



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.15/AC.1/78
1 December 1999

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of
Dangerous Goods

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

REPORT OF THE SESSION*

held in Geneva from 14 to 24 September 1999

* Distributed by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/1999-B.

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REPORT

ATTENDANCE

1. The Joint Meeting of the RID Safety Committee and the Working Party on the Transport of Dangerous Goods of the Economic Commission for Europe held a session in Geneva from 13 to 24 September 1999, with Mr. A. Johansen (Norway) as Chairman and Mr. H. Rein (Germany) as Vice-Chairman. Representatives of the following countries took part in the work of the session: Algeria; Austria; Belgium; Bulgaria; Czech Republic; Denmark; Finland; France; Germany; Hungary; Ireland; Italy; Liechtenstein; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; United Kingdom. The European Commission also took part. The following non-governmental international organizations were represented: International Rail Transport Committee (CIT); International Union of Railways (UIC); International Road Transport Union (IRU); International Federation of Freight Forwarders Association (FIATA); International Chamber of Commerce (ICC); Union of Private Wagons (UIP); European Council of Chemical Manufacturers' Federations (CEFIC); European Committee for Standardization (CEN); European Liquefied Petroleum Gas Association (AEGPL); European Industrial Gases Association (EIGA); European Plastics Converters (EuPC); European Secretariat of Manufacturers of Light Metal Packagings (SEFEL); International Council of Intermediate Bulk Containers Associations (ICIBCA).

OPENING OF THE SESSION

2. The Director of the Transport Division, Mr. J. Capel Ferrer, welcomed the participants. He drew attention to the major progress in 1999 on the work of restructuring RID and ADR and urged the Joint Meeting to take the necessary policy decisions for the final texts to be prepared by the secretariat after the session, if necessary with the help of drafting groups, so that they could be submitted to the WP.15 Working Party and the RID Committee of Experts for final adoption in accordance with the calendar and the objectives established. He noted that the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) were also working on the restructuring of their respective legal instruments (IMDG Code and ICAO Technical Instructions) and appeared to be well on the way to achieving the objective of the entry into force of the restructured texts on 1 January 2001. He considered that the Joint Meeting, which had begun the work of restructuring well before these organizations, also had an obligation to meet the established targets; otherwise it would become necessary fundamentally to question its functioning and its methods of work. Finally, he noted that the secretariat would not publish a new consolidated version of ADR on the basis of the present structure and that any delay in the work of restructuring would lead to de facto delays in the entry into force of amendments deemed to be necessary, such as, for example, the new provisions concerning radioactive materials recommended by the International Atomic Energy Agency (IAEA).

3. Several delegations shared the Director's opinion. Others drew attention to the importance of the detailed checking of the texts which in some cases were submitted to the Joint Meeting for a first reading and were only distributed at a very late date, and doubted that the Joint Meeting would be able to ensure their final adoption.

4. The representative of the Czech Republic drew attention to the difficulties confronting any Government which did not use the working languages of the Joint Meeting in respect of translation into its national language. Translation could only begin once the final texts were available. He therefore hoped that they would be published as rapidly as possible, but that the date of entry into force would be postponed until 1 January 2003 so that they could be correctly translated.

5. The Joint Meeting agreed to come back to the question of the drafting of the final texts and their entry into force at the end of the session and recalled that decisions relating to dates of entry into force and transitional periods were the separate provinces of the WP.15 Working Party and the RID Committee of Experts.

ADOPTION OF THE AGENDA

Documents: TRANS/WP.15/AC.1/77 and Corr.1 (Circular letter A 81-02/502.99 of the Central Office for International Carriage by Rail (OCTI))
Informal documents: INF.1 and INF.2

6. The Joint Meeting adopted the agenda as amended by informal documents INF.1 and INF.2.

RESTRUCTURING OF RID/ADR

PART 1

7. The Joint Meeting considered Part 1 on the basis of document TRANS/WP.15/AC.1/1999/3/Rev.1.

Document: TRANS/WP.15/AC.1/1999/20 (Netherlands)
(Exemptions relating to the nature of the transport operation)

8. The proposal by the Netherlands was supported by Norway and Denmark. Other delegations considered that this proposal did not concern the restructuring and could lead to lengthy discussions which would not be appropriate during the current session.

9. The representative of the Netherlands requested that his proposal should be considered at a subsequent session and invited delegations with comments to send them to him in writing.

Document: TRANS/WP.15/AC.1/1999/25 (Belgium)
(Paragraph 1.2.1, definition of "liquid")

10. The proposal by Belgium was adopted with some drafting corrections. Paragraph (b) of the basic text was deleted and the definition of "liquid state" inserted in the definition of "liquid" in the form of a Note (see annex 1).

Documents: TRANS/WP.15/AC.1/1999/26 (Belgium) and TRANS/WP.15/AC.1/1999/27 (ECE secretariat)

11. These two documents were considered together since they both dealt with the definitions of the different substances, which also were to be found in Part 2. The consolidated text of Part 1 took account of the amendments proposed in the secretariat document. In its document, however, the secretariat proposed that these definitions should be deleted from Part 1. The Joint Meeting sided with this proposal (see annex 1 to the report). The proposal by Belgium thus became redundant.

12. The Joint Meeting also decided to delete the new definition of “substances” comprising mixtures and solutions such as preparations and wastes which would have permitted the deletion of the references to substances and/or solutions in all the other definitions. Account was taken of the fact that mixtures and solutions did not necessarily lead to the same classification as for the substance itself and also that the matter had already been settled in Part 2.

Document: TRANS/WP.15/AC.1/1999/29 (United Kingdom)

13. The representative of the United Kingdom proposed that paragraph 1.4.2.3.3, concerning the rectification of an infringement by the consignee, should be deleted, in view of the difficulties that might be encountered in the process and the lack of clarity as to how it was to be done. This proposal gave rise to a lengthy discussion and revealed differences of interpretation of this provision. It was noted that when the consignee returned a piece of transport equipment he became a consignor with the incumbent obligations. The difficulties of application when there were several consignees, particularly in road transport, were also pointed out.

14. The Secretary of the Transport Division invited the Contracting Parties to ADR to have their competent legal services look over these texts, since the legal framework of ADR could make some of these provisions incompatible, particularly those relating to post-carriage operations.

15. The proposal was put to the vote but was not adopted and the representative of the United Kingdom withdrew his proposal.

Document: TRANS/WP.15/AC.1/1999/30 (United Kingdom)

16. This proposal was intended to settle some minor problems and remove certain ambiguities concerning the exemptions of subsection 1.1.3.1 (formerly marginal 17/10 001).

17. Proposal (A) to add “transport unit” to “wagon” would be considered once a decision had been taken on where marginal 10 011 should appear (Annex A or B).

18. Proposal (B) gave rise to an argument over the extension to transport categories 1 and 2 of substances which for the time had not been assigned to Packing Group (a) (I) in RID/ADR and were the subject of special packing requirements. Under this heading they could be assigned to category 0. The opinion was that it would be timely to consider this matter from a chemical point of view in the context of the packing instructions. The representative of the

United Kingdom finally withdrew his document. The Secretary of the Transport Division recalled in this context that the Joint Meeting of March 1997 had decided that substances without a packing group would be assigned to Packing Group I in accordance with the United Nations Recommendations.

Document: TRANS/WP.15/AC.1/1999/34 (Austria)

19. The Joint Meeting did not adopt this proposal to supplement the definition of “container” in the case of these new horizontal trans-shipment containers (ACTS conveyor system), since it considered that the current definitions were adequate and that these containers did not explicitly appear elsewhere in the regulations in terms of their use.

Document: INF.19 (FIATA/IRU)

20. The representative of FIATA submitted a document concerning the deletion of the second sentence of the definition of “consignor” in 1.2.1, since this was not a provision that existed in the domestic legislation of Sweden and Norway, a fact that had not caused any problems in 15 years. To keep it would create serious complications depending on the interpretation given to it. The Joint Meeting did not accept this proposal.

21. He withdrew the second proposal concerning the deletion of paragraph 1.4.2.2.1, subparagraph 1 and the amendment of subparagraph 2 after consulting other experts.

Informal document: INF.21 (UIP)
(Transitional measures for tanks)

22. The Joint Meeting adopted the transitional measures proposed by UIP in principle, on the understanding that agreement would be reached on expiry dates according to the actual date of entry into force of the restructured RID/ADR (five years for tank-containers, six years for tank-vehicles and eight years for tank-wagons).

Document: TRANS/WP.15/AC.1/1999/3/Rev.1

23. The Joint Meeting considered all the texts in square brackets in this core document. The amendments adopted can be found in annex.1.

24. Paragraph 1.1.4.1.4 was deleted since it applied only to Class 6.2 and duplicated paragraph 1.1.4.1.1 which applied generally. Several delegations considered that paragraph 1.1.4.1.1 should also be deleted from ADR since it was merely a repetition of article 4, paragraph 1 of the Agreement itself.

25. The Joint Meeting discussed at length section 1.1.4.3 on the use of tank-containers approved for maritime transport.

26. Since the general consensus was that tank-containers, which were used and permitted in maritime transport, should be authorized for use as a matter of principle, the ECE secretariat proposed that the entire section should be replaced by a single paragraph stipulating that

tank-containers which did not fully meet the requirements of RID/ADR but were approved in accordance with the IMDG Code as portable tanks could be used in accordance with the conditions laid down by the Code.

27. Some delegations feared that this formulation would allow these portable tanks to be used in carriage by land where this neither preceded nor was followed by a maritime transport operation. Other delegations pointed out that such operations had been accepted for several years.

28. The proposal was put to the vote but was not adopted.

29. The Joint Meeting, at the suggestion of the Netherlands, decided to keep in paragraph 1.1.4.3.1 a text concerning only tank-containers which did not fully meet the requirements of Chapter 6.8 of RID/ADR, and were approved as portable tanks in accordance with the future transitional measures of the IMDG Code (i.e. those constructed in accordance with the present or earlier provisions of the IMDG Code), provided that they complied with the conditions for use prescribed by the IMDG Code.

30. Several delegations proposed that paragraph 1.1.4.3.2 concerning other portable tanks approved in accordance with the United Nations Model Regulations or the IMDG Code should be deleted because theoretically these portable tanks would all be portable tanks of the United Nations Model Regulations and the instructions (T) concerning their use would be reflected in Chapter 3.2. The proposal was put to the vote and adopted.

31. With reference to the definition of structural equipment, the Joint Meeting did not agree that it should be brought into line with the United Nations Recommendations; it therefore kept the present text, to the effect that the members in question could also be internal to the shell, such as internal rings to protect against external pressures. It also took account of the provisions of ADR (demountable tanks and stabilizing elements for tank-vehicles).

32. The square brackets in the provisions concerning the safety adviser were kept, pending the official publication of Directive 99/XX/EC.

33. In the context of the safety adviser it was recalled that the Joint Meeting of May 1999 had decided to make provision for transitional measures (see document TRANS/WP.15/AC.1/76, para. 26). It had decided to come back to the question once a decision had been taken on the entry into force of the restructured RID/ADR and with reference to the general transitional measure of 1.6.1.1 which should be reformulated.

CLASS 7

Document: TRANS/WP.15/AC.1/1999/36 (United Kingdom)

Informal documents: INF.4 (France)
INF.9 (France)
INF.26 (Report of the working group)

34. A working group chaired by Mrs. C. Fasten (Germany) met on 13 and 14 September and submitted its conclusions to the Joint Meeting (INF.26) along with questions requiring a decision by the Joint Meeting.

35. The Joint Meeting decided that paragraphs 16, 17 and 19 of the United Nations Recommendations would not appear in RID and ADR in view of their general nature as recommendations.

36. Paragraph 1.1.1.6 was deleted since prohibitions on the carriage of dangerous goods by post were the responsibility of the Universal Postal Union Convention.

37. It was decided to keep the definitions of quality assurance and compliance assurance as they stood. With reference to the definition of competent authority, the definition contained in document TRANS/WP.15/AC.1/1999/3/Rev.1 was preferred.

38. The Joint Meeting noted that the proposal by France concerning transitional measures (INF.9) would be discussed by IAEA. While awaiting a possible decision by IAEA on this matter, the Joint Meeting decided to keep to the current text of the IAEA Regulations and the United Nations Model Regulations.

39. The proposal by Switzerland to add a paragraph (e) to 5.1.5.2.4 to the effect that a consignee receiving consignments which did not conform to the requirements of RID/ADR must notify the competent authorities, once again raised the question of whether requirements which did not constitute conditions of carriage could be included in the Annexes to ADR since they only became applicable once the transport operation had been performed. This paragraph did not, in fact, appear in the IAEA Regulations. The proposal was put to the vote but was not adopted.

40. The Joint Meeting adopted the proposed amendments to present marginal 2710 (2) concerning deadlines for notification (para. 5.1.5.2.4 (b)), and in principle the inclusion of a table summarizing the various notifications and approvals required.

41. With reference to the labelling of vehicles, containers, etc., it was the general opinion that the current provisions should remain in substance and the secretariat was requested to present the texts of Chapter 5.3 in a user-friendly form.

42. The Joint Meeting adopted the proposed text concerning provisions for the segregation of packages from persons, workers, photographic film and other dangerous goods, since these provisions were to be found in the current RID/ADR and decided that they should be brought

into line with IAEA's new provisions. The Working Party was, however, requested to find a better expression for "members of the public" which was not easy to interpret. The representative of France pointed out that railwaymen belonged to this category.

43. The Joint Meeting agreed that a table correlating the provisions of RID/ADR and those of the IAEA Model Regulations should be included as an appendix or supplement to the publication.

44. The representative of Belgium considered that section 1.7.1 could be deleted, since it only contained explanations but not requirements. Other delegations expressed the wish to keep these general provisions which they regarded as necessary for understanding requirements relating to Class 7. The Joint Meeting decided to keep this section.

45. The representative of France said that schedules similar to those of the present marginals 704 (RID) and 2704 (ADR) would be proposed to the WP.15 Working Party and the RID Committee of Experts.

46. The Joint Meeting decided that the definition of containers in 2.7.2 should be deleted since it already appeared in Part 1, and that only the definitions of large container and small container would be kept since they differed from those of Part 1 (see annex 2). The word "freight" preceding "container" should be deleted throughout the text since it was not used for the other classes.

47. The Joint Meeting noted that the term "carriage" would have been more appropriate than "shipment" in the English version, but preferred to keep the texts as they appeared in document TRANS/WP.15/AC.1/1999/36 since they were in line with the IAEA Regulations. Since this term was only used in Class 7, the definition remained in Part 2. However, since the definition corresponded to that of "carriage" in Part 1, it would be useful to study the matter at a later date in cooperation with IAEA. The French and German versions should be brought into line with the English version (in French, "shipment" should be translated as "expédition" and "consignment" as "envoi").

48. The definition of "tank" was deleted since a definition, which should be applicable to Class 7, already appeared in Part 1.

49. It was confirmed that paragraph 4.1.9.1.5, as presented in document TRANS/WP.15/AC.1/1999/36, was applicable to all radioactive material with a subsidiary risk. The requirements of Chapters 4.1, 4.2 and 4.3 to be applied in the case of subsidiary risks were those which would apply to the entry in the table in Chapter 3.2 which would be selected if the material had no radioactive properties.

50. Paragraph 5.4.1.1.7.1 was amended so that the UN number would appear first in the transport document.

PART 2

51. The Joint Meeting regretted that the consolidated text of Part 2 was not yet available. It was recalled that the Joint Meeting had already adopted the texts and that meanwhile the mistakes in the decision trees had been corrected by the Working Group on the Restructuring of RID in Brussels on the basis of an informal document submitted by the Netherlands. The consolidated text to be prepared by the secretariat would be available at a later date and would take the eleventh revision of the United Nations Recommendations into account.

Documents: TRANS/WP.15/AC.1/1999/42 and -/Add.1 (Netherlands)

52. In its documents the Netherlands proposed a new draft of the classification codes with a view to giving them a meaning that could be decoded and thus make the best possible use of the information, since in the system as it currently existed the same letter did not mean the same thing from one class to another. The Joint Meeting was reminded that these codes would replace the item numbers in the lists of substances and that the principle had been adopted by the Joint Meeting in March 1997. The codes also had their justification in the ranking of tanks and in the rationalized approach. The proposal was adopted by the Joint Meeting; the eleventh revision of the United Nations Recommendations should also be taken into account.

PART 3

Chapter 3.3

Documents: TRANS/WP.15/AC.1/1999/7 (Secretariat) and INF.10 (Belgium)

53. In document INF.10 the representative of Belgium proposed in point 1 to transfer from Chapter 3.3 to Chapter 4.1 certain special provisions concerning packaging. The ad hoc working group on packing instructions had already decided to transfer special provisions 265 and 638. Special provisions 568 to 577, 581 and 582 had already been included in document TRANS/WP.15/AC.1/1999/36.

54. The Joint Meeting deleted the other special provisions of point 1 from Chapter 3.3, with the exception of 247, as follows:

- 26: included in P7 for the packaging and in table 3A for tanks;
- 578 to 580: transferred to P620 with a text to be revised;
- 639: included in 7.2.4 (V4), document TRANS/WP.15/AC.1/1999/35;
- 640: transferred to PP01.

55. As regards special provision 640, the representative of UIC referred to his document INF.8 which included all the special provisions concerning particulars to be entered in the transport document, identified by the code LV, referred to in a specific column of his proposed table for chapter 3.2 (INF.12).

56. The representative of the Netherlands said that in most cases these particulars were not of great interest from a safety point of view and only constituted an unnecessary addition to the documentation. He hoped that requirements of the type appearing in the last sentence of special provision 640 could be eliminated.
57. The Joint Meeting shared the opinion of the Netherlands and, apart from exceptional instances which could be taken into account in the special provisions column, the LV list of provisions and an "LV" column would not be necessary.
58. The representative of Belgium was invited as a first step to submit the proposal contained in paragraph 2 of document INF.10 concerning special provisions 38, 59, 62 and 65 on the one hand and 48, 60 and 266 on the other to the United Nations Committee of Experts.
59. The proposal contained in paragraph 3 (INF.10) was not adopted.
60. The proposal contained in paragraph 4 (INF.10) was adopted for special provisions 63, 119, 223, 225, 228, and 280.
61. In paragraph 5 (INF.10) it was decided to delete special provisions 587 and 627.
62. In paragraph 6, the Joint Meeting decided to keep to the text submitted by the secretariat in document TRANS/WP.15/AC.1/1999/7, Part 1. In view of the discussion, the ECE secretariat withdrew its proposals in paragraphs 5 and 6 and in Part 3 of the document.
63. The other detailed proposals contained in informal document INF.10 were considered by a working group; the amendments adopted to document TRANS/WP.15/AC.1/1999/7 are reproduced in annex 4.
64. The Joint Meeting agreed that special provision 583 should be transferred to Part 1 (1.1.3.2 (b)).
65. The Joint Meeting also agreed that the special provisions with the same number as in the United Nations Model Regulations should be identical in substance to those of the Model Regulations. Those that were not should have a different number. It was therefore decided not to include special provision 66 since mercuric chloride was classified in Class 9 as No. 3077, and to add a special provision exempting cinnabar and another exempting barium stearate and barium titanate.
66. The representative of the Netherlands asked whether all substances identified as polluting the aquatic environment and listed in 2.9.2.4 of Part 2 would appear in the alphabetical index. A lengthy discussion ensued on the contents of the index, particularly as to whether all substances quoted for one reason or another in the various parts should also be included, such as organic peroxides, etc.
67. A member of the ECE secretariat said that at the present time the alphabetical index was not officially part of ADR since it was difficult to ensure definite agreement between the list of substances and the index and there were therefore risks of divergences of interpretation if

mistakes occurred. He suggested that if the index was to be an official part of the ADR Agreement, it should be as simple as possible, i.e. limited to the names appearing in the table in Chapter 3.2. The Joint Meeting agreed to this.

68. After the small ad hoc working group had met, the Joint Meeting looked at the results obtained and continued its consideration of the paragraphs of INF.10 which the ad hoc working group had not discussed and the verbal comments by other delegations. Some special provisions were deleted, either because the requirements they contained appeared at other points in the restructured RID/ADR or because they were incompatible with RID/ADR or were in conflict with it. Numerous special provisions were amended, sometimes for the same reasons as were mentioned above, or to bring them into line with the present RID/ADR. All amendments and deletions can be found in annex 4 to the report.

69. The special provisions on labels would be discussed in the context of the consideration of Part 5.

70. For special provision 162, it was agreed that a subsidiary risk label for a flammable liquid would be required, although according to the principles of classification such mixtures (UN No. 1649) could be classified in Class 3 if their flash point was less than 23°C. The flash point limit was set at 61°C as in the IMDG Code; it would be necessary to submit this problem to the United Nations Sub-Committee.

71. No solution could be found for special provision 15 concerning packing instruction P406.

72. It was decided to delete special provision 585 concerning exemptions for fuel contained in the tanks of vehicles and to include these exemptions in Part 1.

73. Since special provision 109 had just been deleted by the United Nations Sub-Committee of Experts and the subject of this provision had been fully covered by Part 2, the Joint Meeting decided to delete this special provision.

Chapter 3.1

Document: TRANS/WP.15/AC.1/1999/21

74. The Joint Meeting did not accept the proposal by Belgium to transfer to the beginning of Part 5 subsection 3.1.2.6 (Generic or “not otherwise specified” (n.o.s.) names) which in the opinion of the representative of Belgium had nothing to do with the proper shipping name but rather concerned marking and documentation. The ECE secretariat drew attention to subsection 3.1.2.3 (see also para. 107).

75. The representative of Belgium considered that the provision of 3.1.2.6.1.2 was contrary to RID/ADR. The text would be considered by the ad hoc working group.

PART 4

Chapter 4.1

Document: TRANS/WP.15/AC.1/1999/37 (United Kingdom)

Informal documents: INF.6 (UIC)
INF.15 (United Kingdom)
INF.16 (SEFEL)
INF.17 (SEFEL)
INF.18 (SEFEL)
INF.20 (Germany)
INF.24 (France)
INF.25 (Working Group)

76. The document by the United Kingdom, prepared on the basis of discussions at the previous session (see TRANS/WP.15/AC.1/76-OCTI/RID/GT-III/1999-A, paras. 37 to 75), received preliminary consideration by a working group which met between plenary sessions from 14 to 20 September, and whose report (INF.25) was considered point by point by the Joint Meeting.

77. In paragraph 1 of the report INF.25 the Joint Meeting noted that the notion of packing group did not apply in the case of self-reactive substances of Class 4.1 and organic peroxides and that the packing group should not therefore be included in the table of Chapter 3.2 for these substances. It was, however, correct to mention in Chapter 4.1 that packagings for such substances should meet the packing requirements for substances of Packing Group II.

78. In paragraph 22 (a), the Joint Meeting adopted the version of paragraph 4.1.1.8 intended for the IMDG Code (see annex 5). The United Nations Sub-Committee of Experts should be informed.

79. In paragraph 22 (b), the equivalent of paragraph 6.1.4.8.2 of the United Nations Model Regulations should be restored in Chapters 6.1 and 6.6 (see annex 5).

80. In paragraph 22 (c), it was decided to create a specific packing instruction for light metal packagings.

81. The representative of UIC noted that the provisions concerning empty packagings in general were to be found in Chapter 4.1 for packagings and IBCs, Chapter 4.3 for RID/ADR tanks (under "Use"), but in Chapter 6.7 for United Nations tanks. The Joint Meeting agreed to coordinate their location once all the texts had been considered.

Informal document: INF.34

82. The Joint Meeting adopted the conclusions of the working group as set out in this document.

83. In paragraph (i) the Joint Meeting decided to permit bottom openings for the instruction IBC 02 provided that they were fitted with two closures in series, since this was in keeping with the present requirements of RID/ADR (marginal 1621/3621(8)).

84. The Joint Meeting also agreed to the proposal of a specific instruction in RID/ADR P801 a for used batteries (UN Nos. 2794, 2795, 2800 and 3028). Instruction P003 was retained for new batteries classified under UN No. 2800.

85. The Joint Meeting also adopted proposals 1, 2 and 3 of document INF.24 submitted by France concerning instructions P601, P401 and P402 with an amendment to periodicity of testing for inner packagings in instruction P601 (five years instead of three years). The proposal was also submitted to the United Nations Sub-Committee of Experts for consideration at the December 1999 session.

86. The ECE secretariat drew attention to the problems of confusion which were likely to arise for industry if the same packing instruction number referred to different packagings depending on the transport modes. It was agreed that packing instructions which were different from those of the United Nations Model Regulations should be identified.

Chapter 4.3

Document: TRANS/WP.15/AC.1/1999/4/Rev.1

Informal document: INF.3

87. The Joint Meeting approved the decisions of the Brussels Working Group contained in INF.3, paragraphs 4 to 10. Paragraph 7 was challenged by the representative of Germany who stated that hermetically closed tanks with a test pressure of less than 4 bar were not permitted in the present RID/ADR. In his opinion, it would be necessary to amend the RID/ADR requirement in order to conform to this decision or resolve the problem raised by Switzerland by means of transitional measures. The representative of the Netherlands reminded the Meeting that the substances in question represented a very low level of danger. The Joint Meeting confirmed the Brussels decision.

PART 5

Documents: TRANS/WP.15/AC.1/1999/10 (Secretariat)
TRANS/WP.15/AC.1/1999/13 (Secretariat)
TRANS/WP.15/AC.1/1999/21 (Secretariat)
TRANS/WP.15/AC.1/1999/33 (Austria)
INF.8 (UIC)
INF.27 (CEFIC)

Chapters 5.1 and 5.2

Document: TRANS/WP.15/AC.1/1999/21

88. After it had been recalled that at its last session the Joint Meeting had decided to follow the United Nations Model Regulations where the structure of this Part was concerned, the Chairman of the Working Group on the Restructuring of RID stated that discussions had taken place at the London meeting (document TRANS/WP.15/AC.1/1999/1, paras. 60-72 and annex 4), during which note had been taken of the fact that RID/ADR also concerned other types of containers and different provisions from those of the Model Regulations. It was therefore possible to present these provisions either by types of container, i.e. 5.1 packages, 5.2 containers and 5.3 transport units, or by types of requirement, i.e. 5.1 particulars, 5.2 labelling and 5.3 placarding. A majority of the London Working Group had been in favour of the latter variant.

89. In document TRANS/WP.15/AC.1/1999/21, Chapter 5.2 dealt only with the marking (particulars) and labelling of packages while Chapter 5.3 (to be developed) would be devoted to the labelling and placarding of transport units, including containers. The Joint Meeting decided in favour of the structure of the Model Regulations, as proposed by the ECE secretariat.

90. The Joint Meeting agreed to entrust the consideration of informal documents INF.8 and INF.27 to an ad hoc working group, along with the detailed consideration in general of these provisions in the light of annex 4 of document TRANS/WP.15/AC.1/1999/1, leaving questions of substance to be dealt with by the plenary.

91. The Joint Meeting decided to follow the Model Regulations with reference to the inclusion of the class number on all labels; provision would, however, be made for transitional measures while stocks of the present labels lasted.

92. The Joint Meeting also agreed to do away with the concept of "subsidiary risk" in texts concerning labelling (also in Chapter 3.3). The above-mentioned working group was also entrusted with finalizing the text (5.1.4, for example), without losing sight of the fact that the United Nations Sub-Committee anticipated that the subsidiary risk would be included in the transport document.

93. The location of the provisions of 5.1.1.2, 5.1.2, 5.1.3 and 5.1.4 was brought up again. A drafting group could take on this task.

Document: TRANS/WP.15/AC.1/1999/28 (EIGA)

94. The document was transmitted to the ad hoc working group.

Chapter 5.4

Document: TRANS/WP.15/AC.1/1999/10

95. The Joint Meeting took decisions on substantive issues concerning Chapter 5.4. In 5.4.1.1.1 it decided to keep the sequence of information in the transport document as it appeared in the present RID/ADR. The Meeting was reminded once again, with reference to 5.4.1.4.2, that the United Nations Sub-Committee would have before it for consideration a proposal by UIC following the policy adoption of a proposal by Canada. The Chairman considered that where harmonization was concerned the task of the Joint Meeting should be restricted to bringing the text of RID/ADR into line with the eleventh revised edition of the Model Regulations and not the future revised edition.
96. The representative of UIC drew attention to his document INF.8 in which he proposed to include the classification code and not the classification group; this concerned Class 1 only. He also noted that the matter was settled for RID in article 12, paragraph 2 of the CIM Uniform Rules.
97. The Joint Meeting kept the present RID/ADR text of 5.4.1.1.5 concerning the fact that no information was required in the transport document for carriage of goods packed in “limited quantities”.
98. The representative of Germany proposed that the two alternative texts of 5.4.1.3 concerning the consignor’s declaration should be deleted (United Nations text and marginal 2002 (9) of ADR), on the grounds that in practice they were superfluous. The proposal was not adopted.
99. The ECE secretariat pointed out that IMO and ICAO had included this text in the IMDG Code and in the ICAO Technical Instructions. The representative of UIC said that for RID (CIM, art. 13) the consignor was required to sign the consignment note, thus certifying it. It was also noted that Chapter 1.4 of Part 1 detailed the consignor’s obligations.
100. The Joint Meeting decided that it was unnecessary for RID/ADR transport operations to include the letters “UN” before the United Nations number since this number was placed first and no possible confusion could arise. The representative of UIC reminded the Meeting that for carriage in tanks, in bulk and in full loads the danger code must precede this number according to RID.
101. In 5.4.1.1.3 it was decided that a reference should be included to waste in general without specifying the subject of the transport operation, and that the particulars currently required by RID/ADR should be kept in the transport document.
102. For empty packagings and tanks in 5.4.1.1.7 it was decided to keep to the present text of RID/ADR which was more specific than the United Nations Model Regulations.
103. In 5.4.1.2.1 the representative of Belgium noted that paragraphs (c) and (d) concerned additional documents to be attached to the transport document and not particulars to be entered

in the transport document. The ECE secretariat specified that these paragraphs had been included at that point in order to group, in accordance with RID/ADR in its present form, all additional provisions concerning Class 1 and prevent their dispersal. He pointed out, however, that according to the United Nations Model Regulations, these paragraphs, like paragraph 5.4.1.2.4.3 concerning additional documents required for organic peroxides and self-reactive substances, could appear in 5.4.3 as “Other documents required”. It was so decided.

104. The Joint Meeting considered that paragraphs 5.4.1.2.5 (a) and (b) of the United Nations Model Regulations concerning the inclusion in the transport document for infectious substances of the name of a person responsible for them, his telephone number, and details of the successive legs of a multimodal voyage were unnecessary.

105. Section 5.4.1.4 was deleted and replaced by a paragraph in 5.4.1.1.4 specifying the sequence of the information. The inclusion of paragraph 5.4.1.4.1 was not deemed useful since the use of the letters “ADR” or “RID” in the transport document was a means of complying with the corresponding United Nations recommendation.

106. The representative of UIC said that in the case of RID a reference should be made to the applicable requirements of other regulations (particularly in Customs matters), as well as particulars of mixed loading.

107. The Joint Meeting agreed to define clearly what was meant by proper shipping name, and gave a working group the task of specifying the link with section 3.1.2. The ECE secretariat recalled that, according to the United Nations Model Regulations, the IMDG Code and the ICAO Technical Instructions, the proper shipping name represented all the information which should both be included in the transport document and marked on the package. Additional information which did not require to be marked on packages should be included in the transport document.

108. The Joint Meeting noted that paragraphs 5.4.1.5.1 and 5.4.1.5.2 came from ADR and did not concern RID.

109. In the text in square brackets following paragraph 5.4.1.5.2, taken from the United Nations Model Regulations, the Joint Meeting decided, following a vote, that when regulations or conventions applicable to road or rail transport did not require specific transport documents, a document with the format set out in 5.4.4 could be used.

110. The representative of CIT said, with reference to the last sentence of 5.4.2, that recourse to electronic methods would be authorized in the revised CIM Uniform Rules which would come into force in due course. He reminded the Meeting that the electronic consignment note could be brought into force in the near future and could be used in the context of RID. He announced that he would submit a text which could be applied to RID and to ADR in a conference room paper.

111. It emerged from the ensuing discussion that the Joint Meeting was not opposed to these new technologies and that agreement could be reached on a text of general scope. The Joint Meeting finally took a general policy decision for the future. The text proposed by CIT (informal document INF.35/Rev.1) and amended by the secretariat was adopted (see annex 6). The representative of Denmark entered a reservation regarding road traffic.

112. The Joint Meeting did not adopt the alternative text of the United Nations Model Regulations for paragraphs 5.4.2.2.1 and 5.4.2.2.2.

113. Subsection 5.4.1.6 (5) “Dangerous goods” gave rise to a lengthy discussion. It was suggested that the phrase “referred to by name” should be added to “goods” and that a reference should be included to tests as in the present text of certain classes. This would constitute an addition to Chapter 5.4 in line with the classification provision of 2.1.2.5 of Part 2.

114. By a small majority the Joint Meeting refused to make a comprehensive addition to the text of 5.4.1.6. It agreed, however, on the proposal of Belgium, to add “referred to by name in Table A of Chapter 3.2” to “goods”.

115. On the proposal of France the Joint Meeting also added the phrase “for example, solutions and mixtures” to the Note.

116. The representative of UIC said that the particulars required in 1.1.4.2 (Carriage prior to or following maritime or air carriage) and [RID only] 1.1.4.4 (Piggyback transport) should be added to the text of 5.4.1.

117. The Joint Meeting adopted the new provision of the Model Regulations concerning the double marking and double labelling of IBCs of more than 450 litres capacity in 5.2.1.4 and 5.2.2.1.7.

Chapter 5.5

Document: TRANS/WP.15/AC.1/1999/13

118. The new RID/ADR text of 5.5.1 contained in the Model Regulations, on the basis of a guide distributed by WHO, was adopted in principle by the Joint Meeting. It was, however, decided to come back to it once an improved text had been submitted, taking into account, for example, the wishes expressed by the representative of Germany to exclude clinical waste and to retain only hazard groups 3 and 4, and the wishes of the representative of UIC concerning a reference to a European Directive.

119. In this context the representative of Austria introduced document TRANS/WP.15/AC.1/1999/33 in which he proposed that the sentence concerning “the quickest possible routing” should not be included since this routing was not always the safest. The ECE secretariat reminded the Meeting that this requirement concerning rapidity of transport was related to the risk of the proliferation of micro-organisms.

120. The representative of Germany submitted amendments to this text in a conference room paper. The ad hoc working group was asked to consider it.

121. The Joint Meeting adopted the text of 5.5.2 (Special requirements for fumigated containers and transport units), which was also new and came from the Model Regulations.

PART 6

Chapter 6.2

Documents: TRANS/WP.15/AC.1/1999/45 (EIGA)
TRANS/WP.15/AC.1/1999/18 (European Commission)

Informal document: INF.7 (CEN)

122. The representative of EIGA said that document TRANS/WP.15/AC.1/1999/45 was a revised version with drafting changes of document TRANS/WP.15/AC.1/1999/15, which took into account the comments made at the previous session (see TRANS/WP.15/AC.1/76-OCTI/RID-GT-III/1999-A, paras. 76-81).

123. The representative of the European Commission explained that the amendments proposed in document TRANS/WP.15/AC.1/1999/18 derived from the commitment by the Member States of the European Union and the European Commission to increase the security level required for transportable pressure equipment to that required for permanent pressure equipment.

124. The representative of Germany said that he opposed this proposal since the European Union's objective was to bring RID/ADR into line with the European transportable pressure equipment directive (TPED), which was to be revised but the final content of which was as yet unknown, and not with the pressure equipment directive (PED).

125. The representative of the European Commission specified that the procedure which had been envisaged in the European Union was first of all to amend RID and ADR and subsequently the TPED directive in order to ensure full consistency between RID, ADR and the PED and TPED directives.

126. The European Commission's proposal was adopted.

127. The Joint Meeting adopted the text of Chapter 6.2 as amended.

128. The representative of Belgium expressed regret at this action, pointing out that a whole page was missing from the English version as the result of a printing error.

129. The representative of CEN reported to the Joint Meeting on the draft standards pr EN 1251-1, pr EN 1251-2 and pr EN 1252-3 concerning cryogenic receptacles, their compatibility with RID and ADR and CEN's intention to propose that RID/ADR should contain a reference to them once they had been finally adopted.

130. Several delegations were of the opinion that when CEN made proposals of this nature it should submit the final text of the standard along with them, for the information of countries which did not take part in its work.

Chapter 6.8

Document: TRANS/WP.15/AC.1/1999/5 (OCTI)

Informal documents: INF.3 (Report on the restructuring of RID)

INF.30 (France)

INF.37 (Germany)

131. The representative of the Netherlands explained that document TRANS/WP.15/AC.1/1999/5 was the result of the work of the Working Group on the Restructuring of RID held in Brussels from 21 to 25 June 1999. The Working Group had based its work on a text containing the present structure of RID and ADR and had modified the structure on the basis of a proposal by Belgium (see INF.3, para. 11).

132. The representative of France said that the Working Group in question had in principle adopted the new structure proposed by Belgium, on the understanding that this new structure would not lead to difficulties in the comprehension of the text nor mistakes which would require additional work. She deplored the fact that this reservation had not been mentioned in the report. She added that the resulting text, prepared after the session, had not received de facto consideration by the group of experts on tanks and that the text reproduced in document TRANS/WP.15/AC.1/1999/5 comprised not only a very large number of drafting errors in the French language version, but also basic mistakes such as those mentioned in document INF.30. In view of these difficulties, and so as not to delay the work of restructuring, she proposed that the present structure, which industry would understand more easily, should be kept. The representatives of the United Kingdom, Italy and Spain shared this point of view.

133. The representative of Belgium said that the mistake referred to in document INF.30 did indeed require correction, but that this fact should not call in question the structure he had proposed, which the Working Group had adopted in principle.

134. The representative of Germany considered that before a decision was taken the experts on tanks should be consulted in order to see how the problem could be remedied.

135. The representative of Switzerland said that he could not accept the proposal by France because the texts containing the present structure of RID/ADR, the document with the unofficial symbol TRANS/WP.15/AC.1/1999/5/Rev.1, which had been submitted to the Brussels working group, was not available as an official document at the present session and he could only base himself on document TRANS/WP.15/AC.1/1999/5. He also considered that these issues should be dealt with by a working group of experts on tanks.

136. The Chairman asked the Joint Meeting for an opinion as to the structure to be adopted. The question was put to the vote and it was decided to keep to the structure proposed by Belgium in accordance with document TRANS/WP.15/AC.1/1999/5. The proposal by the representative of France, contained in document INF.30, was adopted.

137. In paragraph 12 of document INF.13 the representative of France said that the French text concerning openings for filling and discharging was not correct.

138. In view of the various remarks on the translation of the German text of document TRANS/WP.15/AC.1/1999/5 into French and English, the ECE secretariat said that since it had not taken part in the work of the Working Group on the Restructuring of RID it was not competent to judge the quality of the texts. Any departure from the present text should be considered as having been deliberately adopted by the Joint Meeting, particularly in the French text which would be the authoritative text for ADR. The French and English-speaking delegations were therefore invited to check consistency with the German text which would not be the authoritative text for ADR. Comments on document TRANS/WP.15/AC.1/1999/5 should be transmitted to the secretariats so that a consolidated text could be established.

139. As regards the periodicity of tests for the manifold of battery-vehicles, battery-wagons and multiple element gas containers (see INF.3, para. 13), the proposal by EIGA in document TRANS/WP.15/AC.1/1999/43 that the tests should be performed at the same time as those on the elements was not adopted.

Informal document: INF.22 (Netherlands)

140. The Joint Meeting adopted the amendments proposed in this document with reference to paragraph 6.8.2.3.1 and paragraph 14 of INF.3 (see annex to the report).

PART 7

Document: TRANS/WP.15/AC.1/1999/35 (Secretariat)

Informal document: INF.23 (United Kingdom)

141. The representative of Belgium proposed a structure for Part 7 different from that proposed by the ECE secretariat. Several delegations pointed out that the structure proposed by the secretariat suited the users they had consulted in their countries, and it was decided that this structure would be kept.

142. The Joint Meeting decided to discuss only the texts common to RID and ADR and to submit provisions specific to ADR to WP.15 and those specific to RID to the RID Committee of Experts.

143. On the proposal of the representative of Poland, the headings of Part 7 and of Chapter 7.2 were amended (see annex 8) to differentiate them from the heading of Part 8 of ADR.

144. The Joint Meeting agreed, on the proposal of the representative of the United Kingdom (INF.23), to bring terminology for containers and wagons/vehicles into line (for the terms "closed", "open" ("ouvert" or "découvert" in French) and "sheeted"). The secretariats would be responsible for this question of wording in the context of the three new definitions proposed for Part 1 which were adopted.

145. On the proposal of the representative of France, the text of 7.2.3 was replaced by a reference to Chapter 4.1 stipulating that “certain packagings and IBCs shall be carried in closed containers or vehicles/wagons” since these provisions were included in the packing instructions. The ECE secretariat would be responsible for correctly detailing the cases in question (see annex 8).

146. The heading and the text of Chapter 7.3 were amended to take account of the definition of “carriage in bulk” in Part 1, notably excluding carriage in tanks. The improved wording of the text of the first paragraph of 7.3.1 proposed by the representative of Belgium was adopted by the Joint Meeting (see annex 8).

147. For RID, the second paragraph of 7.3.1 and the text of 7.3.2 were placed in square brackets, since such provisions did not exist in the current version of RID. These matters would be raised with the RID Committee of Experts. The representative of CIT pointed out that the provision of 7.3.2 (leakproofness) was superfluous since a similar provision had already been included in special provision VW3 which referred to certain solids which could become liquid during carriage.

148. The table of prohibitions of mixed loading for packages of 7.5.2.1 was corrected to take the existing situation into account; presentation in this form was preferred to the current variant text.

149. Where prohibitions of mixed loading for transport equipment of 7.5.3 were concerned, it was proposed that they should be transferred to 7.5.2, particularly 7.5.3.2 which applied only to RID.

150. The Joint Meeting considered that 7.5.3.3 and 7.5.3.4, which also only concerned RID, did not constitute prohibitions of mixed loading but rather conditions for carriage by train (composition). The matter would be put to the RID Committee of Experts.

151. As regards 7.5.3.1, the Joint Meeting agreed that it applied only to ADR (marginal 10 405). The representative of Germany asked that this provision should be reconsidered, since it should also apply to large containers and not only to vehicles, in correlation with marginal 11 405.

152. The representative of the Netherlands and the representative of UIC pointed out that the provision contained in marginal 7 (3) of RID (assimilation of large containers to wagons) did not appear in the text of Part 7. It should be noted, however, that the text of Part 7 included wagons and large containers, when appropriate, in keeping with this provision.

153. It was pointed out that paragraph (2) of special provision CV2 supplemented paragraph 7.5.3.1 for Class 1 (marginal 11 403 of ADR). The secretariat was asked to group the texts in 7.5.3.1.

154. The Joint Meeting approved the structure proposed by the secretariat for precautions with respect to foodstuffs, namely, a special provision in 7.5.4 and a reference to this provision for each substance concerned (special provision CV31/CW31).

155. Section 7.5.7 concerned ADR only since RID contained a reference to the handling and stowage requirements of the dispatching station (see 7.5.1.1, RID).

156. The Joint Meeting decided to combine special provisions CV13/CW13, CV28/CW28, CV26 (first sentence), CW34, special provisions CV24/CW24 and CV25/CW25, and special provisions CV26 (last sentence) and CV29/CW29. The secretariat would redraft the texts accordingly.

157. A Chapter 7.7 concerning hand baggage and passengers' luggage should be added to RID.

FUTURE WORK

158. In view of the progress of work, and constraints in terms of publication, notification, translation, harmonization (IMDG, Class 7), implementation and necessary checks, the Joint Meeting decided after a lengthy discussion to make every effort to complete the work of restructuring during the next Joint Meeting (one or two weeks in March in Bern or Geneva) and to set as its goal the implementation of the restructured RID/ADR on 1 July 2001, with transitional measures of 18 months.

159. The Joint Meeting approved the setting-up of a drafting group, as proposed by the representative of France and consisting of representatives of the United Kingdom, France, Germany and the two secretariats (ECE and OCTI).

160. The secretariats would distribute in time the texts of the seven Parts of the restructured RID/ADR, one by one, so that delegates could study the chapters that had not yet been considered by the Joint Meeting or which had not yet been circulated or had been circulated late. The next Joint Meeting would be exclusively devoted to completing the work of restructuring and considering texts which had not yet been adopted or questions still pending. UIC would submit a redrafted version of Table A of Chapter 3.2 in the three languages.

161. The session of WP.15 in November 1999 would have before it Parts 1, 2 and 7 which had already been adopted by the Joint Meeting. A session of the RID Committee of Experts would be convened for the end of January or beginning of February 2000 to approve these Parts, and possibly Chapters 6.1, 6.2, 6.3, 6.5 and 6.9 which had also already been approved by the Joint Meeting. Delegations were invited to commence translation into their national languages of the consolidated texts adopted as soon as they were in circulation.

ADOPTION OF THE REPORT AND ITS ANNEXES

162. The Joint Meeting adopted the report and its Annexes.

Annex 1

Texts adopted by the Joint Meeting

Part 1

Document: TRANS/WP.15/AC.1/1999/3/Rev.1

1.2.1 The definition of “Liquid State” becomes a Note to read as follows:

“Note: ‘Carriage in the liquid state’, for the purpose of tank requirements, means:

- Carriage of liquids according to the definition, or
- Solids offered for carriage in the molten state.”

“Liquid”: text of document TRANS/WP.15/AC.1/1999/25 (amendments concern the French text only).

“Solid”: delete “[a) For the purpose of classification]” and the whole of paragraph (b).

Delete the following definitions: Biological products; corrosive substances; diagnostic specimen; elevated temperature substances; environmentally hazardous substances; explosive articles, explosive substances; flammable liquid; flammable solid; infectious substances; micro-organisms and genetically modified micro-organisms; organic peroxides; oxidizing substances; phlegmatized explosive liquid substance; phlegmatized explosive solid substance; pollutant to the aquatic environment; pyrophonic substances; pyrotechnic substances; radioactive substance; self-heating substances; self-reactive substances; spontaneously combustible substances; substances; toxic substances; wastes, hospital wastes; water-reactive substance.

1.1.4.1.4 Delete.

1.1.4.3.1 Paragraph heading, delete.

End, read:

“only those substances which are allowed to be carried in portable tanks in accordance with the IMDG Code may be carried.”

1.1.4.3.2 Delete.

1.2.1 "Chauffage d'appoint": delete (concerns the French version only).

"Hermetically closed shell": remove brackets and correct the English version to read:

"Hermetically closed shell" means a shell whose openings are hermetically closed and which are not equipped with safety valves, frangible discs or other similar safety devices. Shells having safety valves preceded by a bursting disc shall be deemed to be hermetically closed. [RID] Valves to avoid an unacceptable negative pressure within the shell, without intervening bursting discs shall, however, be permitted in shells not required to be hermetically closed during carriage under the special provisions of Chapter 4.3 which apply."

"Means of transport (radioactive material)": delete.

"N.O.S. entry": remove square brackets in paragraph (b).

In the French version move the definition of "rubrique n.s.a. (non spécifié par ailleurs)" to the letter N as "n.s.a. (non spécifié par ailleurs) - rubrique".

"SADT" English version only, delete "[exothermic decomposition temperature]". Second sentence, delete the square brackets.

"Shipper": delete (concerns the English text only).

"Trays": remove the square brackets.

1.3 Heading to read: "Formation des personnes" (concerns the French text only).

1.3.1 Heading to read: "Champ d'application" (concerns the French text only).

1.5.1.1. Add the following NOTE:

["NOTE: 'Special arrangement' in accordance with 1.7.4. is not considered to be a temporary derogation in accordance with this section."]

1.6.3.18 and
1.6.4.12 (new)

"Tank-wagons/tank-vehicles (fixed tanks), demountable tanks, battery wagons/battery-vehicles, tank-containers and MEGCs which were constructed before [1 July 2001] in accordance with the requirements applicable prior to [30 June 2001] but which do not, however, conform to the requirements applicable as from [1 July 2001], may still be used. Assignment to the tank codes in design type approvals and the relevant marking shall be carried out prior to [RID: 30 June 2009/ADR: 2007] for tank wagons/tank-vehicles (fixed tanks) demountable tanks, battery-wagons/battery vehicles, and prior to [2006] for tank-containers and MEGCs.

1.2.1 “Portable tank”: delete “[XXXX] edition of the” and replace “a tank code” by “an instruction for carriage in tanks”.

“Multiple element gas container”: end, read:

“... pressure drums and bundles of cylinders as well as tanks ...”.

“Battery-wagon/battery-vehicle”: same amendment.

“Structural equipment”: (a) and (b) read:

“(a) for the tank of a tank-wagon/tank-vehicle or a demountable tank means the fastening, reinforcing or protective [ADR: stabilizing] members, internal or external to the shell;

“(b) for the tank of tank-container ... members, internal or external to the shell;”.

“Manual of Tests and Criteria”: replace “second” by “third” and “Rev.2” by “Rev.3”.

“Recommendations on the Transport of Dangerous Goods”: beginning read:

“United Nations Model Regulations’ means the Model Regulations annexed to the eleventh edition ...”

[amendment to be made throughout the text of the restructured RID/ADR].

1.8.3.2 (b) End, read:

“... those defined in section 1.1.3 and in Chapters 3.3 and 3.4, or”.

Annex 2Texts adopted by the Joint Meeting

Document: TRANS/WP.15/AC.1/1999/36

The document was adopted with the following amendments:

The three recommendations proposed (emergency response, compliance assurance and transport of radioactive material): delete.

Table of contents, add:

- “1.6.5 Transitional measures for Class 7
- 1.7 General requirements concerning Class 7
- 1.7.1 General
- 1.7.2 Radiation protection programme
- 1.7.3 Quality assurance
- 1.7.4 Special arrangement
- 1.7.5 Radioactive material having other dangerous properties
- ...
- 4.1.9 Special packing provisions for Class 7.”
- 1.1.1.6 Delete.
- 2.7.4 Replace “Special” with “special” (concerns the English text only).
- 2.7.6 Add “(TI)” after “transport index” (concerns the English text only).
- 2.7.10 Replace the title by “[Reserved]”.

Part 1, section 1.2.1 (Definitions), insert the following after the definition of “full load”:
 “Note: The corresponding term for Class 7 is ‘exclusive use’; see Part 2.7.2.”

“Competent authority”: delete the definition proposed (already covered in TRANS/WP.15/AC.1/1999/3/Rev.1)

“Vehicle”: delete the definition proposed (already covered in TRANS/WP.15/AC.1/1999/3/Rev.1).

Proposed section 1.3, renumber as 1.3.2.4 and insert the heading “Training for Class 7”.

1.6.5.4 Heading, delete “of these Regulations editions” (concerns the English text only).

Part 2 (Classification), section 2.0.3.2, add at the end: “(see also SP172 and SP290 detailed in Part 3)”.

2.7.2 In the definition of “Unilateral approval” combine the text beginning “If the country of origin ...” with the definition and add at the end: “(see subsection 6.4.22.6)”.

“Consignment”: transfer the definition to section 1.2.1 (“consignment” should be translated “envoi” in French, not “expédition”).

“Freight container ...”: amend the definition to read:

“‘Small container’ means a container that has either any overall outer dimension less than 1.5 m, or an internal volume of not more than 3m³.”

Add a definition for “Large container” to read:

“‘Large container’ means a container which is not a small container according to the definition of this section.”

Add the following Note after the definition of “Low dispersible radioactive material”:

“Note: Radioactive material which is not low dispersible radioactive material may be transported by air in Type B (U) or B (M) packages in quantities as authorized for the package design as specified in the certificate of approval. This definition is included here since such packages carrying low dispersible radioactive material may also be carried by rail/road.”

“Package” and “Packaging”: remove the italics from “in the case of radioactive material” in the definitions.

“Package”, end, after “... additional requirements”, insert “(see 2.7.7.1.7 and 2.7.7.1.8)”.

“Shipment”: translate as “Expédition”, not “Transport” (concerns the French text only).

“Tank”: delete.

2.7.6 Heading, insert “(TI)” after “transport index” (concerns the English text only).

2.7.6.1.1. Put the relevant text into a tabular format.

2.7.7.1.6 Replace “3000 A₁, or 3000 A₂”, with “either 3000 A₁ or 100 000 A₂, whichever is the lower for special form radioactive material, or 3000 A₂ for all other radioactive material”.

Table 2.7.7.2.1: the indices will be corrected pending information from IAEA.

Table 2.7.7.2.2: amend “9.10⁻¹” to read “1.10⁻¹” (twice).

Replace “Tb_q” by “TB_q” (concerns the English text only).

2.7.7.2.4 Insert the formula.

2.7.9.1 (a) Delete “2.7.9.6 (d)”.

2.7.9.7 Replace “7.1.6.1.1” by “7.1.6.7.1”.

2.7.10 Heading, replace by “[Reserved]”.

Note: delete.

Section 3.3, SP 172, beginning, add: “Packages containing”.

SP 290, delete “or divisions” and “or Division”. Amend “predomiant” to read “predominant” (concerns the English text only).

Section 4.2, delete the instructions shown and insert “see TP4 and 5.1.3.2”.

Insert the following new section 5.1.5.4:

“5.1.5.4 Summary of approval and prior notification provisions

NOTE 1: Before first shipment of any package requiring competent authority approval of the design, the consignor shall ensure that a copy of the approval certificate for that design has been submitted to the competent authority of each country en route: see 5.1.5.2.4 (a).

NOTE 2: Notification required if contents exceed 3×10^3 A₁, or 3×10^3 A₂, or 1000 TB_q [see 5.1.5.2.4 (b)].

NOTE 3: Multilateral approval of shipment required if contents exceed 3×10^3 A₁, or 3×10^3 A₂, or 1000 TB_q, or if controlled intermittent venting is allowed, see 5.1.5.2.

NOTE 4: See approval of the material and prior notification provisions for the applicable package for carrying this material.

[Note: the table below may be subject to corrections, as announced by the working group on Class 7].

1.1.3.1 Note: For radioactive material, see subsection 2.7.1.2.

1.2.1 Container: delete the reference to Class 7 in the Note.

Large container: add the following Note:

“Note. For radioactive material see under 2.7.2”

1.7.4.1 Add the following Note: “Note. The special arrangement is not considered to be a temporary derogation in accordance with section 1.5.”

4.1.9.1.5 Replace “4.1 and 4.2” by “4.1, 4.2 and 4.3”.

Subject	UN Number	Competent Authority approval required		Consignor required to notify the competent authorities of the country of origin and of the countries en route <u>a/</u> before each shipment	Reference
		Country of origin	Countries en route <u>a/</u>		
Calculation of unlisted A ₁ and A ₂ values	-	Yes	Yes	No	---
Excepted packages - package design - shipment	2908, 2909, 2910, 2911	No No	No No	No No	---
LSA material <u>b/</u> and SCO <u>b/</u> Industrial packages types 1, 2 or 3, non fissile and fissile excepted - package design - shipment	2912, 2913, 3321, 3322	No No	No No	No No	---
Type A packages <u>b/</u> , non fissile and fissile excepted - package design - shipment	2915, 3332	No No	No No	No No	---
Type B(U) packages <u>b/</u> , non fissile and fissile excepted - package design - shipment	2916	Yes No	No No	See Note 1 See Note 2	5.1.5.2.4 b) 5.1.5.3.1 a)
Type B(M) packages <u>b/</u> , non fissile and fissile excepted - package design - shipment	2917	Yes See Note 3	Yes See Note 3	No Yes	5.1.5.2.4 b) 5.1.5.3.1 a) 5.1.5.2.2.
Type C packages <u>b/</u> , non fissile and fissile excepted - package design - shipment	3323	Yes No	No No	See Note 1 See Note 2	5.1.5.2.4 b) 5.1.5.3.1 a)

Subject	UN Number	Competent Authority approval required		Consignor required to notify the competent authorities of the country of origin and of the countries en route <u>a/</u> before each shipment	Reference
		Country of origin	Countries en route <u>a/</u>		
Packages for fissile material	2977, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3333				
- package design		Yes <u>c/</u>	Yes <u>c/</u>	No	5.1.5.3.1 a) 5.1.5.2.2 6.4.22.4
- shipment:					
sum of criticality safety indexes not more than 50		No <u>d/</u>	No <u>d/</u>	See Note 2	
sum of criticality safety indexes greater than 50		Yes	Yes	See Note 2	
Special form radioactive material					
- design	-	Yes	No	No	1.6.5.4 5.1.5.3.1 a)
- shipment	See Note 4	See Note 4	See Note 4	See Note 4	
Low dispersible radioactive material					
- design	-	Yes	No	No	5.1.5.3.1 a) 6.4.22.3
- shipment	See Note 4	See Note 4	See Note 4	See Note 4	
Packages containing 0,1 kg or more of uranium hexafluoride					
- design	-	Yes	No	No	5.1.5.3.1 a) 6.4.22.3
- shipment	See Note 4	See Note 4	See Note 4	See Note 4	
Special Arrangement	2919, 3331				
- shipment		Yes	Yes	Yes	5.1.5.3.1 b) 5.1.5.2.4 b)
Approved packages designs subjected to transitional measures	-	See 1.6.5	See 1.6.5	See Note 1	1.6.5.2 1.6.5.3 5.1.5.2.4 b) 5.1.5.3.1 a) 5.1.5.2.2.

a/ Countries from, through or into which the consignment is transported.

b/ If the radioactive contents are fissile material which is not excepted from the provisions for packages containing fissile material, then the provisions for fissile material packages apply (see 6.4.11).

c/ Designs of packages for fissile material may also require approval in respect of one of the other items in the table.

d/ Shipments may, however, require approval in respect of one of the other items in the table.

5.3.1.1 Delete the whole section (Placarding provisions), which will be redrafted by the secretariat.

5.3.2.1.1 (c) replace “LSA-1 or SCO-1” with “LSA-I or SCO-I”.

5.4.1.1.7.1 (c) becomes (a); reletter the following paragraphs as appropriate.

6.4.8.5 amend “insolation” to read “insulation” (three times) and amend “neighboring” to read “neighbouring”.

Insert the formula in 6.4.11.2.

6.4.11.11 beginning, add: “For normal conditions of transport”.

6.4.11.12 beginning, add: “For accident conditions of transport”.

6.4.15 replace “test” by “tests” (concerns the English text only).

6.4.22.1 (a) delete the text in brackets.

Insert the following section 6.4.22.6:

“Any package design that requires a unilateral approval, originating in a country Party to ADR/member State of COTIF, shall be approved by the competent authority of this country; if the country where the package has been designed is not a COTIF Contracting State/Party to ADR, carriage is possible on condition that:

- (i) a certificate has been supplied by this country, certifying that the package satisfies the technical provisions of RID/ADR, and that this certificate is countersigned by the competent authority of the first COTIF Contracting State/ADR Party reached by the consignment;
- (ii) if no certificate has been supplied, the package design is approved by the competent authority of the first COTIF Contracting State/ADR Party reached by the consignment.”

Insert the following section 6.4.22.7:

“For designs approved under transitional measures, see 1.6.5.”

6.4.23.7 Replace “1.1.3.2.1” by “1.7.3.1”.

6.4.23.13 Insert:

“(h) Reference to information provided by the applicant relating to specific action to be taken prior to shipment” (concerns the English text only).

Insert the following section 7.1.6.1, in which “members of the public” will be defined more clearly:

7.1.6.1 Segregation

7.1.6.1.1 Packages, overpacks, containers and tanks shall be segregated during carriage:

- (a) from areas where persons other than those referred to in paragraph (c) have regular access;
 - (i) In accordance with Table 7.1.6.1.1;
 - or
 - (ii) by a distance calculated to ensure members of the critical group in that area receive less than 1mSv per year;

and

- (b) from undeveloped photographic film and mailbags, in accordance with Table 7.1.6.1.3;

NOTE: Mailbags shall be assumed to contain undeveloped film and plates and therefore be separated from radioactive material in the same way;

and

- (c) from workers in regularly occupied working areas either:
 - (i) in accordance with Table 7.1.6.1.1;
 - or
 - (ii) by a distance calculated to ensure that workers in that area receive less than 5mSv per year;

NOTE: Workers subject to individual monitoring for the purpose of radiation protection shall not be considered for the purpose of segregation;

and

- (d) from other dangerous goods in accordance with 7.1.6.6.

Table 7.1.6.1.1 Minimum distances between packages of category II-YELLOW or of category III-YELLOW and persons

Sum of transport indexes not more than	Exposure time per year (hours)			
	50	250	50	250
	Segregation distance in metres, no shielding material intervening, from:			
	areas where members of the public have regular access		regularly occupied working areas	
2	1	3	0.5	1
4	1.5	4	0.5	1.5
8	2.5	6	1.0	2.5
12	3	7.5	1.0	3
20	4	9.5	1.5	4
30	5	12	2	5
40	5.5	13.5	2.5	5.5
50	6.5	15.5	3	6.5

7.1.6.1.3 + Table (see INF.26).

Annex 3

Text adopted by the Joint Meeting

Part 2

Documents: TRANS/WP.15/AC.1/1999/42 and
TRANS/WP.15/AC.1/1999/42/Add.1

Adopted, replacing “DE” by “D” and “OP” by “P”.

Annex 4

Texts adopted by the Joint Meeting

Part 3

Document: TRANS/WP.15/AC.1/1999/7

Delete special provisions 26, 28, 29, 63, 66, 78, 109, 133, 179, 206, 232, 240, 243, 265, 277, 281, 534, 568-582, 592, 610, 612, 619, 620, 621, 626, 627, 638, 639 and 640.

Amend special provisions 119, 223, 225, 228 and 280 to take account of the fact that there are no “Divisions” in RID/ADR.

Add the following three new special provisions:

“XXX: Text of Note to 3° (b) of marginal 301/2301.

“XXX: Cinnabar is not subject to the requirements of RID/ADR [marginal 601/2601, 52°].

“XXX: Barium stearate and barium titanate are not subject to the requirements of RID/ADR.” [marginal 601/2601, 60°]

Amend the following provisions to read:

15: “P405” to read “P406”.

16: Add “(see section 2.2.1.1.3)” after “competent authorities”.

48: Read: “This substance is not accepted for carriage when it contains more than 20% hydrocyanic acid.” [No. 1613]

60: Read: “This substance is not accepted for carriage if the concentration is more than 72%.” [1873].

113: Add UN No. 2015.

127: Delete “at the discretion of the competent authority,”.

162: Replace “23° C” by “61° C”.

190: Delete the first sentence.

- 191: Amend to read: “Receptacles, small, with a capacity not exceeding 50 ml, containing only non-toxic substances, are not subject to the requirements of RID/ADR.” [for 2037]
- 216, 217, 218: Delete “Each transport unit shall be leakproof”. Replace “transport unit” by “wagon/vehicle/container”.
- 238: Delete the paragraph beginning “Batteries shall be protected ...” and the Note.
- 239: Add: “of the country of origin” after “competent authority” and add “if the country of origin ...”. Delete the last paragraph.
- 251: Replace the word “NONE” with “LQO”.
- 274: Amend to read: “The provisions of 3.1.2.6.1 apply”.
- 278: Insert: “2.2.1.1.3” in the square brackets.
- 282: Replace “60.5° C” by “61° C”.
- 505: Insert “2004” at the beginning.
- 527: UN Nos. 3049 and 3050 should appear in the second column.
- 529: Insert “(calomel)” after “Mercurous chloride”.
- 578 to 580: Transfer to the packing instructions of Chapter 4.1.
- 583: Transfer to section 1.1.3.2 (b) of Part 1, without the UN Nos.; beginning of the text, read: “Gases of groups A and O are not subject ...”.
- 585: Transfer to 1.1.3.1 (Part 1).

Table 3A: Delete “explosive” for No. 2956.

Annex 5

Texts adopted by the Joint Meeting

Part 4, Chapter 4.1

Documents: TRANS/WP.15/AC.1/1999/37 and INF.25

Table 3A: Delete packing group II for organic peroxides and self-reactive substances of Class 4.1.

4.1.1.8 Amend to read as in INF.25.

4.1.4.1 Instructions P001 and P002: separate packing instructions will be drawn up for light-gauge metal packagings.

Annex 6

Texts adopted by the Joint Meeting

Part 5

Document: TRANS/WP.15/AC.1/1999/21

5.2.1.6.2 Add the last paragraph of current marginal 223/2223 (2).

Insert the following Note: "Note: See also section 6.2.1.7.1".

5.2.2.1.6 (a) To read as follows:

"shall be affixed to the same surface of the package if the dimensions of the package allow; for packages for classes 1 and 7, near the mark indicating the proper shipping name;"

5.2.2.2.1.3 Delete "or of division".

5.2.1.4 Remove the square brackets around 5.2.2.1.7

5.2.2.1.7 and replace "containers" by "receptacles" in 5.2.1.4.

Document: TRANS/WP.15/AC.1/1999/10

5.4.1.1.1 (a) Delete "[preceded by the letters "UN"]".

(j) Replace "a provision" by "a declaration".

5.4.1.1.3 Delete "for disposal, or for processing for disposal" and insert: "containing" after "waste".

5.4.1.1.5 Delete the first paragraph and remove the brackets around the second paragraph.

5.4.1.1.7 Delete the first sentence and add twice "empty MEGC" and "hazard identification number" in front of "UN number".

5.4.2.1 (c) Delete "du 51°" (concerns the French text only).

5.4.1.2.3 Delete.

5.4.1.2.5 (a) and (b), delete.

5.4.1.2.6.1 (a) becomes (b) and (b) becomes (a).

5.4.1.3 Only concerns ADR [RID: reserved]

5.4.1.4.1 Delete.

5.4.1.4.2 Transfer to 5.4.1.1.1 and delete the text in the first square brackets. For RID, add (k) before (a) in the second paragraph in square brackets and remove the square brackets.

5.4.1.5.2 Remove the square brackets in the last subparagraph.

5.4.1.5.1 and 5.4.1.5.2 ADR only. Submit text to the RID Committee of Experts for approval.
1st subpara.

5.4.1.5 "Dangerous goods": becomes 5.4.1.6.

5.4.1.1.8, 5.4.1.1.9 and 5.4.1.1.10 (new): add the references from 1.1.4.2 and 1.1.4.3 and [RID only] 1.1.4.4.

5.4.1.6 Beginning, read:

“When goods mentioned by name in Table A of Chapter 3.2 are not subject ...”

Note: Add “e.g. solutions and mixtures” after “goods”.

5.4.2.1/
5.4.2.2 Delete.

5.4.3 Becomes 5.4.3.1

Amend the title to read: “Other documents prescribed”.

Insert the following Note under 5.4 (INF 35/Rev.1).

“The use of electronic data processing (EDP) or electronic data interchange (EDI) techniques as an aid to or instead of paper documentation is permitted, provided that the procedures used for the capture, storage and processing of electronic data meet the legal requirements as regards the evidential value and availability of data during transport in a manner at least equivalent to that of paper documentation.”

5.4.2 Delete the last sentence.

Document: TRANS/WP.15/AC.1/1999/13

5.5.1 Adopted in principle, with the addition of “and dead” after “live” in 5.5.1.1.

5.5.2 Adopted.

Annex 7

Texts adopted by the Joint Meeting

Part 6, Chapter 6.2

Document: TRANS/WP.15/AC.1/1999/45

6.2.1.4 Amend in accordance with TRANS/WP.15/AC.1/1999/18, whereby “(500 bar-litre)” is replaced with “(300 bar. litre)” in paragraphs 2 and 3 of the English text.

6.2.1.4.4 (b) Read: “(b) in their entirety Council Directive 1999/36/EC 2/, as follows: (remainder unchanged).

Note 2/, read:

2/ Council Directive 1999/36/EC concerning Transportable Pressure Equipment, published in the Official Journal of the European Communities, No. L138 of 1 June 1999.

6.2.1.7.1 Add the following Note: “Note: See also 5.2.1.6.2”.

6.2.1.7.2 Note 3/ Text according to Note */ of 5.2.1.6.2.

6.2.2 Remove the square brackets in the table.

Chapter 6.8

Document: TRANS/WP.15/AC.1/1999/5

6.8.2.1.11 Amend according to INF.40

6.8.2.3.1 Amend according to INF.22

Annex 8

Texts adopted by the Joint Meeting

Part 7

Document: TRANS/WP.15/AC.1/1999/35

7.1.5 and 7.1.6 These texts apply only to ADR. At the beginning, insert “only” after “ADR”.

Heading, read:

“Provisions concerning conditions of carriage, loading, unloading and handling.”

7.1.1 Second paragraph, amend “et” to read “and” (concerns the English text only).

7.1.3 Delete the footnote */.

7.1.5 (English text only) Delete “7.1.5 (cont’d)” (concerns the English text only).

7.2 Heading, read: “Provisions concerning carriage in packages”

7.2.3 Read:

“Certain packagings and IBCs shall be carried in closed containers or in covered wagons/vehicles, see Chapter 4.1 ...” [to be drafted].

7.2.4 W7: Amend “model No. 01” to read: “model No. 1”.

7.3 Amend the heading to read: “Provisions concerning carriage in bulk”.

7.3.1 Amend to read: “Solid dangerous goods may not be carried in bulk in vehicles/wagons or containers unless a special provision [letters VV(ADR)/VW(RID)] explicitly authorizing this mode of carriage is indicated in column [...] of Table A of Chapter 3.2 for these goods and unless the conditions of this special provision are satisfied.”

Second paragraph: place in square brackets for RID.

Note: Delete “of solids in bulk”.

7.3.2 Put in square brackets for RID.

7.5.1.4 (ADR): Delete “/wagon”.

(RID): Replace “load” by “wagon”.

7.5.2 Read:

“Mixed loading (packages)”

7.5.2.1 Replace “depending” by “on the basis of”.

Table: Replace “01” by “1” four times;

Delete the “X” at the intersection of row 4.1 and column 4.1 + 1, row 4.1 + 1 and column 4.1, row 5.2 and column 5.2 + 1, and row 5.2 + 1 and column 5.2;

Insert an “X” at the intersection of rows 4.1 + 1 and 5.2 + 1 and column 6.2, and row 6.2 and columns 4.1 + 1 and 5.2 + 1;

In column and row “2” insert 2.1, 2.2, 2.3.

7.5.2.1 Delete the alternative.

7.5.2.2 Insert “wagon/” before “vehicle” and “or container” after “vehicle”.

7.5.3 Read:

ADR: “Mixed loading (transport equipment)”

RID: “Protector wagons”.

7.5.3.1 Put in square brackets. Delete “/wagon” (applies to ADR only).

7.5.6/7.5.8 Also apply to RID.

7.5.7 Only for ADR. Delete references to “wagon”.

7.5.11 CV/CW 13: Add “or disinfected” after “decontaminated”. This special provision also applies to substances mentioned in CV/CW 28 and 34.

CV/CW 24 and 25: Combine into a single special provision applicable to the substances mentioned in these two provisions.

CV/CW 28 and 34: Delete.

RID only: Add a Chapter 7.7 dealing with the carriage of hand packages and luggage [to be drafted].

Annex 9Conclusions of the Working Group on Chapter 5.4

Document: TRANS/WP.15/AC.1/1999/10

5.4.0 The wording is to be discussed by the Working Party (WP.15), RID Committee of Experts.

5.4.1 Read: Consignment note/transport Document.

5.4.1.1.1 Delete “dangerous goods” in the first sentence.

(a) delete text in brackets.

(b) read: the proper shipping name supplemented when applicable with the technical or the chemical name, as determined in accordance with 3.1.2.

5.4.1.1.3 Read: If waste containing dangerous goods (other than radioactive waste) is being transported, the proper shipping name shall be preceded by the word “WASTE”.

5.4.1.1.4 Delete complete text.

5.4.1.1.5 Becomes “5.4.1.1.4”;

Delete first paragraph;

Remove square brackets in the second paragraph.

5.4.1.1.6 Becomes “5.4.1.1.5”;

Delete “dangerous goods” appearing in the second line of the paragraph.

5.4.1.1.7 Becomes “5.4.1.1.6”;

The second sentence, referring to “Empty packaging” becomes a paragraph followed by the text: “See following example:”

“EMPTY PACKAGING, 3, RID/ADR”

The third sentence referring to “Empty gas receptacles” becomes a paragraph followed by the text: “See following example:”

“EMPTY TANK WAGON, 2, RID/ADR, LAST LOAD,
[RID only 268], 1017, CHLORINE”.

- 5.4.1.2.1 (c), (e) Replace “packing method P01” by “Packing instruction P101”.

Add following paragraph: “[RID only: In the case of military consignments within the meaning of 3, the descriptions prescribed by the competent military authority may be used in place of the descriptions in accordance with Table A Chapter 3.2.

For the carriage of military consignments to which the derogations in 3 ... apply, the following shall be entered in the consignment note: ‘Military consignment’.”

NOTE: Replace “description” by “proper shipping name”.

- 5.4.1.2.2 Insert after “elements of battery-vehicles” “or of MEGC”.

Add at the end of the paragraph “(see also 3.1.2.6.2)”
[RID only 226 (3) (4)]

- 5.4.1.2.3 Delete according to decision taken in plenary session and change the following numbering accordingly.

- 5.4.1.2.4.1 [ADR only]

- 5.4.1.2.4.2 Delete “subsidiary risk” and remove the brackets in the same line.

- 5.4.1.2.4.3 Replace “decision” by “approval”.

- 5.4.1.2.4.5 Add a new paragraph to read:

“When self-reactive substances of type G [see Manual of Tests and Criteria, Part II, paragraph 20.4.2 (g)] are carried, the following statement may be given in the transport document/consignment note:

‘Not a self-reactive substance of Class 4.1’.

When organic peroxides of type G [see manual of Tests and Criteria, Part II, paragraph 20.4.2 (g)] are carried, the following statement may be given in the transport document:

‘Not a substance of Class 5.2’.”

- 5.4.1.2.5 (c) (now (a)), add at the end of the sentence “in the transport document/consignment note”.
- (d) (now (b)), delete “[biological products and]”
- Replace “description of the goods” by “proper shipping name”.
- Delete “[Biological product]”.
- (e) (now (c)) [ADR only].
- 5.4.1.5 Amend heading “Format and language to be used”.
- 5.4.1.5.1 Delete: “The consignor shall communicate this information to the carrier in writing”
[ADR only]
- 5.4.2 Add at the end of the Note “or for the transport of Class 7 radioactive materials”.
