



Economic Commission for Europe
Inland Transport Committee
Working Party on the Transport of Dangerous Goods
**Joint Meeting of the RID Committee of Experts and the
 Working Party on the Transport of Dangerous Goods**
**Report of the Joint Meeting of the RID Committee of Experts
 and the Working Party on the Transport of Dangerous
 Goods on its autumn 2024 session**

Held at the Palais des Nations, Geneva, 9-13 September 2024

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I. Attendance

1. The autumn session of 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 10 to 13 September 2024, with Ms. S. Garcia Wolfrum (Spain) as Chair and Mr. S. Mahesh (Kingdom of the Netherlands) as Vice-Chair.
2. In accordance with article 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, Azerbaijan, Belgium, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Netherlands (Kingdom of the), Norway, Poland, Portugal, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, United Kingdom of Great Britain and Northern Ireland and United States of America.
3. In accordance with rule 1 (b) of the rules of procedure, Zimbabwe was represented in a consultative capacity.
4. In accordance with article 1, paragraphs (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));
 - (b) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Barge Union/European Skippers Organization (EBU/ESO), European Chemical Industry Council (Cefic), European Committee for Standardisation (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Industrial Gases Association (EIGA), European Federation of Waste Management and Environmental Services (FEAD), International Association of Dangerous Goods Safety Advisers (IASA), International Road Transport Union (IRU), International Union of Railways (UIC), International Union of Wagon Keepers (UIP), and Liquid Gas Europe.

II. Organizational matters

Informal document: INF.3 (Secretariats)

5. The session was again organized as in-person meetings only, following the format described in informal document INF.3.
6. The Joint Meeting noted that due to the fact only a limited number of official documents was submitted, the duration of the plenary session was limited to four days instead of the usual five days.
7. A member of the secretariat informed the Joint Meeting that Mr. Yuwei Li, former director of the UNECE Sustainable Transport Division recently took his retirement and that Mr. Dmitry Mariyasin, Deputy Executive Secretary of UNECE took over the officer in charge of the Sustainable Transport Division. He indicated that UNECE Sustainable Transport Division and also the Dangerous Goods Section were currently suffering from the constraints of the still ongoing United Nations liquidity crisis. He hoped that by the end of this year the situation would return to the usual status and that all vacant posts would be filled again.
8. The Joint Meeting was also informed that UNECE has recently endured some copyright infringements and that, pending the issuance of detailed guidance, the unauthorized use of images, or any other copyrighted material without prior and appropriate consent of the copyright owner is forbidden and contrary to the rules and regulations of UNECE and OTIF. Thus, all delegates were invited, when submitting their proposals, not to include unauthorized images or any other copyrighted material without prior and appropriate consent of the copyright owner.

9. The secretariat also informed the Joint Meeting about the ongoing renovation work of the Palais des Nations buildings and the related difficulties to the limited availability of larger conference rooms.

10. The Joint Meeting noted the information that the 2025 editions of RID, ADR and ADN were in the notification process and the different language versions would be published by the end of the year at the latest.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/173
ECE/TRANS/WP.15/AC.1/173/Add.1
RID-24009-RC

Informal documents: INF.1, INF.2 and INF.3 (Secretariats)

11. The Joint Meeting adopted the agenda proposed by the secretariats in documents ECE/TRANS/WP.15/AC.1/173 and Add.1 (RID-24009-RC from OTIF) as updated by informal document INF.2 after amending it to take account of informal documents INF.1 to INF.31.

IV. Tanks (agenda item 2)

A. Meeting of the Working Group on Tanks

Documents: ECE/TRANS/WP.15/AC.1/2024/33 (EIGA)
ECE/TRANS/WP.15/AC.1/2024/34 (UIP)
ECE/TRANS/WP.15/AC.1/2024/39 (France)
ECE/TRANS/WP.15/AC.1/2024/40 (Germany)
ECE/TRANS/WP.15/AC.1/2024/45 (France)

Informal documents: INF.7 (Kingdom of the Netherlands)
INF.9 and INF.10 (ITCO)
INF.20 (EIGA)
INF.22 (France)
INF.24 (ITCO)
INF.26 (United Kingdom)
INF.30 (Working Group on Tanks)

12. Consideration of the documents under agenda item 2 was entrusted to the Working Group on Tanks that met from 9-11 September 2024 with Mr. A. Bale (United Kingdom) as Chair and reported back to the plenary session.

B. Report of the Working Group on Tanks

Informal document: INF.30 (Working Group on Tanks)

13. The Joint Meeting welcomed the outcome of the working group meeting held from 9 to 11 September 2024 as reflected in informal document INF.30. The group's report appears in annex I as addendum 1 to this report, in which some minor amendments decided during the plenary session were included.

14. The Joint Meeting considered the amendments to RID and ADR and adopted proposals 1 (as amended) and 2 (see annex II).

15. On proposal 3, the Joint Meeting endorsed the interpretation of the display of the SV mark required by 6.8.3.2.9.6 as follows:

“Display of the SV marking in 6.8.3.2.9.6:

The display of the SV mark required by 6.8.3.2.9.6 applies only to tanks intended for the carriage of compressed, liquefied and dissolved gases fitted with safety valves. Tanks intended for the carriage of refrigerated liquefied gases, MEGCs and battery-wagons/battery-vehicles, the elements of which are pressure receptacles, shall not display the SV mark.”

16. The Joint Meeting recommended the RID Committee of Experts' standing working group and WP.15 to place this interpretation on the list of interpretations to RID on the OTIF website and to ADR on the UNECE website.

17. In the interest of efficiency, the Joint Meeting decided to no longer present the documents of the working group for initial discussion in plenary sessions. This would also allow the working group to start its work earlier, in parallel to the session of the Joint Meeting, or to meet remotely prior to the session.

V. Standards (agenda item 3)

A. Report on the work of the Working Group on Standards

Document: ECE/TRANS/WP.15/AC.1/2024/29 (CEN)
Informal document: INF.5 (CEN)

18. The Joint Meeting noted the information of the Working Group on Standards on the review of the standards listed in document ECE/TRANS/WP.15/AC.1/2024/29. It welcomed the report of their recent working group meeting in informal document INF.5.

19. On the proposals in informal document INF.5 the Joint Meeting adopted the amendments proposed in paragraphs 6, 7 and 17 (see annex II) for entry into force in 2027. On the new note adopted under 6.2.4.2 for standard EN ISO 11623:2023, the Joint Meeting recommended all contracting states/parties of RID/ADR to already start applying the note in 2025.

B. Removal of column (3) in the tables for the reference to standards in chapters 6.2 and 6.8

Document: ECE/TRANS/WP.15/AC.1/2024/30 (CEN)
Informal document: INF.6 (CEN)

20. The Joint Meeting noted the proposals by the Working Group on Standards in document ECE/TRANS/WP.15/AC.1/2024/30 and adopted the amendments proposed in paragraphs 6, 7, 8 and 9 (see annex II).

21. On the additional proposals in informal document INF.6 the Joint Meeting adopted the amendments proposed in proposals 1 and 2, as amended (see annex II).

C. Information on the work of the Working Group on Standards – EN ISO 10297:2024

Document: ECE/TRANS/WP.15/AC.1/2024/31 (CEN)

22. Referring to the errors in standard EN ISO 10297:2024 recently published and referenced in RID/ADR 2025, the representative of CEN requested that an interpretation be published at the UNECE and OTIF websites requiring the application of the correct edition of the standard, subject to the endorsement of WP.15 and the RID Committee of Experts' standing working group. The Joint Meeting endorsed that request.

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

1. Individuals who require mandatory training in Chapter 1.3

Informal document: INF.8 (Kingdom of the Netherlands)

23. The Joint Meeting welcomed the document and agreed on the need to clarify the provisions of chapters 1.3 and 1.4 of RID/ADR/ADN. Some delegates believed all persons involved in the carriage of dangerous goods need be trained irrespective of their employment status and others advised to be cautious about the impact on the responsibilities in particular in the case of sub-contracting of work or leasing of personnel.

24. The representative of the Kingdom of the Netherlands offered to come back at the next session with a new proposal taking into account the comments received and the current provisions in chapter 1.3 of the *Model Regulations*.

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

A. Pending issues

1. Marking of LPG cylinders – 6.2.3.9.4

Document: ECE/TRANS/WP.15/AC.1/2024/43 (Liquid Gas Europe)

25. Recalling the discussion at its previous session on this subject, the Joint Meeting noted several concerns on the proposal. Most delegates who took the floor requested more evidence and justification why the data on the mass of cylinders, the minimum wall thickness and the cylinders thread were no longer needed. Some delegates preferred to go forward with a more systematic approach instead of an exemption, while others stressed the need to carefully consider the additional gases proposed to be included into 6.2.3.9.4 to avoid gaps in the monitoring procedures.

26. The representative of Liquid Gas Europe invited all delegates to send by email their written comments. He volunteered to do some research on the background of the current provisions and to provide the Joint Meeting with additional information. It was agreed to resume consideration of this subject at the next session in March 2025.

2. Revised definition of liquefied petroleum gas

Document: ECE/TRANS/WP.15/AC.1/2024/44 (Liquid Gas Europe)

Informal documents: INF.27 and INF.27/Rev.1 (Liquid Gas Europe)

27. Recalling its previous discussion on this subject, the Joint Meeting acknowledged the decision of the Sub-Committee of Experts on the Transport of Dangerous Goods (TDG) at its June 2024 session to accept a special provision to allow LPG blends with not more than 12 % by mass of dimethyl ether (DME) to be assigned to UN Nos. 1075 and 1965. These adopted amendments would be reflected in the twenty-fourth revised edition of the *Model Regulations*, which are expected to be published mid of 2025.

28. Based on document ECE/TRANS/WP.15/AC.1/2024/44 and informal document INF.27, the Joint Meeting discussed the best way forward to implement this decision in the 2027 versions of RID, ADR and ADN.

29. Following the discussion, the Joint Meeting adopted the amendments proposed in informal document INF.27/Rev.1 (see annex II).

30. The Chair of the TDG Sub-Committee welcomed the decision of the Joint Meeting about the alignment of the definition of liquefied petroleum gas in RID/ADR/ADN with the decision taken by the TDG Sub-Committee on a new special provision in the forthcoming twenty-fourth edition of the *Model Regulations*.

3. Last mile delivery

Informal documents: INF.4 (COSTHA)
INF.12 (FEA)

31. The Joint Meeting noted the proposals in informal documents INF.4 and INF.12. Most delegates felt that the scopes of the proposals were too broad but acknowledged the need to address the issue outlined in informal document INF.4.

32. The representative of COSTHA offered to submit a revised proposal taking into account the feedback received during discussions in plenary and the lunchtime working group meeting.

4. Dangerous goods in machinery, apparatus or articles – used articles

Informal documents: INF.17 and INF.31 (Germany, Cefic)

33. The Joint Meeting noted support in principle of the options proposed in informal document INF.17. Most delegates who took the floor were of the opinion that further clarification work was needed for either option to avoid misuse of the new provisions. It was agreed to exclude from these derogations the substances or articles of classes 1 and 7, and consider additional provisions for prior cleaning and information in the transport document.

34. Delegates were invited to send by email their written comments to the representatives of Germany or Cefic, who offered to come back at the next session with an updated proposal.

5. Transport documents – new note to 5.4.0.2

Informal document: INF.21 (Germany, France)

35. The Joint Meeting welcomed the proposal to further clarify the new amendments to 5.4.0.1 and 5.4.0.2 in the 2025 versions of RID, ADR and ADN to reflect the need for a link between the description of the goods and the means of transport in the electronic transport document. It was agreed to urgently resolve this important issue and to take into account the initial intent.

36. The Joint Meeting invited France and Germany to submit an updated official document for consideration at the next session.

B. New proposals

1. Modification of the requirements for pressure receptacles authorised by the United States of America Department of Transportation with regard to their disposal in a state party to RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2024/28 (EIGA)

37. Some representatives supported in principle the amendments proposed in the document. Others believed the amendments were not needed and preferred to receive a more detailed justification. Some delegates felt that the time period after the date specified for the next periodic inspection should be limited. It was noted that the present provisions were drafted to ensure that, after the gases in pressure receptacles would be used, the empty pressure receptacles would be returned to the United States of America.

38. The Joint Meeting agreed to resume consideration of this subject at the next session in March 2025 based on a new document by EIGA.

2. Proposed amendments to RID/ADR 4.1.1.11 and 4.1.1.2 regarding empty, uncleaned packagings

Document: ECE/TRANS/WP.15/AC.1/2024/32 (FEAD)

Informal document: INF.25 (Ireland)

39. The Joint Meeting supported in principle the amendments proposed in document ECE/TRANS/WP.15/AC.1/2024/32 including those in informal document INF.25. Some

delegations recommended inserting further modifications to the new text and preferred to re-arrange the new provisions.

40. Following a lunchtime meeting, it was agreed to further refine the proposal. The Joint Meeting welcomed the offer by FEAD to organise an intersessional meeting of the working group and to submit jointly with Ireland an updated official document for the next session taking into account the feedback received.

3. Carriage of pressure receptacles that require to have their conformity assessment completed at a location different from the place of manufacture

Document: ECE/TRANS/WP.15/AC.1/2024/35 (ECMA)

41. Some delegates who took the floor underlined that the reference to standards listed in chapter 6.2 was too broad and that type 4 composite pressure receptacles were not defined in RID/ADR/ADN. Others felt that the proposed amendments needed further justification.

42. The Joint Meeting supported in principle the proposal and agreed to continue discussion at its next session on the basis of a new official document by ECMA.

4. Pressure receptacles that are constructed in accordance with standard EN 17339

Document: ECE/TRANS/WP.15/AC.1/2024/36 (ECMA)

Informal document: INF.28/Rev.1 (ECMA)

43. The Joint Meeting supported in principle the amendments proposed in document ECE/TRANS/WP.15/AC.1/2024/36. Following the discussion, the Joint Meeting adopted the amendments proposed in informal document INF.28/Rev.1 (see annex II).

5. Carriage of stationary pressure vessels that are constructed to a design code recognised by a national competent authority

Document: ECE/TRANS/WP.15/AC.1/2024/37 (ECMA)

Informal document: INF.13 (United Kingdom)

44. Most representatives were of the opinion that the scope proposed in both documents was too broad and should be limited to specific composite stationary vessels only. Others mentioned that for safety reasons besides the maximum pressure of 20 bar, a mention of 10 % of the vessel's working pressure should be added. It was recommended to remove UN No. 1002.

45. The representatives of the United Kingdom and ECMA invited all delegates to send their written comments by email. They volunteered to jointly prepare a new document for the next session taking into account the comments received.

6. National procedures for determining the inspection intervals for pressure receptacles which make use of composite materials in accordance with packaging instruction P 200 (9)

Document: ECE/TRANS/WP.15/AC.1/2024/41 (Germany)

46. The Joint Meeting welcomed the initiative by Germany to collect information from contracting states/parties of RID/ADR on their national procedures for the extension of inspection intervals of pressure receptacles made of composite materials. Delegates were invited to send their written replies on the three questions addressed in paragraph 6 of the document to the representative of Germany (georg.mair@bam.de), who offered to report back at the next Joint Meeting session on the outcome of the information received.

7. Proposed amendments to RID/ADR 5.4.1.1.3.2 regarding information on the quantity transported in the transport document

Document: ECE/TRANS/WP.15/AC.1/2024/42 (Ireland, FEAD)

47. Most delegates who took the floor raised concerns on the new paragraph (b) on the estimation of the quantity of waste (referring to 1.10.3.1.2) and preferred to keep the current

provisions referring to 2.1.3.5.3. Others requested more detailed justification for the proposed amendments and a clarification of the meaning of “sufficient information” on the degree of filling of tanks.

48. Following the discussion, the representative of FEAD volunteered to review the proposal considering the feedback received, to further discuss it in the intersessional meeting (see para. 40 above) and to come back with an improved document at the next session.

8. Editorial modifications to RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2024/46 (Secretariats)

49. The Joint Meeting adopted the proposed amendments to RID/ADR/ADN for entry into force on 1 January 2027 (see annex II). On the amendment to the new footnote for special provision 407, it was agreed to align the French text with the English text based on an official document for the next session. The Joint Meeting also endorsed the proposal by the secretariats to ensure a consistent use of abbreviations in RID/ADR/ADN 2027.

9. Consequential amendments to special provisions 310 and 388

Informal document: INF.16 (Secretariat of OTIF)

50. The document was withdrawn by the author.

10. EN 17339:2020 Transportable gas cylinders – Fully wrapped carbon composite cylinders and tubes for hydrogen

Informal document: INF.18 (ECMA)

51. The Joint Meeting noted the information provided by ECMA and agreed to resume consideration of this subject at its next session based on an official document.

11. Interpretation about the obligation of the consignor to appoint Dangerous Goods Safety Advisor for each mode of transport in the case of intermodal transport operations

Informal document: INF.19 (Cefic)

52. The Joint Meeting acknowledged the complexity of the issue raised and agreed on the need to clarify the provisions in RID/ADR/ADN on obligations and responsibilities to avoid differing interpretations. Most representatives were of the opinion that the different interpretation was resulting from the national jurisdiction for subcontracting transport operations in particular during intermodal transport.

53. The Joint Meeting agreed to resume consideration at its next session and to discuss whether new provisions on intermodal safety advisors were needed in the case of such intermodal carriage of dangerous goods. The representative of Cefic volunteered to prepare a new document taking into account the comments received.

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

A. Report on the seventh meeting of the informal working group on e-learning

Document: ECE/TRANS/WP.15/AC.1/2024/38 (Germany, IRU)

Informal document: INF.15/Rev.1 (Germany, IRU)

54. The Joint Meeting welcomed the outcome of the informal working group and noted general comments on the proposal in the annex of document ECE/TRANS/WP.15/AC.1/2024/38 as supplemented by informal document INF.15/Rev.1. It endorsed the text in square brackets, subject to the final decision of the ADN Safety Committee and underlined that this text was not needed for the ADR training. On the time

period of nine month in 8.2.2.5, the Joint Meeting preferred a harmonized solution for all kinds of training. It was requested to adjust the French and German versions of the annexes.

55. The Joint Meeting requested the secretariat to submit an updated document to the forthcoming session of WP.15 and the ADN Safety Committee for their appropriate actions.

B. Report of the informal working group on references to the competent authority

Informal document: INF.11 (Switzerland)

56. The Joint Meeting welcomed the report on the recent meetings of the informal working group. It noted that the next meeting was scheduled to be held remotely on 24 September 2024 with the attendance of ADN experts. It also noted that the most important documents of the informal working group were available at the Wiki website of UNECE.¹

C. Report from the informal working group on the reduction of the risk of a BLEVE

Informal document: INF.14 (United Kingdom on behalf of the IWG)

57. The Joint Meeting noted the progress of work made by the informal working group. It welcomed the group's conclusions and follow-up at the next sessions of the WP.29 Working Party on General Safety Provisions (GRSG) and WP.15 based on document ECE/TRANS/WP.15/2024/17.

IX. Accidents and risk management (agenda item 7)

Improvement of the report on occurrences relating to the carriage of dangerous goods

Informal document: INF.23 (France)

58. The Joint Meeting welcomed the initiative by France to resume the work of the informal working group. Most delegates didn't see the accident report as a tool for collecting data for risk analyses. However, most delegates underlined the importance of a harmonized and uniform reporting model for rail transport accidents and their risk management in line with the Common Safety Methods on Assessment of Safety Level and Safety Performance (CSM ASLP). It was discussed whether there was a need to maintain the accident reporting for all transport modes harmonized.

59. The Joint Meeting welcomed the offer by France to organise a further meeting of the informal working group and to review in a first step its terms of reference taking into account the needs of the different modes of transport and to come back to the next session with the conclusions. For organizing future work, France requested written comments on informal document INF.19 from the Spring 2024 session.

X. United Nations 2030 Agenda for Sustainable Development (agenda item 8)

Informal document: INF.29 (UNECE secretariat)

60. The Joint Meeting was informed that the eighty-sixth session of the Inland Transport Committee (ITC) was held in Geneva from 20-23 February 2024 (see report

¹ See : <https://wiki.unece.org/pages/viewpage.action?pageId=248578068>.

ECE/TRANS/344). It noted the outcome of the ITC on the implementation of the Inland Transport Committee's revised Terms of Reference and its Strategy until 2030.

61. The Joint Meeting welcomed the adoption by ITC of its Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (ITC Decarbonization Strategy), as reflected in ECE/TRANS/344, Annex I, and endorsed the ITC request to align its programme of work accordingly (ECE/TRANS/344, para. 15). The adoption of the Strategy marked a milestone in the efforts of decarbonizing transport, as now all three pillars of transport globally (air, inland and maritime transport) can be addressed within the United Nations framework, with an aspirational vision and a clear path forward. The ITC Decarbonization Strategy complements the 2023 International Maritime Organization (IMO) Strategy on Reduction of GHG emissions from ships and the setting in 2022 of a long-term aspirational goal of net zero carbon emissions from aviation by 2050 by the International Civil Aviation Organization (ICAO). The Joint Meeting has already contributed to the milestones under actions 1, 6, 18, 26 and 31 of the initial ITC Climate Action Plan in document ECE/TRANS/344, Annex I.

XI. Election of officers for 2025 (agenda item 9)

62. Ms. S. Garcia Wolfrum (Spain) and Mr. S. Mahesh (Kingdom of the Netherlands) were re-elected as Chair and Vice-Chair respectively for 2025. The Chair announced that due to other commitments she would most probably no longer be available as chairperson for 2026.

XII. Future work (agenda item 10)

63. The Joint Meeting was informed that the next session would be held in Bern from 24 to 28 March 2025 and the deadline for submission of documents was 20 December 2024.

64. 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 in Geneva from 15 and 16 April 2025.

XIII. Any other business (agenda item 11)

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

XIV. Adoption of the report (agenda item 12)

66. The Joint Meeting adopted the report on its autumn 2024 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.1/174/Add.1)

Annex II

[Original: English and French]

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2027 (Adopted texts)

Chapter 1.2

- 1.2.1 In the definition for “*Liquefied Petroleum Gas (LPG)*”, at the end, replace the semicolon by a period and add “LPG assigned to UN Nos. 1075 or 1965 may also include not more than 12 % dimethyl ether by mass;”.

(Reference document: informal document INF.27/Rev.1)

Chapter 1.4

- 1.4.3.3 The amendment does not apply to the English version.

(Reference document: ECE/TRANS/WP.15/AC.1/2024/46, proposal 3)

Chapter 1.6

- 1.6.6.3 The amendment does not apply to the English version.

(Reference document: ECE/TRANS/WP.15/AC.1/2024/46, proposal 4)

Chapter 1.8

- 1.8.7.2.2.2 In the first paragraph, third sentence, replace “column (5)” by “column (4)”.
In the note after this paragraph, replace “column (5)” by “column (4)”.

(Reference document: informal document INF.6)

(ADR/ADN:)

- 1.8.8.1.4 Replace “1.8.7.7.1 (d)” by “1.8.7.7.1 (b) (ii)”.

(Reference document: ECE/TRANS/WP.15/AC.1/2024/46, proposal 1)

Chapter 3.1

- 3.1.2.8.1.3 The amendment does not apply to the English version.

(Reference document: ECE/TRANS/WP.15/AC.1/2024/46, proposal 5)

- 3.1.2.8.1.4 The amendment does not apply to the English version.

(Reference document: ECE/TRANS/WP.15/AC.1/2024/46, proposal 5)

Chapter 3.2, Table A

For UN 1066, in column (6), add “679”.

(Reference document: informal document INF.28/Rev.1)

Chapter 3.3

SP 357 The amendment does not apply to the English version.

(Reference document: ECE/TRANS/WP.15/AC.1/2024/46, proposal 6)

Add the following new special provision:

“679 Pressure receptacles approved in conformity with EN 17339 intended for the carriage of UN 1049, HYDROGEN, COMPRESSED may be carried filled with UN 1066 NITROGEN, COMPRESSED for the purpose of assembly, periodic inspection, maintenance or disposal with an internal pressure that supports the pressure receptacle liner. The pressure shall be not more than the lower value of either 10 % of the working pressure or 20 bar.

Battery-wagons/battery-vehicles and MEGCs intended for the carriage of UN 1049 HYDROGEN, COMPRESSED containing pressure receptacles approved in conformity with EN 17339 may be transported with UN 1066 NITROGEN, COMPRESSED for the purpose of first filling, periodic inspection, maintenance or disposal with an internal pressure that supports the liner of the pressure receptacles. The pressure shall be not more than the lower value of either 10 % of the working pressure or 20 bar.

The transport document shall include the following statement: "Carriage in accordance with special provision 679".

All other requirements of RID/ADR shall be met.”

(Reference document: informal document INF.28/Rev.1, as amended)

Chapter 4.1

(RID/ADR:)

4.1.1.21.6 In the table, place footnotes * and ** directly below the table, on those pages on which they appear and renumber them sequentially, as ^a and ^b.

(Reference document: ECE/TRANS/WP.15/AC.1/2024/46, proposal 2)

Chapter 6.2

6.2.3.5.1 In note 3, first sentence, replace “EN ISO 18119:2018 + A1:2021” by “EN ISO 18119:2018 + A1:2021 + A2:2024”.

(Reference document: informal document INF.5)

6.2.4.1 In the second paragraph, second sentence, replace “column (4)” by “column (3)”. Delete the third paragraph. In the new third paragraph (current fourth), replace “Column (5)” by “Column (4)”.

In the table, delete column (3) and renumber columns (4) and (5) as (3) and (4).

(Reference document: ECE/TRANS/WP.15/AC.1/2024/30)

6.2.4.2 In the table, in the row for EN ISO 18119:2018 + A1:2021, in column (3), replace “Mandatorily from 1 January 2025” by “Until 31 December 2028”. Add a new row beneath this row as follows:

EN ISO 18119:2018 + A1:2021 + A2:2024	Gas cylinders – Seamless steel and seamless aluminium-alloy gas cylinders and tubes – Periodic inspection and testing	Mandatorily from 1 January 2029
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In the table, in the row for EN ISO 11623:2023, in column (2), add the following new note: “**NOTE:** The pressure test shall not be replaced by a non-

destructive examination (NDE) technique, though such techniques can be used for monitoring purposes.”.

(Reference document: informal document INF.5)

Chapter 6.8

(RID/ADR:)

- 6.8.2.3.3 In the second paragraph, first sentence, replace the “or” by a comma and at the end of the sentence, add “or allow alternative service equipment with an equivalent technical specification”.

(Reference document: informal document INF.30, as amended)

- 6.8.2.6.1 In the second paragraph, second sentence, replace “column (4)” by “column (3)”. Delete the third paragraph. In the new third paragraph (current fourth), replace “Column (5)” by “Column (4)”.

(ADR:) In the table, under “**For design and construction of tanks**”, in column (2), add the following new notes (renumbering existing notes as needed):

- For “EN 12493:2001 (except Annex C)”, “**NOTE 2: This standard does not comply with 6.8.2.1.17 or the leakproofness test of 6.8.2.4.1.**”;
- For “EN 12493:2008 (except Annex C)” and “EN 12493:2008 +A1:2012 (except Annex C)”, “**NOTE 2: This standard does not comply with 6.8.2.1.17.**”;
- For “EN 13530-2:2002”, “**NOTE: This standard does not comply with 6.8.2.1.17.**”;
- For “EN 13530-2:2002 + A1:2004”, “**NOTE 2: This standard does not comply with 6.8.2.1.17.**”;
- For “EN 14398-2:2003 (except Table 1)” and “EN 14398-2:2003 +A2:2008”, “**NOTE 2: This standard does not comply with 6.8.2.1.17, 6.8.2.1.19 or 6.8.2.1.20.**”;

(ADR:) In the table, under “**For equipment**”, in column (2), add the following new notes (renumbering the existing note):

- For “EN 12252:2000” and “EN 12252:2005 +A1:2008”, “**NOTE 2: This standard does not comply with 6.8.3.2.3.**”;

In the table, delete column (3) and renumber columns (4) and (5) as (3) and (4).

(Reference document: ECE/TRANS/WP.15/AC.1/2024/30 and informal document INF.6, as amended)

- 6.8.2.6.2 In the second paragraph, replace “column (4)” by “column (3)”. Delete the third paragraph.

(ADR:) In the table, for “EN 14334:2014”, in column (2), add the following new note: “**NOTE: This standard does not comply with 6.8.2.4.1.**”.

In the table, delete column (3) and renumber column (4) as (3).

(Reference document: ECE/TRANS/WP.15/AC.1/2024/30 and informal document INF.6, as amended)

- 6.8.3.2.9.2 In (b), replace “equal to 1.1” by “less than or equal to 1.15”.

(Reference document: informal document INF.30)

- 6.8.3.6 In the second paragraph after the note, second sentence, replace “column (4)” by “column (3)”. Delete the third paragraph after the note. In the new third

paragraph after the note (current fourth), replace “Column (5)” by “Column (4)”.

In the table, delete column (3) and renumber columns (4) and (5) as (3) and (4).

(Reference document: ECE/TRANS/WP.15/AC.1/2024/30)
