



Economic and Social Council

Distr.: General
20 April 2021

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

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

Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its Spring 2021 session*

held in Bern, 15-19 March 2021

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* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2021-A. Unless otherwise indicated, the other documents referred to in this report under the symbol ECE/TRANS/WP.15/AC.1/ followed by the year and a serial number were circulated by OTIF under the symbol OTIF/RID/RC/ followed by the year and the same serial number.



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I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe was held in Bern from 15 to 19 March 2021, with Mr. C. Pfauvadel (France) as Chair and Ms. S. Garcia Wolfrum (Spain) as Vice-Chair.

2. In accordance with rule 1 (a) of the rules of procedure of the Joint Meeting, (ECE/TRANS/WP.15/AC.1/112/Add.2), representatives of the following countries participated as full members at the session: Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Spain, Sweden, Switzerland, Turkey, United Kingdom and United States of America.

3. In accordance with rule 1 (c) and (d) of the rules of procedure, the following were represented in a consultative capacity:

(a) European Union (European Commission and European Union Agency for Railways (ERA)) and Organization for Cooperation between Railways (OSJD);

(b) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Association of Dangerous goods Safety Advisers (EASA), European Chemical Industry Council (Cefic), European Committee for Standardization (CEN), European Council of the Paint, Printing Ink, and Artist's Colours Industry (CEPE), European Conference of Fuel Distributors (ECFD), European Federation of Waste Management and Environmental Services (FEAD), European Industrial Gases Association (EIGA), European LPG Association (Liquid Gas Europe), Fuels Europe, International Association of the Body and Trailer Building Industry (CLCCR), International Dangerous Goods and Containers Association (IDGCA), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Railways (UIC) and International Union of Wagon Keepers (UIP).

II. Opening of the session

4. Mr. W. Küpper, Secretary General of the Intergovernmental Organisation for International Carriage by Rail (OTIF) opened the Bern session and welcomed all delegates participating in the hybrid session of the Joint Meeting. He underlined the importance of the work by OTIF and UNECE despite the circumstances due to the COVID-19 measures and wished all participants a successful session. The Joint Meeting was informed that the current measures implemented by UNECE to protect public health by organising hybrid sessions allowing the participation remotely or in person would be continued at least until end of July 2021.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/159 and Add.1
RID-21001-RC

Informal documents: INF.2 and INF.25 (Secretariat)

5. The Joint Meeting adopted the agenda proposed by the secretariats in documents ECE/TRANS/WP.15/AC.1/159 and Add.1 (RID-21001-RC) as updated by informal document INF.2 after amending it to take account of informal documents INF.2 to INF.44.

IV. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/158/Add.1 (Secretariat)
ECE/TRANS/WP.15/AC.1/2021/3 (UIP)
ECE/TRANS/WP.15/AC.1/2021/5 (France)
ECE/TRANS/WP.15/AC.1/2021/6 (Germany)
ECE/TRANS/WP.15/AC.1/2021/8 (Belgium)
ECE/TRANS/WP.15/AC.1/2021/10 (Poland)
ECE/TRANS/WP.15/AC.1/2021/11 (Netherlands)
ECE/TRANS/WP.15/AC.1/2021/19 (United Kingdom)
ECE/TRANS/WP.15/AC.1/2021/21 (OTIF secretariat)

Informal documents: INF.9 (ITCO)
INF.11 (United Kingdom)
INF.12 (Netherlands)
INF.14 (Netherlands and UIP)
INF.15 (United Kingdom)
INF.16 (Poland)
INF.18 (Secretariat)
INF.21 (EIGA)
INF.23 (Germany and UIP)
INF.31 (United Kingdom)
INF.35 (France)
INF.37 (UIC)

6. Consideration of the documents under agenda item 2 was entrusted to the Working Group on Tanks that virtually met from 15 to 17 March with Mr. A. Bale (United Kingdom) as Chair, except the documents related to the informal working group on the inspection and certification of tanks, which were considered in the plenary session.

A. Report of the Working Group on Tanks

Informal document: INF.43 (Report of the Working Group on Tanks)

7. The Joint Meeting endorsed the conclusions and recommendations of the Working Group whose report appears in annex I as Addendum 1 to this report. Proposals 1 to 7 under items 1, 2 and 3 in Addendum 1 were adopted (see annex II).

8. On item 2, proposal 6, the Joint Meeting adopted the extension of the scope in column 3 to include 6.8.2.1.23 and noted a possible conflict with the date in column 4. It was agreed to clarify this issue at the next session of the Joint Meeting and, therefore, to keep this amendment in square brackets.

9. On item 4, the Joint Meeting noted that no consensus could be found and agreed to resume, due to lack of time, discussion at its autumn session.

10. On item 6, the Joint Meeting acknowledged the urgency and importance to revisit RID/ADR 6.8.3.2 and agreed to set up an intersessional ad hoc working group to further discuss this subject. The representatives of Netherlands and EIGA were invited to organize such a meeting and to report back to the Joint Meeting at its September session.

11. On item 7, the Joint Meeting noted the concerns raised by representative of ITCO in informal document INF.9 and their request to defer the adoption of Chapter 6.9 in RID/ADR. Considering the outdated status of the existing prescriptions, most delegations considered the new Chapter 6.9 on fibre reinforced plastics (FRP) portable tanks from the UN Model Regulations as a considerable improvement and could support the adoption into RID/ADR. It was agreed that the Ad hoc Working Group on the Harmonization should decide on the best possible way forward on how to insert the new provisions of the new Chapter 6.9 into RID/ADR (document ECE/TRANS/WP.15/AC.1/2021/5). The representative of ITCO was invited to address the concerns to the Sub-Committee on the Transport of Dangerous Goods during its June/July session.

B. Report of the informal working group on the inspection and certification of tanks

Documents: ECE/TRANS/WP.15/AC.1/2021/7 (United Kingdom)
ECE/TRANS/WP.15/AC.1/2021/16 (Germany)

Informal documents: INF.10 (United Kingdom)
INF.20 (EIGA)
INF.29 (Ireland and United Kingdom)
INF.32 (France)
INF.33 (Switzerland)
INF.44 (United Kingdom)

12. The Joint Meeting welcomed the report in informal document INF.44 on the progress of work of the London informal working group on the inspection and certification of tanks which had met remotely from 16 to 18 December 2020. The representatives of France and EIGA presented informal documents INF.32 and INF.20, respectively, to clarify some amendments proposed in informal document INF.10 and the consequential amendments to Chapter 6.2 proposed in document ECE/TRANS/WP.15/AC.1/2021/16. Following the discussion, the Joint Meeting invited the informal working group to further discuss these subjects at the forthcoming meeting scheduled to be held on 8 and 9 June 2021.

13. The representative of Switzerland suggested in informal document INF.33 to develop an explanatory document with a list of fundamental principles on the work on the inspection and certification of tanks, including a summary of the main changes and an overview of authorized activities. The Joint Meeting welcomed that initiative and invited her to submit a first draft to the informal working group for consideration. It was agreed to resume discussion on the explanatory document during the autumn session.

14. Taking into account that some countries have still to take actions to develop and align their national systems with the future system of inspection bodies, the Joint Meeting endorsed in principle the transitional measures proposed in annex IV of informal document INF.10, subject to a final decision in September 2021. The representative of Germany underlined the need to clarify the mutual recognition of inspection bodies during the transitional period.

15. Recalling the discussion of the Joint Meeting at its autumn 2020 session, the representative of Ireland proposed in informal document INF.29 from Ireland and the United Kingdom amendments to 1.8.6.2.1 allowing competent authorities to approve, on an exceptional basis, Type C inspection bodies for periodic inspections, intermediate inspections and exceptional inspections of minor repairs of tanks according to Chapters 6.8 and 6.10. However, the Joint Meeting could not support such an exemption for the international transport of dangerous goods due to the mutual recognition of inspection bodies. Countries concerned were invited to participate in the June meeting of the London informal working group and to consider any further proposals.

V. Standards (agenda item 3)

Document: ECE/TRANS/WP.15/AC.1/2021/17 (CEN)
ECE/TRANS/WP.15/AC.1/2021/12 (EIGA)

Informal documents: INF.3 (United Kingdom)
INF.13 (CEN)
INF.30 (EIGA)

16. The Working Group on Standards had met on 4 February 2021 to take consideration of documents ECE/TRANS/WP.15/AC.1/2021/17 and ECE/TRANS/WP.15/AC.1/2021/12 including informal documents INF.3, INF.13 and INF.30.

Report of the Working Group on Standards

Informal documents: INF.5/Rev.1 (CEN)

17. The Joint Meeting took note of the recommendations and conclusions of the Working Group in informal document INF.5/Rev.1 and adopted the amendments to 6.2.4.1 and 6.8.4 (d) of RID/ADR as proposed in paragraphs 4.1, 4.2, 4.3, 4.4 and 4.5 of informal document INF.5/Rev.1 with an additional modification (see annex II). It was agreed to keep the amendments proposed in paragraph 4.2 still in square brackets, subject to a final review at the next session.

18. The Joint Meeting adopted the additional note to RID/ADR/ADN 1.1.5 as proposed in informal document INF.3 (see annex II). The representative of the United Kingdom underlined the need to align the UN Models Regulations in that respect and announced his intention to submit a proposal to the Sub-Committee of Experts on the Transport of Dangerous Goods. for consideration at its next session.

19. The Joint Meeting welcomed the initiative by CEN to clarify the requirements for the application of standards in Chapters 6.2 and 6.8. Delegations were invited to send their comments on informal document INF.13 to the representative of CEN, who volunteered to submit an official document for the next session taking into account the comments received.

20. On the review of ECE/TRANS/WP.15/AC.1/2021/12 on requirements for valve protection, the Joint Meeting also adopted the amendments proposed in informal document INF.30 with an additional modification (see annex II).

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

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

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

A. Pending issues

1. Carriage of polymerizing substances as waste – Revision of ECE/TRANS/WP.15/AC.1/2020/51

Document: ECE/TRANS/WP.15/AC.1/2020/51/Rev.1 (Germany)

22. The Joint Meeting adopted the proposed new special provision with an additional modification (see annex II). It was recalled that this provision does not prevent the consignor to fulfil his obligations to provide the data required for the transport document.

2. Name and description for UN numbers in the Model Regulations and RID/ADR: UN 2426 Ammonium nitrate

Document: ECE/TRANS/WP.15/AC.1/2021/13 (Spain)

Informal document: INF.22 (Sweden)

23. The representative of Spain suggested modifying the name and description of UN 2426 to align with that in the UN Model Regulations and the IMDG Code. Following the concerns raised by Sweden in informal document INF.22, the Joint Meeting adopted the amendments proposed in paragraphs 21 and 22 of ECE/TRANS/WP.15/AC.1/2021/13 with additional modifications (see annex II). The Joint Meeting invited the representative of Spain to consult the Sub-Committee on the Transport of Dangerous Goods on aspects related to the maximum temperature and water content of UN 2426 to clarify the need to include common requirements into the UN Model Regulations.

3. Harmonization of SP 593 with 5.5.3

Document: ECE/TRANS/WP.15/AC.1/2021/15 (Spain)

24. As a compromise solution, the Joint Meeting adopted the amendments proposed as alternative A in ECE/TRANS/WP.15/AC.1/2021/15 (see annex II). The representative of Spain volunteered to follow up on the remaining questions raised on the basis of a document for consideration at a future session of the Sub-Committee on the Transport of Dangerous Goods.

4. Special provision 363

Informal document: INF.34 (Switzerland)

25. The Joint Meeting adopted by majority the new note to paragraph (j) of special provision 363 of Chapter 3.3 as proposed in informal document INF.34 (see annex II). It was recalled that an interpretation should be avoided that non-mandatory labelling, placarding or marking is only allowed in cases where it is explicitly mentioned.

5. Name and description for UN numbers in the Model Regulations and RID/ADR: UN 1012 Butylene

Document: ECE/TRANS/WP.15/AC.1/2021/14 (Spain)

Informal document: INF.38 (Spain)

26. The Joint Meeting welcomed the proposals in document ECE/TRANS/WP.15/AC.1/2021/14 as amended by informal document INF.38. It was agreed to resume consideration of this subject at the forthcoming session of the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods on 21-23 April to verify the need for additional comments. Delegations were invited to send additional comments to the representative of Spain.

6. Proposal of amendment to Chapter 1.2 of RID/ADR

Informal documents: INF.28 (Portugal)

INF.39 (Austria, Portugal, Spain and the Netherlands)

27. Following the discussion, the Joint Meeting adopted the amendments proposed in informal document INF.39 with additional modifications (see annex II).

7. Additions to the definitions in 1.2.1

Informal document: INF.7 (Secretariat)

28. The Joint Meeting noted the amendments to the definition in ADN 1.2.1 recently adopted by the ADN Safety Committee. Some delegations welcomed the clarification that the abbreviation "CMR" is usually defined with a reference to the Convention on the Contract for the International Carriage of Goods by Road, but may also be used as an indication for substances with long-term effects on health (C means carcinogenic, M means mutagenic and R means toxic to reproduction). The secretariat was requested to prepare for the next session a proposal for supplementing the existing definition of CMR in RID/ADR with these meanings.

B. New proposals

1. Inclusion of provisions for the carriage of molten aluminium of UN number 3257

Document: ECE/TRANS/WP.15/AC.1/2021/1 (Germany)

Informal document: INF.41 (Germany)

29. The Joint Meeting considered ECE/TRANS/WP.15/AC.1/2021/1 and agreed on the need to insert new provisions for the carriage of molten aluminium of UN number 3257. It was recommended to set up a new informal working group on this subject. The representative of Germany presented informal document INF.41 with the terms of reference for that group. The Joint Meeting adopted the terms of reference (see annex III).

2. RID/ADR 1.8.7.2.3 – Scope of the type approval certificate

Document: ECE/TRANS/WP.15/AC.1/2021/2 (Germany)

30. Several delegations raised concerns on the proposal. The representative of Germany withdrew document ECE/TRANS/WP.15/AC.1/2021/2.

3. Security provisions and supervision requirements for detonators

Document: ECE/TRANS/WP.15/AC.1/2021/4 (Secretariat)

31. The Joint Meeting adopted the amendments to RID/ADR/ADN proposed in paragraphs 13 and 14 of document ECE/TRANS/WP.15/AC.1/2021/4 (see annex II). It was noted that amendment to 1.1.3.6.2 does not apply to RID.

4. Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT)

Document: ECE/TRANS/WP.15/AC.1/2021/9 (EIGA)

Informal document: INF.24 (France)

32. The Joint Meeting adopted the amendments to RID/ADR proposed in paragraph 13 of document ECE/TRANS/WP.15/AC.1/2021/9 as supplemented by informal document INF.24 with an additional modification (see annex II).

33. It was noted that no transitional provision was needed, and that the current multilateral agreement ADR M318 is still valid until mid of 2023. Further information on the DOT final rulemaking procedure for changing the provisions of the Code of Federal Regulations 49 CFR is available at: www.federalregister.gov/documents/2020/11/25/2020-23712/hazardous-materials-adoption-of-miscellaneous-petitions-to-reduce-regulatory-burdens.

5. RID/ADR 6.2.3.1.5 – Pressure relief devices for non-UN acetylene cylinders

Document: ECE/TRANS/WP.15/AC.1/2021/20 (Germany)

Informal document: INF.8 (Germany)

34. The Joint Meeting noted general support and adopted the amendments to RID/ADR 6.2.3.1.5 as proposed in informal document INF.8 (see annex II).

6. Improvement of the introductory sentence of Chapter 7.4, section 7.4.1

Informal document: INF.4 (EASA)

35. The Joint Meeting adopted the proposed amendments to RID/ADR 7.4.1 (see annex II).

7. Environmentally hazardous paints and printing inks

Informal document: INF.17 (CEPE)

36. Several delegates raised concern that not all materials covered by UN 3082 should be exempted and that the scope should be focussed. Furthermore, it was noted that, instead of the insertion of a transitional provision, a multilateral agreement could also resolve the issue. Delegates were invited to send their written comments to the representative of CEPE who volunteered to prepare a revised proposal for consideration as an official document at the next session, taking into account the comments received.

8. Container/vehicle packing certificate

Document: ECE/TRANS/WP.15/AC.1/2021/22 (Netherlands)

Informal document: INF.40 (Netherlands)

37. The Joint Meeting considered the options in ECE/TRANS/WP.15/AC.1/2021/22 and adopted the amendments to RID/ADR/ADN 5.4.2 and ADR/ADN 8.1.2.1 as proposed in informal document INF.40 (see annex II).

9. Terms of reference for the informal working group on "e-learning"

Informal document: INF.19 (IRU)

38. The Joint Meeting agreed on the importance to consider the possibility of e-learning under the circumstances of the pandemic measures and to develop appropriate guidelines. On the proposed terms of reference, the representative of Germany preferred to be more concise and recalled in that respect the outcome of the discussion of the 2019 spring session (see report ECE/TRANS/WP.15/AC.1/154, para. 33). Interested delegates were invited to notify their interest in participating in the informal working group to the representative of IRU (aldo.celasco@iru.org), who volunteered to organize the kick-off meeting of the informal working group to further develop the draft terms of reference presented in informal document INF.19 and to revert them back to the next session of the Joint Meeting for final adoption.

10. Classification of UN 1010, mixtures of butadienes and hydrocarbons

Informal document: INF.36 (Cefic)

39. On the options proposed by Cefic, the Joint Meeting at this moment could not support the option to revert back to the previous entry for UN 1010. It was recommended that Cefic assist in preparing a multilateral agreement for RID/ADR/ADN, if possible, for consideration by the Working Party on the Transport of Dangerous Goods (WP.15) and the Joint Meeting at their forthcoming sessions. It was also recommended that the representative of Cefic submit a new proposal to the Sub-Committee on the Transport of Dangerous Goods in June.

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

Information on the quantity transported in the transport document

Document: ECE/TRANS/WP.15/AC.1/2021/18 (FEAD)

Informal documents: INF.26 (Spain)
INF.27 and 42 (FEAD)

40. On both options suggested by FEAD, the Joint Meeting preferred to go forward with option B and adopted the amendments proposed in informal document INF.42 with an additional modification in square brackets to be further discussed at the next session (see annex II).

IX. Accident and risk management (agenda item 7)

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

X. Future work (agenda item 8)

42. The Joint Meeting noted that the forthcoming session of the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods would be held remotely from 21 to 23 April 2021 and that the agenda would be published soon.

43. The Joint Meeting was informed that the London informal working group would meet again virtually on 8 and 9 June 2021 to resume discussion on remaining open issues. Interested delegates were invited to send before 17 May their written comments to the Chair of the group (steve.gillingham@dft.gov.uk) to collate and distribute them to the members of the group ahead of the meeting.

44. The Joint Meeting also noted that its autumn session would be held in Geneva from 21 September to 1 October 2021 and that the deadline for submission of official documents was 28 June 2021.

XI. Any other business (agenda item 9)

A. Request for consultative status by the European Recycling Industries' Confederation (EuRIC)

Informal document: INF.3 (EuRIC) of the Autumn 2020 Joint Meeting

45. The Joint Meeting considered the request for consultative status and agreed to invite the representative of EuRIC to participate in the next session. The secretariat was requested to prepare informal document INF.3 as an official document.

B. Guidelines for the use of 5.4.0.2 in RID/ADR/ADN – Use of the data model in the context of the eFTI Regulation

Informal document: INF.6 (France and Germany)

46. The representative of Germany informed the Joint Meeting on the current status of the working group on telematics for the transport of dangerous goods and the ongoing activities within the European Union on the implementation process of the Regulation (EU) 2020/1056 on electronic Freight Transport Information (eFTI). It was noted that expert groups have been established under the Digital Transport and Logistics Forum (DTLF) to ensure good coordination at technical and political levels. The UNECE secretariat confirmed to be already in contact with the UN/CEFACT secretariat to coordinate the subject.

47. The Joint Meeting agreed on the need to adapt on a biannual basis the data model for the transport of dangerous goods and to use in this respect the existing structure of the Ad hoc Working Group on Harmonization. It was noted that the future data model would most probably consist of a first part containing more general data and a second part covering the data for the transport of dangerous. It was also noted that the maintenance of that second part would be facilitated by referencing to the dangerous goods data model. The representative of the EU updated the Joint Meeting on the more recent coordination activities on the cooperation with Member States and relevant stakeholders. A list of members involved in this exercise is available at: ec.europa.eu/transparency/regexpert/index.cfm?%20do=groupDetail.groupDetail&groupID=3280.

XII. Adoption of the report (agenda item 10)

48. The Joint Meeting adopted the report on its spring 2021 session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/160/Add.1)

Annex II

[Original: English and French]

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2023

Table of Contents

5.5.2 [Amendment to the German version only.]

Chapter 1.1

(ADR only:)

1.1.3.6.2 In the first indent, after “0500,” add: “0511,”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/4)

1.1.4 Amend 1.1.4.6 of ADR and insert the following new 1.1.4.7 in RID/ADR/ADN:

“(ADR only:)

“1.1.4.6 (Reserved)”

(RID/ADR/ADN:)

“1.1.4.7 Refillable pressure receptacles authorized by the United States of America Department of Transportation

1.1.4.7.1 *Import of gases*

Refillable pressure receptacles authorised by the United States of America Department of Transportation and constructed and tested in accordance with standards listed in Part 178, Specifications for Packagings of Title 49, *Transportation*, of the Code of Federal Regulations accepted for carriage in a transport chain in accordance with 1.1.4.2 may be carried from the location of the temporary storage at the end point of the transport chain to the end user.

The consignor for the RID/ADR carriage shall include the following entry in the transport document:

“CARRIAGE IN ACCORDANCE WITH 1.1.4.7.1”.

1.1.4.7.2 *Export of gases and empty uncleaned pressure receptacles*

Refillable pressure receptacles authorised by the United States of America Department of Transportation and constructed in accordance with standards listed in Part 178, Specifications for Packagings of Title 49, *Transportation*, of the Code of Federal Regulations may be filled and carried only for the purpose of exporting to countries which are not RID Contracting States/Contracting Parties of ADR provided the following provisions are met:

- (a) The filling of the pressure receptacle is in accordance with the relevant requirements of the Code of Federal Regulations of the United States of America.
- (b) The pressure receptacles shall be marked and labelled in accordance with Chapter 5.2 of RID/ADR.
- (c) The provisions of 4.1.6.12 and 4.1.6.13 shall apply to pressure receptacles. Pressure receptacles shall not be filled after they become due for periodic inspection but may be carried after the expiry of the time-limit for purposes of performing inspection, including the intermediate carriage operations.
- (d) The consignor for the RID/ADR carriage shall include the following entry in the transport document:

“CARRIAGE IN ACCORDANCE WITH 1.1.4.7.2” ”

(Reference documents: ECE/TRANS/WP.15/AC.1/2021/9 and informal document INF.24, as amended)

1.1.5 Add the following Note:

“NOTE: A standard provides details on how to meet the provisions of RID/ADR/ADN and may include requirements in addition to those set out in RID/ADR/ADN.”

(Reference document: informal document INF.3)

Chapter 1.2

The following amendment replace those in ECE/TRANS/WP.15/AC.1/158 – OTIF/RID/RC/2021-A, Annex II.

1.2 Amend the title to read:

“DEFINITIONS, UNITS OF MEASUREMENT AND ABBREVIATIONS”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2020/13, as amended by informal document INF.39)

1.2.1 Delete the following definitions:

“ADN”, (RID:) “ADR”, “ASTM”, “CGA”, “CIM”, “CMR”, “CSC”, “CTU”, (RID:) “ECM”, “EN (standard)”, “IAEA”, “IBC”, “ICAO”, “IMDG”, “IMO”, “ISO (standard)”, “MEGC”, (ADR:) “MEMU”, (RID:) “OTIF”, (ADR:) “RID”, “SADT”, “SAPT”, (RID:) “SMGS”, (RID:) “SMGS Annex 2”, “UIC”, “UNECE”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2020/13, as amended by informal document INF.39)

[The amendment to cargo transport unit in the German version does not apply to the English text.]

In the definition of “Compressed Natural Gas”, delete:

“(CNG)”.

In the definition of “Criticality safety index”, delete:

“(CSI)”.

(RID:)

In the definition of “Entity in charge of maintenance”, delete:

“(ECM)”.

Amend the definition of “GHS” to read:

“Globally Harmonized System of Classification and Labelling of Chemicals” means the ninth revised edition of United Nations publication bearing this title (ST/SG/AC.10/30/Rev.9);

In the definition of “Liquefied Natural Gas”, delete:

“(LNG)”.

In the definition of “Liquefied Petroleum Gas”, delete:

“(LPG)”.

In the definition of “Multiple-element gas container”, delete:

“MEGC”.

(ADR:)

In the definition of “Mobile explosives manufacturing unit”, delete:

“(MEMU)”.

In the definition of “Net explosive mass”, delete:

“(NEM)”.

In the definition of “Self-accelerating decomposition temperature”, delete:

“(SADT)”.

In the definition of “Self-accelerating polymerization temperature”, delete:

“(SAPT)”.

In the definition of “Transport index”, delete:

“TI”.

(Reference documents: *ECE/TRANS/WP.15/AC.1/2020/13* and informal document *INF.39*, as amended)

Add a new section 1.2.3 to read as follows:

“1.2.3 List of abbreviations

In RID/ADR/ADN, abbreviations, acronyms and abbreviated designations of regulatory texts are used, with the following meaning:

A

“*ADN*” means the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways;

(RID:)

“*ADR*” means the Agreement concerning the International Carriage of Dangerous Goods by Road, including all special agreements signed by those states involved in the transport operation;

“*ASTM*” means the American Society for Testing and Materials (ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA, 19428-2959, United States of America), www.astm.org;

C

“*CGA*” means the Compressed Gas Association, 14501 George Carter Way, Suite 103, Chantilly, VA 20151, United States of America, www.cganet.com;

“*CIM*” means the Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (Appendix B to the Convention concerning International Carriage by Rail (COTIF)), as amended;

“*CMR*” means the Convention on the Contract for the International Carriage of Goods by Road (Geneva, 19 May 1956), as amended;

“*CNG*”, means compressed natural gas (see 1.2.1);

“*CSC*” means the International Convention for Safe Containers (Geneva, 1972) as amended and published by the International Maritime Organization (IMO), London;

“*CSI*” means criticality safety index (see 1.2.1);

E

(RID:)

“*ECM*” means entity in charge of maintenance (see 1.2.1);

“*EIGA*” means European Industrial Gas Association, 30 Avenue de l’Astronomie, 1210 Brussels (Belgium), www.eiga.eu;

“*EN*” (standard) means a European standard published by the European Committee for Standardization (CEN) (CEN, Avenue Marnix 17, B-1000 Brussels, Belgium), www.cen.eu;

G

“*GHS*” means Globally Harmonized System of Classification and Labelling of Chemicals (see 1.2.1);

I

“*IAEA*” means the International Atomic Energy Agency, P.O. Box 100, 1400 Vienna, Austria, www.iaea.org;

“*IBC*” means intermediate bulk container (see 1.2.1);

“*ICAO*” means the International Civil Aviation Organization, 999 University Street, Montreal, Quebec H3C 5H7, Canada, www.icao.org;

“*IMDG*” means IMDG Code (see 1.2.1);

“*IMO*” means the International Maritime Organization, 4 Albert Embankment, London SE1 7SR, United Kingdom, www.imo.org;

“*ISO*” (standard) means an international standard published by the International Organization for Standardization, 1, rue de Varembe, 1204 Geneva 20, Switzerland, www.iso.org;

L

“*LNG*” means liquefied natural gas (see 1.2.1);

“*LPG*” means liquefied petroleum gas (see 1.2.1);

“*LSA*” (material) means low specific activity material (see 2.2.7.1.3);

M

“*MEGC*” means multiple-element gas container (see 1.2.1);

(ADR:)

“*MEMU*” means mobile explosives manufacturing unit (see 1.2.1);

N

“*N.O.S.*” means not otherwise specified entry (see 1.2.1);

O

(RID:)

“*OTIF*” means the Intergovernmental Organisation for International Carriage by Rail, Gryphenhübeliweg 30, 3006 Bern, Switzerland, www.otif.org;

R

(ADR:)

“*RID*” means Regulations concerning the International Carriage of Dangerous Goods by Rail (Appendix C of COTIF (Convention concerning international carriage by rail));

S

“*SADT*” means self-accelerating decomposition temperature (see 1.2.1);

“*SAPT*” means self-accelerating polymerization temperature (see 1.2.1);

“*SCO*” means surface contaminated object (see 2.2.7.1.3);

(RID:)

“*SMGS*” means the Agreement concerning International Goods Transport by Rail of the Organisation for Cooperation between Railways (OSJD) (OSJD, ul. Hoza, 63/67 00-681 Warsaw, Poland), www.en.osjd.org;

(RID:)

“*SMGS Annex 2*” means provisions for the carriage of dangerous goods as Annex 2 to SMGS;

T

“*TI*” means transport index (see 1.2.1);

U

“*UIC*” means the International Union of Railways, 16 rue Jean Rey, 75015 Paris, France, www.uic.org;

“*UNECE*” means the United Nations Economic Commission for Europe, Palais des Nations, 8-14 avenue de la Paix, 1211 Geneva 10, Switzerland, www.unece.org; ”

(Reference documents: ECE/TRANS/WP.15/AC.1/2020/13 and informal document INF.39, as amended)

Chapter 1.6

1.6.4 Insert the following new transitional provision:

“1.6.4.56 Tank-containers constructed before 1 July 2023 in accordance with the requirements in force up to 31 December 2022, but which do not conform to the requirements of 6.8.2.2.4 second paragraph applicable from 1 January 2023 may still be used.”

(Reference documents: ECE/TRANS/WP.15/AC.1/2021/8, as amended by informal document INF.43)

Chapter 1.10

1.10.4 In the first sentence, after “0500,” add: “0511,”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/4)

Chapter 2.2

2.2.9.3 [The amendment to classification code M11, UN 3359 in the German version does not apply to the English text.]

Chapter 3.2, Table A

For all UN numbers to which special provision “386” is assigned in column (6), insert in column (6):

“676”.

(Reference document: ECE/TRANS/W.15/AC.1/2020/51/Rev.1, as amended)

Amend the following entries:

UN No.	Column	Amendment
2426	(2)	Amend the name and description as follows: “AMMONIUM NITRATE, LIQUID (hot concentrated solution)”. (Reference document: ECE/TRANS/WP.15/AC.1/2021/13)
3359	(2)	[Amendment to the German version only.]

Chapter 3.2, Table B

Amend the following entries:

Name and description	UN No.	Amendment
AMMONIUM NITRATE, LIQUID, hot concentrated solution, in a concentration of more than 80% but not more than 93%	2426	Amend the name and description in column “Name and description” to read as follows: “AMMONIUM NITRATE, LIQUID (hot concentrated solution)”. (Reference document: ECE/TRANS/WP.15/AC.1/2021/13)

Name and description	UN No.	Amendment
FUMIGATED CARGO TRANSPORT UNIT	3359	[Amendment to the German version only.]

Chapter 3.3

SP 302 [Amendment to the German version only.]

SP 327 In the first sentence, replace “5.4.1.1.3” by:
“5.4.1.1.3.1”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2021/18 and informal document INF.42, consequential amendment)

SP 363 At the end of paragraph (j), insert the following Note:

“NOTE: On engines and machinery with a capacity of more than 450 l but containing 60 l of liquid fuel or less, labelling and placarding compliant with the above requirements is permitted.”

(Reference document: informal document INF.34)

SP 593 Amend to read as follows:

“593 This gas, when used for cooling goods not fulfilling the criteria of any class, e.g. medical or biological specimens, if contained in double wall receptacles which comply with the provisions of packing instruction P203, paragraph (6) for open cryogenic receptacles of 4.1.4.1 <(ADN:) of ADR>, is not subject to the requirements of RID/ADR/ADN except as specified in 5.5.3.”

(Reference document: ECE/TRANS/WP.15/AC.1/2021/15, Option A)

SP 644 Insert the following new second indent:

“– The solution does not contain more than 93% ammonium nitrate;”

(Reference document: ECE/TRANS/WP.15/AC.1/2021/13, as amended)

SP 650 In paragraph (e), replace “5.4.1.1.3” by:
“5.4.1.1.3.1”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2021/18 and informal document INF.42, consequential amendment)

SP 654 In the first sentence, replace “5.4.1.1.3” by:
“5.4.1.1.3.1”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2021/18 and informal document INF.42, consequential amendment)

Add the following new special provision:

“676 For the carriage of packages containing polymerizing substances the provisions of special provision 386 <(ADR:), in conjunction with 7.1.7.3, 7.1.7.4, 5.4.1.1.15 and 5.4.1.2.3.1,> need not be applied, when carried for disposal or recycling provided the following conditions are met:

- (a) before loading an examination has shown that there is no significant deviation between the outside temperature of the package and the ambient temperature;
- (b) the carriage is effected within a period of not more than 24 hours from that examination;
- (c) the packages are protected from direct sunlight and from the impact of other sources of heat (e.g. additional loads that are being carried above ambient temperature) during carriage;
- (d) the ambient temperatures during the carriage are below 45 °C;

- (e) wagons/vehicles and containers are adequately ventilated;
- (f) the substances are packed in packages with a maximum capacity of 1000 litres.

In assessing the substances for carriage under the conditions of this special provision, additional measures to prevent dangerous polymerization may be considered, for example the addition of inhibitors.”

(Reference document: ECE/TRANS/WP.15/AC.1/2020/51/Rev.1, as amended)

Chapter 4.1

4.1.6.8 In paragraph (b), in the first sentence, after “caps”, insert:

“or guards”.

In paragraph (c), replace “guards” by:

“permanent protection attachments”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/12)

4.1.6.15 In the report ECE/TRANS/WP.15/AC.1/158 – OTIF/RID/RC/2021-A, amend Table 1 to read as follows:

“Table 1: Standards for UN and non-UN pressure receptacles

Applicable paragraphs	Reference	Title of document
4.1.6.2	EN ISO 11114-1:2020	Gas cylinders – Compatibility of cylinder and valve materials with gas contents – Part 1: Metallic materials
	EN ISO 11114-2:2013	Gas cylinders – Compatibility of cylinder and valve materials with gas contents – Part 2: Non-metallic materials
4.1.6.4	ISO 11621:1997 or EN ISO 11621:2005	Gas cylinders – Procedures for change of gas service
4.1.6.8 Valves with inherent protection	Clause 4.6.2 of EN ISO 10297:2006 or clause 5.5.2 of EN ISO 10297:2014 or clause 5.5.2 of EN ISO 10297:2014 + A1:2017	Gas cylinders – Cylinder valves – Specification and type testing
	Clause 5.3.8 of EN 13152:2001 + A1:2003	Testing and specifications of LPG cylinder valves – Self-closing
	Clause 5.3.7 of EN 13153:2001 + A1:2003	Specifications and testing of LPG cylinder valves – Manually operated
	Clause 5.9 of EN ISO 14245:2010 or clause 5.9 of EN ISO 14245:2019	Gas cylinders – Specifications and testing of LPG cylinder valves – Self-closing
	Clause 5.10 of EN ISO 15995:2010 or clause 5.10 of EN ISO 15995:2019	Gas cylinders – Specifications and testing of LPG cylinder valves – Manually operated
	Clause 5.4.2 of EN ISO 17879:2017	Gas cylinders – Self-closing cylinder valves – Specification and type testing

Applicable paragraphs	Reference	Title of document
	Clause 7.4 of EN 12205:2001 or clause 9.2.5 of EN ISO 11118:2015 or clause 9.2.5 of EN ISO 11118:2015 + A1:2020	Gas cylinders – Non-refillable metallic gas cylinders – Specification and test methods
4.1.6.8 (b)	ISO 11117:1998 or EN ISO 11117:2008 + Cor 1:2009 or EN ISO 11117:2019	Gas cylinders – Valve protection caps and guards – Design, construction and tests
	EN 962:1996 + A2:2000	Transportable gas cylinders – Valve protection caps and valve guards for industrial and medical gas cylinders – Design, construction and tests
4.1.6.8 (c)	Requirements for shrouds and permanent protection attachments used as valve protection under 4.1.6.8 (c) are given in the relevant pressure receptacle shell design standards (see 6.2.2.3 for UN pressure receptacles and 6.2.4.1 for non-UN pressure receptacles).	
4.1.6.8 (b) and (c)	ISO 16111:2008 or ISO 16111:2018	Transportable gas storage devices – Hydrogen absorbed in reversible metal hydride

”

(Reference document: ECE/TRANS/WP.15/AC.1/2021/12, as amended by informal document INF.30)

Chapter 4.2

4.2.5.2.6 [The amendment to portable tank instruction T 50 in the German version does not apply to the English text.]

Chapter 4.3

4.3.4.1.3 In the Table, under class 5.1, amend the name and description for UN number 2426 to read as follows:

“AMMONIUM NITRATE, LIQUID (hot concentrated solution)”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/13, as amended)

Chapter 5.4

5.4.1.1.3 Becomes 5.4.1.1.3.1.

Insert a new 5.4.1.1.3.2 to read as follows:

“5.4.1.1.3.2 If there is no possibility to measure the exact quantity of the waste at the place of loading, the quantity according to 5.4.1.1.1 (f) may be estimated for the following cases under the following conditions:

- (a) For packagings, a list of packagings including the type and the nominal volume will be added to the transport document;
- (b) for containers, the estimation will be based on their nominal volume and other available information (e.g. type of waste, average density, degree of filling);
- (c) for vacuum operated waste tanks, the estimation shall be justified (e.g. by means of an estimation provided by the consigner or by wagon/vehicle equipment).

Such estimation of the quantity is not allowed for:

- Exemptions for which the exact quantity is essential (e.g. 1.1.3.6);

- Waste containing substances mentioned in 2.1.3.5.3 and/or substances of Class 4.3;
- Tanks other than vacuum operated waste tanks.

[A statement shall be included in the transport document, as follows:

“QUANTITY ESTIMATED IN ACCORDANCE WITH 5.4.1.1.3.2”.]

(Reference documents: ECE/TRANS/WP.15/AC.1/2021/18 and informal document INF.42, as amended)

5.4.2 In the first sub-paragraph, replace “with the transport document” by:

“to the maritime carrier by those responsible for packing the container”.

In the second sub-paragraph, in the first sentence, replace “; if not, these documents shall be attached” by:

“(see for example 5.4.5)”.

Delete the Note after the second sub-paragraph.

In the third sub-paragraph, after “may”, insert:

“also”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/22, as amended by informal document INF.40)

Chapter 5.5

5.5.2 [Amendment to the German version only.]

5.5.2.1.1 [Amendment to the German version only.]

5.5.2.1.2 [Amendment to the German version only.]

5.5.2.1.3 [Amendment to the German version only.]

5.5.2.2 [Amendment to the German version only.]

5.5.2.3.1 [Amendment to the German version only.]

5.5.2.3.3 [Amendment to the German version only.]

5.5.2.3.4 [Amendment to the German version only.]

5.5.2.3.5 [Amendment to the German version only.]

5.5.2.4.1 [Amendment to the German version only.]

5.5.2.4.4 [Amendment to the German version only.]

Chapter 6.2

6.2.3.1.5 Amend to read as follows:

“6.2.3.1.5 Acetylene cylinders shall not be fitted with fusible plugs or any other pressure relief devices.”

(Reference document: ECE/TRANS/WP.15/AC.1/2021/20, as amended by informal document INF.8)

6.2.4.1 Amend the Table, under “for design and construction” as follows:

For “EN ISO 7866:2012 + AC:2014”, in column (4), replace “Until further notice” by:

“Between 1 January 2015 and 31 December 2024”.

After the row for “EN ISO 7866:2012 + AC:2014”, insert the following new row:

(1)	(2)	(3)	(4)	(5)
EN ISO 7866:2012	Gas cylinders – Refillable seamless	6.2.3.1	Until	

+ A1:2020	aluminium alloy gas cylinders – Design, construction and testing	and 6.2.3.4	further notice	
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”

- For “EN 12245:2002”, in column (2), insert the following Note:
“NOTE: This standard shall not be used for gases classified as LPG.”
- For “EN 12245:2002”, in column (5), insert the following text:
 “31 December 2023, for cylinders for LPG”.]
- For “EN 12245:2009 + A1:2011”, in column (2), number the existing Note to be “NOTE 1” and insert a new Note as follows:
“NOTE 2: This standard shall not be used for gases classified as LPG.”
- For “EN 12245:2009 + A1:2011”, in column (5), insert:
 “31 December 2023, for cylinders for LPG”.]
- For “EN ISO 11118:2015”, in column (4), replace “Until further notice” by:
 “Between 1 January 2017 and 31 December 2024”.
- After the row for “EN ISO 11118:2015”, insert the following new row:

“

(1)	(2)	(3)	(4)	(5)
EN ISO 11118:2015 + A1:2020	Gas cylinders – Non-refillable metallic gas cylinders – Specification and test methods	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	

”

- For “EN 14427:2004 + A1:2005”, in column (5), insert the following text:
 “31 December 2023, for cylinders without a liner, manufactured from two parts joined together”.
- For “EN 14427:2014”, in column (2), add a new Note as follows:
“NOTE: This standard shall not be used for cylinders without a liner, manufactured from two parts joined together.”
- For “EN 14427:2014”, in column (5), insert the following text:
 “31 December 2023, for cylinders without a liner, manufactured from two parts joined together”.

(Reference document: informal document INF.5/Rev.1)

6.2.5.4.2 Amend in ECE/TRANS/WP.15/AC.1/158 – OTIF/RID/RC/2020-A the amendment to read as follows:

6.2.5.4.2 At the end of the sentence, replace “(see also EN 1975:1999 + A1:2003)” by:
 “(see also EN ISO 7866:2012 + A1:2020)”.

(Reference document: informal document INF.5/Rev.1)

Chapter 6.8

(ADR only:)

6.8.2.1.23 Move the last sentence of the first sub-paragraph to the end of the second sub-paragraph, replacing the colon at the end of the second sub-paragraph with a full stop.

Insert the following new sub-paragraph immediately before the final sub-paragraph:

“Welds made during repairs or alterations shall be assessed as above and in accordance with the non-destructive tests specified in the relevant standard(s) referenced in 6.8.2.6.2.”

(Reference document: informal document INF.11, as amended by informal document INF.43)

6.8.2.2.2 At the end of the seventh sub-paragraph ("The position and/or direction of closure of shut-off devices shall be clearly apparent."), insert a reference to the following footnote:

“⁹ The mode of operation of dry break couplings is self-closing. Consequently, an open/closed indicator is not necessary. This type of closure shall only be used as a second or third closure.”

(Reference document: informal document INF.14, as amended by informal document INF.43)

6.8.2.2.4 After the first sentence, insert in the right-hand column:

[“These openings for tank-containers with [a capacity of more than 40 000 litres / a gross weight of more than 36 000 kg] intended for the carriage of [liquids] / [substances in the liquid state] which are not divided by partitions or surge plates into sections of not more than 7 500 litres capacity shall be provided with closures designed for a test pressure of at least 0.4 MPa (4 bar). Hinged dome covers for these tank-containers with a test pressure of more than 0.6 MPa (6 bar) shall not be permitted.”]

(Reference document: ECE/TRANS/WP.15/AC.1/2021/8, as amended by informal document INF.43)

6.8.2.4.3 In the first sub-paragraph, in the first sentence, replace “at least every” by: “no later than”.

In the third sub-paragraph, replace “the due date” by:

“the specified date”.

In the third sub-paragraph, replace “at the latest every” by:

“no later than”.

In the third sub-paragraph, replace “after this date” by:

“after this earlier date”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

[6.8.2.6.2 In the Table, for “EN 12972:2018”, replace the entry in column (3) to read:

“6.8.2.1.23

6.8.2.4

6.8.3.4”.]

(Reference document: informal document INF.11, as amended by informal document INF.43)

6.8.3.4.6 Amend the text in the report ECE/TRANS/WP.15/AC.1/158 – OTIF/RID/RC/2020-A to read as follows:

“6.8.3.4.6 Amend to read as follows:

(RID:)

“6.8.3.4.6 For tanks intended for the carriage of refrigerated liquefied gases:

(a) By derogation from the requirements of 6.8.2.4.2, the periodic inspections shall be performed no later than eight years after the initial inspection and thereafter no later than every 12 years.

(b) By derogation from the requirements of 6.8.2.4.3, the intermediate inspections shall be performed no later than six years after each periodic inspection.”

(ADR:)

“6.8.3.4.6 For tanks intended for the carriage of refrigerated liquefied gases:

(a) By derogation from the requirements of 6.8.2.4.2, the periodic inspections shall be performed no later than

six years | eight years

after the initial inspection and thereafter no later than every 12 years.

(b) By derogation from the requirements of 6.8.2.4.3, the intermediate inspections shall be performed no later than six years after each periodic inspection.””

(Reference documents: informal document INF.64 of the autumn 2020 Joint Meeting, ECE/TRANS/WP.15/AC.1/2020/1 and ECE/TRANS/WP.15/AC.1/2020/7, ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

6.8.4 (d)

TT 3 In the first sentence < (RID:) of the right-hand column>, replace “shall take place at least” by:

“shall be performed no later than”.

In the second sentence < (RID:) of the right-hand column>, replace “shall be carried out at least” by:

“shall be performed no later than”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

(RID only:)

TT 4 Before “every”, insert:

“no later than”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

TT 5 Replace “shall take place at least” by:

“shall be performed no later than”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

TT 6 In the left-hand column, replace “shall be carried out at least” by:

“shall be performed no later than”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

TT 10 Replace “shall take place at least” by:

“shall be performed no later than”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

(ADR only:)

TT 11 In the list of standards after the second sentence:

Replace “EN ISO 17640:2010” by:

“EN ISO 17640:2018”.

Replace “EN ISO 17638:2009” by:

“EN ISO 17638:2016”.

Replace “EN ISO 23278:2009 – Magnetic particle testing of welds. Acceptance levels” by:

“EN ISO 23278:2015 – Non-destructive testing of welds – Magnetic particle testing. Acceptance levels”.

Replace “EN 1711:2000” by:

“EN ISO 17643:2015”.

Replace “EN 14127:2011” by:

“EN ISO 16809:2019”.

In the paragraph after the table, replace EN ISO 23278:2009 – Magnetic particle testing of welds. Acceptance levels” by:

“EN ISO 23278:2015 – Non-destructive testing of welds – Magnetic particle testing. Acceptance levels”.

(Reference document: informal document INF.5/Rev.1)

Chapter 6.10

(ADR:)

6.10.4 Before “every three years”, insert:
“no later than”.

(RID/ADR:)

6.10.4 Before “every two and a half years”, replace “at least” by:
“no later than”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

(ADR only:)

Chapter 6.12

6.12.3.2.6 Replace “at least” by:
“no later than”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/19, as amended by informal document INF.43)

Chapter 7.4

(RID:) 7.4 / (ADR:) 7.4.1 Amend the first sentence to read as follows:

“Dangerous goods may only be carried in tanks when a portable tank instruction is shown in column (10) or when a tank code is shown in column (12) of Table A of Chapter 3.2, or when a competent authority has issued an authorisation in accordance with the conditions specified in 6.7.1.3.”

(Reference document: informal document INF.4)

Chapter 8.1

(ADR only:)

8.1.2.1 In paragraph (a), delete:
“and, when appropriate, the container/vehicle packing certificate prescribed in 5.4.2”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/22, as amended by informal document INF.40)

(ADN only:)

8.1.2.1 In paragraph (b), delete:

“and, when appropriate, the container/vehicle packing certificate prescribed in 5.4.2”.

(Reference document: ECE/TRANS/WP.15/AC.1/2021/22, as amended by informal document INF.40)

Annex III

[English only]

Terms of reference of the informal working group on the carriage of molten aluminium

Based on the proposal in official document ECE/TRANS/WP.15/AC.1/2021/1 and the discussion of the Joint Meeting at its spring 2021 session, an informal working group was established with the following terms of reference:

1. Develop appropriate RID/ADR provisions for the safe transport of molten aluminium of UN number 3257, in particular on:
 - a) The design, construction, approval and inspection of vats, taking into account experience with accidents with molten aluminium and likely effects of heating cycles and the temperature on the material;
 - b) The approval and inspection of vats;
 - c) The marking of vats and documentation requirements;
 - d) Fire and explosion protection;
 - e) The vehicles/wagons for the carriage of vats (e.g. stability, attachment of vats);
 - f) Training requirements, like training of the driver for the vehicles (e.g. driving physics, specific handling behaviour).
2. Review the impact on existing national provisions in particular on the assignment of VC 3.
3. Analyse the need for transitional periods.
4. Analyse the possible impact of modifications of the vats at reception facilities.

(Reference document: informal document INF.41)
