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### 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 2023 session\*

held in Berne, on 20 to 24 March 2023

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\* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2023-A. Unless otherwise indicated, the other documents referred to in this report under the symbol ECE/TRANS/WP.15/AC.1/ followed by the year and a serial number were circulated by OTIF under the symbol OTIF/RID/RC/ followed by the year and the same serial number.



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\*\* For practical reasons, the report has been published as addendum, with the symbol ECE/TRANS/WP.15/AC.1/168/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 20 to 24 March 2023, 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, Georgia, Germany, Ireland, Italy, Latvia, Luxembourg, Netherlands, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, United Kingdom and United States of America.

3. In accordance with rule 1 (c) and (d) 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), International Association of Dangerous Goods Safety Advisers (IASA), European Chemical Industry Council (Cefic), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Aerosol Federation (FEA), European Federation of Waste Management and Environmental Services (FEAD), European Industrial Gases Association (EIGA), European LPG Association (Liquid Gas Europe), International Confederation of Container Reconditioners (ICCR), International Road Transport Union (IRU), Sporting Arms and Ammunition Manufacturers' Institute (SAAMI), International Union of Railways (UIC) and International Union of Wagon Keepers (UIP).

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

*Documents:* ECE/TRANS/WP.15/AC.1/167 and Add.1  
RID-23001-RC

*Informal documents:* INF.2/Rev.1 and INF.34 (Secretariats)

4. The Joint Meeting adopted the agenda proposed by the secretariats in documents ECE/TRANS/WP.15/AC.1/167 and Add.1 (RID-23001-RC) as updated by informal document INF.2/Rev.1 after amending it to take account of informal documents INF.1 to INF.44.

## III. Tanks (agenda item 2)

*Documents:* ECE/TRANS/WP.15/AC.1/164/Add.1 (Secretariat)  
ECE/TRANS/WP.15/AC.1/2023/3 (OTIF secretariat)  
ECE/TRANS/WP.15/AC.1/2023/16 (Poland)

*Informal documents:* INF.5 (OTIF secretariat)  
INF.7 (OTIF secretariat)  
INF.21 (Netherlands)  
INF.26 (France)  
INF.33 (France)  
INF.38 (United Kingdom)

5. Consideration of the documents under agenda item 2 was entrusted to the Working Group on Tanks that met also in a hybrid format from 20 to 22 March with Mr. A. Bale (United Kingdom) as Chair.

## Report of the Working Group on Tanks

*Informal document:* INF.42 (Report of the Working Group on Tanks)

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. Proposals 1 to 6 under items 1, 2, 3, 4 and 5 were adopted (see annex II).
7. On item 5, proposals 5 and 6, the Joint Meeting agreed with the working group on tanks to keep these amendments in square brackets as some delegations wished to further verify them.
8. On item 6, the Joint Meeting noted that the working group on tanks had agreed on the need to amend the definitions of “FRP shell” and “FRP tank” as reflected in paragraph 11 of informal document INF.42. The representative of Poland volunteered to submit an official document to the Sub-Committee on the Transport of Dangerous Goods for its forthcoming July session.
9. On item 7, the Joint Meeting acknowledged the complexity of this subject and agreed to further discuss it at the next session on the basis of new documents by the Netherlands and UIC.
10. On item 8, the Joint Meeting noted the outcome of the discussion and endorsed the group’s decision to go forward with a future proposal by France based on the discussions in the working group on tanks.
11. On item 9, the Joint Meeting confirmed the view of the working group on tanks regarding the safety valve mark and noted a road accident that happened in South Africa.

## IV. Standards (agenda item 3)

*Document:* ECE/TRANS/WP.15/AC.1/2023/12 (CEN)

*Informal documents:* INF.12 (Chair of the working group on standards)  
INF.13 (CEN)

12. The Joint Meeting welcomed in informal document INF.12 the report of the Working Group on Standards on the outcome of its meeting on 30 January 2023 to review the standards listed in document ECE/TRANS/WP.15/AC.1/2023/12. It noted the working group’s decision to hold the proposed reference to standard EN ISO 21011 until the Autumn 2023 session.
13. The Joint Meeting adopted the amendments proposed in items 3.1, 3.2 and 3.3 of informal document INF.12, as amended (see annex II), subject to a final review by the Working Group on Tanks of the amendment to 6.8.2.6.1 (see para. 6 above and item 3 in Addendum 1).

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

### A. Interpretation of capacity to determine the maximum degree of filling according to 4.1.1.4

*Informal document:* INF.11 (Belgium)

14. In view of the new definition of “degree of filling” that had recently been adopted by the Sub-Committee on the Transport of Dangerous Goods and would soon be published with the twenty-third revised edition of the Model Regulations, the Joint Meeting recommended to insert informal document INF.11 on the agenda of the forthcoming session of the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations for further consideration. It was agreed to resume discussion on this subject at the next session.

**B. Placarding and orange-coloured plate marking of vehicles and containers for carriage in bulk**

*Informal document:* INF.18 (France)

15. Most of the delegations believed that this interpretation issue relates to ADR only and that the provisions could be clarified by indicating that 5.3.1.4 apply to vehicles only when actually used for bulk transport. The representative of France volunteered to come back with an official document at the next session.

**C. Carriage in bulk of empty packagings, uncleaned, having contained dangerous goods**

*Informal document:* INF.19 (France)

16. The Joint Meeting noted several contributions to the questions raised in informal document INF.19. It also noted that the last sentence in 7.3.1.1 might result from the restructuring of RID/ADR in the past and might possibly be deleted. The representative of France volunteered to some background research together with ICCR and come back with an official document at the next session.

**VI. Proposals for amendments to RID/ADR/ADN (agenda item 5)****1. Amendment to existing special provision 668**

*Document:* ECE/TRANS/WP.15/AC.1/2023/4 (IASA)

*Informal document:* INF.40 (Secretariat)

17. The Joint Meeting adopted the amendment proposed in document ECE/TRANS/WP.15/AC.1/2023/4, as amended in informal document INF.40 (see annex II).

**2. Indication of year stated on instructions in writing**

*Document:* ECE/TRANS/WP.15/AC.1/2023/5 (IASA)

18. The Joint Meeting noted the difference in the application of 5.4.3.4 in RID and in ADR/ADN regarding the instructions in writing. Some delegations welcomed the flexibility in RID to add extra information such as the version of RID or the year of publication. Others expressed their opinion that an amendment is not needed due to the lack of any safety reasons and that an amendment might even lead in future to possible interpretation issues. The representative of IASA withdrew his proposal. He offered to further consider the comments received and to prepare, if still necessary, a revised proposal at a later stage when other amendments to the instructions in writing would be discussed.

**3. Language requirements for the transport document according to ADR/ADN**

*Document:* ECE/TRANS/WP.15/AC.1/2023/6 (IASA)

19. Some delegations who took the floor expressed their support on the first paragraph proposed in document ECE/TRANS/WP.15/AC.1/2023/6. However, most delegations underlined the importance of drafting the transport document in an official language of the forwarding country and, therefore, preferred to keep the current provisions. The Joint Meeting did not support the insertion of the second paragraph on national transport as this proposed provision did not fall under the scope of RID, ADR and ADN. The representative of IASA volunteered to come back with an updated document at the forthcoming session, if still needed.

#### 4. **Harmonising the definitions of “closed wagon”, “closed vehicle” and “closed container”**

*Document:* ECE/TRANS/WP.15/AC.1/2023/7 (IASA)

20. The delegations who spoke raised caution that applying the new definitions proposed in document ECE/TRANS/WP.15/AC.1/2023/7 would lead to considerable consequences in practice as several types of wagons and vehicles currently used for the transport of dangerous goods could no longer be used and, therefore, did not endorse the proposed amendments. The representative of IASA withdrew the document.

#### 5. **Dangerous goods safety adviser for the carriage of certain types of dangerous goods – RID/ADR 1.8.3.13**

*Document:* ECE/TRANS/WP.15/AC.1/2023/8 (IASA)

21. Most of the delegations who took the floor did not support the proposed amendment to 1.8.3.13 of RID/ADR. It was clarified that the current provisions were mainly linked to the specificity of the training requirements for safety advisors and for drivers of tank vehicles carrying fuels of Class 3 and that the proposed amendment would however broaden the scope to many other substances under n.o.s. entry UN 1268.

### A. **Pending issues**

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

*Document:* ECE/TRANS/WP.15/AC.1/2023/1 (Secretariat)

22. Some delegations supported proposal 1 to replace the current two special provisions by a single special provision consolidating all explanatory notes and others preferred proposal 2 to simply delete both special provisions. The Joint Meeting adopted by majority the amendments in proposal 2 and thus aligned RID/ADR/ADN with the UN Model Regulations (see annex II). The secretariat was requested to analyse other similar special provisions resulting from the restructuring of RID/ADR marginals and to come back with a proposal if deemed pertinent.

#### 2. **Consequential amendments after introducing "waste gas cartridges" into special provision 327 within the context of the 2021 revision**

*Informal document:* INF.10 (Germany)

23. The Joint Meeting adopted the consequential amendments proposed by Germany (see annex II).

#### 3. **Amendment to ECE/TRANS/WP.15/AC.1/2022/8 on the Note related to EN ISO 18119:2018 in 6.2.3.5.1 and 6.2.4.2 of RID/ADR**

*Informal document:* INF.32 (EIGA)

24. The Joint Meeting noted some comments on the application of the absolute tolerance of 0.1 mm for the measured value of the wall thickness of the cylinder during periodic inspection. It agreed on the need for clarification and invited all interested delegations to contact the representative of EIGA (j.strybol@eiga.eu). The representative of EIGA volunteered to organize a virtual meeting and to prepare an official document for the next session, taking into account the comments received and outcome of the informal discussions.

#### 4. **Direct delivery of dangerous goods to end customers (overpacks)**

*Informal document:* INF.22 (COSTHA)

25. The Joint Meeting noted the difference in the definition of “overpack” in RID/ADR/ADN and the UN Model Regulations. According to informal document INF.22 submitted by COSTHA a possible solution to resolve the situation could be to align the RID,

ADR and ADN with the Model Regulation and to include a new definition such as “consolidation bin” to regroup certain packages during the transport of dangerous goods. Following the concerns raised by several delegations, the Joint Meeting agreed on the need to further analyse and justify the need for introducing the new term "consolidation bin" as well as the responsibilities on marking, labelling and documentation during the transport of such consolidation bins. The Joint Meeting agreed to resume its discussion of this subject at its next session, based on a detailed official document to be prepared by COSTHA.

## 5. Revised definition of Liquefied Petroleum Gas

*Informal document:* INF.35 (Liquid Gas Europe)

26. The Joint Meeting welcomed the information on the status of revision of the current definition of Liquefied Petroleum Gas (LPG). The representative of the United States of America expressed its support for the efforts of Liquid Gas Europe and underlined the potential contribution to the sustainable use of natural resources under the United Nations 2030 Agenda. The representative of Liquid Gas Europe announced their intention to prepare an official document on the outcome of the testing and investigations they are conducting.

## 6. Online grocery delivery services

*Document:* ECE/TRANS/WP.15/AC.1/2023/22 (COSTHA)

*Informal documents:* INF.20 (France)  
INF.31 (FEA)

27. The representative of COSTHA suggested in document ECE/TRANS/WP.15/AC.1/2023/22 introducing exemptions in ADR/ADN for the carriage, by the retailer, of dangerous goods packaged for retail sale under specific conditions in a similar manner to the traditional consumer retail experience. The representative of France proposed some further amendments as reflected in informal document INF.20, which were endorsed by some delegations. The representative of FEA presented in informal document INF.31 other delivery concepts of small packages or articles and suggested inserting some further amendments to also cover such deliveries under the last mile deliveries.

28. Following the concerns raised by several delegations, the Joint Meeting agreed on the need to further discuss the issue during a lunchtime meeting. As an outcome of the informal meeting, it was noted that the exemptions in 1.1.3.6 related to quantities carried per transport unit needed to be reviewed in view of the practical problems, in particular those related to packaging, labelling, marking and transport documentation. Nevertheless, several delegations indicated that they maintained concerns with the principle of the amendments proposed.

29. The Joint Meeting agreed to resume discussion on this subject at its next session, based on an official document by COSTHA, including possible solutions and a detailed justification.

## B. New proposals

### 1. RID/ADR Table A: UN 3550, missing code for mixed packing in column (9b)

*Document:* ECE/TRANS/WP.15/AC.1/2023/2 (Germany)

30. The Joint Meeting adopted the proposed amendments to RID and ADR proposed by Germany (see annex II).

### 2. Alignment of 1.4.2.1.1 (e) in the various language versions of RID, ADR and ADN

*Document:* ECE/TRANS/WP.15/AC.1/2023/9 (OTIF and CCNR secretariats)

31. The Joint Meeting adopted the amendments proposed in paragraphs 7 to 9 of ECE/TRANS/WP.15/AC.1/2023/9 (see annex II).



### 3. Mention of “-” and “ ” in column (15) of Table A

*Document:* ECE/TRANS/WP.15/AC.1/2023/13 (Spain)

32. Most delegations who took the floor felt that the proposed amendments would limit the flexibility of application of the provisions in 1.1.3.6.3 case by case and, therefore, preferred to keep the current provisions in RID and ADR. Some delegations nevertheless acknowledged that perhaps clarification on the use of the hyphen was needed. The representative of Spain indicated that she would prepare a revised document for the next session.

### 4. Use of intermediate bulk containers for higher concentrations of UN 2672 ammonia solution

*Document:* ECE/TRANS/WP.15/AC.1/2023/18 (United Kingdom)

33. Some delegates who spoke raised safety concerns and did not support the proposed amendments. The representative of the United Kingdom withdrew document ECE/TRANS/WP.15/AC.1/2023/18. It was noted that interested ADR contracting parties may still opt to sign the Multilateral Agreement M345 on the same subject which was initiated in 2022 by the United Kingdom.

### 5. Change of special provision 653 in Chapter 3.3 of RID/ADR/ADN

*Informal document:* INF.6 (EIGA)

34. The Joint Meeting noted that the Sub-Committee on the Transport of Dangerous Goods adopted during its recent November/December 2022 session a new special provision 406 dealing with similar issues and which could replace the current special provision 653 in RID, ADR and ADN. It was recommended to wait for the outcome of the forthcoming session in April of the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods. In the light of this outcome, the representative of EIGA might wish to present an updated document at the next Joint Meeting in September 2023.

### 6. Amendment to 1.1.3.1 of RID/ADR/ADN

*Informal document:* INF.14 (Netherlands)

35. Most of the delegates who took the floor were of the opinion that all inland transport modes could be concerned, and that the activities and measures described in informal document INF.14 were covered by exemptions 1.1.3.1 (d) and (e) of RID/ADR/ADN.

36. The Joint Meeting agreed that the provisions in 1.1.3.1 (d) and (e) allow public services (e.g. police, enforcement, customs) to carry dangerous goods in the framework of their duties to protect the public. It was also agreed that the current provisions in RID/ADR/ADN were clear enough and that there was no need for an additional amendment.

### 7. Amendment to 4.1.1.21.6 Assimilation list for UN 1779

*Informal document:* INF.15 (France)

37. The Joint Meeting adopted the proposed amendments to 4.1.1.21.6 (see annex II).

### 8. Placarding of removable skips

*Informal document:* INF.17 (France)

38. The amendment proposed by France received some support in principle. The Joint Meeting agreed to consider this issue at its forthcoming session on the basis of an updated official document including a detailed justification.

**9. Consignor in 5.4.1.1.1**

*Informal document:* INF.24 (Spain)

39. The Joint Meeting adopted the amendment to 5.4.1.1.1 (g) in the French version of ADR (see annex II).

**10. Consignor's duties in 4.1.3.6.7 and 4.1.6.5**

*Informal document:* INF.28 (Spain)

40. The Joint Meeting welcomed the amendment proposed in informal document INF.28 and noted some comments. The representative of Spain offered to review the proposal and to prepare an updated official document for the autumn 2023 session.

**11. RID/ADR 6.2.3 – Requirements to be met by pressure-activated pressure relief devices for non-UN pressure receptacles**

*Document:* ECE/TRANS/WP.15/AC.1/2023/10 (Germany)

*Informal document:* INF.8 (EIGA)

41. Some delegates did not support the amendments proposed in document ECE/TRANS/WP.15/AC.1/2023/10 in the absence of safety concerns. Others preferred to insert a reference to an international standard instead of a reference to a CGA publication. The Joint Meeting invited Germany and EIGA to organize an informal meeting to further develop the proposal for submission to the next session. Interested delegations should contact the representative of Germany (stephan.aris@bam.de).

**12. Amendment of packing instruction P 200 in 4.1.4.1: Prohibition of pressure relief devices for non-UN acetylene cylinders**

*Document:* ECE/TRANS/WP.15/AC.1/2023/11 (Germany)

42. The Joint Meeting adopted the proposed amendment to packing instruction P 200 together with an additional amendment proposed orally (see annex II).

**13. Proposal to amend the definition of "battery-vehicle" and "battery-wagon"**

*Informal documents:* INF.4/Rev.1 (United Kingdom)

INF.37 (EIGA)

43. Some delegates believed that there was no need to amend the definitions, others expressed support for the compromise solution proposed in informal document INF.37. The representative of the United Kingdom withdrew his document and offered to come back with a new document at the next session including transitional measures.

**14. Indication of the requirements, concerning documentation, defined by the special provisions of Chapter 3.3 in Chapter 5.4**

*Document:* ECE/TRANS/WP.15/AC.1/2023/15 (France)

*Informal documents:* INF.36/Rev.1 (France)

INF.43 (Finland and France)

44. The Joint Meeting considered the documents and adopted the amendments proposed in informal document INF.43 with additional modifications (see annex II). The additional sentence to 5.4.0.1 were kept in square brackets.

**15. Proposed amendments to 5.4.1.1.3.2 regarding information in the transport document on the quantity transported**

*Informal document:* INF.30 (Ireland)

45. Most delegates expressed doubts about the proposed amendments to 5.4.1.1.3.2 of RID/ADR. However, the proposal on clinical waste could be further considered. The

representative of Ireland offered to review the proposal and to submit a new document to the next session.

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

### **A. Inclusion of provisions for the carriage of molten aluminium of UN No. 3257**

*Document:* ECE/TRANS/WP.15/AC.1/2023/14 (Germany)

46. The proposals in document ECE/TRANS/WP.15/AC.1/2023/14 only apply to ADR. The Joint Meeting adopted the proposed amendments as amended (see annex II) and also agreed to keep the text in square brackets, subject to a final adoption by the Working on the Transport of Dangerous Goods (WP.15) at its next session.

### **B. Chemical compatibility for plastics packaging containing liquid waste**

*Document:* ECE/TRANS/WP.15/AC.1/2023/19 (FEAD)

*Informal document:* INF.41 (FEAD)

47. Most delegates who spoke supported in principle the proposal but questioned the lack of availability of such packagings. Others preferred to clarify the text with respect to the packing group performance level and the compatibility testing. The representative of FEAD presented informal document INF.41 taking account of the comments received and proposing two options for amending 4.1.1.21.7. It was agreed to further discuss this subject in the informal meeting discussion (see paragraph 48).

### **C. Transport of packaged waste in combined packaging**

*Document:* ECE/TRANS/WP.15/AC.1/2023/20 (FEAD)

*Informal document:* INF.29 (Ireland)

48. On the amendments suggested by FEAD for the carriage of waste in combination packaging, the Joint Meeting noted general support but also the need to further clarify the proposal. The representative of Ireland proposed in informal document INF.29 some further amendments on inner and outer packagings. Following the discussion, the Joint Meeting invited FEAD to organize an intersessional meeting of the informal working group to further consider the proposals in document ECE/TRANS/WP.15/AC.1/2023/19 and ECE/TRANS/WP.15/AC.1/2023/20 and to finalize both for submission as official documents to the next session.

### **D. Transport of dangerous goods as waste by private individuals**

*Document:* ECE/TRANS/WP.15/AC.1/2023/21 (FEAD)

49. The Joint Meeting adopted the proposed amendment to 1.1.3.1 (a) with an additional modification (see annex II).

### **E. Carriage in bulk of specific categories of wastes containing asbestos (UN 2590 and UN 2212)**

*Informal document:* INF.16 (France)

50. The proposal in informal document INF.16 was supported in principle but received some comments. The representative of France offered to review the proposal and to submit an official document for the next session.

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

*Informal document:* INF.39 (IRU)

51. The Joint Meeting noted the invitation in informal document INF.39 and encouraged all interested delegation to participate in the forthcoming informal working group meeting organized by IRU.

## **VIII. Accident and risk management (agenda item 7)**

### **A. Report on the coordination meeting of 15 December 2022 on improvement of transport of dangerous goods occurrence reporting**

*Informal document:* INF.25 (ERA)

52. The Joint Meeting noted the information provided by ERA in informal document INF.25. It agreed on the need to continue the work and to organize future coordination meetings.

### **B. Working group on the improvement of the report on occurrences – complementary information to informal document INF.25**

*Informal document:* INF.27 (France)

53. The Joint Meeting noted the information provided by France in informal document INF.27. It recalled the terms of reference annexed to informal document INF.27 and also noted the annexed drafts of the report on occurrences. It welcomed the presentation by France of their online system for the declaration of occurrences.

54. The Joint Meeting agreed that the activities of the working group should continue, taking into account new circumstances and goals such as the protection of data, the possibility of extension/revision of occurrences, individual or comparison analyses, and the creation of national/regional/global systems. It welcomed the initiative by France to organize a further in-person meeting tentatively in October 2023.

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

55. The Joint Meeting 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 would be held on 26 and 27 April 2023 as an in-person meeting only.

56. Following the global recovery from impact of the COVID-19 pandemic, the United Nations Office in Geneva opted to discontinue organising hybrid sessions in 2023 and that the forthcoming session from 19 to 29 September 2023 would be held as an in-person session only. The deadline for submission of official documents is 23 June 2023.

### **References in RID/ADR/ADN to "competent authority" - Proposed mandate of an informal working group**

*Document:* ECE/TRANS/WP.15/AC.1/2023/17 (Switzerland)

*Informal document:* INF.3 (Switzerland)

57. The Joint Meeting agreed to establish an informal working group on references to competent authorities and adopted the terms of reference proposed in paragraph 10 of document ECE/TRANS/WP.15/AC.1/2023/17. It noted in informal document INF.3 the detailed background information including an updated list of all references in ADR to start discussions in the informal working group. The Joint Meeting welcomed the offer by

Switzerland to organize in near future a first virtual kick-off meeting to discuss the rules of procedure and the best possible way forward. All delegates were invited to participate in the informal working group meetings and to inform the representative of Switzerland (valerie.blanchard@astra.admin.ch) about their interest. It was noted that a further in-person meeting would be organized in conjunction with the next autumn session of the Joint Meeting.

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

### **A. Guidelines for the use of 5.4.0.2 in RID/ADR/ADN**

58. As no document had been submitted under this agenda, no discussion took place on this subject.

### **B. Circular economy and sustainable development goals**

#### **1. Outcome of the WP.15 round table discussion on the circular economy and the WP.15/AC.2 workshop on sustainable development and climate change**

*Informal document:* INF.9 (Secretariat)

59. The Joint Meeting noted the information in informal document INF.9 and acknowledged the need of reporting to the Inland Transport Committee (ITC) on the activities of its subsidiary bodies in particular the contributions to the United Nations 2030 agenda on sustainable development through effective impacts of new requirements and technical innovations in the regulations on the transport of dangerous goods. It was reminded that delegates should include in the summary or justification part of their future proposals any interlinkage to the sustainable development goals (SDGs), when applicable. The representative of UIC suggested to also include, if appropriate, a note on the feasibility and cost-benefit analysis.

#### **2. Draft contribution to United Nations 2030 Agenda for sustainable development**

*Informal document:* INF.23 (Secretariat)

60. The Joint Meeting welcomed the draft contribution prepared by the secretariat and agreed to publish the information on the UNECE website. Delegates were invited to send to the secretariat their comments on the content of the annex of informal document INF.23 by the end of May 2023. It was noted that this information is intended to be regularly updated according to the outcome of future discussions under a standing agenda item.

## **XI. Adoption of the report (agenda item 10)**

61. The Joint Meeting adopted the report on its spring 2023 session and its annexes on the basis of a draft prepared by the secretariat.

## **Annex I**

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

(see ECE/TRANS/WP.15/AC.1/168/Add.1)

## Annex II

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

#### Chapter 1.1

**1.1.3.1** Rename current paragraph (a) as paragraph (a) (i).

After paragraph (a) (i), add the following new paragraph (ii):

"(ii) The carriage of dangerous goods by private individuals in the limits defined in paragraph (a) (i) intended initially for their personal or domestic use or for their leisure or sporting activities and which are carried as waste, including the cases when these dangerous goods are no longer packaged in the original package for retail sale, provided that measures have been taken to prevent any leakage under normal carriage conditions;"

*[Reference document: OTIF/RID/RC/2023/21, as amended]*

#### Chapter 1.4

(ADR/ADN:)

**1.4.2.1.1** In paragraph (e), replace "bulk containers" by:

"containers for carriage in bulk".

*[Reference document: ECE/TRANS/WP.15/AC.1/2023/9]*

#### Chapter 1.6

**1.6.3** Add the following transitional measure:

(RID:)

["**1.6.3.xx** Tank-wagons constructed before 1 July 2025 in accordance with the requirements in force up to 31 December 2024, but which however do not conform to the requirements of 6.8.2.2.11 applicable from 1 January 2025 may continue to be used."]

(ADR:)

["**1.6.3.xx** Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2025 in accordance with the requirements in force up to 31 December 2024, but which however do not conform to the requirements of 6.8.2.2.11 applicable from 1 January 2025 may continue to be used."]

*[Reference documents: informal documents INF.38 and INF.42]*

**1.6.4** Add the following transitional measure:

["**1.6.4.xx** Tank-containers constructed before 1 July 2025 in accordance with the requirements in force up to 31 December 2024, but which however do not conform to the requirements of 6.8.2.2.11 applicable from 1 January 2025 may continue to be used."]

*[Reference documents: informal documents INF.38 and INF.42]*

#### Chapter 3.2, Table A

(RID:)

For UN numbers 1745, 1746, 1873, 2015 (both entries) and 2495, in column (13), delete:

"TE16".

*[Reference documents: informal documents INF.5 and INF.42]*

For all entries of UN number 2037, in column (16), insert:

"W14/V14".

*[Reference document: informal document INF.10, proposal 2]*

For UN number 2073, in column (6), delete:

"532".

*[Reference document: ECE/TRANS/WP.15/AC.1/2023/1, proposal 2]*

For UN number 2672, in column (6), delete:

"543".

*[Reference document: ECE/TRANS/WP.15/AC.1/2023/1, proposal 2]*

For UN number 3550, in column (9b), insert:

"MP18".

*[Reference document: ECE/TRANS/WP.15/AC.1/2023/2]*

### **Chapter 3.3**

**SP 532** Delete and add "(Deleted)".

*[Reference document: ECE/TRANS/WP.15/AC.1/2023/1, proposal 2]*

**SP 543** Delete and add "(Deleted)".

*[Reference document: ECE/TRANS/WP.15/AC.1/2023/1, proposal 2]*

**SP 668** Amend the introductory sentence to read as follows:

"Substances for the purpose of applying road markings and bitumen or similar products for the purpose of repairing cracks and crevices in existing road surfaces, carried at elevated temperature, are not subject to the other requirements of RID/ADR/ADN, provided that the following conditions are met:".

*[Reference document: OTIF/RID/RC/2023/4, as amended by informal document INF.40]*

### **Chapter 4.1**

**4.1.1.21.6** In Table 4.1.1.21.6, for UN number 1779, in column (3b), replace "C3" by:

"CF1".

*[Reference document: informal document INF.15]*

#### **4.1.4.1**

**P 200** In paragraph (10), in special packing provision p, amend the following:

- In the second sub-paragraph, delete:  
"fitted with pressure relief devices or".
- Delete the last sub-paragraph.

*[Reference document: ECE/TRANS/WP.15/AC.1/2023/11, as amended]*



## Chapter 4.3

### 4.3.4.1.2 Amend the Table as follows:

- For tank code "LGBV", after the row for "5.1 | O1 | III", insert the following new row:  
"5.1 | OT1 | III".
- For tank code "L1.5BN", delete the second row ("3 | F1 | III, flashpoint < 23 °C, viscous, vapour pressure at 50 °C > 1.1 bar, boiling point > 35°C").
- For tank code "L4BN", delete the second row ("(3) | (F1) | III, boiling point ≤ 35 °C").
- For tank code "L4BN", in the row "5.1 | O1", in the "Packing group" column, delete:  
"I".
- For tank code "L4BN", in the row "5.1 | OT1", in the "Packing group" column, replace  
"I" by:  
"II".

[Reference documents: ECE/TRANS/WP.15/AC.1/2023/3, informal document INF.7 and informal document INF.42]

## Chapter 5.4

### 5.4.0.1 After the first sentence, add the following second sentence:

["The information prescribed in this Chapter related to the dangerous goods carried shall be available during carriage in such a way that the goods per wagon/vehicle/vessel and the wagon/vehicle/vessel which is carrying them can be identified in the documentation."]

[Reference document: informal document INF.43, as amended]

(ADR:)

**5.4.1.1.1** [The amendment to paragraph (g) in the French version does not apply to the English text.]

### 5.4.1.1.21 Amend to read as follows:

#### **"5.4.1.1.21 Information required in specific cases defined in other parts of RID/ADR/ADN"**

Where in accordance with provisions in chapters 3.3, [3.5.] 4.1, 4.2, 4.3 and 5.5 information is necessary, this information shall be included in the transport information."

[Reference document: informal document INF.43, as amended]

## Chapter 6.2

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

- After the row for standard "EN ISO 9809-3:2019", insert the following new row:

(1)	(2)	(3)	(4)	(5)
EN ISO 9809-4: 2022	Gas cylinders – Design, construction and testing of refillable seamless steel gas cylinders and tubes – Part 4: Stainless steel cylinders with an Rm value of less than 1 100 MPa <i>NOTE: Small quantities are a batch of cylinders not exceeding 200.</i>	6.2.3.1 and 6.2.3.4	Until further notice	

"

[Reference document: informal document INF.12, item 3.1]

- In the row for standard "EN 13110:2012", in column (4), replace "Until further notice" by:

"Between 1 January 2013 and 31 December 2026".

[Reference document: informal document INF.12, item 3.2]

- After the row for standard "EN 13110:2012", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 13110:2022	LPG equipment and accessories – Transportable refillable welded aluminium cylinders for liquefied petroleum gas (LPG) – Design and construction	6.2.3.1 and 6.2.3.4	Until further notice	

"

[Reference document: informal document INF.12, item 3.2]

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

- In the row for standard "EN 14129:2014", in column (4), replace "Until further notice" by:

"Between 1 January 2021 and 31 December 2026".

[Reference document: informal document INF.12, item 3.3]

- After the row for standard "EN 14129:2014", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 14129:[2023]	LPG Equipment and accessories – Pressure relief valves for LPG pressure vessels <b>NOTE:</b> This standard is applicable to pressure drums.	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	

"

[Reference document: informal document INF.12, item 3.3]

## Chapter 6.8

**6.8.2.1.23** After the first sub-paragraph, insert the following Note:

**NOTE:** When 6.8.5 is applicable, the impact-strength tests carried out for the qualifications of the welding process shall comply with the requirements of 6.8.5.3."

[Reference document: informal document INF.26, as amended by informal document INF.42]

**[6.8.2.2.11** Amend to read as follows:

**"6.8.2.2.11** Level-gauges shall neither be part of, nor fitted to shells, if they incorporate transparent material which can, at any time, come into direct contact with the substance carried in the shell."]

[Reference document: informal document INF.38, as amended by informal document INF.42]

**6.8.2.6.1** Amend the table, under "**For equipment**" as follows:

(ADR:)

- In the row for standard "EN 14129:2014", in column (4), replace "Until further notice" by:

"Between 1 January 2015 and 31 December 2026".

[Reference document: informal document INF.12, item 3.3]

(ADR:)

- After the row for standard "EN 14129:2014", insert the following new row:

"

(1)	(2)	(3)	(4)	(5)
EN 14129:[2023]	LPG Equipment and accessories – Pressure relief valves for LPG pressure vessels	6.8.2.1.1 and 6.8.3.2.9	Until further notice	

"

*[Reference document: informal document INF. 12, item 3.3, as amended by informal document INF.42]*

#### **6.8.4 (b)**

(RID:)

**TE 16** Amend to read as follows:

"**TE 16** (Deleted)".

*[Reference documents: informal documents INF.5 and INF.42]*

## **Chapter 7.2**

### **7.2.4**

#### **W 14/**

**V 14** After "Aerosols", add:

"and gas cartridges".

*[Reference document: informal document INF.10, proposal 1]*

## **Chapter 7.3**

**Subject to the examination by WP.15 document ECE/TRANS/WP.15/AC.1/2023/14 adopted in square brackets with the following amendments:**

### **7.3.3.2.7**

**AP 11** [Text in italics shall appear in normal letters.]

In paragraph 1.1, in the first sentence, amend the following:

- Delete:  
"either".
- After "during carriage", replace "or" by:  
"and".

In paragraph 4.4, in the first sentence, replace "not later than" by:

"no later than".