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

Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its autumn 2023 session

held in Geneva, on 19 to 27 September 2023

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** For practical reasons, the report has been published as addendum, with the symbol ECE/TRANS/WP.15/AC.1/170/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 Geneva from 19-27 September 2023, with Mr. C. Pfauvadel (France) as Chair and Ms. S. García 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, Ireland, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.
3. In accordance with rule 1 (b) of the rules of procedure, Zimbabwe was represented in a consultative capacity.
4. In accordance with rules 1 (c) and (d) of the rules of procedure, the following organisations were represented in a consultative capacity:
 - (a) European Union (European Commission and European Union Agency for Railways);
 - (b) International non-governmental organizations: European Committee for Standardization (CEN), European Chemical Industry Council (Cefic), International Association of the Body and Trailer Building Industry (CLCCR), Council on Safe Transportation of Hazardous Articles (COSTHA), European Conference of Fuel Distributors (ECFD), European Industrial Gases Association (EIGA), Federation of European Aerosol Associations (FEA), European Federation of Waste Management and Environmental Services (FEAD), International Association of Dangerous Goods Safety Advisers (IASA), International Road Transport Union (IRU), Liquid Gas Europe (European LPG Association), European Association for Advanced Rechargeable Batteries (RECHARGE), International Union of Railways (UIC) and International Union of Wagon Keepers (UIP).

II. Organizational matters

5. Following the recovery from the impact of the COVID-19 pandemic, the Joint Meeting session was again organized as in-person meetings only, following the time schedule as suggested in informal document INF.3/Rev.1.
6. The Joint Meeting noted the efforts by the UNOG Security and Safety Section to issue in future digital badges to improve in future the process for delegates in obtaining their identification badge. More detailed information on the new procedure of digital badging is available at: <https://unece.org/practical-information-delegates>
7. Due to the large number of official documents submitted to the secretariat, some documents submitted in French language under agenda item 5 could not be translated in due time into English. The Joint Meeting expressed its disappointment on the late availability of the English translation of these documents.
8. To avoid forecasting problems in the future, it was agreed that the secretariat will circulate an email to all delegations 15 weeks before the session, requesting information on the language and number of official documents they plan to submit before the deadline.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/169
ECE/TRANS/WP.15/AC.1/169/Add.1
Informal documents: INF.1, INF.2 and INF.3/Rev.1 (Secretariat)

9. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/169 and Add.1 as updated by informal document INF.2 after amending it to take account of informal documents INF.1 to INF.47.

IV. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/2023/23 and Add.1 (Secretariat)
ECE/TRANS/WP.15/AC.1/2023/26 (UIC)
ECE/TRANS/WP.15/AC.1/2023/27 (Netherlands)
ECE/TRANS/WP.15/AC.1/2023/28 (Netherlands)
ECE/TRANS/WP.15/AC.1/2023/29 (Netherlands)
ECE/TRANS/WP.15/AC.1/2023/30 (Netherlands)
ECE/TRANS/WP.15/AC.1/2023/33 (EIGA, ECMA)
ECE/TRANS/WP.15/AC.1/2023/35 (Belgium)
ECE/TRANS/WP.15/AC.1/2023/37 (Belgium)
ECE/TRANS/WP.15/AC.1/2023/46 (France)
ECE/TRANS/WP.15/AC.1/2023/52 (France)
ECE/TRANS/WP.15/AC.1/2023/53 (France)
ECE/TRANS/WP.15/AC.1/2023/54 (France)
ECE/TRANS/WP.15/AC.1/168, annex II (Secretariat)
ECE/TRANS/WP.15/AC.1/168/Add.1 (Report of the Working Group on Tanks)

Informal documents: INF.4 (Germany)
INF.5 (UIP)
INF.7 (Germany)
INF.10 and INF.11 (Netherlands)
INF.12 (ITCO)
INF.18 and INF.19 (France)
INF.20 and INF.21 (Poland)
INF.23 (CEN)
INF.24 (EIGA)
INF.27 (Germany)
INF.28 and INF.29 (France)

10. After an introduction in plenary, consideration of the documents (except ECE/TRANS/WP.15/AC.1/2023/27) under agenda item 2 was entrusted to the Working Group on Tanks that met from 19 to 21 September 2023 with Mr. A. Bale (United Kingdom) as Chair.

11. On document ECE/TRANS/WP.15/AC.1/2023/27, the Joint Meeting confirmed that such simultaneous or alternated carriage of foodstuff, article of consumption and animal feeds in tanks, containers and receptacles used for dangerous goods are forbidden in the European Union according to Regulation 852/2004. However, it was noted that in RID/ADR/ADN it is not forbidden in principle to carry such foodstuffs in containers or IBCs which were previously used for dangerous goods, but subject to some restrictions. The Joint Meeting agreed on the need to harmonize these provisions in RID/ADR/ADN to ensure hygiene of foodstuffs also in non-EU countries. It also agreed on the need to consider the possibility to reuse or reallocate tanks or containers for the transport of dangerous goods. The representative of the Netherlands offered to come back at a further session with a new proposal taking into account the comments received.

Report of the Working Group on Tanks

Informal document: INF.46 (Report of the Working Group on Tanks)

12. The Joint Meeting noted in informal document INF.46 the outcome of the Working Group on Tanks whose report is reflected in annex I as addendum 1 to this report. It adopted proposals 1 to 16. It was decided to keep proposal 6 in square brackets taking into account paragraphs 13 below (see annex II).

13. On proposal 6, the Joint Meeting agreed that the proposed text is not clear enough and needed to be clarified with respect to whether a competent authority may perform the tasks itself even in the case it has approved, recognized or designated an inspection body.

14. On item 5, the Joint Meeting noted that the text proposed in the note was not necessarily to be repeated in 6.8.3 to 6.8.5 as such text already exists in 6.8.1.3.

15. On item 8, the Joint Meeting noted that the note is only applicable to tank-containers permanently used on road. It was recommended that WP.15 should take a decision on this subject at its forthcoming session in November 2023 on the basis of an informal document by Belgium.

16. On proposal 16 under item 12, the Joint Meeting invited Cefic to check if transitional measures were needed in relation with the deletion of tank code L10CH from column (12) of Table A for UN 3550.

17. The Joint Meeting confirmed under item 13 that ball valves according to EN ISO 23826 may be fitted on battery wagons/vehicles or multiple-element gas containers (MEGCs).

18. The Joint Meeting confirmed under item 16 that all three constructions shown in informal document INF.7 were permitted according to the regulations.

19. The Joint Meeting confirmed under item 22 that tank-vehicles with a tank code L4BH and a maximum working pressure of less than 3 bar were allowed. In that case some authorities imposed a restrictive list of substances while others didn't. Due to lack of time, the Working Group on Tanks had agreed that this subject should be further considered at its forthcoming meeting.

V. Standards (agenda item 3)

Information on the work of the Working Group on Standards

Document: ECE/TRANS/WP.15/AC.1/2023/34 (CEN)

Informal documents: INF.22, INF.23 and INF.30 (CEN)

20. The Joint Meeting noted the report of the Working Group on standards, which met remotely on 29 August 2023, and considered the amendments proposed in document ECE/TRANS/WP.15/AC.1/2023/34 as amended by informal document INF.23.

21. The Joint Meeting adopted the amendments proposed in paragraphs 3.1 to 3.4, as amended (see annex II).

22. On informal document INF.30, the representative of CEN volunteered to submit an official document with an updated list of standards to be referenced in RID/ADR, for consideration and adoption at the next session in March 2024.

VI. Harmonization with the United Nations Recommendations on the Transport of Dangerous Goods (agenda item 4)

Report of the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods

Documents: ECE/TRANS/WP.15/AC.1/2023/23 and Add.1 (Secretariat)

Informal documents: INF.9 (Spain)
INF.16 (Secretariats)

23. The Joint Meeting took note of the Ad Hoc Working Group's report ECE/TRANS/WP.15/AC.1/2023/23 and Add.1, and considered one by one the amendments proposed for harmonization with the provisions of the Model Regulations annexed to the twenty-third revised edition of the UN Recommendations on the Transport of Dangerous Goods. Taking into account the decisions in informal document INF.16 by the Sub-Committee on the Transport of Dangerous Goods (TDG Sub-Committee), the Joint Meeting adopted the proposed amendments in document ECE/TRANS/WP.15/AC.1/2023/23/Add.1, subject to some modifications (see annex II) and the comments which follow:

(a) On the proposal to amend in 2.1.5.2, the Joint Meeting preferred to keep the text as it is and not to adopt the amendments in square brackets, awaiting the outcome of the discussion at the TDG Sub-Committee at its next session.

(b) On the proposed amendments to section 2.2.9, the Joint Meeting agreed to insert an additional amendment to 2.2.9.2 to include sodium ion batteries (see annex II).

(c) On Table A in Chapter 3.2, the Joint Meeting preferred to be cautious and adopted the option to list MP23 in column (9b) for UN No. 0514 (see annex II). It was also agreed to add special provision 677 in column (6) of Table A for UN Nos. 3551 and 3552 to take into account a decision of the autumn 2022 session.

(d) On special provision 376, the Joint Meeting adopted a further amendment to list "DAMAGED/DEFECTIVE SODIUM ION BATTERIES". The Joint Meeting also adopted some editorial amendments to special provisions 400 and 406 which will be brought to the attention of the TDG Sub-Committee.

(e) Following an exchange of views on informal document INF.9 to insert in 5.2.1.9.1 a reference to special provision 400, the Joint Meeting agreed to adopt this proposal and to bring it to the attention of the TDG Sub-Committee.

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

A. Pending issues

1. Clarification of the provisions applicable to the placarding of removable skips used for the transport of dangerous goods in bulk

Document: ECE/TRANS/WP.15/AC.1/2023/44 (France)

Informal document: INF.36 (France)

24. Most of the delegations who took the floor supported the amendment to chapter 5.3 in proposal 2 of document ECE/TRANS/WP.15/AC.1/2023/44. Others preferred to further clarify the text. Following the discussion, the Joint Meeting adopted the amendment proposed in informal document INF.36 (see annex II).

2. Information on the quantity transported in the transport document in accordance with 5.4.1.1.3.2

Document: ECE/TRANS/WP.15/AC.1/2023/48 (Ireland)

25. The Joint Meeting adopted the amendments to 5.4.1.1.3.2 of RID/ADR proposed in document ECE/TRANS/WP.15/AC.1/2023/48 (see annex II).

3. Carriage in bulk of empty packagings, uncleaned according to 7.3.1.1

Document: ECE/TRANS/WP.15/AC.1/2023/49 (France)

Informal document: INF.37 (France)

26. Most delegates who spoke supported in principle the proposal to delete the paragraph before the Note in 7.3.1.1 as it is redundant. The representative of Germany preferred to keep the paragraph but to clarify the text. The Joint Meeting adopted the amendments proposed in informal document INF.37 (see annex II).

4. 5.4.0.1 Documentation – Transport documents

Informal document: INF.6 (IRU)

27. The Joint Meeting adopted option 1 proposed in informal document INF.6. The secretariat noted that the Working Party on the Transport of Dangerous Goods (WP.15) already adopted an amendment to 5.4.0.1 with the text adopted at the spring 2023 session. The representative of IRU submitted a proposal to WP.15 to replace this amendment by an amendment to 5.4.0.2 (ECE/TRANS/WP.15/2023/10). The Joint Meeting invited the RID Committee of experts' standing working group to consider similar amendments to the RID.

5. Application of special provision 376 for critically damaged lithium batteries

Informal documents: INF.8 and INF.44 (Belgium)

28. Most of the delegates who took the floor did not support the proposed amendment. Some preferred to clarify the provisions in RID/ADN of special provision 376 and others to keep the text harmonized for all inland transport modes. Some delegates pointed out that there was not sufficient justification for the proposed amendments and more information is needed to understand the concerns. The representative of Belgium offered to come back, if still necessary, at a further session with a new proposal taking account of the feedback received.

29. Following the discussion on informal document INF.44, some delegates felt that the second paragraph in the proposed amendments could be removed and that more time is needed to verify carefully the new provisions for special provision 376. The representative of Finland suggested to also refer to packing instruction LP906 in order to improve the wording with respect to paragraph (f) of footnote ^a in the table. The Joint Meeting agreed to resume consideration of this subject at its next session on the basis of an official document by Belgium.

6. Chemical compatibility for plastics packaging containing liquid waste

Document: ECE/TRANS/WP.15/AC.1/2023/42 (FEAD)

Informal document: INF.38 (FEAD)

30. Some delegations raised concern on the proposed amendment to 4.1.1.21.7, in particular on the possible incompatibility of liquid waste containing chemical substances with plastics material used for packagings. Others preferred to insert a time limitation for the use of such plastics packagings.

31. The Joint Meeting adopted the amendments to 4.1.1.21.7 proposed in informal document INF.38 (see annex II).

7. Clarification of the provisions applicable for placarding of wagons/vehicles for the carriage in bulk

Document: ECE/TRANS/WP.15/AC.1/2023/50 (France)

Informal document: INF.40 (France)

32. The Joint Meeting noted support in principle on the proposal to amend 5.3.1.4 of RID/ADR. It adopted the amendments proposed in informal document INF.40 (see annex II).

8. Last mile delivery and definitions for consolidation bin and overpack

Documents: ECE/TRANS/WP.15/AC.1/2023/41 (COSTHA)

ECE/TRANS/WP.15/AC.1/2023/47 (COSTHA)

Informal document: INF.13 (FEA)

33. Some delegates supported in principle the proposals in document ECE/TRANS/WP.15/AC.1/2023/41 but were of the opinion that a new definition for “consolidation bin” was not needed. Others felt that the proposed amendments were still too broad and were mainly based on economic advantages.

34. On document ECE/TRANS/WP.15/AC.1/2023/47 some delegations who took the floor expressed their view that the “last mile delivery” could be resolved with the existing provisions for limited quantities. Others preferred to identify first specific cases where problems could arise and then to work on possible solutions, e.g. either to allow or forbid such deliveries on a case by case basis.

35. Following the outcome of a discussion during an informal meeting, the Joint Meeting welcomed the offer by COSTHA to review their proposals taking into account the feedback received and to come back at a future session with more detailed documents.

9. Carriage in bulk of specific categories of waste containing asbestos (UN Nos 2590 and 2212)

Document: ECE/TRANS/WP.15/AC.1/2023/51 (France)

Informal documents: INF.33 and INF.41/Rev.1 (France)

36. On the options presented in document ECE/TRANS/WP.15/AC.1/2023/51, the Joint Meeting noted divided preferences. Some delegates preferred to insert a definition for “container bag”. Other delegates suggested further improvements to the proposed text. Following an informal meeting, the Joint Meeting adopted the amendments proposed in paragraphs 8 and 10 to 13 of informal document INF.41/Rev.1 as amended (see annex II).

10. Transport of waste in inner packagings packed together in an outer packaging

Document: ECE/TRANS/WP.15/AC.1/2023/43 (FEAD)

Informal documents: INF.25 and INF.39/Rev.1 (FEAD)

37. Some delegations supported in principle the proposal in document ECE/TRANS/WP.15/AC.1/2023/43 as amended by informal document INF.25. Others preferred to further review the proposed amendments.

38. Following a discussion during an informal meeting, the Joint Meeting adopted the amendments proposed in informal document INF.39/Rev.1 and agreed to keep them in square brackets (see annex III), subject to a further review by WP.15 and the RID Committee of Experts’ standing working group during their forthcoming sessions. The representative of FEAD agreed to submit an informal document to WP.15 and the RID Committee of Experts’ standing working group for this purpose.

11. Dangerous goods in machinery, apparatus or articles – expiry of the transitional measure in RID/ADR 1.6.1.46

Document: ECE/TRANS/WP.15/AC.1/2023/24 (Germany, Cefic)

Informal documents: INF.42 and INF.42/Rev.1 (Germany, Cefic)

39. Some delegations supported in principle the proposal in document ECE/TRANS/WP.15/AC.1/2023/24 as amended by informal document INF.42. Others felt that the exemption in the proposed transitional period for used machinery and equipment was still too broad.

40. During the discussion of informal document INF.42/Rev.1, opinions were still divided and following a vote on the proposal, it was not adopted. The representative of Germany offered to come back with a new proposal for a long-term solution in RID/ADR 2027 and proposed to extend the current multilateral agreement.

B. New proposals**1. Hazard identification numbers 78 and 87**

Document: ECE/TRANS/WP.15/AC.1/2023/25 (OTIF secretariat)

41. The Joint Meeting adopted the amendments proposed in document ECE/TRANS/WP.15/AC.1/2023/25 (see annex II).

2. Dangerous goods safety adviser examination

Document: ECE/TRANS/WP.15/AC.1/2023/32 (OTIF secretariat)

42. The Joint Meeting adopted the proposed amendments (see annex II).

3. Testing of packaging or IBC fitted with a venting device

Document: ECE/TRANS/WP.15/AC.1/2023/38 (Netherlands)

43. The Joint Meeting did not support the proposed amendment to 4.1.1.8. It was agreed that the provisions in 6.1.5.2.5 and 6.1.5.2.6 were clear enough and that an amendment to RID/ADR was not needed. In addition, the Joint Meeting confirmed that 4.1.1.8 was also applicable for non-type approved packagings.

4. Amendments to Table A, special provision 645 and 5.4.1.2.1 (g)

Document: ECE/TRANS/WP.15/AC.1/2023/39 (Netherlands)

44. Some delegations supported the proposed amendments to harmonize RID/ADR/ADN with the Model Regulations, while others were of the opinion that the current proposal was not acceptable and a further refinement of the wording was needed. The representative of the Netherlands offered to come up with a new document at the next session. Delegates were invited to send their comments to the representative of the Netherlands.

5. Transitional measures

Informal document: INF.15 (Secretariat)

45. The Joint Meeting adopted the changes to the transitional measures as proposed in paragraph 2 of informal document INF.15. On paragraph 3, it was agreed to end on 31 December 2026 transitional measure 1.6.1.8 for orange-coloured plates not in conformity with RID/ADR (see annex II).

6. Test periods for battery-vehicles filled in accordance with packing instruction P200

Informal document: INF.17 (EIGA)

46. Considering the current provisions in RID/ADR of a fifteen years interval for periodic tests, some delegates felt that it is too premature to take a decision on the results of data

collected over only a decade. The Joint Meeting underlined the importance of this subject and agreed to carefully consider this subject at its next session on the basis of an official document. EIGA was invited to provide a solid justification including detailed information on their evaluation.

7. Misleading graph at the end of 4.1.4.1, packing instruction P200

Document: ECE/TRANS/WP.15/AC.1/2023/45 (Liquid Gas Europe)

47. The Joint Meeting adopted the amendments proposed in document ECE/TRANS/WP.15/AC.1/2023/45 (see annex II).

48. The representative of Germany expressed his preference to clarify the new graph by adding a note referring to 2.2.2.3. The Chair invited Germany and Liquid Gas Europe to come up at the next session with such a proposal.

8. Definition of “maximum capacity”

Document: ECE/TRANS/WP.15/AC.1/2023/36 (Belgium)

49. Most delegations who took the floor expressed their support in principle on the clarification, but preferred to address this subject first in the TDG Sub-Committee with an amendment to the UN Model Regulations. The representative of Belgium offered to submit a proposal to the TDG Sub-Committee.

9. RID/ADR: Deletion of tank code L10CH for UN 3550 COBALT DIHYDROXIDE POWDER, containing not less than 10 % respirable particles

Informal document: INF.27 (Germany)

50. The Joint Meeting noted the outcome of the discussion of the working group on tanks (see paragraph 16 above).

10. Proposal for amendment to packing instruction P200 in 4.1.4.1 of RID/ADR to permit the interval between the periodic inspection of LPG cylinders manufactured according to standard EN 14140 to be extended from 10 to 15 years

Informal documents: INF.14 and INF.47 (Liquid Gas Europe)

51. Due to the late submission, some delegations could not yet support the proposed amendments. Other delegates felt that a decision to extend the period between periodic inspection to 15 years was too premature and raised concerns on risks from internal and external corrosion and the related impact on the minimum wall thickness of the cylinder.

52. The Joint Meeting invited Liquid Gas Europe to prepare for the next session an official document and to provide a more detailed justification on the concerns raised.

VIII. Interpretation of RID/ADR/ADN (agenda item 6)

A. Approval of modified intermediate bulk containers

Document: ECE/TRANS/WP.15/AC.1/2023/31 (Netherlands)

53. The Joint Meeting endorsed the interpretation by the Netherlands of modified intermediate bulk containers. The representative of the Netherlands offered to share the outcome of the discussion with the Sub-Committee on the Transport of Dangerous Goods.

B. Withdrawal of the certificate for dangerous goods safety adviser

Informal document: INF.26 (Poland)

54. The Joint Meeting noted the feedback from other RID/ADR contracting states/parties on the possibility to withdraw a certificate for dangerous goods safety adviser. Some delegations stressed the need to harmonize the training for dangerous goods safety adviser. The delegate from Poland welcomed the information and invited all delegates to send him

their feedback by email. He offered to prepare for the next session an official document with the overall outcome.

C. Interpretation of UN 3509 in the case of the carriage of drums or intermediate bulk containers

Informal document: INF.34 (FEAD)

55. The representative of FEAD withdrew the document.

D. Information on the estimated quantity for waste transported in the transport document in accordance with 5.4.1.1.3.2

Informal document: INF.35 (FEAD)

56. Most delegates who took the floor agreed on the need to review the provisions in 5.4.1.1.3.2 to allow an indication of estimated quantities in the transport document also in the case of carriage of waste in tanks. The representative of FEAD volunteered to prepare an official document. Referring to document ECE/TRANS/WP.15/AC.1/2023/48 (see paragraph 25 above), the representative of Ireland offered to work together with FEAD on a joint proposal for consideration at the next session.

IX. Reports of informal working groups (agenda item 7)

A. Informal working group on measures to prevent boiling liquid expanding vapor explosions (BLEVE)

57. The Joint Meeting welcomed the information provided by the Spanish delegate on an update for the BLEVE working group on the ongoing work on fire extinguishing systems for the engine compartment of trucks. She mentioned that a draft on a possible specific regulation for such systems which could be introduced into the ADR would be submitted to the working group by a testing institute in the near future. Therefore, a meeting of the working group is expected to be scheduled for this autumn. In the absence of such a draft, further consideration should be given to other ways forward and to a re-evaluation of the current transitional measures for these systems in the ADR. Further information, when available, would be provided by email to the members of the working group. All delegates of the Joint Meeting and WP.15 were invited to participate in the upcoming meeting of the working group

B. Report on the second meeting of the informal working group on e-learning

Document: ECE/TRANS/WP.15/AC.1/2023/40 (Germany, IRU)

Informal document: INF.43 (Germany, IRU)

58. The Joint Meeting noted in document ECE/TRANS/WP.15/AC.1/2023/40 the report of the second meeting of the informal working group on e-learning held on 17 May 2023 and the presentations received in informal document INF.43. It welcomed the group's preference to go forward with a combination of e-learning modules and in-person units. All interested delegations were invited to participate in the forthcoming informal working group meeting expected to be organized on 14 November 2023 in online format. The Joint Meeting agreed to resume discussion on this subject at its March 2024 session.

C. Report of the informal working group on references to the competent authorities

Informal document: INF.45 (Switzerland)

59. The Joint Meeting noted the report on the good progress made by the informal working group during the virtual meetings held in June and September 2023. All delegates were invited to participate in the forthcoming meeting which is expected to take place in the second half of January 2024.

X. Accidents and risk management (agenda item 8)

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

XI. United Nations 2030 Agenda for sustainable development (agenda item 9)

Informal documents: INF.31 and 32 (Secretariat)

61. The Joint Meeting noted the outcome of the eighty-fifth session of the Inland Transport Committee (ITC) held in Geneva from 21-24 February 2023 (see report ECE/TRANS/328) and was informed on the continued work on the implementation of the ITC strategy until 2030 (document ECE/TRANS/2023/3).

62. The Joint Meeting welcomed the presentation in informal document INF.32 on the development of the ITC Strategy on reducing greenhouse gas emissions in inland transport. It welcomed the strategic objectives and action plan based on the legal instruments administered by ITC as well as the list of milestones and priorities aimed at delivering ambitious climate goals and also mitigating and adapting to climate change, as outlined in document ECE/TRANS/2023/21.

63. The Joint Meeting supported the development of the proposed ITC Strategy and agreed, as a contribution to the biennial report of ITC, on the proposed action plan as outlined in informal document INF.31 to reduce greenhouse gas emissions in inland transport. It discussed the major milestones for the proposed actions and, thus, requested the secretariat to report back to the ITC Bureau.

64. The Joint Meeting recalled that according to the discussions at previous sessions on the 2030 Agenda for Sustainable Development, documents on environmental protection and safety are permanently discussed hand in hand, but for the transport of dangerous goods the safety has as usually the highest importance.

65. The Joint Meeting welcomed the publication of the information on the UNECE website on the sustainable development goals (SDGs) and their related targets, specifically those addressing the regulatory work on dangerous goods, which can be used by delegates as a basis to identify related impacts in their proposals. The information is available at: <https://unece.org/transport/dangerous-goods/unece-bodies-dealing-transport-dangerous-goods>.

XII. Election of officers for 2024 (agenda item 10)

66. On a proposal by the representative of the United Kingdom, Ms. Silvia García Wolfrum (Spain) and Mr. Soedesh Mahesh (Netherlands) were elected as Chair and Vice-Chair respectively for 2024.

XIII. Future work (agenda item 11)

67. The Joint Meeting was informed that the next session would be held in Bern from 25 to 28 March 2024 and that the deadline for submission of official documents was 22 December 2023.

XIV. Any other business (agenda item 12)

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

68. As no document had been submitted under this agenda sub-item, no discussion took place on this subject.

B. Tributes to MM. C. Pfauvadel (France) and J.-G. Heintz (UIC)

69. The Joint Meeting noted that Mr. Claude Pfauvadel (France) will retire in 2024 and will no longer attend future sessions. It acknowledged in particular his outstanding commitment and leadership as Chair of the Joint Meeting over the last 20 years. The Joint Meeting expressed its deep appreciation and gratitude for his work and contributions with a long applause and wished him all the best for a long and happy retirement.

70. Learning that Mr. Jean-Georges Heintz (UIC) will take his retirement and would no longer attend the sessions, the Chair thanked him for his contributions over many years to the activities of the Joint Meeting and wished him a long and happy retirement.

XV. Adoption of the report (agenda item 13)

71. The Joint Meeting adopted the report on its autumn 2023 session and its annexes based on a draft prepared by the secretariats.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/170/Add.1)

Annex II

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

Chapter 1.6

1.6.1.1 Replace “2023” by “2025” and “2022” by “2024”.

(RID:) In footnote 21, replace "2021" by "2023".

(Reference document: informal document INF.15)

1.6.1.8 After “may continue to be used”, add “until 31 December 2026”.

(Reference document: informal document INF.15 and in-session discussion)

1.6.1.38 Delete and replace “1.6.1.39 to 1.6.1.42 (*Deleted*)” by “1.6.1.38 to 1.6.1.42 (*Deleted*)”.

(Reference document: informal document INF.15)

1.6.1.53 Delete and add “1.6.1.53 (*Deleted*)”.

(Reference document: informal document INF.15)

1.6.2.17 Delete and replace “1.6.2.16 (*Deleted*)” by “1.6.2.16 and 1.6.2.17 (*Deleted*)”.

(Reference document: informal document INF.15)

1.6.2.21 and 1.6.2.22 Delete and add “1.6.2.21 and 1.6.2.22 (*Deleted*)”.

(Reference document: informal document INF.15)

Chapter 1.8

1.8.3.11 In (b), fifth indent, replace “carriage in fixed or demountable tanks” by “carriage in tanks”.

(Reference document: ECE/TRANS/WP.15/AC.1/2023/32)

1.8.6.1 Before “surveillance”, add “authorization and”.

(Reference document: informal document INF.46, proposal 8)

[1.8.6.2.1 In the last sentence, after “approve”, add “, recognize or designate”.]

(Reference document: informal document INF.46, proposal 6)

[1.8.6.3.1 Amend the last sentence to read: “The requirements above are deemed to be met in the case of accreditation according to the standard EN ISO/IEC 17020:2012 (except clause 8.1.3).”]

(Reference document: informal document INF.46, proposal 6)

1.8.7.7 In the heading, replace “*Surveillance*” by “*Authorization and surveillance*”.

(Reference document: informal document INF.46, proposal 8)

1.8.8.6 Replace “1.8.7.7.1 (d)” by “1.8.7.7.1 (b) (ii)”.

(Reference document: informal document INF.46, proposal 9)

Chapter 2.2

2.2.9.2 In the first indent, after “Lithium batteries”, add “and sodium ion batteries”.

(Consequential amendment)

Chapter 3.2, Table A

For UN Nos. 2212 and 2590, in column (6), add “678”, in column (17), add “VC1, VC2, AP12” and in column (18), add “CW38/CV38”.

(Reference document: informal document INF.41/Rev.1, option without definition, proposal 1)

(RID:) For UN No. 3550, in column (12), delete “L10CH” and in column (13), delete “TU14”, “TU38”, “TE21” and “TE22”.

(ADR:) For UN No. 3550, in column (12), delete “L10CH” and in column (13), delete “TU14” and “TE21”.

(Reference document: informal document INF.46, proposal 16)

Chapter 3.3

SP 376 In the fourth paragraph after the note, replace “or” by a comma and after “LITHIUM METAL BATTERIES””, add “or ”DAMAGED/DEFECTIVE SODIUM ION BATTERIES””.

(Consequential amendment)

3.3.1 Add the following new special provision:

“678 Waste consisting of objects and materials contaminated with free asbestos (UN Nos. 2212 and 2590), which is not fixed or immersed in a binder in such a way that no emission of hazardous quantities of respirable asbestos can occur, may be carried under the provisions of chapter 7.3 provided the following provisions are complied with:

- (a) The waste is carried only from the site where it is generated to a final disposal facility. Between these two types of sites, only intermediate storage operations, without unloading or transferring the container-bag, are authorized;
- (b) The waste belongs to one of these categories:
 - (i) Solid waste from roadworks, including asphalt milling waste contaminated with free asbestos and its sweeping residues;
 - (ii) Soil contaminated with free asbestos;
 - (iii) Objects (for example, furniture) contaminated with free asbestos from damaged structures or buildings;
 - (iv) Materials from damaged structures or buildings contaminated with free asbestos which, because of their volume or mass, cannot be packed in accordance with the packing instruction applicable to the UN number used (UN No. 2212 or 2590, as appropriate); or
 - (v) Construction site waste contaminated with free asbestos from demolished or rehabilitated structures or buildings which, because of their size or mass, cannot be packed in accordance with the packing instruction applicable to the UN number used (UN No. 2212 or 2590, as appropriate);
- (c) Waste covered by these provisions shall not be mixed or loaded with other asbestos-containing waste or any other hazardous or non-hazardous waste;
- (d) Each shipment shall be considered a full load as defined in 1.2.1; and
- (e) The transport document shall be in conformity with 5.4.1.1.4.”

(Reference document: informal document INF.41/Rev.1, option without definition, proposal 2b)

Chapter 4.1

4.1.1.21 Add a new 4.1.1.21.7 as follows:

“4.1.1.21.7 By derogation from 4.1.1.21.1, liquid waste classified under 2.1.3.5.5 may be filled into polyethylene packaging provided that the packagings have passed the tests with all standard liquids described in 6.1.6.1. Packagings shall conform to the packing group performance level as assigned in accordance with 2.1.3.5.5.

By derogation from 4.1.1.15, on the basis of the knowledge of the composition of the liquid waste, in case of presence of substances that could weaken the polyethylene packaging (e.g., some chlorinated compounds), the period of use permitted for this packaging shall be two and a half years from the date of its manufacture.”

(Reference document: informal document INF.38, as amended)

4.1.4.1, P200 In (13), 2.4, replace “EN ISO 11114-1:2020” by “EN ISO 11114-1:2020 + A1:[2023]”.

In note ^b under table 2, replace the figure by the one in paragraph 6 of ECE/TRANS/WP.15/AC.1/2023/45.

(Reference document: ECE/TRANS/WP.15/AC.1/2023/45 and informal document INF.23, proposal 3.4)

4.1.6.15 In table 4.1.6.15.1 for 4.1.6.2, replace “EN ISO 11114-1:2020” by “EN ISO 11114-1:2020 + A1:[2023]”.

(Reference document: informal document INF.23, proposal 3.4)

Chapter 4.3

4.3.3.2.4 Delete “allowable” (twice).

(Reference document: informal document INF.46, proposal 11)

4.3.3.5 (RID:) In the last paragraph, at the end, add the following new sentence: “The requirements of 4.3.3.5 need not be complied with for empty, uncleaned tanks.”.

(ADR:) In the right column, last paragraph, at the end, add the following new sentence: “The requirements of 4.3.3.5 need not be complied with for empty, uncleaned tank-containers.”.

(Reference document: informal document INF.46, proposal 4)

4.3.3.6 Between (d) and (e), add “and for refrigerated liquefied gases:”. In (e), delete “refrigerated liquefied”. In (g), at the end, replace the period by a semicolon. At the end, add a new sub-paragraph to read as follows:

“(h) When empty, uncleaned, unless the pressure has been reduced to a level that ensures that the pressure relief devices will not activate during carriage⁴.”

(Reference document: informal document INF.46, proposal 5)

4.3.4.1.2 In the table, for L4BN, class 8, CT1, packing groups II, III, in column “Classification code”, after “8”/“CT1”, add a call to note ^a under the table. The note reads: “^a Substances except hydrofluoric acid and hydrogen difluoride solutions shall be assigned to this tank code.”.

In the table, for L4DH, class 8, CT1, packing groups II, III, in column “Classification code”, after “8”/“CT1”, add a call to note ^b under the table. The note reads: “^b Hydrofluoric acid and hydrogen difluoride solutions shall be assigned to this tank code.”.

In the table, for L10BH, class 8, CT1, packing group I, in column “Classification code”, after “8”/“CT1”, add a call to note ^c under the table. The note reads: “^c Substances except those containing hydrofluoric acid shall be assigned to this tank code.”.

In the table, for L10DH, class 8, CT1, packing groups II, III, in column “Classification code”, after “8”/“CT1”, add a call to note ^e under the table. The note reads: “^e Substances containing hydrofluoric acid shall be assigned to this

tank code, with the exception of hydrofluoric acid with more than 85 % hydrogen fluoride.”.

In the rest of the table, renumber notes ^a/_{*} and ^b/_{**} as ^d and ^f respectively.

(Reference document: informal document INF.46, proposal 3)

4.3.4.2.1 Replace “tank” by “shell, excluding openings and their closures,”

(Reference document: informal document INF.46, proposal 13)

Chapter 5.3

5.3 Under the chapter title, add a new note to read as follows:

“NOTE 3: *Removable skips not conforming to chapter 6.11 are considered as containers under this chapter.*”

(Reference document: informal document INF.36)

5.3.1.4 (RID:) In the heading, replace “**Placarding of wagons for carriage in bulk**” by “**Placarding of wagons when used for carriage in bulk**”.

(ADR:) In the heading, replace “**Placarding of vehicles for carriage in bulk**” by “**Placarding of vehicles when used for carriage in bulk**”.

(ADN:) In the heading, replace “**Placarding of vehicles for carriage in bulk, wagons for carriage in bulk**” by “**Placarding of vehicles and wagons when used for carriage in bulk**”.

(Reference document: informal document INF.40)

5.3.2.3.2 (RID:) Delete the lines “78 Radioactive material, corrosive” and “87 Corrosive substance, radioactive”.

(ADR:) Delete the line “78 Radioactive material, corrosive”.

(Reference document: ECE/TRANS/WP.15/AC.1/2023/25)

Chapter 5.4

5.4.0.2 At the end, add the following new 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 can be identified in the documentation.”

(This amendment replaces the amendment to 5.4.0.1 adopted in the spring 2023 session, which was reflected in annex II of ECE/TRANS/WP.15/AC.1/168)

(Reference document: informal document INF.6)

5.4.1.1.3.2 In the second dashed bullet, after “2.1.3.5.3”, insert “(with the exception of UN 3291, clinical waste, unspecified, n.o.s. or (bio)medical waste, n.o.s. or regulated medical waste, n.o.s. in packaging conforming to packing instruction P621)”.

(Reference document: ECE/TRANS/WP.15/AC.1/2023/48)

5.4.1.1 Add a new 5.4.1.1.4 to read as follows:

“5.4.1.1.4 *Special provisions for wastes contaminated with free asbestos (UN Nos. 2212 and 2590)*

When special provision 678 is applied, the transport document shall be marked “Carriage under special provision 678”.

The description of wastes carried in accordance with sub-paragraphs (b) (i), (ii), (iii), (iv) and (v) of special provision 678 shall be added to the description of dangerous goods required in 5.4.1.1.1 (a) to (d) and (j)/(k). The transport document shall also be accompanied by the following documents:

- (a) A copy of the technical data sheet for the type of container-bag used, on the manufacturer’s or distributor’s letterhead, giving the dimensions of the packaging and its maximum mass;
- (b) A copy of the unloading procedure in accordance with special provision CW38/CV38 of 7.5.11, if applicable.”

(Reference document: informal document INF.41/Rev.1, option without definition, proposal 3)

(RID:) 5.4.1.1.12 Replace “2023” by “2025”.

(Consequential amendment)

Chapter 6.2

6.2.4.1 In the table, under “*for design and construction of closures*”:

- In the row for EN 1626:2008 (except valve category B), in column (4), replace “Until further notice” by “Between 1 January 2015 and 31 December 2028”. Add a new row beneath this row as follows:

EN ISO 21011: [2023]	Cryogenic vessels – Valves for cryogenic service	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	
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(Reference document: informal document INF.23, proposal 3.4)

6.2.4.2 Amend the table as follows:

- In the row for EN ISO 11623:2015, in column (3), replace “Until further notice” by “Until 31 December 2026”. Add a new row beneath this row as follows:

EN ISO 11623:2023	Gas cylinders – Composite cylinders and tubes – Periodic inspection and testing	Until further notice
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(Reference document: informal document INF.23, proposal 3.1)

Chapter 6.8

6.8.2.5.1 At the end, add “(for Class 2, see 6.8.3.5.)”.

(Reference document: informal document INF.46, proposal 10)

6.8.2.5.2 (ADR:) Replace “plates” by “panels” (twice in the left column, once in the right column).

(RID:) Replace “plates” by “panels” (once in the left column, once in the right column).

(Reference document: informal document INF.46, proposal 12)

6.8.2.6.1 In the table, under “*For design and construction of tanks*”, delete the line for EN 12972:2018.

In the table, under “*For equipment*”:

- (ADR:) For EN 12252:2005 + A1:2008, in column (3), before “6.8.3.2”, add “6.8.2.2,”;

- (ADR:) For EN 12252:2014, in column (3), before “6.8.3.2”, add “6.8.2.2,”.

- (ADR:) In the row for EN 1626:2008 (except valve category B), in column (4), replace “Until further notice” by “Between 1 January 2015 and 31 December 2028”. Add a new row beneath this row as follows:

EN ISO 21011: [2023]	Cryogenic vessels – Valves for cryogenic service	6.8.2.2.1, 6.8.2.4 and 6.8.3.4	Until further notice	
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- (RID:) Add the following new row:

EN ISO 21011: [2023]	Cryogenic vessels – Valves for cryogenic service	6.8.2.2.1, 6.8.2.4 and 6.8.3.4	Until further notice	
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(Reference document: informal documents INF.23, proposal 3.3 and INF.46, proposals 7 and 14)

6.8.2.6.2 In the table

- In the row for EN 12972:2018, in column (3), before “6.8.2.4”, add “6.8.2.3”.

- (ADR:) In the row for EN 14334:2014, in column (4), replace “Until further notice” by “Until 31 December 2026”. Add a new row beneath this row as follows:

EN 14334: 2023	LPG equipment and accessories – Inspection and testing of LPG road tankers <i>NOTE: This standard shall not be applied for tanks manufactured in accordance with EN 14025.</i>	6.8.2.4 and 6.8.3.4.9	Until further notice	
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(Reference document: informal documents INF.23, proposal 3.2 and INF.46, proposal 15)

6.8.3.5.6 Replace “plates” by “panels” (once in each column).

(Reference document: informal document INF.46, proposal 12)

Chapter 7.3

7.3.1.1 In the last paragraph, before the note, replace “this mode of carriage is not explicitly prohibited by other provisions of RID/ADR.” by “the dangerous goods they have contained are allowed for this mode of carriage.” and add a new sentence at the end to read: “The instructions for carriage in bulk mentioned in columns (10) or (17) of table A of chapter 3.2 for these goods shall be applied.”

(Reference document: informal document INF.37, as amended)

7.3.3.2.7 Add the following new provision AP12:

“AP12 The waste may be carried in bulk provided that it is contained in a bag of the size of the [loading compartment], referred to as a “container-bag”.

The container-bag is intended to be loaded only when placed inside a bulk [loading compartment] with rigid walls. It is not intended for handling or to be used alone outside of this [compartment].

For the purposes of this provision, container-bags shall have at least two liners.

The inner lining shall be dust-tight to prevent the release of dangerous quantities of asbestos fibres during carriage. The inner lining shall be a polyethylene or polypropylene film.

The outer lining shall be polypropylene and shall be fitted with a zipper system. It shall ensure the mechanical resistance of a container-bag loaded with waste to the shocks and stresses in normal conditions of carriage, in particular when a [skip] loaded with container-bags is transferred between wagons/vehicles and storage facilities.

Container-bags shall:

- (a) Be designed to resist perforation or tearing by contaminated waste or objects due to their angles or roughness;
- (b) Have a zipper system that is sufficiently tight to prevent the release of dangerous quantities of asbestos fibres during carriage. Laced or flapped fasteners are not authorized.

The [load compartment] shall have rigid metal walls of sufficient strength for its intended use. The walls must be sufficiently high to completely contain the container-bag. Provided the container-bag offers similar protection, the sheeting of the wagon/vehicle can be omitted when using the VC1 provision.

Objects contaminated with free asbestos from damaged structures or buildings, as well as construction site waste contaminated with free asbestos from demolished or rehabilitated structures or buildings as mentioned in special provision 678 (b) (iii), (iv) and (v), shall be carried in a container-bag placed inside a second container-bag of the same type. The total mass of the contained waste shall not exceed 7 tons.

In all cases, the maximum mass of the waste shall not exceed the capacity specified by the container-bag manufacturer.”

(Reference document: informal document INF.41/Rev.1, option without definition, proposal 4)

Chapter 7.5

7.5.11 Add the following new provision CW38/CV38:

“CW38/CV38 The [skips] shall have no sharp internal edges (internal steps, etc.) capable of tearing container-bags during unloading. [Skips] shall be inspected before any loading operation.

The container-bags shall be placed in the [skips] for carriage prior to any filling. The outer lining of the container-bags shall be positioned so that the slider of the zipper is placed on the front side of the [skip] when closed. After filling, the container-bags shall be closed in accordance with the manufacturer’s instructions.

Once loaded, the container-bags shall not be lifted or transferred from one [skip] to another. Multiple filled container-bags shall not be loaded into the same [skip].

After any filling operation and after closing, the outer surfaces of the container-bags shall be decontaminated.

Container-bags carried in removable [skips] shall be unloaded with the [skip] on the ground.

The unloading of container-bags filled with roadworks waste or with soil contaminated with free asbestos by tipping the [skip] is authorized, provided that an unloading protocol agreed jointly between the carrier and the consignee is respected to prevent the container-bags from tearing during unloading. The protocol shall ensure that the container-bags do not fall or tear during the unloading operation.”

(Reference document: informal document INF.41/Rev.1, option without definition, proposal 4)

Document ECE/TRANS/WP.15/AC.1/2023/23/Add.1 adopted, as amended by informal documents INF.9 and INF.16 and with the following additional modifications:

Chapter 1.1

1.1.3.6.3 Modify the amendment to read as follows:

“1.1.3.6.3 In the table:

- For transport category 2, in the second column, for Class 9, replace “and 3536” by “, 3536, 3551 and 3552”;

- For transport category 3, in the second column, for Class 8, replace “and 3506” by “, 3506 and 3554”;
- For transport category 4, in the second column, for Class 9, replace “and 3548” by “, 3548 and 3559”.

Chapter 1.6

Delete transitional measures 1.6.3.62 and 1.6.3.63, which appear in square brackets.

Delete transitional measures 1.6.4.66 and 1.6.4.67, which appear in square brackets.

Chapter 3.2

- 3.2.1 Modify the first sentence of the amendment to read: “In the descriptive text for column (4), in the last sentence, replace “Certain articles and substances” by “Articles and certain substances”.”.

Chapter 3.2, table A

For UN Nos. 1391 and 3482, delete the amendment in square brackets.

For UN No. 1835, packing group II, delete the amendment in square brackets.

For UN No. 3423 (RID and ADR), delete the square brackets.

New entries:

(RID and ADR:) For UN No. 0514, replace the contents in column (9b) by “MP23”. For UN Nos. 3551 and 3552, in column (6), add “677”.

(RID and ADR:) For UN Nos. 3553 and 3560, in columns (12) and (13), delete the square brackets.

(ADR:) For UN No. 3560, in column (14), delete the square brackets.

(RID:) Delete column (14).

Chapter 3.3

SP 400 In (a), replace “shall be” by “is”. In (c), replace “shall be” by “is”. In (d), replace “shall be” by “is”. In (e), first sentence, replace “shall be” by “are”. In (e), second sentence, replace “shall be” by “is”. In (f), replace “shall only contain” by “only contains”.

SP 406 Replace “This entry” by “Substances under this entry”.

SP 407 In (b), replace “shall be” by “is”. In (c), replace “shall be” by “is” and “shall not” by “do not”. In (d), replace “shall be” by “is”. The modification to the footnote does not apply to the English version.

Chapter 4.1

4.1.4.1, P006 In the first sentence of the new (5), replace “have not met” by “has not met”.

4.1.6.8 The modification does not apply to the English version.

Chapter 4.2

4.2.5.2.6 The modification does not apply to the English version.

Chapter 7.5

7.5.11, CV29 Replace “should” by “shall”.

(Reference document: informal document INF.46 and plenary discussion)

Modifications to annex of ECE/TRANS/WP.15/AC.1/166:

Delete the square brackets in the amendments to chapters 6.2 and 6.8.

Modification to annex II of ECE/TRANS/WP.15/AC.1/168:

1.6.3.xx and 1.6.4.xx Delete the square brackets.

(Reference document: informal document INF.46, item 1)

6.8.2.2.11 Delete the square brackets. The other modifications do not apply to the English version.

(Reference document: informal document INF.46, item 1)

Annex III

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2025 for examination and finalization by the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Chapter 4.1

[4.1.1.5 Add a new 4.1.1.5.3 as follows:

“4.1.1.5.3 For the carriage of waste, other than articles, inner packagings of different sizes and shapes, containing liquids or solids, can be packed together in one outer packaging, provided that the following conditions are met:

- (a) The waste carried in each inner packaging is not classified as class 1, 2, 6.2 or 7;
- (b) By derogation from [xxxx],
 - (i) The outer packaging is one of the following types:
 - 1H2, 1A2, 3A2, 3H1, 3H2, 4A or 4H2,
 - 11A, 11H1 or 11H2,
 - 50A or 50H;
 - (ii) The outer packaging is tested for packing group I;
 - (iii) The outer packaging does not need to be tested according to the tests required for packagings intended to contain liquids, but it shall be capable of retaining liquids under normal conditions of carriage;
 - (iv) Sufficient cushioning material is used to prevent significant movement of the inner packagings under normal conditions of transport;
 - (v) If the outer packaging contains inner packagings that are liable to break easily, such as those made of glass, porcelain or stoneware, or non-leakproof inner packagings, the outer packaging has a means of retaining any free liquid that might escape from the inner packagings during carriage, e.g. absorbent material or other equally efficient means of retainment;
 - (vi) For polyethylene outer packaging, proof of sufficient chemical compatibility is deemed to have been provided if the chemical compatibility of the material of the outer packaging with all the standard liquids described in 6.1.6.1 has been verified as part of a design type test and approval for packaging of the same material with code 1H1 or 3H1;
- (c) Depending on the waste identified in each inner packaging, inner packagings are packed together in an appropriate outer packaging only by trained and competent personnel in accordance with 1.3.2.2, with the use of instructions or procedures ensuring compliance with 4.1.1.6 and the provisions of mixed packing of 4.1.10.4;
- (d) The waste contained in one outer packaging is assigned to the most appropriate entry. More than one entry may be used, if needed. In derogation of 5.1.4, the only marking and labelling on the outer packaging corresponds to the entry or entries assigned to the outer packaging.”]

(Reference document: informal document INF.39/Rev.1)

Chapter 5.4

[5.4.1.1.3 Add a new 5.4.1.1.3.3 as follows:

“5.4.1.1.3.3 Special provisions for the carriage of waste in inner packagings packed together in an outer packaging

For carriage in accordance with 4.1.1.5.3, a statement shall be included in the transport document, as follows "Carriage in accordance with 4.1.1.5.3". The additional statement prescribed in 5.4.1.1.3.2 is not necessary. For example:

"UN 1993, WASTE FLAMMABLE LIQUID, N.O.S., 3, III, (ADR:) (E); CARRIAGE IN ACCORDANCE WITH 4.1.1.5.3".

Information in the transport document in accordance with 5.4.1.1, shall be based on the entry or entries assigned to the outer packaging in accordance with 4.1.1.5.3 (d). The technical name, as prescribed in chapter 3.3, special provision 274, need not be added.”]

(Reference document: informal document INF.39/Rev.1)
