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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 Bern from 18 to 22 March 2002

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ATTENDANCE

1. The Joint Meeting of the RID Safety Committee and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe held a session in Bern from 18 to 22 March 2002, 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; Croatia; Czech Republic; Denmark; Finland; France; Germany; Hungary; Italy; Liechtenstein; Netherlands; Norway; Poland; Portugal; Romania; Slovakia; Slovenia; Spain; Sweden; Switzerland; United Kingdom; Yugoslavia. The European Commission was also represented. The following non-governmental organizations were represented: European Liquefied Petroleum Gas Association (AEGPL); International Association of the Soap, Detergent and Maintenance Products Industry (AISE); European Chemical Industry Council (CEFIC); European Committee for Standardization (CEN); European Industrial Gases Association (EIGA); International Federation of Forwarding Agents' Associations (FIATA); International Road Transport Union (IRU); International Union of Railways (UIC); Organization for Co-operation between Railways (OSZhD); International Union of Private Wagons (UIP).

ADOPTION OF THE AGENDA

Documents: TRANS/WP.15/AC.1/87 (Circular letter A 82-02/502.2002 of the Central Office for International Carriage by Rail (OCTI))

Informal documents: INF.1 and INF.2

2. The Joint Meeting adopted the agenda as amended by informal documents INF.1 and INF.2, with some corrections.

PROPOSALS PENDING

Packing instruction P200 (Checks on filling)

Document: TRANS/WP.15/AC.1/2002/13 (France)

Informal document: INF.34 (AEGPL)

3. The proposal to amend the second heading in packing instruction P200 and to add a paragraph (7) under this heading was adopted (see annex 1).

Dangerous goods packed in limited quantities (Chapter 3.4)

Document: TRANS/WP.15/AC.1/2002/6 (Switzerland)

4. The Joint Meeting noted that the current situation was confusing since requirements for the carriage of dangerous goods packed in limited quantities were not harmonized in the regulations for carriage by land, sea and air, thus causing major practical problems for multimodal transport.

5. Since it was envisaged that the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods would be discussing the transport of consumer products again, the Joint Meeting decided not to undertake a full-scale discussion of the issue and to limit itself to discussing the proposals of the working group on Chapter 3.4 which had met in Bern on 6 and 7 September 2001 to clarify the new requirements of Chapter 3.4 of the restructured RID/ADR vis-à-vis the requirements previously in force.

6. Similarly, the proposal to add the word “liquid” after the name of entry 2315 was postponed, since the United Nations Sub-Committee of Experts was currently working on a rationalized approach to the description of the physical state in the names of entries.

7. A small ad hoc working group was established to consider these proposals in detail.

8. The small ad hoc group submitted the results of its work in informal document INF.44. The Joint Meeting thought that the mixed packing of dangerous goods with different LQ codes should be reconsidered. It requested the working group to submit a new full proposal, taking into account the comments which had been made and the amendments scheduled for 1 January 2003. The Joint Meeting decided that column (3) of LQ5 (alcoholic beverages of packing group II, UN No. 3065) should read “unlimited”.

9. It was suggested that LQs in which the same limits were applied could be grouped together so as to prevent duplication, provided that account was taken of the consequences for Table A of Chapter 3.2, and that cases in which non-dangerous goods were packed together with dangerous goods were taken into consideration.

10. In a more general context, the representative of Austria proposed, as part of an in-depth reform, to restrict the maximum quantity per transport unit of complete loads of certain LQs in view of the large exempted quantities carried in this way. He was asked to submit a written proposal on the subject.

Document: TRANS/WP.15/AC.1/2000/19

11. The representative of Austria introduced this old document, pointing out that in the context of the restructuring the problem had not been resolved with the new subsection 4.1.2.2 of RID/ADR, although it conformed to the United Nations Model Regulations. He noted that the wording did not specify whether the derogation by the competent authority concerned a shortening of the period or an extension, and, where relevant, for how long. He proposed either that the period should be shortened, or that the reference to the competent authority should be deleted.

12. It was recalled in the course of a lengthy discussion that this text had been harmonized for all transport modes and that the problem should therefore be dealt with by the United Nations Sub-Committee of Experts. It was further pointed out that this provision also applied to portable tanks but not to RID/ADR tanks, and that it did not specify which competent authority was involved (that of the country of origin of the transport operation, for example), as was the case for some other provisions (in this context, see also the definition of 1.2.1).

13. It was also pointed out that the question was how to settle the problem of the safety of the transport operation and not that of elimination or recycling, which was covered by other rules.

14. On the basis of this discussion, the representative of Austria withdrew his proposal.

Document: TRANS/WP.15/AC.1/2001/38 (Austria)

15. The representative of Austria withdrew his document on account of document TRANS/WP.15/AC.1/2002/6.

Document: TRANS/WP.15/AC.1/2001/4 (Germany)

16. After noting on the basis of the rationalized approach developed by the representative of UIC that special provision V1/W1 only applied to substances of Classes 4.1, 4.2 and 4.3 which required to be protected from contact with water and to substances of Class 9 (originally asbestos and PCBs only), the Joint Meeting decided to exclude all the entries of Class 9 from this provision (protection against solar radiation) since these substances presented relatively little danger, including UN Nos. 2211 and 3314, contrary to the proposal put forward by the representative of Germany.

Document: TRANS/WP.15/AC.1/2001/42 (United Kingdom)

Informal document: INF.14 (Belgium)

17. Proposal No.1 of this document for the deletion of column (9) (b) from Table A of Chapter 3.2 and section 4.1.10 on mixed packing, was not accepted by the Joint Meeting by a large majority, in part for reasons of user-friendliness.

18. With reference to proposal No. 2, namely, the inclusion of these provisions in the packing instructions or the special provisions, or else in the special conditions for the appropriate class (section 4.1.7), it was considered that these provisions could be rationalized. The representatives of UIC and Italy were in the process of preparing a rationalized approach and would submit their results at the next Joint Meeting.

Document: TRANS/WP.15/AC.1/2001/47 (Austria)

19. The representative of Austria pointed out the difficulties of interpretation of 2.1.3.5.3 (a) concerning excepted packages of Class 7 where other hazardous properties took precedence; in his opinion, they nevertheless continued to be radioactive material.

20. The representative of Italy considered that in fact they were excepted packages and not exempt material of Class 7 but that the precedence of hazards should not be attributed to radioactivity.

21. The representative of Belgium pointed out that where special provision 290 concerning the predominant class was concerned, radioactivity was not mentioned in the other classes.

22. The secretary of UN/ECE reminded the meeting that the question of subsidiary risks was part of the calendar of work of IAEA, in particular for the purpose of taking account of requirements for these subsidiary risks.

23. The representative of Austria noted that some requirements of Class 7 were therefore not applicable. He gave up the idea of any further consideration of his document.

24. The secretary of UN/ECE pointed out that Austria's comment in point 1 of the document was nevertheless relevant since the new requirements did not permit the identification of the danger of radioactivity of excepted packages containing substances presenting a risk of another class from the marking of the package.

Informal document: INF.46 (Secretariat)

25. The secretariat had prepared an informal document, INF.46, explaining that for these excepted packages of Class 7 presenting a hazard of another class, the requirements of RID/ADR (no Class 7 UN number marking, but the marking of the UN number of the other class on the package; in the documentation, indication of the UN number and the proper shipping name of the other class with in addition the proper shipping name of Class 7 but without the Class 7 UN number) did not conform to the United Nations Model Regulations, the IMDG Code, or the ICAO Technical Instructions for documentation (since in addition to the particulars required by RID/ADR, the Class 7 UN number must also be indicated). They did not conform either to the IAEA Regulations (amended 1996 edition, TS-R-I) according to which two UN numbers should be marked on the package and the UN number and the proper shipping name of the other class indicated in the transport document, but only the UN number for the Class 7 hazard (without the proper shipping name).

26. The secretariat proposed alignment either with the United Nations Model Regulations, with the deletion of "and 5.4.1.2.5.1 (a)" in special provision 290 of Chapter 3.3, or with the IAEA Regulations, on the basis of a new text for special provision 290.

27. The Joint Meeting considered that the United Nations Sub-Committee of Experts should be consulted before amending special provision 290 to bring it into line with the IAEA Regulations, and that there was no reason to amend RID/ADR for the time being.

Prohibitions on mixed loading (explosive substances and articles)

Document: TRANS/WP.15/AC.1/2002/3 (FIATA)

Informal document: INF.43 (FIATA)

28. The Joint Meeting adopted an amendment to Note (a) of 7.5.2.2 (see annex 1).

29. It would be advisable to come back to the question of what was meant by the "approval of the competent authority" in the context of international transport.

Subsection 6.1.6.2 - Revision of the list of substances to which the standard liquids may be regarded as equivalents for the purposes of 6.1.5.2.6

Informal documents: INF.26, INF.32, INF.35 (Germany)

30. After a lengthy discussion on whether it was necessary to amend subsection 6.1.6.2 to take account of the work done by Germany, or rather to refer to a standard being prepared by CEN and ISO on compatibility with plastics packagings (Annex C to draft standard EN ISO/FDIS 16 101 : 2000), the Joint Meeting decided by a very large majority that action should be taken on the proposal by Germany.

31. It was noted in particular that the ADR and RID regulations were the forerunners in this context and that experience with the ISO Technical Sub-Committee TC 296 had not been very conclusive since, instead of complementing RID and ADR, the draft standards prepared to date reproduced their provisions in an amended form; this was neither efficient nor acceptable for the purposes of regulation.

32. The Joint Meeting accepted the offer by Germany to convene an informal working group to prepare appropriate texts for RID/ADR. A reference to the standards could be inserted at a later stage in accordance with present practice, if the standards were in conformity with the regulations.

33. The Joint Meeting also decided that the work should concern packagings and IBCs.

34. The representative of Germany informed the Joint Meeting that the meeting of the informal working group on standard liquids would take place in Bonn from 24 to 26 June 2002, with simultaneous German/English interpretation.

Requirements for receptacles of Class 2 (alignment with the United Nations Model Regulations)

Document: TRANS/WP.15/AC.1/2002/4 (Switzerland)

Informal document: INF.23 (EIGA)

35. Informal document INF.23 was submitted by EIGA to answer the questions raised by Switzerland on the new RID/ADR requirements for UN certified gas receptacles.

36. Proposal No. 1 of document INF.23, to correct the first sentence of 6.2.5, was adopted (see annex 1).

37. In the case of proposal No. 2, the intention of which was to indicate that receptacles marked in accordance with 6.2.5.7 but approved in a State other than a Contracting Party to ADR or a member State of COTIF could be used for carriage in accordance with RID/ADR, the Joint

Meeting agreed that in principle all packagings, including gas receptacles, IBCs and large packagings as well as portable tanks and UN certified MEGCs, could be so used whatever the country of approval. The representative of UIC would submit a proposal to explain in RID/ADR what the expression "UN certified" meant.

38. The Joint Meeting noted that although this principle had long been accepted in practice, it only applied in paragraph 4.1.1.16 to packages marked according to 6.1.3. The UN/ECE secretariat proposed that this paragraph should be amended to cover all possible cases, and that an equivalent paragraph should be added in Chapter 4.2 for portable tanks.

39. This proposal gave rise to a lengthy discussion to ascertain whether this clarification was necessary from a legal point of view and whether it would be possible to ensure the entry into force of this amendment for 1 January 2003 in RID in particular where the procedure for the notification of amendments had already been initiated. The secretariat was requested to submit a written text on the basis of which the Joint Meeting would come back to the issue.

Informal document: INF.45 (Secretariat)

40. Pursuant to this request, the secretariat prepared proposals for the amendment of paragraphs 4.1.1.16, 4.1.1, 4.1.8.2 and a new NOTE at the beginning of Chapter 4.2, which the Joint Meeting adopted.

41. The representative of Belgium considered that States which were not Contracting Parties to ADR or which were not members of COTIF should not be empowered to approve light gauge metal packagings specific to RID/ADR. Since this was permitted according to 4.1.1.16 of the current version of RID/ADR, he was requested to submit a proposal in writing if he deemed it indispensable.

42. The representative of Switzerland considered that this decision introduced a substantive amendment since 4.1.1.16 had not to date applied to gas receptacles. He thought that the consequences should have been assessed both from the standpoint of safety and that of responsibilities in respect of type approvals and periodic inspections of the new types of packaging taken into consideration. He therefore deemed it inappropriate for this decision to have been taken urgently without consideration having been given to the consequences.

43. The representative of Poland pointed out that the texts appearing in the NOTES to 4.1.1 and at the start of Chapter 4.2 were tantamount to legal provisions and that from a legal point of view they should be incorporated into the text as paragraphs rather than as NOTES. In view of the changes in numbering that this would entail, it was agreed that these texts should be kept as NOTES for the time being, and that the Joint Meeting would come back to the question at a later stage.

44. The Joint Meeting adopted a correction to 6.2.5.6.4.6 in the form of an oral proposal by the representative of Belgium and noted that the French text of the paragraph should be brought into line with the English text.

45. The representative of EIGA pointed out that a number of questions were still on the agenda of the Working Group on Gas Receptacles and Multiple Element Gas Containers of the United Nations Sub-Committee of Experts and that the Government of Switzerland could always obtain clarification from the Working Group or propose amendments to it.

Procedure to be followed in the event of the detection of radioactive material

Document: TRANS/WP.15/AC.1/2002/5 (Germany)

Informal document: INF.18 (France)

46. The representative of Germany introduced the proposed procedure to be followed in the event of the detection of radioactive material; its advantage was that it did not modify the regulations (classification according to 2.2.7, separation if required, followed by reconditioning, and if classification was impossible, a subsequent procedure to be determined by the competent authority). The objective of the proposal was to obviate previous procedures, in particular, elimination in debatable conditions. In his opinion, separation was the first priority and was easy to effect, while the second priority consisted in ensuring an emergency transport operation with the authorization of the competent authority.

47. The representative of France introduced informal document INF.18 by the French nuclear security authority on the procedure followed in France. He pointed out that it was not always possible to separate, reclassify and recondition; the diagram proposed made it possible to ease this situation to some extent.

48. The representative of Austria drew attention to paragraph 1.4.2.2.4 of RID/ADR and recommended collaboration between the competent radiation protection authorities which drew up the relevant rules.

49. The idea was mooted in the course of the discussion that it would be advisable to collaborate with IAEA, generally to refer matters to the competent authority in order to have pragmatic guidelines and for the French procedure to be vetted by a working group with the Class 7 experts. It was suggested that the representative of France might, if appropriate, undertake the necessary formalities.

50. The Joint Meeting finally decided to adopt the procedure described in the document summary, with amendments (see annex 2).

Reports of incidents involving dangerous goods

Informal document: INF.5 (UIC)

51. The representative of UIC explained that he was submitting this proposed amendment to the text of 1.8.5.3 to enter into force on 1 January 2003 because the RID Committee of Experts had upheld the principle of the interpretations proposed at its thirty-eighth session and had asked him to submit a relevant proposal to the Joint Meeting.

52. These amendments did not, however, obtain any support in the Joint Meeting and were not therefore adopted. The representative of UIC would consider the consequences of that decision for road and rail traffic and would submit a new proposal if necessary.

Exemption of articles impregnated with pesticides

Informal document: INF.6 (Netherlands)

53. Several delegations noted that NOTE 3 (a) under F of former marginal (2) 601 of RID/ADR had been omitted in the restructuring, but some delegates considered that in addition to a NOTE in Part 2, a general provision should be included in Chapter 3.3 for the pesticide entries in question.

54. The representative of the Netherlands said that he would prepare an official proposal for the next session.

Ammonium nitrate based fertilizers

Informal document: INF.12 (Secretariat)

55. The secretariat pointed out that United Nations special provision 193 had been included in Chapter 3.3 of RID/ADR although there was no mention of it in the entry in question (2071) which was not subject to the requirements of RID/ADR. The United Nations Model Regulations in fact only applied this entry concerning ammonium nitrate based fertilizers of Class 9 to carriage by sea and air.

56. The Joint Meeting considered that making these fertilizers subject to RID/ADR was a substantive change which should be proposed officially. However, it adopted the proposal to specify the composition of the fertilizers concerned in column (2) of Table A of Chapter 3.2.

Corrections to the 2001 version of RID/ADR

Informal document: INF.13 (Secretariat)

57. The proposed corrections were approved with some rectifications (see annex 1).

Miscellaneous amendments

Informal document: INF.24 (Secretariat)

58. The informal document, containing an adaptation of special provision 640 in correlation with the assignment of this special provision to UN No. 2015, was adopted (see annex 1).

Informal document: INF.28 (Secretariat)

59. The deletion of the definition of “frame” in the English text of 1.2.1 was adopted along with the deletion of special provision BB1 in packing instruction IBC 02.

60. The Joint Meeting considered that the proposal to introduce conditions of carriage for UN No. 1043 could only be discussed on the basis of an official proposal, but noted the contradiction between special provision 642 and the reference to conditions of carriage for UN No. 1043 in packing instruction P200 (ADR only).

Self-sustaining combustion of substances of Class 3

Informal document: INF.29 (CEFIC)

61. The Joint Meeting noted that the criterion of exemption for flammable liquids which did not sustain combustion had not been correctly reflected in the restructured RID/ADR and approved a correction to NOTE 1 of 2.2.3.1.1 in order to refer to the criteria of 32.2.5 of the Manual of Tests and Criteria rather than to the sustained combustibility test of 32.5.2 (see annex 1).

Definition of corrosive flammable liquids

Informal document: INF.31 (CEFIC)

62. The Joint Meeting approved a correction to NOTE 6 of 2.2.3.1.1 according to which only liquid flammable and highly corrosive amines or polyamines whose boiling point or initial boiling point was greater than 35° C were substances of Class 8 in accordance with the 1999 version of RID/ADR (see annex 1).

63. Several delegations supported CEFIC's proposal to bring the definitions of the packing group in 2.2.3.1.3 into line with the (simpler) definitions of the United Nations Model Regulations and to delete NOTES 5 and 6 in 2.2.3.1.1 and notes (c) and (d) in 2.2.8.3. The Joint Meeting considered, however, that these changes should be the subject of an official proposal.

64. The following informal documents would be submitted officially as new proposals at the next session:

INF.9 (Norway): Table A of Chapter 3.2 and Chapter 3.4;
INF.20 (Belgium): 1.8.3.16;
INF.30 (CEFIC): Special provision 274.

HARMONIZATION RID/ADR

Amendments adopted by the Joint Meeting rejected or modified by the RID Committee of Experts at its thirty-eighth session

Informal document: INF.25 (OCTI)

65. The Joint Meeting noted that the RID Committee of Experts and WP.15 had not adopted all the amendments adopted by the Joint Meeting for the 2003 version of RID/ADR, that OCTI had been requested to submit these divergences of decisive importance to RID to the UN/ECE

Working Party on the Transport of Dangerous Goods (WP.15) in order to bring them into line with ADR, and that OCTI, in accordance with working procedures, had considered that they should first be re-submitted to the Joint Meeting.

66. The Joint Meeting confirmed the comments of the RID Committee of Experts (see annex 1) except for those relating to UN No. 3375, the heat treatment of high-pressure tanks and transitional provisions 1.6.3.23 and 1.6.4.14. The Joint Meeting therefore recommended that WP.15 should give consideration to a parallel alignment of ADR. The following remarks were made, however.

67. The deletion of the phrase “or the chemical group name” in 3.1.2.8.1 and 5.4.1.1.1 was not in keeping with the United Nations Recommendations and gave rise to a lack of harmony with maritime and air regulations. The question should therefore be raised (and particularly the definition of what was understood by “chemical group name”) with the United Nations Sub-Committee of Experts. The representative of UIC, the author of the amendment, undertook to do so.

68. The presence of provision CV28 in column (19) for toxic gases in ADR and the non-application of the corresponding provision CW28 in column (19) of RID represented a difference in the 1999 versions of RID and ADR (marginals 11 (3) and 10 410). This question had already been discussed by the WP.15 Working Party, which had decided that toxic gases should be separated from foodstuffs in road vehicles, even if they were permitted in wagons.

69. Provision LQ0 rather than LQ10 should be applied to UN No. 3375, in accordance with the United Nations Recommendations, although this did not correspond to the systematic approach to the distribution of special requirements for substances of Class 5.1, packing group II. For RID, special provisions CE6 and CE10 should be deleted for carriage in express packages. Provisions for this entry were still under discussion in the United Nations Sub-Committee of Experts, particularly for carriage in tanks, and it would be advisable not to amend further the requirements adopted to date.

70. It was logical to delete the references to MEGCs and battery-vehicles/battery-wagons in the new paragraphs added to 5.3.1.2 and 5.3.1.4 since 4.3.3.3 prohibited the carriage of different gases in these units and the wording of these paragraphs was not appropriate since although these units comprised several parts, they did not contain several compartments. However, Chapter 4.2 did not prohibit this practice for UN MEGCs, and on the basis of information from EIGA that the carriage of different gases was technically possible, the Joint Meeting had decided at its last session to make provision for the separate placarding of the different parts, in anticipation of this situation.

71. The deletion of entry 3374 was tantamount to prohibiting the carriage of solvent-free acetylene in RID/ADR MEGCs and battery-vehicles/battery-wagons, whereas such carriage was permitted in UN MEGCs (4.2.4.5.2).

72. The possibility of not using the heat treatment referred to in 6.8.5.1.1 (b) was a new proposal which was not related to the amendments entering into force on 1 January 2003 and should first be discussed by the Joint Meeting in an official proposal with appropriate justification before being submitted to WP.15.

73. The transitional measures of RID in 1.6.3.23 and 1.6.4.14 did not concern ADR since the provisions referred to were new to RID but were already in force for ADR. The Joint Meeting did not agree with the decision by the RID Committee of Experts to introduce a requirement for tank-containers without having first discussed it in the Joint Meeting.

74. The UN/ECE secretariat asked whether these questions should be raised again in the Joint Meeting if the WP.15 Working Party did not accept the new conclusions of the Joint Meeting. The reply was in the affirmative.

Marking of Class 2 receptacles

Document: TRANS/WP.15/AC.1/2002/15 (EIGA)

75. The Joint Meeting noted that the NOTE to the present 6.2.1.7.1 (f) had been omitted in the texts of Chapter 6.2 scheduled for 2003, and rectified the omission by adding this NOTE to the new 6.2.1.7.6.

76. The representative of Switzerland proposed that, for receptacles marked between 2001 and 2012, the test year should be indicated by four digits instead of the last two, so as to avoid possible confusion with the month. This proposal was not accepted.

TANKS

Documents: TRANS/WP.15/AC.1/2002/7 (Switzerland)
TRANS/WP.15/AC.1/2002/10 (CEFIC)
TRANS/WP.15/AC.1/2002/11 (Germany)
TRANS/WP.15/AC.1/2002/12 (CEN)
TRANS/WP.15/AC.1/2002/16 (EIGA)

Informal documents: INF.7 (Switzerland)
INF.8 (Germany)
INF.10 (Germany)
INF.11 (CEN)
INF.15/Rev.1 (France)
INF.19 (Liechtenstein)
INF.21 (Belgium)
INF.22 (UIP)
INF.27 (Germany)
INF.33 (Germany)

INF.37 (Germany)
INF.39 (Report of the informal working group)
INF.40 (Germany)

77. The Chairman of the working group on tanks, Mr. Ludwig (Germany) presented the results of the work of the working group which had met from 11 to 13 March 2002 in Bonn, as reflected in documents INF.39 and INF.40. This report was the subject of the following discussions and decisions:

Vacuum-operated waste tanks

78. The Joint Meeting adopted proposals to introduce into RID/ADR provisions concerning vacuum-operated tank-containers and swap bodies for the carriage of waste similar to those in ADR for tank vehicles, on the basis of document TRANS/WP.15/AC.1/2002/11, as amended by the working group (INF.40), with some drafting corrections (see annex 1).

79. The Joint Meeting noted that this additional work might possibly be necessary on the part of the RID Committee of Experts if provisions for vacuum-operated waste tank-containers were also to be introduced into RID.

80. The representative of Germany hoped that the new provisions would be introduced for ADR as from 2003; however, it was anticipated in principle that the WP.15 Working Party would only discuss proposals for amendments for 2005 at its May 2002 session, with the exception of some questions pending for 2003.

81. It was confirmed that these waste tanks could carry waste of packing group I, and that they could also be used for pumping pure substances from other tanks and their subsequent carriage.

82. The representatives of Denmark and Sweden said that some provisions of Chapter 6.10, for example, concerning equipment, should be accompanied by corresponding provisions concerning their use in Chapter 4.5. They were invited to prepare proposals in writing.

83. The proposal by Germany (INF.8) to be able to dispense waste tanks from the requirement of a safety valve preceded by a bursting disk if the tank were designed for a calculation pressure of not less than 10 bar should be the subject of a new official proposal.

Leakproofness tests (6.8.3.4.9)

84. The proposal by EIGA (TRANS/WP.15/AC.1/2002/16) as amended by the working group was adopted (see annex 1).

Informal document: INF.21 (Belgium)

85. In accordance with the recommendation of the working group, the Joint Meeting agreed to add liquid ammonium nitrate (UN No. 2426) in 4.3.4.1.3 (d) "tanks intended for the carriage of a single substance" and thus to add a "(+)" to the tank code L4BV in column (12) of Table A of Chapter 3.2.

Informal document: INF.27 (Germany)

86. The Joint Meeting also accepted the principle of adding a special provision TT8 for anhydrous ammonia (UN No. 1005) for additional inspections of fissuring on these high-pressure tanks, thus following the recommendation of the working group. A reworded official document should, however, be submitted at the next meeting, in which the periodicity of these inspections would be taken into account.

Mutual recognition of experts and test bodies

Informal document: INF.22 (UIP)

87. The Joint Meeting declared that in principle it agreed with the aim pursued of introducing a new section 1.8.6. Delegations were nevertheless requested to communicate their comments to the representative of UIP who would submit a new proposal in the light of those comments and of suggestions expressed during the discussion, in particular regarding the legal impact, the harmonization of procedures and tests and requirements for experts and, if necessary, to provide CEN with the mandate for drafting a relevant standard.

Informal document: INF.15/Rev.1 (France)

88. Although the working group had not supported this proposal for the harmonization of marking requirements between RID/ADR - the situation being different in road traffic - the representative of France would submit a new document since the question was of more concern to the competent authority than tank technology.

Informal document: INF.19 (Liechtenstein)

89. This proposal for an addition to Chapter 5.4 (certificate) had not been supported either by the working group or by the Joint Meeting. The representative of Liechtenstein said that, if necessary, he would submit a new official proposal.

Informal document: INF.11 (CEN)

90. This proposal of amendments to 6.8.2.1.17, 6.8.2.1.14 and 6.8.4 (TC) was rejected by the working group and the Joint Meeting (reduction of minimum thickness and thus of the safety level). The representative of CEN might come back to this question at a later date and propose a reference to the two standards already published.

Informal documents: INF.7 (Switzerland), INF.33 (Germany) and INF.37 (Germany)

91. The Joint Meeting was unable to deal with these proposals which the working group had submitted to it for discussion and decision for lack of time. These questions would remain on the agenda of the next meeting.

Establishment of a working group on standards

Documents: TRANS/WP.15/AC.1/2002/7 (Switzerland), TRANS/WP.15/AC.1/2002/12 (CEN), TRANS/WP.15/AC.1/2002/17 (EIGA) and informal document INF.38 (CEN)

92. These documents, which had been transmitted to the Joint Meeting by the working group for discussion and decision, were the subject of a lengthy discussion.

93. During a first vote on the request to reconsider the establishment of this working group which had already been approved by the Joint Meeting, a small majority (10 votes to 8) emerged, ensuring that the decision to establish the working group would not be reversed.

94. The Joint Meeting also decided that the working group would not meet concurrently with the Joint Meeting. The last intersessional meeting of the working group on tanks had also had bad experiences in terms of the number of the States represented. It had finally been agreed that at the next Joint Meeting, the Monday morning would be devoted to assigning a mission (documents to be discussed) to the two working groups (tanks and standards). From Monday to Wednesday, the working group on tanks would meet concurrently with the plenary meeting while the working group on standards would meet outside those times. It was expressly requested that the standards and particularly the draft standards to which reference should be made in RID/ADR should imperatively be made available to the delegates of the Joint Meeting. A member of the UN/ECE secretariat stated that the secretariat was required to restrict the volume of documentation and that it did not wish to reproduce the impressive number of standards in hard copy. It would be easier and less expensive to make them available on the web site of the Transport Division in the form of informal documents.

95. It was finally agreed that the mandate and procedures proposed in document TRANS/WP.15/AC.1/2002/7 which had not yet been discussed in detail or adopted should be the subject of consideration and pertinent decisions by the Joint Meeting.

FUTURE WORK

96. The provisional agenda for the next Joint Meeting (Geneva, 9 to 13 September 2002) was agreed as follows:

1. Questions pending¹
2. Corrections to RID/ADR
3. New proposals
4. Tanks (-/2002/10, INF.7, INF.33, INF.37 and INF.39)
5. Standards

6. Harmonization
7. Miscellaneous
8. Future work

97. The authors of informal documents which had not been discussed other than those mentioned were asked to inform the secretariat if they wished them to become official documents.²

98. The Chairman of the Joint Meeting announced that the next Joint Meeting would be the last he would chair and requested that delegations should give consideration to finding a successor.

ADOPTION OF THE REPORT AND ITS ANNEXES

99. The Joint Meeting adopted the report and its annexes on the basis of a draft prepared by the secretariats.

Notes

¹ Documents TRANS/WP.15/AC.1/2002/2, -/2002/7, -/2002/8, -/2002/9, -/2002/14 and -/2002/18; INF.9, INF.20, INF.30, INF.36, INF.41 and INF.42/Rev.1, which will become official documents.

² INF.3, INF.16 and INF.17 of CEN.

Annex 1

Texts adopted by the RID/ADR Joint Meeting

Proposals pending

Document: TRANS/WP.15/AC.1/2002/13 (France): adopted.

Document: TRANS/WP.15/AC.1/2001/4 (Germany): adopted as follows:

Table A in Chapter 3.2: delete “V1W1” in column (16) for all Class 9 entries.

Documents: TRANS/WP.15/AC.1/2002/3 (FIATA) and INF.43: adopted as follows:

7.5.2.2

Note (a): Amend to read:

“(a) Packages containing articles of compatibility group B and substances or articles of compatibility group D may be loaded together on one vehicle (RID: wagon) or in one container provided they are effectively segregated such that there is no danger of transmission of detonation from the articles of compatibility group B to the substances or articles of compatibility group D. Segregation shall be achieved by the use of separate compartments or by placing one of the two types of explosive in a special containment system. Either method of segregation shall be approved by the competent authority.”

Consequential amendment to 5.4.1.2.1 (d):

Replace “of the protective container/separate compartment” by “of the protective compartment or containment system”.

Documents: TRANS/WP.15/AC.1/2002/4 (Switzerland) and INF.23 (EIGA): adopted as follows:

6.2.5 Beginning, read:

“In addition to the general requirements of 6.2.1.1, 6.2.1.2, 6.2.1.3, 6.2.1.5 and 6.2.1.6, UN certified pressure receptacles ...” [2003 edition]

6.2.5.6.4.6 Read (F only):

“If after approval has been obtained amendments are made to the information transmitted in accordance with 6.2.5.6.4.3, the competent authority shall be so informed.” [2003 edition]

INF.45 (UN/ECE)

The following text enters into force on 1 January 2004 for RID and on 1 January 2003 for ADR:

“4.1.1.16 Packagings, including IBCs and large packagings, marked in accordance with 6.1.3, 6.2.5.7, 6.2.5.8, 6.3.1, 6.5.2 or 6.6.3 but which were approved in a State which is not a Contracting Party to ADR/a COTIF member State may nevertheless be used for carriage under RID/ADR.”

4.1.1 Amend the note under the heading to read:

“NOTE. The general provision of this section only apply to the packing of goods of Classes 2, 6.2 and 7 as indicated in sections 4.1.1.16 (Class 2), 4.1.8.2 (Class 6.2), 4.1.9.5 (Class 7) and in the applicable packing instructions of section 4.1.1 (packing instructions P201 and P202 for Class 2 and P621, IBC620 and LP621 for Class 6.2).”

4.1.8.2 First sentence, amend to read:

“The definitions in 1.2.1 and the general provisions of 4.1.1.1 to 4.1.1.16, except 4.1.1.3, 4.1.1.9 to 4.1.1.12 and 4.1.1.15, apply to infectious substance packages.”

Chapter 4.2 Renumber the existing NOTE as NOTE 1 and add a new NOTE 2 to read:

“NOTE 2. Portable tanks and UN certified MEGCs marked in accordance with the applicable provisions of Chapter 6.7 but which were approved in a State which is not a Contracting Party to ADR/a COTIF member State may nevertheless be used for carriage under RID/ADR.”

INF.12 (UN/ECE)

Amend the name and description of UN No. 2071 in column (2) of Table A of Chapter 3.2 as follows:

“Ammonium nitrate based fertilizer, uniform mixtures of the nitrogen/phosphate, nitrogen/potash or nitrogen/phosphate/potash type, containing not more than 70% ammonium nitrate and not more than 0.4% total combustible/organic material calculated as carbon or with not more than 45% ammonium nitrate and unrestricted combustible material.”

[1 January 2003 for RID/ADR]

INF.13 (UN/ECE)

Adopted with the following drafting amendments:

7.4.1 Add at the end of the correction:

“and add at the end of this sentence: ‘unless a competent authority has issued an approval in the conditions specified in 6.7.1.3.’” [Edition of 1 July 2001 for ADR and of 1 January 2003 for RID.]

INF.24 (Germany)

Insert a new second indent in special provision 640 as follows:

“- substances and preparations of UN No. 2015 packed in accordance with packing instruction P501.”

[1 January 2003 for RID/ADR]

INF.28 (UN/ECE)

1.2.1 [Concerns the English text only]

Delete the definition for “frame”.

4.1.4.2 Delete “B11” in IBC02. The equivalent amendment in OCTI/RID/Not./38b)-TRANS/WP.15/168 is no longer necessary.

INF.31 (CEFIC)

Amend NOTE 6 in 2.2.3.1.1 to read:

“UN No. 2734 AMINES, LIQUID, CORROSIVE, FLAMMABLE, N.O.S. or UN No. 2734 POLYAMINES, LIQUID, CORROSIVE, FLAMMABLE, N.O.S. and UN No. 2920 CORROSIVE LIQUID, FLAMMABLE, N.O.S., highly corrosive and having a boiling point or an initial boiling point exceeding 35° C are substances of Class 8 (see 2.2.8.1).” [Edition of 1 July 2001.]

Document INF.25 (Amendments by the RID Committee of Experts to the texts adopted by the Joint Meeting for 2003) adopted as follows (the following amendments have already been reproduced in the notification texts for RID):

1.8.5.4 The “Rail” column under “Date and place of incident” should read:

“Rail

- Station
- Marshalling yard/train formation station
- Loading/unloading/transshipment site

Place/country:

or

- Full track

Name of line:

Kilometres: ”

3.1.2.8.1 First sentence, delete:

“or the chemical group name”.

Third sentence, delete:

“and the chemical group names”.

5.4.1.1.1 (b) Delete: “or the chemical group name”.

7.5.4 Second subparagraph, delete:

“2.3,”

Consequential amendment: in Chapter 3.2, Table A, delete in column (18) under all the gases for which danger label 2.3 is prescribed in column (5):

“CW28/CV28”.

Chapter 3.2, Table A

Column (15) under UN No. 3359, delete:

“4”.

5.5.2.1 Beginning, read:

“For the carriage of UN No. 3369 UNIT UNDER FUMIGATION (wagon/vehicle, containers or tanks) the consignment note/transport document shall include the information contained in 5.4.1.1.1 and the date ... ”

Chapter 3.2, Table A

The UN number should be presented over two lines, as follows:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9a)	(9b)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
3375	AMMONIUM NITRATE, IN EMULSION, SUSPENSION OR GEL, used for the manufacture of liquid blasting explosives	5.1	O1	II	5.1	306 309	LQO	P099 IBC99		MP2						2			CW24 CV24	S9 S14	50 (RID only)
3375	AMMONIUM NITRATE, IN EMULSION, SUSPENSION OR GEL, used for the manufacture of solid blasting explosives	5.1	O2	II	5.1	306 309	LQO	P099 IBC99		MP2						2			CW24 CV24	S9 S14	50 (RID only)

In the notification texts for RID, delete “LP10/LQ11” in column (7) and replace by “LQO” and delete “CE6/CE10” in column (9).

5.3.1.2 In the text to be added, delete:

“MEGC”

5.3.1.4 In the text to be added, delete:

“battery-wagon/battery-vehicle”.

4.3.3.2.5 In the table delete the whole entry 3374.

1.6.3.8 (RID:) The subparagraph to be added/(ADR:)

Second subparagraph of the present text, read:

“When because of amendments to RID/ADR some proper shipping names of gases have been modified, it is not necessary to modify the names on the plate or on the shell itself (see 6.8.3.5.2 or 6.8.3.5.3), provided that the names of the gases on the tank wagons, battery-wagons and wagons with portable/fixed tanks (tank-vehicles), demountable tanks and battery-vehicles or on the plates [see 6.8.3.5.6 (b) or (c)] are adapted at the first periodic test thereafter.”

1.6.4.5 Amend the present text to read:

“When because of amendments to RID/ADR some proper shipping names of gases have been modified, it is not necessary to modify the names on the plate or on the shell itself (see 6.8.3.5.2 or 6.8.3.5.3), provided that the names of the gases on the tank-containers and MEGCs or on the plates [see 6.8.3.5.6 (b) or (c)] are adapted at the first periodic test thereafter.”

7.1.3 The reference to UIC leaflets in the present text to read:

“or in UIC leaflets 590 (status at 1 January 1979, 10th edition, including amendments Nos. 1 to 4), 591 (status at 1 January 1998, 2nd edition), 592-2 (status at 1 July 1996, 5th edition), 592-3 (status at 1 January 1998, 2nd edition) and 592-4 (status at 1 July 1995, new edition),”.

Correction to the 2001 edition of RID/ADR

2.2.3.1.1 NOTE 1: Replace “, under the sustained combustibility test conditions given in subsection 35.5.2 of Part III of the Manual of Tests and Criteria do not contain combustion”, with “according to the criteria of 32.2.5 of Part III of the Manual of Tests and Criteria”.

Document: TRANS/WP.15/AC.1/2002/15 (EIGA): adopted [2003 edition]

Document: TRANS/WP.15/AC.1/2002/11 (Germany): adopted with the following amendments:

3.2.1 (RID): The addition concerns column (12).

4.3.4.1.4 Read (RID: right hand column/ADR: over two columns) (INF.40):

“Tanks intended for the carriage of liquid waste, in accordance with the requirements of Chapter 6.10, and fitted with two closures in accordance with 6.10.3.2, **shall be assigned to tank code L4AH**. If the tanks in question are equipped for the carriage of liquids and solids alternatively, **they shall be assigned** to the combined codes L4AH + S4AH.”

6.10.4 Read (INF.40)

“Vacuum-operated waste tanks shall be subject to an internal and external examination every

three years (ADR only) | two and a half years”

Document: TRANS/WP.15/AC.1/2002/16 (EIGA): adopted with the following amendment:

6.8.3.4.6 (b) The proposed text is added at the end of the present text.

6.8.3.4.9 First dash, delete: “the working pressure at ambient temperature but not less than”.

Document: INF.21 (Belgium): adopted as follows:

Table A: For UN No. 2426, replace “L4BV” by “L4BV (+)” in column (12).

4.3.4.1.3 (d) Add: “UN No. 2426 ammonium nitrate, liquid, hot concentrated solution with more than 80% but not more than 93%: code L4BV”.

Annex 2

Procedure to be followed in the event of the detection of radioactive material during carriage, in particular during the carriage of steel scrap

If a high dose rate is observed, classification should in principle be performed in accordance with section 2.2.7 of RID/ADR before the transport operation can continue.

Reliable classification is, generally speaking, only possible after the dangerous substances have, where applicable, been separated out (for example, individual parts detected with a high dose rate).

If classification, assignment to a UN number and compliance with the applicable requirements are not possible where the detection occurred, the subsequent procedure to be followed shall be determined by the competent authority.
