries

*Document:* ECE/TRANS/WP.15/AC.1/2022/20 (Sweden)

*Informal documents:* INF.26 and INF.35 (France)

38. Upon the proposals by Sweden in ECE/TRANS/WP.15/AC.1/2022/20 to insert new provisions to clarify the conditions for the carriage by road and rail of electric energy systems containing lithium ion batteries, the Joint Meeting noted some general comments and concerns. The representative of France presented in informal document INF.26 the outcome of a study on how to define an exemption threshold for batteries based on their energy content and proposed a possible way forward to make progress on this subject. The Joint Meeting welcomed the work done by France and Sweden.

39. Following the discussion, the Joint Meeting agreed to set up an informal working group on different exemptions related to the carriage of batteries and adopted the terms of reference as reflected in informal document INF.35 (see annex III).

## B. New proposals

### 1. Amendment of special provision 376 on damaged or defective lithium-ion cells or batteries and lithium metal cells or batteries

*Document:* ECE/TRANS/WP.15/AC.1/2022/1 (Germany)

40. Some delegations supported the principles of the proposal by Germany, but others felt that further consideration was needed on the different transport modes, packagings and the transport document. The Joint Meeting noted some preference to go forward with a new special provision instead of an amendment to special provision 376. Following the discussion, the representative of Germany volunteered to work on an updated document with the different options for consideration at the next session. It was agreed to inform the Sub-Committee of Experts on the Transport of Dangerous Goods at a later stage once an agreed solution was found within the Joint Meeting.

### 2. Section 1.10.4 – text referring to 1.1.3.6

*Document:* ECE/TRANS/WP.15/AC.1/2022/14 (Norway/Sweden)

*Informal document:* INF.16 (France)



41. The proposed amendments in document ECE/TRANS/WP.15/AC.1/2022/14 received several comments. The representative of France proposed an alternative amendment in informal document INF.16. Some delegations preferred to simplify the text of 1.10.4 to avoid repetition in the provisions of ADR while others recommended to keep the current provisions. Some others also considered it relevant that the first sentence in 1.10.4 differs between RID and ADR. The Joint Meeting agreed to resume consideration of this subject at its next session in September 2022 on the basis of a revised document by Sweden and Norway, if still needed.

### **3. Carriage of paint residues (waste) – Amending and assigning special provision 650 to UN 3082**

*Document:* ECE/TRANS/WP.15/AC.1/2022/15 (Sweden)  
*Informal documents:* INF.17 (France), INF.18 (Germany) and INF.27 (FEAD)

42. The Joint Meeting welcomed the proposals to amend in Chapter 3.3 special provision 650 and to assign it also to UN No. 3082 to facilitate the carriage of waste consisting of water-based paints. Following the discussion, the Joint Meeting adopted the proposals in ECE/TRANS/WP.15/AC.1/2022/15 as amended for an entry into force in 2025 (see annex I). It was agreed that the current multilateral agreement on this subject needed to be updated or supplemented accordingly.

### **4. Transitional measure for inner receptacles of composite Intermediate Bulk Containers (IBCs)**

*Informal document:* INF.3 (Netherlands)

43. The Joint Meeting noted the proposed additional transitional measure to Chapter 1.6 and adopted the amendments proposed in informal document INF.3 (see annex I).

## **VIII. Reports of informal working groups (agenda item 6)**

### **A. Informal working group on the transport of hazardous waste**

*Informal document:* INF.28 (FEAD)

44. The Joint Meeting noted the information on the outcome of the meetings held by the informal working group on the transport of hazardous waste. To finalize the group's work, the representative of FEAD offered to organize a future meeting, jointly with the representative of the Netherlands who offered to host that meeting tentatively as an in-person event, subject to the evolution of the sanitary measures.

### **B. Informal working group on e-learning**

*Informal documents:* INF.13 and INF.13/Rev.1 (IRU)

45. The representative of IRU reported on the outcome of the informal lunch-time meetings of the informal working group on e-learning held on 15 and 16 March 2022. The Joint Meeting adopted the terms of reference in informal document INF.13/Rev.1 as amended (see annex IV). It welcomed the commitment of Ms. G. Schwan (Germany) and Mr. A. Celasco (IRU) to co-chair the future meetings of the informal working group on e-learning. It was also noted that the next meeting was planned to be held mid of May 2022. Interested delegates may contact the delegates of Germany and IRU.

## **IX. Accidents and risk management (agenda item 7)**

### **A. Progress on the development of the Risk Management Platform**

*Informal document:* INF.22 (ERA)

46. The Joint Meeting welcomed the information and presentation by ERA on the ongoing work of the expert users and development group to set up a Risk Management Platform aimed at facilitating the implementation of the risk management framework for the transport of dangerous goods as referred to in Chapter 1.9 of the 2023 edition of RID/ADR/ADN. It was

underlined that the platform would be fully transparent and publicly available through the European Commission.

## **B. Carriage of electric vehicles on transporters**

*Informal document:* INF.19 (United Kingdom)

47. The representative of the United Kingdom informed the Joint Meeting on potential problems that might occur during the carriage of electric vehicles on transporters. Most delegations who took the floor were of the opinion that placards or warning plates/stickers weren't necessary and that such transporters do not present additional risks. Other delegations were invited to send their comments to the representative of the United Kingdom.

## **X. Future work (agenda item 8)**

48. The Joint Meeting was informed that the next session would be held in Geneva from 12 to 16 September 2022 and that the deadline for submission of documents was 17 June 2022. 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 in Geneva from 26 to 28 April 2023, most probably in a hybrid format.

## **XI. Any other business (agenda item 9)**

### **A. Key messages by delegations**

49. Considering the situation of the war in Ukraine, the Joint Meeting noted the statements by the representatives of the United Kingdom, the United States of America, and by the representative of the European Union on behalf of its 27 Member States, as reflected in annex V to this report.

### **B. Tributes to Ms. M. Cherhabil, MM. C. Jubb and R. Stawinski**

50. The Joint Meeting noted that Ms. Maessama Cherhabil (France) took over new responsibilities and will no longer attend future sessions. It acknowledged all her contributions to the work of the Joint Meeting and wished her success and good luck for her new activities.

51. The Joint Meeting acknowledged the commitment of Mr. Chris Jubb (United Kingdom) in chairing the working group on standards for more than seven years and his excellent contributions during almost three decades and wished him a long and happy retirement.

52. Also learning that Mr. Robert Stawinski (CLCCR) will retire soon, the Joint Meeting thanked him for his valuable contributions over the last 35 years and wished him all the best for the future and a happy retirement too.

## **XIII. Adoption of the report (agenda item 11)**

53. The Joint Meeting adopted the report on its spring 2022 session and its annexes based on a draft prepared by the secretariat.

## Annex I

### Adopted texts

#### A. Draft amendments to RID, ADR and ADN for entry into force on 1 January 2023

##### Chapter 1.2

**1.2.1** After the definition of "Tank-container", insert:

"In addition:

**"Extra-large tank-container"** means a *tank-container* with a capacity of more than 40 000 litres."

(Reference documents: ECE/TRANS/WP.15/AC.1/2022/7 and informal document INF.15, as amended)

##### Chapter 1.6

**1.6.1** Add the following new transitional measure:

**"1.6.1.52** Inner receptacles of composite IBCs manufactured before 1 July 2021 in accordance with the requirements of 6.5.2.2.4 in force up to 31 December 2020 and which are not in accordance with the requirements of 6.5.2.2.4 regarding the marks on the inner receptacles that are not readily accessible for inspection due to the design of the outer casing applicable as from 1 January 2021 may continue be used until the end of their period of use determined in 4.1.1.15."

(Reference document: informal document INF.3)

**1.6.2** Add the following new transitional measures:

**"1.6.2.21** Standard EN 14912:2015 referenced in packing instruction P200 (12) 3.4 of 4.1.4.1 in force up to 31 December 2022 may continue to be used for valve refurbishing or inspection until 31 December 2024.

(Reference document: informal document INF.4, item 3.4)

**1.6.2.22** Standard EN ISO 22434:2011 referenced in packing instruction P200 (13) 3.4 of 4.1.4.1 in force up to 31 December 2022 may continue to be used for valve refurbishing or inspection until 31 December 2024."

(Reference document: informal document INF.4, item 3.8)

(RID:)

**1.6.3.3.3** Amend to read as follows:

**"1.6.3.3.3** (Deleted)".

(Reference document: ECE/TRANS/WP.15/AC.1/2022/9)

(RID:)

**1.6.3.17** Amend to read as follows:

**"1.6.3.17** (Deleted)".

(Reference document: ECE/TRANS/WP.15/AC.1/2022/9)

(ADR)

**1.6.3** Add the following new transitional measures and replace "1.6.3.58 to 1.6.3.99 (Reserved)" by "1.6.3.61 to 1.6.3.99 (Reserved)":

**1.6.3** Add the following new transitional measures:

(ADR)

"1.6.3.58 (Reserved)"

(RID/ADR)

"1.6.3.59 Tank-wagons/Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2023 in accordance with the requirements in force up to 31 December 2022, but which do not, however, meet the requirements of special provision TE 26 of 6.8.4 (b) applicable as from 1 January 2023 may continue to be used."

*(Reference document ECE/TRANS/WP.15/AC.1/2022/16, as amended by informal document INF.34)*

[(RID):

"1.6.3.60 Tank-wagons that are already fitted with safety valves meeting the requirements of 6.8.3.2.9 as applicable from 1 January 2023 do not need to display the marks in accordance with 6.8.3.2.9.6 until the next intermediate or periodic inspection after 31 December 2023."]

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/12, as amended by informal document INF.20)*

(ADR):

"1.6.3.60 Fixed tanks (tank-vehicles) and demountable tanks that are already fitted with safety valves meeting the requirements of 6.8.3.2.9 as applicable from 1 January 2023 do not need to display the marks in accordance with 6.8.3.2.9.6 until the next intermediate or periodic inspection after 31 December 2023."

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/12, as amended by informal document INF.20)*

**1.6.4** Add the following new transitional measures:

"1.6.4.61 Tank-containers constructed before 1 July 2023 in accordance with the requirements in force up to 31 December 2022, but which do not meet the requirements of 6.8.2.2.4, second and third paragraph, applicable from 1 January 2023, may still be used.

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/2)*

**1.6.4.62** Extra-large tank-containers constructed before 1 July 2023 in accordance with the requirements in force up to 31 December 2022, but which do not meet the requirements of 6.8.2.1.18, third paragraph, concerning the minimum thickness of the shell applicable as from 1 January 2023 may still be used.

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/7, as amended by informal document INF.15)*

**1.6.4.63** Tank-containers constructed before 1 July 2023 in accordance with the requirements in force up to 31 December 2022, but which do not, however, meet the requirements of special provision TE26 of 6.8.4 (b) applicable as from 1 January 2023 may continue to be used."

*(Reference document ECE/TRANS/WP.15/AC.1/2022/16, as amended by informal document INF.34)*

"1.6.4.64 Tank-containers that are already fitted with safety valves meeting the requirements of 6.8.3.2.9 as applicable from 1 January 2023 do not need to display the marks in accordance with 6.8.3.2.9.6 until the next intermediate or periodic inspection after 31 December 2023."

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/12, as amended by informal document INF.20)*

## **Chapter 1.8**

**1.8.7.2.2.1** (as amended by doc. OTIF/RID/CE/GTP/2021/5 – ECE/TRANS/WP.15/256)

Amend paragraph (f) to read as follows:

"(f) The data contained in the documents for the type-examination according to 1.8.7.8.1, necessary for the identification of the type and variation, as defined by the relevant standards. The documents, or a list identifying the documents, containing the data shall be included or annexed to the certificate;"

Delete the last sentence.

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/19, as amended by informal document INF.36, item 1)*

### Chapter 3.2

**Table A** For UN Nos. 1038, 1961, 1966, 1972, 3138 and 3312, in column (13), insert:  
"TE26".

*(Reference document ECE/TRANS/WP.15/AC.1/2022/16, as amended by informal document INF.34)*

### Chapter 4.1

**4.1.4.1 P 200** In paragraph (12) 3.4, replace "EN 14912:2005" by:  
"EN 14912:[2022]".

*(Reference document: informal document INF.4, item 3.4)*

In paragraph (13) 3.4, replace "EN ISO 22434:2011" by:  
"EN ISO 22434:[2022]".

*(Reference document: informal document INF.4, item 3.8)*

### Chapter 6.2

**6.2.3.5.1** In Note 3, replace "EN ISO18119:2018" by:  
"EN ISO 18119:2018 + A1:2021".

*(Reference document: informal document INF.4, item 3.10)*

**6.2.4.1** Amend the table, under "**for design and construction of pressure receptacles or pressure receptacle shells**" as follows:

- The amendment to column (2) for standard "EN ISO 18119:2018" doesn't apply to the English text.

*(Editorial modification)*

- For standard "EN 12245:2009 + A1:2011", in column (4), replace "Until further notice" by:

"Between 1 January 2013 and 31 December 2024".

*(Reference document: informal document INF.4, item 3.1)*

- After the row for standard "EN 12245:2009 + A1:2011", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 12245:[2022]	Transportable gas cylinders – Fully wrapped composite cylinders <b>NOTE:</b> This standard shall not be used for gases classified as LPG.	6.2.3.1 and 6.2.3.4	Until further notice	

"

*(Reference document: informal document INF.4, item 3.1)*

- The amendment to the title in column (2) for standard "EN 14427:2004", in column (2), doesn't apply to the English text.

*(Editorial modification)*

- For standard “EN 14427:2004 + A1:2005”, in column (2), amend the title to read “Transportable refillable composite cylinders for LPG – Design and construction”.

*(Editorial modification)*

- The amendment to the title in column (2) for standard “EN 14427:2014” doesn’t apply to the English text.

*(Editorial modification)*

- For standard "EN 14427:2014", in column (4), replace "Until further notice" by:

"Between 1 January 2015 and 31 December 2024".

*(Reference document: informal document INF.4, item 3.2)*

- After the row for standard "EN 14427:2014", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 14427:[2022]	LPG equipment and accessories – Transportable refillable composite cylinders for LPG – Design and construction	6.2.3.1 and 6.2.3.4	Until further notice	

"

*(Reference document: informal document INF.4, item 3.2)*

Amend the table, under "**for design and construction of closures**" as follows:

- For standard "EN ISO 17871:2015 + A1:2018", in column (4), replace "Until further notice" by:

"Between 1 January 2019 and 31 December 2024".

*(Reference document: informal document INF.4, item 3.5)*

- After the row for standard "EN ISO 17871:2015 + A1:2018", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN ISO 17871:2020	Gas cylinders – Quick-release cylinder valves – Specification and type testing	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	

"

*(Reference document: informal document INF.4, item 3.5)*

- For standard "EN ISO 14246:2014 + A1:2017", in column (4), replace "Until further notice" by:

"Between 1 January 2019 and 31 December 2024".

*(Reference document: informal document INF.4, item 3.6)*

- After the row for standard "EN ISO 14246:2014 + A1:2017", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN ISO 14246:[2022]	Gas cylinders – Cylinder valves – Manufacturing tests and examinations	6.2.3.1 and 6.2.3.4	Until further notice	

"

"

(Reference document: informal document INF.4, item 3.6)

- At the end of the table, add the following row:

"

(1)	(2)	(3)	(4)	(5)
EN ISO 23826:2021	Gas cylinders – Ball valves – Specification and testing	6.2.3.1 and 6.2.3.3	Mandatorily from 1 January 2025	

"

(Reference document: informal document INF.4, item 3.7)

**6.2.4.2** Amend the table as follows:

- For standard "EN 1251-3:2000", in column (3), replace "Until further notice" by:

"Until 31 December 2024".

(Reference document: informal document INF.4, item 3.11)

- After the row for standard "EN 1251-3:2000", insert the following new row:

"

(1)	(2)	(3)
EN ISO 21029-2:2015	Cryogenic vessels – Transportable vacuum insulated vessels of not more than 1 000 litres volume – Part 2: Operational requirements <b>NOTE:</b> Notwithstanding clause 14 of this standard, pressure relief valves shall be periodically inspected and tested at intervals not exceeding 5 years.	Mandatorily from 1 January 2025

"

(Reference document: informal document INF.4, item 3.11)

- For standard "EN ISO 18119:2018", in column (3), replace "Until further notice" by:

"Until 31 December 2024".

(Reference document: informal document INF.4, item 3.10)

- After the row for standard "EN ISO 18119:2018", insert the following new row:

"

(1)	(2)	(3)
EN ISO 18119:2018 + A1:2021	Gas cylinders – Seamless steel and seamless aluminium-alloy gas cylinders and tubes – Periodic inspection and testing <b>NOTE:</b> Notwithstanding clause B.1 of this standard, all cylinders and tubes whose wall thickness is less than the minimum design wall thickness shall be rejected.	Mandatorily from 1 January 2025

"

(Reference document: informal document INF.4, item 3.10)

- For standard "EN ISO 22434:2011", in column (3), replace "Until further notice" by:

"Until 31 December 2024".

(Reference document: informal document INF.4, item 3.8)

- After the row for standard "EN ISO 22434:2011", insert the following new row:

"

(1)	(2)	(3)
EN ISO 22434:[2022]	Gas cylinders – Inspection and maintenance of valves	Mandatorily from 1 January 2025

"

*(Reference document: informal document INF.4, item 3.8)*

- For standard "EN 14912:2005", in column (3), replace "Mandatorily from 1 January 2019" by:

"Until 31 December 2024".

*(Reference document: informal document INF.4, item 3.4)*

- After the row for standard "EN 14912:2005", insert the following new row:

"

(1)	(2)	(3)
EN 14912:[2022]	LPG equipment and accessories – Inspection and maintenance of LPG cylinder valves at time of periodic inspection of cylinders	Mandatorily from 1 January 2025

"

*(Reference document: informal document INF.4, item 3.4)*

## Chapter 6.8

- 6.8.2.1.18 In the right hand-column, in the third paragraph, after "3 mm" add ", or 4.5 mm if the tank is an extra-large tank-container."

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/7, as amended by informal document INF.15)*

- 6.8.2.1.23** (as amended by document OTIF/RID/CE/GTP/2021/5 – ECE/TRANS/WP.15/256)

In the second paragraph, delete the sentence "Non-destructive tests shall be carried out by radiography or by ultrasound<sup>7</sup> and shall confirm that the quality of the welding is appropriate to the stresses."

Delete footnote 6/7 and renumber the subsequent footnotes.

After the paragraph for " $\lambda = 1$ ", insert the following new paragraph:

"The non-destructive checks of the circumferential, longitudinal and radial welds shall be carried out by radiography or by ultrasound. Other welds allowed in the appropriate design and construction standard shall be tested using alternative methods in accordance with the relevant standard(s) referenced in 6.8.2.6.2. The checks shall confirm that the quality of the welding is appropriate to the stresses."

*(Reference document: informal document INF.36, item 2)*



6.8.2.2.4 In the right-hand column, after the first sentence, insert:

"These openings for extra-large tank-containers intended for the carriage of substances in the liquid state which are not divided by partitions or surge plates into sections of not more than 7 500 litres capacity shall be provided with closures designed for a test pressure of at least 0.4 MPa (4 bar).

Hinged dome covers shall not be permitted for extra-large tank-containers with a test pressure of more than 0.6 MPa (6 bar)."

(Reference document: ECE/TRANS/WP.15/AC.1/2022/2, as amended)

6.8.2.6.1 Amend the table, under "**For design and construction of tanks**" as follows:

- For standard "EN 14025:2018 + AC:2020", in column (4), replace "Until further notice" by:

"Between 1 January 2021 and 31 December 2024".

(Reference document: informal document INF.4, item 3.12)

- After the row for standard "EN 14025:2018 + AC:2020", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 14025:[2022]	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction <b>NOTE:</b> Materials of shells shall at least be attested by a type 3.1 certificate issued in accordance with standard EN 10204.	6.8.2.1	Until further notice	

"

(Reference document: informal document INF.4, item 3.12)

- For standard "EN 13094:2015", in column (4), replace "Until further notice" by:

"Between 1 January 2017 and 31 December 2024".

(Reference document: informal document INF.4, item 3.9)

- After the row for standard "EN 13094:2015", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 13094:2020 + A1:[2022]	Tanks for the transport of dangerous goods – Metallic gravity-discharge Design and construction	6.8.2.1	Until further notice	

"

(Reference document: informal document INF.4, item 3.9)

Amend the table, under "*for equipment*", as follows:

(ADR:)

- For standard "EN 12252:2014", in column (2), renumber the Note as Note 1.

(Reference document: informal document INF.4, item 3.3)

(ADR:)

- For standard "EN 12252:2014", in column (2), add the following Note 2:

"**NOTE 2:** Safety valves are mandatory from 1 January 2024."

(Reference document: informal document INF.4, item 3.3)

(ADR:)

- For standard "EN 12252:2014", in column (4), replace "Until further notice" by:

"Between 1 January 2017 and 31 December 2024".

(Reference document: informal document INF.4, item 3.3)

(ADR:)

- After the row for "EN 12252:2014", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 12252:[2022]	LPG equipment and accessories – Equipping of LPG road tankers <b>NOTE 1:</b> Road tankers is to be understood in the meaning of "fixed tanks" and "demountable tanks" as per ADR.  <b>NOTE 2:</b> Safety valves are mandatory from 1 January 2024.	6.8.3.2 and 6.8.3.4.9	Until further notice	

"

(Reference document: informal document INF.4, item 3.3)

(RID/ADR:)

- At the end, add the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN ISO 23826:2021	Gas cylinders – Ball valves – Specification and testing	6.8.2.1.1 and 6.8.2.2.1	Mandatorily from 1 January 2025	

"

(Reference document: informal document INF.4, item 3.7)

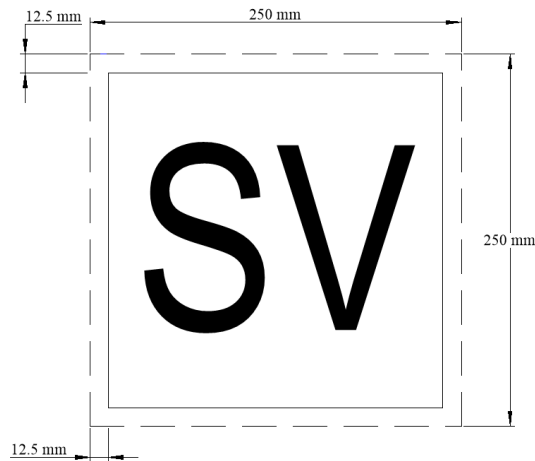
**6.8.3.2.9** Insert a new **6.8.3.2.9.6:**

**"6.8.3.2.9.6 Safety valve mark**

**6.8.3.2.9.6.1** Tanks fitted with safety valves in accordance with 6.8.3.2.9.1 to 6.8.3.2.9.5 shall display the mark as set out in 6.8.3.2.9.6.3 to 6.8.3.2.9.6.6.

**6.8.3.2.9.6.2** Tanks not fitted with safety valves in accordance with 6.8.3.2.9.1 to 6.8.3.2.9.5 shall not display the mark as set out in 6.8.3.2.9.6.3 to 6.8.3.2.9.6.6.

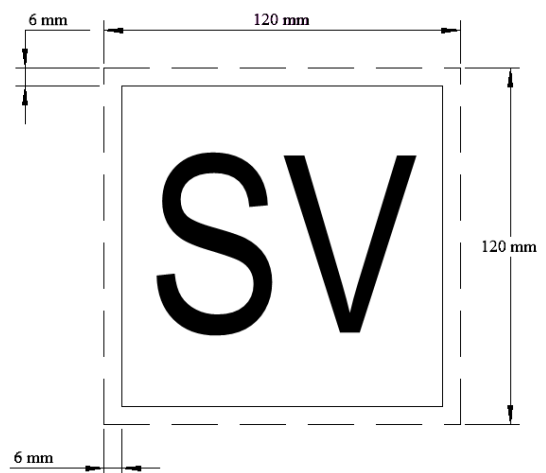
**6.8.3.2.9.6.3** The mark shall consist of a white square with minimum dimensions of 250 mm × 250 mm. The line inside the edge shall be black, parallel and approximately 12.5 mm from the outside of that line to the outside edge of the mark. The letters "SV" shall be black, a minimum of 120 mm high and have a minimum stroke thickness of 12 mm.



(RID:)

**6.8.3.2.9.6.4**

For tank-containers with a capacity of less than 3 000 litres the mark may be reduced in size to not less than 120 mm × 120 mm. The line inside the edge shall be black, parallel and approximately 6 mm from the outside of that line to the outside edge of the mark. The letters "SV" shall be black, a minimum of 60 mm high and have a minimum stroke thickness of 6 mm.



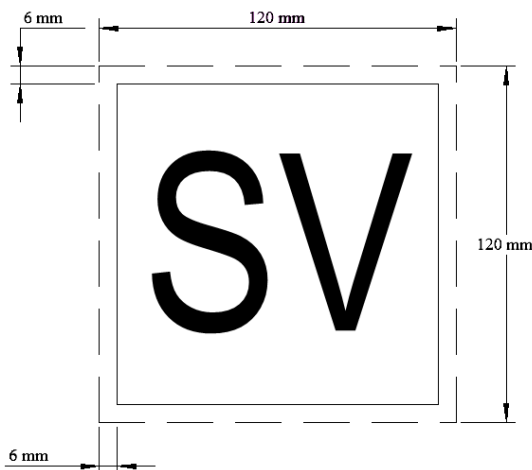
(ADR:)

**6.8.3.2.9.6.4**

For demountable tanks

For tank-containers

with a capacity of less than 3 000 litres the mark may be reduced in size to not less than 120 mm × 120 mm. The line inside the edge shall be black, parallel and approximately 6 mm from the outside of that line to the outside edge of the mark. The letters "SV" shall be black, a minimum of 60 mm high and have a minimum stroke thickness of 6 mm.



**6.8.3.2.9.6.5** The material used shall be weather-resistant and it shall be ensured that the mark is durable. The mark shall not become detached from its mount in the event of 15 minutes' engulfment in fire. It shall remain affixed irrespective of the orientation of the tank.

**6.8.3.2.9.6.6** The letters "SV" shall be indelible and shall remain legible after 15 minutes' engulfment in fire.

(RID:)

**6.8.3.2.9.6.7**

[The marks shall be displayed on both sides of tank-wagons.]

The marks shall be displayed on both sides and both ends of tank-containers. For tank-containers with a capacity of less than 3 000 litres the marks may be displayed either on both sides or on both ends.

(ADR:)

**6.8.3.2.9.6.7**

The marks shall be displayed on both sides and the rear of fixed tanks (tank-vehicles) and on both sides and both ends of demountable tanks."

The marks shall be displayed on both sides and both ends of tank-containers. For tank-containers with a capacity of less than 3 000 litres the marks may be displayed either on both sides or on both ends."

(Reference documents: ECE/TRANS/WP.15/AC.1/2022/12 and informal document INF.20, as amended)

**6.8.3.6** At the end of the table, add the following row:

"

(1)	(2)	(3)	(4)	(5)
EN ISO 23826:2021	Gas cylinders – Ball valves – Specification and testing	6.8.2.1.1 and 6.8.2.2.1	Mandatorily from 1 January 2025	

"

(Reference document: informal document INF.4/Rev.1, item 3.7)

**6.8.4 (b)** Add the following new special provision:

**"TE 26** All filling and discharge connections, including those in the vapour phase, of tanks intended for the carriage of flammable refrigerated liquefied gases shall be equipped with an instant closing automatic stop-valve (see 6.8.3.2.3) as close as possible to the tank."

*(Reference document ECE/TRANS/WP.15/AC.1/2022/16, as amended by informal document INF.34)*

#### **6.8.4 (d)**

(ADR:)

**TT 11** In the paragraph after the table, replace "EN 14025:2018" by:  
"EN 14025:[2022]".

*(Reference document: informal document INF.4, item 3.12)*

## **B. Draft amendments to RID, ADR and ADN for entry into force on 1 January 2025**

### **Chapter 3.2**

#### **Table A**

For UN No. 3082, in column (6), insert:

"650".

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/15)*

### **Chapter 3.3**

**SP 650** Amend as follows:

- In the first sentence, replace "under the conditions of packing group II" by:  
"under the conditions of UN No. 1263, packing group II, or UN No. 3082, as appropriate".
- In the second sentence, replace "provisions of UN No. 1263, packing group II" by:  
"provisions for UN No. 1263 packing group II, and UN No. 3082".
- In paragraph (a), before the semicolon, insert:  
". Mixed packing of waste classified as UN 1263 and waste water-based paints classified as UN 3082 is permitted".
- In paragraph (d), after the first sentence, insert:  
"Waste classified as UN 1263 may be mixed and loaded with waste water-based paints classified as UN 3082 in the same wagon/vehicle or container. In the case of such mixed loading the entire contents shall be assigned to UN 1263."
- In paragraph (e), in the first sentence, after "transport document,", insert:  
"with the appropriate UN number(s)".
- In paragraph (e), at the end, add:  
", or  
"UN 3082 WASTE ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (PAINT), 9, III (ADR only:), (-)", or  
"UN 3082 WASTE ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (PAINT), 9, PG III (ADR only:), (-)"".

*(Reference document: ECE/TRANS/WP.15/AC.1/2022/15, as amended by informal documents INF.17 and INF.27)*

**Chapter 4.3**

**4.3.2.2.3** Amend to read as follows:

**"4.3.2.2.3** The provisions of 4.3.2.2.1 (a) to (d) above shall not apply to tanks carrying liquids at a temperature above 50 °C.

The degree of filling of:

- liquid substances carried at a temperature above 50 °C;
- liquid substances filled below 50 °C but intended to be heated above 50 °C during the carriage operation, and
- solid substances carried above their melting point,

shall at the outset be such that the tank is not more than 95 % full at any time during carriage.

The maximum degree of filling shall be determined by the following formula:

$$\text{Degree of filling} = 95 \frac{d_r}{d_f} \% \text{ of capacity}$$

in which  $d_f$  and  $d_r$  are the densities of the substance at the mean temperature during filling and the maximum mean bulk temperature during carriage respectively.

Tanks with a heating device shall have the temperature so regulated that the maximum degree of filling of 95 % of capacity is not exceeded at any time during carriage."

*(Reference document: ECE/TRANS/WP.15/AC.1/2021/42, as amended by informal document INF.36, item 3)*

**Chapter 6.8**

(ADR:)

**6.8.2.1.20** In the left-hand column, in paragraph (b) 1., in the first paragraph, replace "strengthening members" by:

"strengthening elements".

In the left-hand column, in paragraph (b) 1., in the last paragraph, after "surge plates", insert:

"that are used as strengthening elements".

*(Reference documents: ECE/TRANS/WP.15/AC.1/2022/4 and informal document INF.8, as amended)*

## **Annex II**

### **Report of the Working Group on Tanks**

(see ECE/TRANS/WP.15/AC.1/164/Add.1)

## **Annex III**

[English only]

### **Terms of Reference of the informal working group on different exemptions related to the carriage of batteries**

(see paragraph 39 of the report)

#### **Terms of Reference**

1. The Informal Working Group on different exemptions related to the carriage of batteries should in particular:

- (a) Include batteries under UN 3536, UN 3480, UN 3090 and UN 3091 and the future sodium ion based technology;
- (b) Clarify the scope and use of UN 3536 in the context of RID/ADR/ADN;
- (c) Examine existing and potential exemptions under 1.1.3, 1.1.3.6, 1.1.3.7 and Chapter 3.3 and identify the need for evolutions;
- (d) Check a possible implementation in 1.1.3.1 (c);
- (e) Define and agree on a threshold defined in kWh;
- (f) Define the scope in terms of exempted objects: batteries versus cells (cells should probably be treated differently), batteries “ready for use”, size of batteries ...;
- (g) Verify the adaptation to the ADN provisions.



## Annex IV

[English only]

### Terms of Reference of the informal working group on e-learning

(see paragraph 45 of the report)

#### I. Introduction

1. At the autumn 2020 session of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15/AC.1), guidelines on online refresher training for drivers of dangerous goods were presented (see document [ECE/TRANS/WP.15/AC.1/2020/8](#)). Although there has been general support in principle, the Joint Meeting recommended the establishment of an Informal Working Group (IWG) to further develop the proposed guidelines.

#### II. Mandate of the IWG

2. The Joint Meeting established an Informal Working Groups based on the following Terms of Reference and invited ADN experts to participate in the work of the group.

#### III. Scope

3. The IWG should in particular:
- (a) review different methods of “online training” (e.g. remote training, e-learning, self-study) and define those acceptable for ADR driver training /ADN expert training;
  - (b) define the relevant parameters for the acceptance as ADR driver training /ADN expert training, ensuring personal identification and taking into consideration experience with “online training” in other areas (e.g. safety advisor, driving licences);
  - (c) identify which part of the training in presence could be performed by “online training” while special priority should be given to the refresher trainings and maintaining the possibility of face to face training;
  - (d) identify parts of training which should not be subject to “online training”, considering combinations of face to face and “online training”;
  - (e) review the relevant ADR/ADN provisions and draft necessary amendments including the requirements for the approval of training courses;
  - (f) consider whether measures are necessary in ADR/ADN to ensure that “online training” is not undertaken during driving and resting time;
  - (g) develop a legal basis and the conditions for the approval of online training and consider whether additional guidelines should be developed to support the implementation of “online training”.

**Annex V**

[English only]

**Key messages by delegations about the situation of the war in Ukraine** (see paragraph 49 of the report)

1. The representative of the United States of America gave the following statement:

“The United States stands with the people of Ukraine as they fight to defend their country from Russia’s forces. Vladimir Putin has chosen to launch a premeditated, unprovoked war that is bringing catastrophic loss of life, human suffering, and destruction of critical infrastructure and institutions. The United Nations Economic Commission for Europe includes 56 member States in Europe, North America, and Asia with a shared objective to collaborate constructively in various technical and policy areas, with trust between them and the common objective of promoting safety, sustainability, social inclusion, and economic prosperity through better transport policies. Russia’s invasion and the resulting fatalities and destruction to civilian transport infrastructure violates these foundational principles and values. In response to Russia's invasion, and in coordination with partners around the globe, the United States has resolved to impose severe economic costs on Russia, and we urge member States who have not yet done so to join us or adopt similarly restrictive measures.”
2. On behalf of its 27 Member States, the representative of the European Union (EU) made the following statement:

“The European Union and its Member States condemn in the strongest possible terms the unprovoked invasion of Ukraine by armed forces of the Russian Federation. The European Union and its Member States also condemn the involvement of Belarus in this aggression.

Russia’s military attack against Ukraine – an independent and sovereign State – is a flagrant violation of international law and the core principles on which the international rules-based order is built.

The European Union and its Member States together with transatlantic and like-minded partners have been united in making unprecedented efforts to achieve a diplomatic solution to the security crisis caused by Russia.

The EU has made clear from the outset and at the highest political level that any further military aggression against Ukraine will have massive consequences and severe costs.

The European Union and its Member States call on the international community to demand from Russia the immediate end of this aggression, which endangers international peace and security at a global scale.”
3. The representative of the United Kingdom stated as follows:

“The invasion of Ukraine violates international law and the United Nations Charter. As the UN Secretary-General has said, such unilateral measures conflict directly with the United Nations Charter - the use of force by one country against another is the repudiation of the principles that every country has committed to uphold.

As a Permanent Member of the UN Security Council, Russia has a particular responsibility to uphold international peace and security. Instead, it is violating the borders of another country and its actions are causing widespread suffering.

The United Kingdom stands united with partners in condemning Russia’s outrageous attack on Ukraine as a clear breach of international law and the UN Charter.

While Russia continues to violate international law, human rights and multiple commitments to peace and security, we will work with our allies and partners across the multilateral system to condemn Russia’s appalling actions and to isolate it on the international stage.”