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| **DEPARTMENT FOR TRANSPORT, UK** | |  |
| Meeting: | UNECE/OTIF; RID/ADR/ADN Joint Meeting |  |
| Meeting term: | September 2020 |  |
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| **PAPER SUMMARIES** | |  |
| Document date: | 10 August 2020 | |
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| **Agenda** |  |  |
| 1 | 1. Adoption of the agenda |  |
| 2 | 2. Tanks |  |
| 3 | 3. Standards |  |
| 4 | 4. Interpretation of RID/ADR/ADN |  |
| 5 | 5. Proposals for amendments to RID/ADR/ADN |  |
| 5.01 | 5.(a) Proposals for amendments to RID/ADR/ADN: Pending issues |  |
| 5.02 | 5.(b) Proposals for amendments to RID/ADR/ADN: New proposals |  |
| 6 | 6. Reports of informal working groups |  |
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| Paper number | Submitter | Title | Topics covered | Summary of paper |
| **AGENDA ITEM 2: TANKS** | | | | |
| 2020/6 | OTIF | Extra-large tank-containers | Tank container design | Regarding the introduction of 45 and 52ft tank-containers (cap of 73,500 L and payload of 66 tonnes). Currently carried by rail and discussed at RID. The proposal is to extend the text adopted at RID for these tank wagons to ADR for Tank Containers. The proposals relate to the fixing of welded elements to the tank , Pressure resistance of closures |
| 2020/7 | France | Periodic and intermediate inspections of tanks for the carriage of refrigerated liquefied gases | Periodic and Intermediate testing of tanks for refrigerated liquefied gases | Clarification sought on the periodic and intermediate inspections of tanks intended for the carriage of refrigerated liquefied gases. 2 alternate proposals - 1. Proposal to amend 6.8.3.4.6 to delete the text 'in the case of tanks intended for the carriage of refrigerated liquefied gases' and to change the intermediate inspection requirements to make it clear that the first intermediate inspection for fixed tanks is at least three years after the initial inspection and at least four years after the initial inspection for tank containers (instead of the leakproofness test or intermediate inspection being carried out at the request of the CA between two periodic inspections). or Proposal 2 to delete 6.8.3.4.6 entirely and replace with a special test provision assigned to refrigerated liquefied gases which contains the same text as proposal 1. |
| 2020/12 | UIP/UIC | Clarification on using tanks after the deadline specified for the next test or inspection | Inspections of tanks/use of tanks | Proposal to clarify the requirement for USING tanks after the deadline specified for the next test or inspection. They propose an amendment to 4.3.2.3.7 to prevent 'acceptance' of the tank after the date specified for the next test; and to specify that if a periodic inspection is missed then it can be carried one month after or with the approval of the CA, three months but if an intermediate inspection, it may be carried for a maximum three months past the date of the inspection. In addition they propose to cross reference this requirement in three locations in Ch 6.8 by way of a footnote.  They offer two different texts for the footnotes. |
| 2020/15 | France | Vacuum operated waste tanks-amendments to 6.10.3.8 a) | Vacuum Operated Waste Tanks | Proposal of an amendment to the note in 6.10.3.8(a) adopted at the last session to prevent inconsistencies with the text when translated into French. It adds 'discharging at the top' to the vertical pipe example. |
| 2020/18 + 2020/45 (UIP) | France | Tank inspection after the date of expiry of the intermediate inspection | Inspections of tanks | Paper 2020/18 provides a proposal to define the inspection required for tanks which have past their deadline for their intermediate inspections. They propose that a PERIODIC inspection is carried out in accordance with 6.8.2.4.2.   Paper 2020/45 states that this proposal was already discussed and rejected by the RID Committee of Experts in Nov 2019. It states that the proposal does not provide any advantage in terms of safety but adds extra costs; |
| 2020/19 + INF.33 (UIP) | United Kingdom | Report of the thirteenth meeting of the informal working group on the inspection and certification of tanks | Inspection and certification of tanks | Update on progress from the December meeting. Topics for the JM to discuss are: the process for equivalent approved national systems for approving inspection bodies; transitional measures; inspections carried out by bodies other than type A and the application and scope of the entry into service verification. |
| 2020/20 + INF.6 (United Kingdom) + 2020/49 (United Kingdom) + 2020/47 (Ireland) + INF.15 (Belgium) + INF.33 (UIP) + INF.23 (Belgium) + INF.17 (EIGA) | United Kingdom | Supplementary information from the informal working group on the inspection and certification of tanks: Proposed amendments to Chapter 6.8 and to Sections 1.8.7 and 1.8.6 | Inspection and certification of tanks | Proposed texts for Chapter 6.8 and sections 1.8.7 and 1.8.6 including transitional measures and consequential amendments |
| 2020/22 | France | Amendments to Chapter 1.6 – Transitional measures for tanks | Transitional measures for tanks | Proposal to remove the transitional provisions in 1.6.3.3.2  and 1.6.3.27(a) of RID as they are no longer needed and amend the TMs in 1.6.3.16 and 1.6.4.18 of ADR to reflect that they may still be necessary for tanks brought into service before 2007. |
| 2020/31 + INF.9 (OTIF) | Russian Federation | Thermal insulation of tanks (special provision TE14 of section 6.8.4) | Thermal insulation of tanks | Clarification over the requirements for thermal insulation of tanks in TE14 in 6.8.4 . Currently it is implied that the thermal insulation is in direct contact with the tank. It does not currently allow for thermal insulation to be in contact with the structural components of the heating system. They propose amendments to TE 14 to permit this. |
| 2020/33 + INF.9 (OTIF) | Russian Federation | Calculation of the minimum shell thickness (6.8.2.1.13, 6.8.2.1.16, 6.8.2.1.17, 6.8.2.4.1) | tank shell thickness | Seeking to refine the calculation of the minimum shell thickness of fixed tanks/tank containers etc. for clarification purposes. 2 Proposals 1. - to supplement 6.8.2.1.16 with values of permissible stresses at the calculation pressure (without actually providing them) and 2. delete the requirement in 6.8.2.1.13 which stipulates that the pressure on which the shell thickness is based shall not be less than the calculation pressure. |
| 2020/34 + INF.9 (OTIF) | Russian Federation | Material of the vessel for concentrated nitric acid UN 2031 (with more than 70% of nitric acid) (special provision TC 6 of section 6.8.4) | Class 8, Tank manufacture | Russia highlights the differing material properties required for aluminium tanks/containers/packaging which are intended for the transport of UN 2031 concentrated Nitric acid (with more than 70% nitric acid). With tank/Containers requiring purity of 99.5% Aluminium whereas for packagings it is required to be 99% or of an aluminium base alloy. they state this presents a disadvantage to carriage in tanks/containers.  They propose to align the requirements for tanks with those of packagings. They present research documents which justify this change. |
| 2020/35 + INF.9 (OTIF) | Russian Federation | External stress values for internal stop-valve and its seating (item 6.8.2.2.2) | Tank manufacture | Proposal to remove mention of 'external stresses' from the requirements to protect the external fittings of a tank and instead make the requirement to prevent loss of contents. They argue that the current text is not specific regarding what stresses and to what standard should be considered when complying with this requirement. |
| 2020/48 | United Kingdom | Inspection of tanks whose deadlines for intermediate (and periodic) inspections have expired | Tanks, inspections, re-entering into service | This paper is to to inform the Joint Meeting of the inspections to be used in the United Kingdom when a tank is accepted back into service after the deadlines for inspections have expired and proposes that those inspections be clearly established in RID/ADR to clarify the inspections that must be performed when a tank reenters into service. |
| INF.8 | France | Modification of the amendment to 6.8.2.5.1 of RID/ADR | Tank plate, editorial | This paper proposes confirmation of a modification to the amendment adopted to 6.8.2.5.1 earlier in the biennium. 6.8.2.5.1 concerns the marking on the tank plate. The amendment made earlier in the biennium changed references to inspection from test in the following: [the tank plate shall have inscribed] the date and type of the most recent **inspection** ~~test~~**:** "month, year" followed by a "P" when the **inspection** ~~test~~ is the initial **inspection** ~~test~~ or a periodic **inspection** ~~test~~ in accordance with 6.8.2.4.1 and 6.8.2.4.2, or "month, year" followed by "L" when the **inspection** ~~test~~ is an intermediate **inspection** ~~leakproofness test~~ in accordance with 6.8.2.4.3". However, it seems that in the report, the Secretariat forgot to confirm that the word "leakproofness" also be deleted. France are seeking to confirm the deletion. |
| INF.13 | Netherlands | Interpretation of subsection 6.8.3.2.3 in ADR | Tank-container, valves, clarification of provisions and requirements | This paper follows on from a recent discussion concerning a tank-container of a new approved type for the carriage of LNG, where the automatic controlled valve on the opening into the vapour phase was not fiitted. The Netherlands are asking three questions to continue the discussion: Is the opening in the vapour phase of LNG tanks to be seen as filling or discharge opening? Shall the opening in the vapour phase of LNG tanks close automatically in case of unintended movement of fire? Shall this “opening” be equipped with 3 closures in series? |
| INF.30 | France | Amendments to 6.8.2.1.23 and 6.8.2.3.1 of RID/ADR | Chapter 6.8, interpretation, tanks | This paper proposes amendments to Chapter 6.8 to resolve problems of interpretation, independent of the working group on inspection and certification of tank's proposals. |
| INF.31 + INF.32 (Germany) | Germany | Chapter 6.2 – Consequential amendments concerning the proposals made by the informal working group on the inspection and certification of tanks | Chapter 6.2, Consequential amendments, Working group on inspection and certification of tanks | These papers contain proposed amendments to Chapter 6.2 (requirements for construction and testing of pressure receptacles, aerosol dispensers...) in light of amendments to 1.8.6 and 1.8.7 (procedures and administrative controls for conformity assessments, inspections and checks) proposed by the informal working group on the inspection and certification of tanks. |
| 2020/32 + INF.9 (OTIF) | Russian Federation | Method of heat treatment of materials for welded shells (items 6.8.2.1.10, 6.8.2.1.11, 6.8.2.6.1) | Tank construction | Russia appear to have identified an inconsistency between text in 6.8.2.1.10 which states that "water-quenched steel may not be used for welded steel sheels" whereas a standard referenced for the design and construction of tanks - EN 14025, requires the tank material to comply with EN 13445-2 which permits 'quenching' for steel production. This then impacts on the use of rolled products for tanks. 2 proposals 1- to delete "water quenched steel may not be used for welded steel shells" from 6.8.2.1.10 and to delete from 6.8.2.1.11 "Ratios of Re/RM exceeding 0.85 are not allowed for steels used in the construction of welded tanks" as they believe that this restricts the use of thermomechanical treatment process in producing the steel. |
| **AGENDA ITEM 3: STANDARDS** | | | | |
| 2020/63 | EIGA | Amendment to the requirements of EN ISO 18119 | Standards, cylinders, rejection criteria, EN ISO 18119, defects | This proposal in this paper concerns amendments adopted for the 2021 editions of RID/ADR related to standard EN ISO 18119:2018 for gas cylinders - steamless steel and seamless aluminium alloy gas cylinders and tubes - periodic inspection and testing. EIGA are seeking to delete the last sentence of NOTE 3 in 6.2.3.5.1 of RID/ADR 2021 which states "Notwithstanding clause B.1 of [EN ISO 18119:2018], all cylinders and tubes whose wall thickness is less than the minimum design thickness shall be rejected". EIGA consider that this sentence fails to account for developments of EN ISO 18119, which quantify the maximum acceptable size of defects, and that this amendment would align the regulations with the Model Regulations. |
| INF.24 | Liquid Gas Europe | Adoption of EN 14129 for LPG pressure drum relief valves | Class 2, LPG, Pressure Drums, Pressure relief valve/ PRV standards | This paper proposes to amend ADR to allow pressure drums containing LPG to be fitted with a pressure relief valve compliant with standard EN 14129:2014. Currently this standard can be used for PRVs for tanks but not pressure drums. For these pressure drums carrying LPG, the only PRV standard referenced is EN 13953:2015 which is applicable to PRVs for cylinders. |
| 2020/11 + INF.18 (CEN) | CEN | Information on work of the Working Group on Standards | Standards working group, standards advisor | This paper provides a broad update on the work of the Working Group on Standards. (a) EIGA, ECMA and LGE have reached a cost-sharing agreement for a Joint Meeting standards advisor; a candidate has been identified and is expected to be in post in time to review standards submitted for public enquiry ahead of this March 2020 Joint Meeting. (b) A list is provided of the standards submitted for public enquiry (awaiting assessment by the new advisor) and those submitted for formal vote or published. These are found in the annex of 2020/11. (c) Six new work items have been added to the programmes of work for the key CEN technical committees which concern the Standards Working Group (CEN/TCs 23, 268, 286 and 296). (d) Amendments are proposed to P200 (11). (e) A corrigendum (correction) is proposed to CEN on EN 14025:2018. |
| **AGENDA ITEM 4: INTERPRETATION OF RID/ADR/ADN** | | | | |
| 2020/2 | Finland | Waste batteries / used storage batteries, carriage in bulk (AP8) | Class 8: Corrosives, Batteries, Bulk transport, short-circuit protection, AP8 | This paper concerns the bulk special provision for carriage, AP8. This issue was first raised at the 107th session of WP.15 in November 2019 (INF.12). AP8 is attached to four Class 8 (Corrosive) UN entries for batteries. AP8 states that, for bulk carriage, the design of the load compartment of vehicles or containers shall take into account any residual currents and impacts from the batteries. Three of the UN entries are also attached to packing instruction P801, which authorises the use of several packaging types, provided the batteries are protected against short circuits. Finland ask several questions related to AP8 and the need to protect batteries against short circuit, including whether AP8 means that batteries carried in bulk must be protected against short circuits. |
| 2020/16 | France | Vacuum-insulated double-wall tanks | Cryogenic tanks, rear bumpers, tank construction | This paper concerns a provision in 9.7.6 of ADR which prescribes design criteria for rear vehicle bumpers. It states that "There shall be a clearance of at least 100 mm between the rear wall of the tank and the rear of the bumper (this clearance being measured from the rearmost point of the tank wall or from projecting fittings or accessories in contact with the substance being carried)." Cryogenic tanks are built with double walls. They consist of a shell and outer metal wall, separated by a vacuum. For bumpers on cryogenic tankers, France considers that the "rear wall" in 9.7.6 refers to the outer metal wall of the tanker. They are asking whether the Joint Meeting agrees with this interpretation. |
| 2020/17 | France | Use of the table in 6.8.2.6.1 referencing the standards on the design and construction of tanks and their equipment | Tanks, type approval certificates, standards | This paper concerns type approval certificates for tanks. It asks whether such certificates should be withdrawn and updated when ADR is updated to include new or revised equipment standards for the tanks concerned. France ask if RID/ADR should be updated with a clarification. |
| 2020/27 | Poland | Request for interpretation of the provision of 3.4.7.1. | Limited quantities mark/marking | This paper concerns text in 3.4.7.1 on the limited quantities mark. The text states that "the centre area [of the limited quantities mark] shall be white or a suitable contrasting background". However, it fails to state what the background colour should be in contrast to. Poland feel the statement is ambiguous and are therefore raising its interpretation with the Joint Meeting. |
| 2020/54 | France | Placarding of removable skips | Placarding, removable skips | This paper seeks opinions from Joint Meeting experts on the placarding of transport units involving removable skips. France asks whether the transport unit should be placarded as a vehicle or whether the skip should be placarded as a container. The paper also asks whether there is a need for additional clarification in the regulations. |
| **AGENDA ITEM 5: PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN: PENDING ISSUES** | | | | |
| 2020/52 + 2020/58 (CEN) | CEN | Revised procedure of cooperation with the European  Committee for Standardization (CEN) and the European  Committee for Electrotechnical Standardization (CENELEC) | Standards Working Group, New work items, Revised procedure of cooperation, Provisions to skip the formal vote | 2020/58 provides an update on the work of the Joint Meeting's Working Group on Standards. John Williams has been hired as the new "Joint Meeting Standards Advisor" and will be formally nominated at the September Joint Meeting. A new procedure has been drafted for cooperation between the Joint Meeting and CEN/CENELEC. The paper also notes the new work items on CEN's work programme related to the transport of dangerous goods. Members of the Joint Meeting are encouraged to invite relevant experts to participate in this work.   2020/52 contains the revised procedure for cooperation between the Joint Meeting and CEN/CENELEC. The revised procedure includes new provisions for skipping the formal vote change. |
| 2020/5 | Germany | Amendment of special provision 591 in RID/ADR/ADN Chapter 3.3 | Lead sulphate, classification, environmentally hazardous, Class 9 Miscellaneous | This paper concerns the classification of lead (II) sulphate as a dangerous goods for transport. Currently, lead sulphate is classified as a Class 8 Corrosive for transport if the % free acid is > 3% (UN 1794 LEAD SULPHATE with more than 3% free acid). Germany consider that even lead sulphate with free acid ≤ 3% could be classified as a dangerous good for transport under Class 9 Miscellaneous, as an environmentally hazardous substance. Germany are therefore proposing an amendment to special provision 591 which is currently attached to UN 1794 (note - SP 591 is not in the model regulations). The special provision currently states that lead sulphate with free acid ≤ 3% is not subject to the requirements of ADR. Germany are proposing to amend this to "not subject to the requirements of Class 8" which is less broad. |
| 2020/21 | Switzerland | Period of use for plastic packagings for medical waste of UN No. 3549 | Packaging, plastics degregation, infectious waste/ clinical waste, usage period | This paper concerns packaging provisions for Category A infectious waste. Infectious waste is divided into either Category A or B depending on the health threat posed. Category A is most dangerous - it refers to infectious substances which can cause permanent disability, life-threatening or fatal disease. In RID/ADR 2019, Category A waste is assigned to UN 2814 or 2900 - INFECTIOUS SUBSTANCE AFFCTING HUMANS or ANIMALS. Category B waste is assigned to UN No. 3371 - BIOLOGICAL SUBSTANCE, CATEGORY B. There are different situations that category A waste can occur, e.g. laboratory bio-research or treating ill patients. The latter can produce significant volumes of waste more unexpectedly. Therefore it has different needs when it comes to packaging. Health emergencies typically require easily obtainable packaging that can deal with large volumes of waste; to be sent for incineration. It follows that a new UN entry was added into the 2019 Model Regulations for specifically medical waste of Category A. This is UN 3549 - MEDICAL WASTE, CATEGORY A. It cannot be used for waste from bio-research or liquid waste. The Sub-Committee decided that the type of packaging for this UN entry should be limited to a five-year usage period. This restriction does not apply for packaging for the older entries UN 2814 and 2900). Switzerland disagreed with this, stating that in practice hospitals need to keep stocks of such packaging, and it cannot be foreseen that this will be used within five years. They took the issue to the last session of the Sub-Committee, but the Sub-Committee experts disagreed with Switzerland. Switzerland are therefore proposing an amendment to the RID/ADR which would exempt plastics drums and jerrycans which can be used for UN 3549 under packing instruction P622, from the 5-year period of use limit. |
| 2020/24 | CEFIC | Requirements for the structural serviceability of cargo transport units | Cargo transport units, structurally servicable requirements, harmonisation with Model Regulations | This paper proposes that text which was adopted by the UN TDG Sub-Committee at it's last session, concerning requirements for cargo transport units to be structurally serviceable, be adopted into RID/ADR for the 2021 editions (earlier than the harmonisation work is normally done). |
| 2020/36 | Spain | Carriage of FERTILIZER AMMONIATING SOLUTION (UN 1043) | Harmonisation, contradictiory provisions, Class 2, Ammonia | This paper concerns an issue first raised in INF.10 submitted to the last Joint Meeting. The Joint Meeting agreed that the issue was relevant and asked Spain to come back with this paper, proposing amendments to resolve the issue.. The issue concerns Class 2 UN entry 1043 FERTILIZER AMMONIATING SOLUTION, which appears differently in the Model Regulations and RID/ADR. ADR gives all goods in Class 2 a classification code (which does not appear in the Model Regulations). UN 1043 has code 4A in ADR, which means 'dissolved gas; asphyxiant' (2.2.2.1). However, ADR also states in another paragraph (2.2.2.2.2) that dissolved gases shall not be accepted for carriage unless they can be classified under one of three UN entries, none of which are UN 1043. This creates a contradiction, which effectively prevents carriage of goods under UN 1043 from being allowed.   It is also noted that carriage under UN 1043 is only permitted by ADR when the journey has involved air or sea transport. This is stated in SP 642. Otherwise, a UN entry for AMMONIA SOLUTION should be used. There are three UN entries for AMMONIA SOLUTION (UN Nos. 2671, 2073 and 3318); the appropriate entry depends on the % ammonia in the solution. Spain's paper proposes an amendment to edit 2.2.2.2.2 to allow for the transport of UN 1043 as a dissolved gas in accordance with SP 642. Other amendments are proposed to help clarify other appropriate UN entries when the journey does not also involve sea or air transport. |
| 2020/37 | Spain | Name and description for UN 1345 RUBBER SCRAP or RUBBER SHODDY powdered or granulated | Class 9, harmonisation, rubber scrap/ rubber shoddy | This paper concerns UN entry 1345 RUBBER SCRAP or RUBBER SHODDY, powdered or granulated, which has a different name/description in the Model Regulations and the ADR/RID. In the Model Regulations, the entry is specifically for rubber scrap/shoddy "not exceeding 840 microns and rubber content exceeding 45%". This criteria is absent in the RID/ADR, therefore the scope of UN 1345 is potentially wider in practice. The issue was first raised in 2019/32, submitted by Spain to the last session of the Joint Meeting. The Joint Meeting invited Spain to develop proposals for harmonisation, as per 2020/37. In this paper, Spain propose to align the criteria in RID/ADR to the Model Regulations. Spain's preference is to amend the name/description of UN 1345 in RID/ADR to that of the Model Regulations (and, therefore, other modal regulations). The other option offered is to add a special provision which includes the criteria "not exceeding 840 microns and rubber content exceeding 45%". |
| 2020/38 | Spain | Carriage of empty uncleaned tanks | Documentation, tanks empty and uncleaned, consignor and consignee responsibilities | This paper concerns dangerous goods transport documentation for tank journeys where the tank is nominally empty but uncleaned following delivery of a load. Spain is asking: if a full tank is transported from A to B (international transport) and then the same tank (empty and uncleaned) is transported from B to C (to take up a new load or return to the base of the carrier); who is the consignor and consignee for that trip, and who should issue or modify the transport document for the B to C trip? Note that provisions concerning documentation for empty means of containment are found in 5.4.1.1.6; with provisions for tanks found in paragraphs 5.4.1.1.6.2.2 to 5.4.1.1.6.2.4. |
| 2020/39 | Spain | Name and description for UN 2015 HYDROGEN PEROXIDE, STABILIZED or HYDROGEN PEROXIDE, AQUEOUS SOLUTION, STABILIZED with more than 60% hydrogen peroxide | Class 5.1, harmonisation, hydrogen peroxide, proper shipping names and decriptions | This paper concerns UN entry 2015 HYDROGEN PEROXIDE…for which the name/description differs between the Model Regulations and ADR/RID. Firstly, the Model Regulations provides two options for the proper shipping name, either hydrogen peroxide "STABLISED" or "AQUEOUS SOLUTION". ADR/RID only provides a proper shipping name for "AQUEOUS SOLUTION". Secondly, the RID/ADR has two entries with different provisions. The first is for > 70% H2O2; the second is ≤ 70% H202 but still > 60% H202. The Model Regulations provides a single entry for solutions > 60% H2O2. In this paper, Spain propose that the > 70% H2O2 entry for the RID/ADR is amended to also accommodate for HYDROGEN PEROXIDE, STABILISED. It is not clear that such a non-aqueous stabilised product is available for transport; an EU report stated that "pure hydrogen peroxide does not exist commercially. Hydrogen peroxide is always directly produced as an aqueous solution and aqueous solutions of hydrogen peroxide are used as biocidal products". |
| 2020/40 | Spain | Harmonization of SP 593 with 5.5.3 | Class 2, asphyxiant gases for cooling, exemptions | This paper concerns applicable regulations for gases intended for cooling/conditioning. It follows on from 2019/33 submitted to the last session of the Joint Meeting. In particular, this paper concerns the provisions of SP 593 (which is attached to 8 UN entries for Class 2, classification code 3A, refrigerated liquid gases) and the provisions of 5.5.3 (special provisions applicable to packages and vehicles and containers containing substances presenting a risk of asphyxiation when used for cooling or conditioning purposes such as dry ice, refrigerated liquid nitrogen, or refrigerated liquid argon). Spain considers the provisions of 5.5.3 and SP 593 to be incompatible and is seeking to align them. |
| 2020/41 | Spain | Name and description for UN numbers in Model Regulations and RID/ADR: UN 2426 Ammonium nitrate | Name and description, marking/labelling, harmonisation with the Model Regulations,Ammonium nitrate, Class 5.1 | This paper follows on from 2019/32 submitted to the last session of the Joint Meeting. It seeks to align the name/description of UN No. 2426 AMMONIUM NITRATE LIQUID in the RID/ADR with that in the Model Regulations. At the last meeting, the UK had a listen and decide approach to this issue (see previous brief). Spain proposes to align the name/description of UN No. 2426 with that of the Model Regulations and the IMDG code, and to modify SP 644 to align with that in the IMDG code. |
| **AGENDA ITEM 5(b): PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN: NEW PROPOSALS** | | | | |
| 2020/1 | EIGA | Periodic and intermediate inspections of tanks intended for the carriage of refrigerated liquefied gases | Class 2, tanks for refrigerated liquefied gases, periodic and intermediate inspections | This paper relates to the timing of the first intermediate inspection of tanks used to carry refrigerated liquefied gases. EIGA proposes an amendment to 6.8.3.4.6 (b) to clarify that, following a first inspection and entry into service of a tank for refrigerated liquefied gases, the next inspection be a periodic inspection after six years. EIGA state that this is in alignment with current practice which has not shown to be unsafe. EIGA's paper is in response to a paper submitted by France to the last session of the Joint Meeting, INF.12 (not discussed due to time constrains), which suggested that an intermediate inspection should still take place three years after the initial inspection of the tank, as per standard provisions concerning the periodicity of inspections. The ADR allows tanks for refrigerated, liquefied gases to be inspected less frequently than other types of tanks. The relevant relaxations are laid out in 6.8.3.4.6, where (a) states that the first periodic inspection shall take place ≤ 6 years after the entry into service, and ≤ 12 years thereafter, and (b) states that intermediate inspections shall be carried out at least six years after the previous periodic inspection. |
| 2020/3 | France | Amendment to the French version of 2.2.41.1.10 of RID/ADR/AND |  | Awaiting translation |
| 2020/4 + 2020/46 | Germany | RID/ADR 4.1.6.15 – standards for valve protection devices | Packaging, pressure receptacles, standards, valves | This paper concerns the table of ISO and EN pressure receptacle standards in 4.1.6.15 of the RID/ADR. Germany consider that currently, the wording of this section enables new non-UN pressure receptacles to be constructed in accordance with withdrawn standards for valve protection devices, and still be ADR-compliant. This paper therefore proposes amendments to the table in 4.1.6.15. which note their time-relevant applicability, either directly "e.g. until future notice", or via reference to another section of the regulations. For the standards relating to valves with inherent protection, this paper also proposes to clarify in the table the exact paragraph of the standard which is of relevance. |
| 2020/8 | IRU | Online refresher training for drivers of dangerous goods | Driver training, e-learning/ distance learning/ online learning, SQA | This paper concerns the use of e-learning for driver refresher training courses. 2020/8 follows a series of papers submitted by the IRU proposing amendments to allow for online training. The proposals contained in this paper represent a change to previous papers: the IRU is asking that the Joint Meeting adopts a guideline for e-learning, along with a new subparagraph in the ADR to state that a refresher training course using e-learning according to the guideline would be acceptable. |
| 2020/13 + INF.5 (Portugal) | Portugal | Proposal of amendment to Chapter 1.2 of RID/ADR | Administration, editorial, abbreviations | This paper concerns section 1.2.1 of the RID/ADR, 'Definitions'. It follows on from 2019/27 (Portugal) which was submitted to the last session of the Joint Meeting. As per 2019/27, this paper proposes to create a new section, 1.2.3, 'List of abbreviations', to contain the abbreviations and acronyms currently in 1.2.1 Definitions. Portugal are also proposing that the abbreviations related to organisations, e.g. the IMO, also contain the website address of the organisation. |
| 2020/14 | ERA | Referencing the Inland TDG Risk Management Framework in RID/ADR/AND | ERA risk management framework, referencing, administration | This paper proposes options for referencing the multimodal risk management framework for the inland transport of dangerous goods in RID/ADR/ADN. The European Commission published this framework and associated documents in 2018. It is a non-legally binding guidance of the European Agency for Railways (ERA). |
| 2020/23 | Switzerland | Carriage of equipment using lithium cells or batteries | Class 9, lithium batteries, goods and machinery | This paper seeks to provide a conditional exemption for LITHIUM METAL or LITHIUM ION BATTERIES CONTAINED IN EQUIPMENT or PACKED WITH EQUIPMENT from the provisions of ADR. Switzerland aim to provide an analogous exemption to that afforded by SP 363 for machinery and equipment containing liquid or gaseous fuels. |
| 2020/25 | Switzerland | Carriage of packagings for the purpose of their disposal or recycling | Packaging, waste, recycling, disposal, non-compliant | This paper seeks to introduce a general rule authorising the transport of empty packagings for disposal, recycling or recovery of their material (including IBCs and large packagings), even if they are not in compliance with the provisions of the Model Regulation. This is the same proposal that was submitted to the December 2019 session of the Sub-Committee (2019/28) which has been re-directed to the Joint Meeting, as the Sub-Committee asked that Switzerland seek a more localised/regional solution. |
| 2020/26 | Poland | Proposal of amendment to 4.3.3.3.2 of RID/ADR | Class 2, tank plate, tank marking | This paper seeks to remove the provision of 4.3.3.3.2, which states that for tanks, battery-vehicles and multiple element gas containers (MEGCs), information inscribed on the tank/tank plate pertaining to a gas not currently being carried (n.b. this excludes where a tank has been discharged and is nominally empty) shall be covered up. Poland believes that the requirement to cover up particulars in 4.3.3.3.2 is in contradiction to the provision of 6.8.3.5.6 (which states that multipurpose tanks shall have certain details for all allowed gases inscribed) and a need to not interfere with the plate. |
| 2020/28 | Poland | Harmonization of the special provision 643 in transport regulations | Asphalt, Class 9: Miscellaneous, Classification | This paper seeks to amend the English language version of special provision 643, to say that "mastic asphalt" as opposed to "stone or aggregate asphalt mixture" is not subject to the requirements of Class 9. The French and German language versions of special provision 643 use "l'asphalte" and "gussasphalt" respectively, which are typically translated to "mastic asphalt". Poland argue that aggregate asphalt is not analogous to mastic asphalt, and the current text in English is therefore incorrect. |
| 2020/29 + WP.15 107th session INF.30 (Switzerland) | Switzerland | Transport of battery powered vehicles | Class 9 lithium batteries, electrically powered vehicles | Switzerland believe that the transport of damaged/defective lithium batteries installed in electric vehicles is not adequately addressed. This is a development of proposals submitted to UN TDG and WP.15. Sw propose to introduce bulk provisions for such vehicles. In addition, they propose new wording in 6.11.6 which introduces provisions for salvage containers, the requirements for such salvage containers and marking requirements for them |
| 2020/30 | Switzerland | Differences in the scope of application of special provisions 666 and 669 | Vehicles/equipment as a load | Switzerland believe that there is an overlap between SP 363 and SP 666 and that there is a discrepancy of scope between SP 666 and SP 669 relating to the exemption from the regulations for DG which are carried on a trailer or on a towing vehicle. They propose to amend SP 666 to specifically add that the DG concerned are for use during transport. |
| INF.10 | Poland | Deletion of special packing provision PP12 for UN 3077 | Class 9, Environmentally hazardous, packing provision PP12, closed/open vehicles | This paper concerns special packing provision PP12 as it relates to UN 3077 ENVIRONMENTALLY HAZARDOUS SOLID N.O.S. Packing Instruction P002 contains special packing provision PP12 allows UN 3077 to be carried in 5H1, 5L1 and 5M1 bags in \*closed\* vehicles or containers (see Corrigendum 2 for the 2019 edition of ADR). Poland note that UN 3077 can be carried in bulk in sheeted vehicles/containers (VC1). Therefore, this paper disagrees limiting the scope of PP12 to closed vehicles only. |
| INF.11 | Secretariat | Outcome of the Sub-Committee of Experts on the Transport of Dangerous Goods on its fifty-sixth session | UN TDG Sub-Committee, harmonisation, comments / amendments | This paper reports on the comments made and amendments to the Model Regulations adopted by the UN TDG Sub-Committee at their December 2019 session. |
| INF.12 | Netherlands | Container/vehicle packing certificate | Container packing certificate | This paper follows on from the Netherland's informal paper INF.15 discussed at the March 2019 session of the Joint Meeting. It notes that the Joint Meeting supported in principle the proposal of the Netherland's to delete the requirement to provide the container packing certificate with the transport document during the inland transport part of a container's journey. The Netherlands offer three options to amend the text relating to this provision in RID/ADR/ADN. |
| INF.16 | Netherlands | Modification of the general information in subsection 5.4.1.1.1 (f) required in the transport document | Transport document, 5.4.1.1.1 (f), quantity of DG | This paper proposes to amend 5.4.1.1.1 (f) which concerns the requirement to state the quantity of dangerous goods carried on the transport document. Currently, the text allows this quantity to be stated "as a volume or as a gross mass or as a net mass, as appropriate". The Netherlands think that the term "as appropriate" leads too much scope for interpretation, and propose amendments to clarify specifically when gross mass/net mass/volume should be used. |
| 2020/51 | Germany | Carriage of polymerizing substances as waste | Class 4.1/ polymerising substances, Waste, new special provision, relaxation | Germany are proposing a new special provision to make it easier to transport waste which has polymerising potential, but for which it's chemical properties and behaviour are not well known. The special provision would allow certain provisions to be disapplied when the substance is being carried as waste, provided suitable measures have been taken to prevent dangerous polymerisation, such as addition of inhibitors. |
| 2020/53 | Germany | Classification of UN 1872 LEAD DIOXIDE | Class 5.1, UN 1872, LEAD DIOXIDE, reclassification, subsidiary risk removal | This paper follows on from INF.25 submitted to the September 2019 Joint Meeting. It notes that UN 1872 LEAD DIOXIDE is classified differently in the Model Regulations/IMDG code vs RID/ADR/ADN. In the Model Regulations/IMDG code, it is Class 5.1, PG III with no subsidiary risk; in RID/ADR/ADN it is Class 5.1, Subsidiary Risk Class 6.1 (toxic), PG III. Germany states that there is no evidence to support the 6.1 subsidiary risk of toxicity, and that the current reason for this being in RID/ADR/ADN is unknown. Germany proposes that the 6.1 subsidiary risk be removed and that the classification code be changed from OT2 (oxidising solid, toxic) to OP2 (oxidising solid). The paper also proposes the following consequential amendments to the entry in the dangerous goods list:  - The ADR tank code be changed from SGAN to SGAV - VC1 and VC2 bulk containers be allowed, and additional bulk provisions AP6 and AP7 apply - That the SP for loading, unloading and handling CV28 be deleted - That the HIN number be changed from 56 to 50 |
| INF.29 | UIC | Updating of reference to UIC technical litterature on combined transport | Technical documents, dates | This paper provides publishing dates of technical documents IRS 50591 and 50592 which will be references in RID/ADR 20201. |
| 2020/43 | Switzerland | Implementation of the guidelines for the application of 5.4.0.2 of RID/ADR/ADN | Telematics/ electronic documentation, Guidelines, 5.4.0.2 | This paper contains proposals to amend the Guidelines for the use of RID/ADR/ADN 5.4.0.2 (use of electronic data exchange). [It does not contain proposals to directly amend the text of ADR/RID]. |
| 2020/56 | Switzerland | Special provision 363 | Class 9, engines and machinery, marking and placarding | This paper has been redirected by Switzerland to the Joint Meeting, after it was first introduced in the UN Sub-Committee, but the Sub-Committee felt that the clarifying amendment proposed was not necessary. The paper proposes to add a clarification to special provision 363 (j) which is attached to UN 3528 and UN 3530, to confirm that engines and machinery with a capacity of more than 450 litres but containing 60 litres of liquid fuel or less, can retain their hazardous labelling and placarding. |
| 2020/64 | Switzerland | Orange-coloured plate marking of wagons and vehicles carrying tanks or small bulk containers | HIN number orange plates, vehicle marking | 5.3.2.1.5 makes provisions for the HIN number to be visible from outside of the carrying vehicle, if applicable. However, there is a note to 5.3.2.1.5 which makes an exemption for closed and sheeted vehicles carrying tanks with a maximum capacity of 3000 litres. Orange coloured plates however would still need to be displayed. This note was adopted based on a CEFIC paper ECE/TRANS/WP.15/AC.1/2007/47. The reasoning was that IBCs of similar capacity would not require the HIN number to be displayed, and when responding to an incident emergency services could be confused or misled (e.g. if there are multiple HIN numbers due to carriage of multiple tanks, or if there are other goods being carried such as in IBCs or drums that the HIN number does not reflect). Switzerland believe that the note to 5.3.2.1.5 is too limited, and that instead of it just referring to closed and sheeted wagons/vehicles; it should refer to any vehicle type carrying tanks or bulk containers. |
| 2020/66 | Switzerland | Exemptions for lithium batteries of UN No. 3536 | Lithium batteries in cargo transport units, transport category | This paper seeks to assign a transport category to UN 3536 LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNIT. Currently no transport category has been assigned, shown by '-'. Switzerland would like to make UN 3536 Category 2. |
| **AGENDA ITEM 6: REPORTS OF INFORMAL WORKING GROUPS** | | | | |
| 2020/10 | EIGA | Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT) | DOT cylinders/USA cylinders, progress update | This paper concerns work being done on reciprocal arrangements to facilitate the international transport of pressure receptacles between the USA and RID/ADR territories. This equates to the transport of USA Department of Transport pressure receptacles (a.k.a. DOT cylinders) within RID/ADR Contracting Parties, and the transport of European pressure receptacles in the USA. At the last session of the Joint Meeting, delegations provisionally agreed on text to amend RID/ADR. The USA must amend the Code of Federal Regulations to permit similar carriage conditions for European Cylinders. It was estimated that the formal procedure on the side of the USA could be concluded by mid-2020. This paper is for information only, it simply notes that EIGA is continuing to work with the USA and Compressed Gas Association on this issue. |
| 2020/42 + INF.7 with Add.1-Add.7 (Spain) + INF.20 (United Kingdom) | Spain | ECE/TRANS/WP.15/AC.1/2020/42 (Spain) + Informal documents (INF.7/Add.1-Add.7) Report of BLEVE Working Group meeting held on 22-24 October in Madrid | BLEVE working group, tanks | This paper provides a report of the last meeting of the BLEVE working group, which was attended by the UK. In this paper, the working group recommend a number of measures to be developed for inclusion into the RID/ADR to reduce the risk of BLEVEs (e.g. mandatory metallic mudguards). The paper also relays updates on: INERIS modelling findings, results of tests done at the Norwegian Defence Research Establishment, the use of expanded aluminium foils as a potential mitigation measure, the future of LPG vehicles, telematics, and small scale tests by Technokontrol.   INF.20 provides additional information to supplement 2020/42. It provides more information on the accident avoidance and improved active safety measures that have recently become or are anticipated to become a mandatory requirement for trucks and trailers. |
| 2020/44 + INF.39 (Romania) | Romania | Working Group on the use of the terms risk and hazard | Risk/ Hazard, Model Regulations, Sub-Committee | This paper contains proposals from the informal working group working under the Joint Meeting which has been looking at use of the terms risk and hazard in RID/ADR/ADN. In this paper, they propose amendments to the Model Regulations to be bought to the UN Sub-Committtee. Some of the amendments concern only the French language version of the regulations. |
| 2020/57 | France | Proposal on the carriage in bulk of waste containing asbestos | Class 9, asbestos, bulk transport | This paper is the result of meetings by the informal working group on waste. It proposes to allow the carriage of asbestos in bulk under certain conditions. The proposal is based on a current derogation that exists in France where carriage in bulk is permitted in packaging knows as "container bags" consisting of two casings. The paper notes that many work sites generate large quantities of solid waste containing asbestos that is difficult to package. Also, there is a suggestion that requiring waste to be properly packaged (as opposed to transported in bulk) can increase the exposure risk to workers. The paper contains five proposals that work together to provide for transport in bulk of UN 2212 ASBESTOS, AMPHIBOLE and UN 2590 ASBESTOS, CHRYSOTILE. |
| 2020/59 | FEAD | Informal working group on the transport of hazardous waste: meeting in Utrecht (3-4 March 2020) | Working group on waste, progress report | This paper reports on the work progress by the new informal working group on waste which sits under the Joint Meeting. The working group has considered a number of proposals from FEAD as well as other papers which have been delegated to the group for consideration (such as 2019/8). |
| 2020/60 | FEAD | “Empty uncleaned packaging” or “Packagings, discarded, empty, uncleaned” (UN 3509) – Clarification of scope | Working group on waste, empty unclean packaging, UN 3509 and SP 663 | This paper is the result of meetings by the new informal working group on hazardous waste. It concerns provision 4.1.1.11 which states that "Empty packagings... that have contained a dangerous substance are subject to the same requirements as those for a filled packaging, unless adequate measures have been taken to nullify the hazard". There is a note under 4.1.1.11 which states "when such packagings are carried for disposal, recycling or recovery of their material they may also be carried under UN 3509 provided the conditions of special provison 663 are met.    The working group considers that 4.1.1.11 contradicts the scope of UN 3509 PACKAGINGS, DISCARDED, EMPTY, UNCLEANED as stated in SP 663. The paper states this is because UN 3509 was developed to cover packaging that no longer fulfills the definition of packaging.   Amendments are proposed to SP 663 to confirm that for packaging which is still in the condition of approval, 4. 1. 1. 11 may be applied instead. Amendments are also proposed to clarify provisions on loading for bulk containers and mixed loading. |
| 2020/61 | FEAD | Quantity transported in the transport document | Working group on waste, estimating mass, transport document | This paper is the result of meetings by the new informal working group on hazardous waste.It proposes to add a note to 5.4.1.1.1 (f) concerning the information to be contained within the transport document, to allow for the weight of goods which are being carried as waste to be estimated. Currently, this provision states that the transport document shall contain the total quantity of each item of dangerous goods consigned which are classified under a given UN number. The paper states that for practical reasons, it is sometimes not feasible to put the exact weight of the waste in the transport document. |
| 2020/62 | FEAD | Transport of UN 3509 in sheeted bulk containers or wagons/vehicles (and not only closed) | Working group on waste, bulk containers for UN 3509 | This paper is the result of meetings by the new informal working group on hazardous waste.It paper proposes to add the option of using a VC1 bulk container for carriage of packagings classified as UN 3509 PACKAGINGS, DISCARDED, EMPTY, UNCLEANED. The proposed justification is that carriage by VC1 is allowed for other loads which are considered to present equal or greater risk, namely  - UN 3175 SOLIDS or mixtures of solids (such as preparations and wastes) CONTAINING FLAMMABLE LIQUID, Class 4.1, N.O.S. having a flash point of up to 60 degrees C, PG II, TC 2 - UN 3243 SOLIDS CONTAINING TOXIC LIQUID, N.O.S, Class 6.1, PG II, TC 2 |
| 2020/65 | EIGA | Report of the informal working group on “Provisions on equipment for tanks and pressure receptacles” | Consequential amendments, terminology, WG on provisions for equipment for tanks and pressure receptacles. | This paper summarises proposals for consequential amendments to RID/ADR/ADN, to make terminology compatible with incoming amendments on provisions for equipment for tanks and pressure receptacles. These incoming amendments have already been adopted into the Model Regulations 2021 and will be incorporated into RID/ADR 2023 through the harmonisation process. As per the amendments to the Model Regulations, these consequential amendments are proposed by the informal working group on Provisions for Equipment for Tanks and Pressure Receptacles which has worked under the Joint Meeting since 2014. Amendments are proposed to parts 1, 3 and 6 of RID/ADR. |
| **AGENDA ITEM 7: ACCIDENTS AND RISK MANAGEMENT** | | | | |
| 2020/9 + 2020/50 (ECMA) | EIGA | Test periods for battery vehicles filled in accordance with packing instruction P200 | Battery vehicles, test period extension, cylinders, Class 2 | This paper proposes an extension of the test period from ten to fifteen years for the cylinder elements in battery vehicles, constructed with either seamless steel cylinders or seamless steel tubes, carrying compressed helium or hydrogen. Such an extension already exists for individual cylinders, and cylinders mounted in bundles. EIGA note that the original decision not to include battery vehicles in this was made so as to wait until experience was gained with individual cylinders and bundles of cylinders. |
| 2020/55 + INF.40 + INF.41 + INF.42 | France | Information concerning the informal working group on the  improvement of the Report on occurrences | Informal working group on accident reporting | This paper provides an update on the work of the informal working group on accident reporting. |
| **AGENDA ITEM 9: ANY OTHER BUSINESS** | | | | |
| INF.3 | EuRIC | Request for consultative status by the European Recycling Industries’Confederation (EuRIC) | Industry stakeholders, delegations to Joint Meeting, Recycling | This paper serves an application from the European Recycling Industries Confederation for consultative status at the Joint Meeting. EuRIC state they have a strong interest in the Joint Meeting, since their membership transport a large variety of wastes, some of which are dangerous. Of note, the EuRIC represents two UK organisations: the Recycling Association, and the British Metals Recycling Association. |
| INF.4 | EASA | Re-assessment of EASA Consultative Status | EASA/ European Association of Dangerous Goods Safety Advisors, DGSAs, Consultative status, administrative | This paper serves as an application from the European Association of Dangerous Goods Safety Advisors (EASA) to increase their scope of participation in the Joint Meeting. When the Joint Meeting agreed to grant EASA consultative status in 2015, it was "on the understanding that [the EASA] will only be consulted on issues concerning safety advisors that come strictly within [the EASA's] scope of activities". EASA note they have grown, and now represent nearly four thousand members at the "grass-roots" level, most of whom are DGSAs. They consider the organisation has significant operational knowledge that the Joint Meeting would better benefit from if their participatory scope was widened. |
| INF.14 | Secretariat | References to “competent authorities” | Competent authority references | This paper provides an update on the work to refine references to competent authorities in RID/ADR. |