

INF. 10

17 May 2018

Original: French

RID: 9th Session of the RID Committee of Experts' standing working group
(Berne, 28 - 30 May 2018)

Subject: 104th session of WP.15 (Geneva, 15 – 17 May 2018)

Transmitted by the Secretariat

Extracts from the draft report of the 104th session of WP.15 (Geneva, 15 – 17 May 2018)

I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 104th session from 15 to 17 May 2018 with Mr. J.A. Franco (Portugal) as chair and Ms. A. Roumier (France) as vice-chair.
2. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Bulgaria, Czech Republic, Denmark, Finland, France, Georgia, Germany, Ireland, Italy, Latvia, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Russian Federation, Sweden, Switzerland, Turkey and the United Kingdom.
3. The European Union was represented.
4. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).
5. The following non-governmental organizations were represented: European Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (ECFD) and International Road Transport Union (IRU).

(...)

V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4)

A. Pending issues

Documents: ECE/TRANS/WP.15/AC.1/148, -/Add.1 and -/Add.2 (Secretariat)

12. The delegate of France informed the Working Party that the pending issue concerning the text of 6.8.2.1.18 had been discussed at the March 2018 session of the Joint Meeting (see ECE/TRANS/WP.15/AC.1/150/Add.1). The Joint Meeting had confirmed the amendment to 6.8.2.1.18 for entry into force on 1 January 2021.

B. Amendments proposed by the Joint Meeting at its spring 2018 session for entry into force on 1 January 2019

Informal document: INF.14 (Secretariat)¹

13. The Working Party adopted, with some modifications, the additional amendments proposed by the Joint Meeting for entry into force on 1 January 2019, as contained in informal document INF.14 (see annex I).

C. Corrections to document ECE/TRANS/WP.15/240

Informal document: INF.15 (Secretariat)²

14. The Working Party adopted the corrections proposed in informal document INF.15, with some amendments (see annex I).

D. References to standard EN 590:2013 + A1:2014

Informal document: INF.19 (Germany)³

15. The Working Party adopted, for entry into force on 1 January 2019, the proposal from Germany on updating the references to standard EN 590 (see annex I).

E. Guidelines for the application of EN 13094:2015 for compliance with ADR

Informal document: INF.20 (Secretariat)⁴

16. The Working Party confirmed that the guidelines proposed in informal document INF.20, with some amendments, should be published on the UNECE website as soon as possible (see annex I).

¹ Note by the Secretariat of OTIF: The amendments from informal document INF.14 were taken into account directly in document [OTIF/RID/NOT/2019] of the standing working group, insofar as they relate to RID.

² Note by the Secretariat of OTIF: The corrections to document ECE/TRANS/WP.15/240 (corresponds to document OTIF/RID/CE/GTP/2017/15 of the last session of the standing working group) contained in informal document INF.15 had already been incorporated by the Secretariat into document [OTIF/RID/NOT/2019].

³ Note by the Secretariat of OTIF: Informal document INF.19 of WP.15 is attached to this report as Annex II.

⁴ Note by the Secretariat of OTIF: Informal document INF.20 of WP.15 has been submitted to the standing working group in document OTIF/RID/CE/GTP/2018/10.

B. Amendments proposed by the Joint Meeting at its spring 2018 session for entry into force on 1 January 2019 (continued)

Informal document: INF.26 (France)⁵

17. The Working Party adopted the consequential amendment proposed by France to the French text of 1.8.7.2.5 (see annex I).

C. Corrections to document ECE/TRANS/WP.15/240 (continued)

Informal documents: INF.6, INF.7, INF.11 and INF.12 (France)⁶

18. The Working Party adopted the corrections proposed by France in informal documents INF.6, INF.7 and INF.11, which were intended to align the French text with the English text (see annex I).
19. The amendment proposed by France in informal document INF.12 in order to clarify the French text of packing instruction P801 was adopted as amended during the session (see annex I).

Informal document: INF.25 (France)⁷

20. The corrections proposed by France with a view to clarifying the wording of 1.8.3.1 and aligning the terminology used in 1.6.1.44 with that in 1.8.3 were adopted (see annex I).

(...)

VI. Proposals for amendments to annexes A and B of ADR (agenda item 5)

(...)

B. Miscellaneous proposals

1. Alignment of the wording used in the French text of 2.2.61.1.4 and 2.2.8.1.3

Informal document: INF.21 (Belgium)⁸

30. The Working Party adopted the corrections proposed by Belgium in order to align the wording used in the French text of 4.3.2.2.1 (c) and 5.3.2.3.2 with the existing wording of 2.2.61.1.4 and 2.2.8.1.3. The Working Party took note of the fact that the corrections were also applicable to RID and ADN.

(...)

⁵ Note by the Secretariat of OTIF: Informal document INF.26 of WP.15 is attached to this report as Annex III.

⁶ Note by the Secretariat of OTIF: Informal documents INF.6, INF.7, INF.11 and INF.12 of WP.15 are attached to this report as annexes IV, V, VI and VII.

⁷ Note by the Secretariat of OTIF: Informal document INF.25 of WP.15 is attached to this report as Annex VIII.

⁸ Note by the Secretariat of OTIF: Informal document INF.21 of WP.15 is attached to this report as Annex IX.

5. Amendments related to ammonium nitrate-based fertilizers for entry into force on 1 January 2019

Informal document: INF.8 (Finland)⁹

34. The Working Party thanked the representative of Finland for having raised the inconsistencies in the amendments to 2.2.51.1.3 and special provision 307 in ECE/TRANS/WP.15/240 and adopted proposals 1a and 1b from informal document INF.8 submitted by Finland (see annex I).
35. The Working Party also considered and adopted the second proposal from informal document INF.8, as amended during the session (see annex I).

6. Amendments related to the table of specimen labels for entry into force on 1 January 2019

Informal document: INF.17 (Finland)¹⁰

36. The Working Party considered the proposal by Finland to change the position of the reference to 5.2.2.2.1.6 (d) for label model 2.1 in the table in 5.2.2.2.2 in ECE/TRANS/WP.15/240. It found the proposed amendment to be useful and adopted the proposal as presented by Finland (see annex I). The proposal will also be brought to the attention of the Sub-Committee of Experts on the Transport of Dangerous Goods at its next session.
37. The representative of France also pointed out that paragraph 5.2.2.2.1.6 (d) refers to UN Nos. 1011, 1075, 1965 and 1978, although the Model Regulations refer to liquefied petroleum gases. By definition, liquefied petroleum gases also include UN No. 1969. On the basis of an oral proposal, the Working Party adopted an amendment to bring ADR into line with the Model Regulations (see annex I).

(...)

VII. Interpretation of ADR (agenda item 6)

1. Unpacked articles other than articles of Class 1 – Competent authority approval

Informal document: INF.13 (Sweden)¹¹

39. The representative of Sweden raised the question of the interpretation of the term "competent authorities of the country of origin" in 4.1.3.8. She invited the meeting to give a view on whether "country of origin" meant the country where the load is prepared or the country of origin of the tanks. Those countries that expressed an opinion considered that in this case, the term "country of origin" means the country from which the cargo departs.

⁹ Note by the Secretariat of OTIF: Informal document INF.8 of WP.15 has been submitted to the standing working group in informal document INF.4.

¹⁰ Note by the Secretariat of OTIF: Informal document INF.17 of WP.15 has been submitted to the standing working group in informal document INF.5.

¹¹ Note by the Secretariat of OTIF: Informal document INF.13 of WP.15 is attached to this report as Annex X.

2. Interpretation of the terminology in 5.4.1.1.1 (f)

Informal document: INF.28 (France)¹²

40. The representative of France wished to hear the Working Party's opinion on the way the quantities in the transport document are expressed according to 5.4.1.1.1 (f). The question was whether the units required under 1.1.3.6 should be used, i.e. the quantities should be expressed by volume for liquids, gross mass for articles and net mass for solids, or whether 5.4.1.1.1 (f) allowed alternatives, such as expressing the quantity of liquid by mass. Those delegates who expressed a view considered that 5.4.1.1.1 (f) left it open to choose the appropriate units. The information in 1.1.3.6.3 concerning the quantity only applies to exempted transport in accordance with 1.1.3.6.
41. The representative of Belgium pointed out an inconsistency between the French and English versions of 5.4.1.1.1 (f). He was invited to submit a proposal for amendment to the next session of the SCETDG.

VIII. Programme of work (agenda item 7)

(...)

B. Amendments for the 2019 edition of ADR

43. The amendments adopted at previous sessions for entry into force on 1 January 2019 had already been sent out in document ECE/TRANS/WP.15/240. The Working Party asked the Secretariat to send out the amendments adopted at the 104th session which were also to enter into force on 1 January 2019, in the form of a corrigendum (ECE/TRANS/WP.15/240/Corr.1) for those which modified amendments previously adopted, and an addendum (ECE/TRANS/WP.15/240/Add.1) for new amendments.
44. The Chairman was invited to transmit all the amendments to the Secretary General via his government so that they could be notified to the ADR Contracting Parties on 1 July 2018 for acceptance in accordance with the procedure set out in Article 14 of ADR.

IX. Any other business (agenda item 8)

1. Change to the current title of ADR

Document: ECE/TRANS/WP.15/2018/3 (Secretariat)

45. The Working Party examined the proposal to delete the word "European" from the current title of ADR on the basis of the procedure described in document ECE/TRANS/WP.15/2018/3.
46. The Chairman of the Working Party called out by name each of the delegations present (23 contracting parties represented) to give their view on whether this amendment was appropriate. The majority of delegations agreed to delete the word "European" from the title. The other delegations said they had no objection to this change. The intergovernmental and non-governmental organisations that were present also supported this approach and emphasised the advantages of more countries acceding to the Agreement.
47. The Director of the Sustainable Transport Division and the Chairman of the Working Party welcomed this decision by the Working Party. The Working Party instructed the Secretariat to prepare a draft amendment protocol as soon as possible, together with the Office of Legal Affairs and in collaboration with the Office.

¹² Note by the Secretariat of OTIF: Informal document INF.28 of WP.15 is attached to this report as Annex XI.

48. In view of the period required for the legal procedure, in accordance with Article 13 of ADR, the Working Party thought it would be wiser to hold the Conference of the Parties during the 106th session of the Working Party.
49. The Secretariat would inform the Working Party of progress in the administrative procedures at the next session.

(...)

6. Marking of transport units and containers carrying dangerous goods in limited quantities

Informal document: INF.23 (Switzerland)

58. The representative of Switzerland wished to draw the Working Party's attention to the question of marking transport units and containers carrying dangerous goods in limited quantities. He recalled that Sweden had initially raised the subject at the Joint Meeting (see ECE/TRANS/WP.15/AC.1/150). Those delegations that expressed a view did not think they were able to provide comments at this stage and requested that an official document be submitted to the Joint Meeting.
-

Texts adopted by the 104th session of WP.15

The 104th session of WP.15 (Geneva, 15 – 17 May 2018) adopted amendments that have repercussions for RID and which are therefore reproduced below. Amendments that only concern ADR or which have already been taken into account in document [OTIF/RID/NOT/2019] are not shown. The amendments are already worded as they would have to be if adopted for RID.

I. Draft amendments to annexes A and B of ADR for entry into force on 1 January 2019

A. Corrections to ECE/TRANS/WP.15/240 ([OTIF/RID/NOT/2019])

Chapter 1.6

1.6.1.44 [The amendment in the French version does not apply to the English text.]

Chapter 1.8

1.8.3.1 Amend the amendment to read as follows:

"1.8.3.1 Amend the beginning of the first sentence to read as follows:

"Each undertaking, the activities of which include the carriage, or the related packing, loading, filling or unloading, of dangerous goods by rail shall appoint one or more safety advisers for the carriage of dangerous goods, ...".

[Reference document: informal document INF.25¹³]

Chapter 2.2

2.2.51.1.3 In the second amendment, replace "thirteenth indent" by:

"thirteenth and fourteenth indents".

[Reference document: informal document INF.8¹⁴]

2.2.51.2.2 After the new fourteenth indent, insert the following Note:

NOTE: The term "competent authority" means the competent authority of the country of origin. If the country of origin is not an RID Contracting State, the classification and conditions of carriage shall be recognized by the competent authority of the first RID Contracting State reached by the consignment."

[Reference document: informal document INF.8¹⁴]

¹³ Note by the Secretariat of OTIF: Informal document INF.25 of WP.15 is attached to this report as Annex VIII.

¹⁴ Note by the Secretariat of OTIF: Informal document INF.8 of WP.15 has been submitted to the standing working group in informal document INF.4.

Chapter 3.3

SP 251 [The amendment in the French version does not apply to the English text.]

SP 307 In the second sentence, replace "thirteenth indent" by:

"thirteenth and fourteenth indents".

[Reference document: informal document INF.8¹⁴]

Chapter 4.1

4.1.4.1

P 801 [The amendment in the French version does not apply to the English text.]

Chapter 5.2

5.2.2.2.2 In the row for label model No. 2.1, in column "Division or Category", delete:

"(except as provided for in 5.2.2.2.1.6 d))".

In row for label model No. 2.1, in columns "Symbol and symbol colour" and "Figure in bottom corner (and figure colour)", at the end, add:

"(except as provided for in 5.2.2.2.1.6 (d))".

[Reference document: informal document INF.17¹⁵]

Informal document INF.15 adopted.¹⁶

¹⁵ *Note by the Secretariat of OTIF: Informal document INF.17 of WP.15 has been submitted to the standing working group in informal document INF.5.*

¹⁶ *Note by the Secretariat of OTIF: The amendments from informal document INF.15 are taken into account directly in document [OTIF/RID/NOT/2019] or in informal document INF.8 of the standing working group, insofar as they relate to RID.*

B. New amendments

Chapter 1.8

1.8.7.2.5 [The amendment in the French version does not apply to the English text.]

Chapter 3.2

Table A

UN No.	Column	Amendment
1202, second entry	(2)	Amend "EN 590:2013 + AC:2014" to read: "EN 590: 2013 + A1:2017" (twice). [Reference document: informal document INF.19 ¹⁷]

Chapter 4.1

4.1.1.21.6 For "1202 Diesel fuel" and "1202 Heating oil, light", second entry, in column (2b), replace "EN 590:2013 + AC:2014" by:

"EN 590:2013 + A1:2017".

[Reference document: informal document INF.19¹⁷]

Chapter 5.2

5.2.2.2.1.6 In paragraph (d), replace "for gases of UN Nos. 1011, 1075, 1965 and 1978" by:

"for liquefied petroleum gases".

[Reference document: informal document INF.17¹⁵]

Informal document INF.14¹⁸ adopted with the following modifications:

6.8.2.6.1 Amend the proposed amendment to read as follows:

"6.8.2.6.1 Amend the Table, under "For design and construction of tanks", as follows:

"– For standard "EN 13094:2015", in column (2), add the following Note:

"NOTE: The guideline on the OTIF website (www.otif.org) also applies.""

Informal document INF.21 adopted for the French version.¹⁹

II. Guidelines for the application of EN 13094:2015 for compliance with RID

In the heading of the guideline, replace "RID 2017 and 2019" by:

"RID".

¹⁷ Note by the Secretariat of OTIF: informal document INF.19 of WP.15 is attached to this report as Annex II.

¹⁸ Note by the Secretariat of OTIF: The amendments from informal document INF.14 were taken into account directly in document [OTIF/RID/NOT/2019] of the standing working group, insofar as they relate to RID.

¹⁹ Note by the Secretariat of OTIF: informal document INF.21 of WP.15 is attached to this report as Annex IX.

Informal document INF.19 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

26 April 2018

104th session

Geneva, 15-17 May 2018

Item 8 of the provisional agenda

Any other business**Update of standard EN 590:2013 + A1:2014 in accordance with the Report of the Standards Working Group – 28th meeting****Transmitted by the Government of Germany***Summary*

Executive summary:	Update of standard EN 590: 2013 + AC: 2014 in the second entry for UN 1202 in Table A of section 3.2.1 as well as in the assimilation list in 4.1.1.21.6 and in 9.1.1.2 of ADR
Action to be taken:	Replace "EN 590: 2013 + AC: 2014" by "EN 590: 2013 + A1: 2017"
Reference document:	Informal document INF.45 of the Joint Meeting (12-16 March 2018): Report of the Standards Working Group (28 th meeting) and ECE/TRANS/WP.15/AC.1/150 paragraph 10.

Introduction

1. Germany refers to the report of the RID/ADR/ADN Joint Meeting, Bern, 12-16 March 2018 (ECE/TRANS/WP.15/AC.1/150; OTIF/RID/RC/2018-A; paragraph 10).
2. The Joint Meeting took note of the conclusions and recommendations made by the Standards Working Group in section 5.2 of informal document INF.45, in which CEN had identified the following new edition of an existing standard: EN 590:2013 + A1:2017 "Automotive fuels - Diesel - Requirements and test methods".
3. Currently, the earlier version of this standard is referenced as EN 590: 2013 + AC: 2014 in the second entry for UN 1202 in Table A of section 3.2.1 as well as in the assimilation list in 4.1.1.21.6 and in 9.1.1.2 of ADR.
4. For an update in ADR 2019, it was suggested that a review of the standard be carried out. Germany therefore agreed to examine the question raised under section 5.2 in relation to the current version of standard EN 590: 2013 + A1: 2017.
5. Germany has examined standard EN 590: 2013 + A1: 2017 and believes that there is no change with regard to the flash point (above 55 °C). In this respect, the standard can be

referenced as EN 590: 2013 + A1: 2017 in Table A of section 3.2.1 as well as in the assimilation list in 4.1.1.21.6 and in 9.1.1.2 of ADR 2019.

Proposal 1

6. **3.2.1** For the second entry for UN 1202, amend Column (2) in Table A as follows:

Replace "EN 590: 2013 + AC: 2014" by "EN 590: 2013 + A1: 2017" (twice).

Proposal 2

7. **4.1.1.21.6** For UN 1202 Diesel fuel and the second entry for UN 1202 Heating oil, light, amend Column (2b) in the Table as follows:

Replace "EN 590: 2013 + AC: 2014" by "EN 590: 2013 + A1: 2017".

Proposal 3

8. **9.1.1.2, "FL vehicle" (a)**: Replace "EN 590: 2013 + AC: 2014" by "EN 590: 2013 + A1: 2017" (twice).

Justification

9. During the discussion in the Joint Meeting in March 2018 on the basis of the report of the Standards Working Group (INF. 45), the conclusions and recommendations of the working group in section 5.2 of the informal document were noted, and it was suggested that standard EN 590: 2013 + A1: 2017 be reviewed.

10. The expert review has confirmed that the current version of standard EN 590: 2013 + A1: 2017 can be referenced.

Informal document INF.26 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

11 May 2018

104th session

Geneva, 15-17 May 2018

Item 4 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Consequential amendment to the French version of 1.8.7.2.5****Transmitted by the Government of France**

1. The Joint Meeting adopted an amendment to the French version of 6.8.2.3.4 to replace the word “modification” by “transformation” (see page 4 of document INF.14).
 2. The same amendment should be made to the French version of 1.8.7.2.5 where the same text appears.
 3. Therefore we propose to amend the French version of 1.8.7.2.5 as follows:
1.8.7.2.5 Remplacer “modification” par “transformation” (six fois).
 4. RID should be amended in the same way.
-

Informal document INF.6 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****104th session**

Geneva, 15-17 May 2018

Item 4 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**4 April 2018****Correction of the French version of P006 and LP03****Transmitted by the Government of France**

1. The Working Party adopted the new packing instructions P006 and LP03 in Chapter 4.1 (see pages 41 and 46 of document ECE/TRANS/WP.15/240).
 2. The last sentence of P006 (3) (c) and of LP03 (2) (c) reads in English and in French:
“Any leakage of the contents shall not substantially impair the protective properties of the article or of the outer packaging.”
“Toute fuite du contenu ne doit pas altérer sensiblement les propriétés protectrices de l’objet ou de son emballage extérieur.”
 3. Although it is aligned with the English version, the French text could be improved. We propose to read it as follows:
“Aucune fuite du contenu ne doit altérer sensiblement les propriétés protectrices de l’objet ou de son emballage extérieur.”
 4. RID should be corrected in the same way. A proposal to the UN Sub-Committee of Experts is made to correct the Model Regulations.
-

Informal document INF.7 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****104th session**

Geneva, 15-17 May 2018

Item 4 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**4 April 2018****Correction of the French version of Special provision 388****Transmitted by the Government of France**

1. The Working Party adopted the new special provision 388 in Chapter 3.3 (see page 28 of document ECE/TRANS/WP.15/240).
 2. The fourth paragraph of SP 388 reads in English and in French:
“If a vehicle is powered by a flammable liquid and a flammable gas internal combustion engine, it shall be assigned to UN 3166 VEHICLE, FLAMMABLE GAS POWERED.”
“Si un véhicule est à propulsion par liquide inflammable et par un moteur à combustion interne fonctionnant au gaz inflammable, il doit être affecté à la rubrique ONU 3166 VÉHICULE A PROPULSION PAR LIQUIDE INFLAMMABLE.”
 3. To align the wording on the English version, we consider necessary to amend the French version of the fourth paragraph of SP 388 as follows:
“Si un véhicule est propulsé par un moteur à combustion interne fonctionnant au liquide inflammable et au gaz inflammable, il doit être affecté à la rubrique ONU 3166 VÉHICULE A PROPULSION PAR GAZ INFLAMMABLE.”
 4. RID should be corrected in the same way. A proposal to the UN Sub-Committee of Experts is made to correct the Model Regulations.
-

Informal document INF.11 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

18 April 2018

104th session

Geneva, 15-17 May 2018

Item 4 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Correction of the French version of Special provision 251****Transmitted by the Government of France**

1. The Working Party adopted modifications to special provision 251 in Chapter 3.3 (see page 25 of document ECE/TRANS/WP.15/240).
 2. Paragraph (a) of SP 251 reads in English and in French:
“(a) Excepted quantities not exceeding the quantity indicated by the code in column (7b) of Table A”
“(a) Quantités exceptées en dessous des quantités indiquées par le code figurant en colonne (7b) du tableau A ...”
 3. To align the wording on the English version, we consider necessary to modify the French version of paragraph (a) of SP 251 as follows:
“(a) Quantités exceptées ne dépassant pas les quantités indiquées par le code figurant en colonne (7b) du tableau A ...”
 4. RID should be amended in the same way. A proposal to the UN Sub-Committee of Experts is made to correct the Model Regulations.
-

Informal document INF.12 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

18 April 2018

104th session

Geneva, 15-17 May 2018

Item 4 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Correction of the French version of P801****Transmitted by the Government of France**

1. The Working Party adopted the following modification to packing instruction P801, additional requirement 2 in Chapter 4.1 (see page 25 of document ECE/TRANS/WP.15/240):

Replace “non-conductive” by “electrically non-conductive”.

2. The same amendment reads in French:

Ajouter « électrique » après « isolant ».

3. This amendment cannot be applied to additional requirement 2 in P801 worded in French as follows:

« Les accumulateurs empilés doivent être assujettis de manière adéquate sur plusieurs niveaux séparés par une couche en matériau non conducteur. »

4. We propose to replace the amendment to packing instruction P801, additional requirement 2 by the following:

4.1.4.1, instruction d’emballage P801 Dans la disposition supplémentaire 2, remplacer « non conducteur » par « non conducteur d’électricité ».

5. RID should be amended in the same way.

Informal document INF.25 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

11 May 2018

104th session

Geneva, 15-17 May 2018

Item 4 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Clarification of the wording in 1.8.3.1
and correction of the French version of 1.6.1.44****Transmitted by the Government of France**

1. The Working Party adopted an amendment to 1.8.3.1 and a new transitional measure in 1.6.1.44 (see pages 3 and 6 of document ECE/TRANS/WP.15/240).
 2. The amendment reads as follows:
 - 1.8.3.1 Before “carriage”, insert “consigning”.
 - 1.8.3.1 Après « dont l’activité comporte », ajouter « l’expédition ».
 3. The wording of the consolidated text could be improved as follows to facilitate its reading:

“1.8.3.1 Each undertaking, the activities of which include the consigning or the carriage of dangerous goods by road, or the related packing, loading, filling or unloading ~~of dangerous goods by road/rail~~, shall appoint...”

« 1.8.3.1 Chaque entreprise, dont ~~l’activité comporte~~ les activités comprennent l’expédition ou le transport de marchandises dangereuses par route, ou les opérations connexes d’emballage, de chargement, de remplissage ou de déchargement ~~liées à ces transports~~, désigne... »
 4. Furthermore, in the transitional measure 1.6.1.44, the wording “appoint a safety adviser” is in line with the wording used in 1.8.3.1. It is not the case in the French version.
 5. In order to use the same wording in French, we propose to replace in 1.6.1.44 “nommer” by “désigner”.
 6. RID 1.8.3.1 in all languages and 1.6.1.44 in French should be corrected in the same way.
-

Informal document INF.21 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

26 April 2018

104th session

Geneva, 15-17 May 2018

Item 4 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Alignment of the French wording between paragraphs 2.2.61.1.4 and 2.2.8.1.3 on the one hand and paragraphs 4.3.2.2.1 (c) and 5.3.2.3.2 on the other hand****Transmitted by the Government of Belgium***Summary*

Executive summary: In the French version of RID/ADR, the words “*faiblement toxique/corrosif*” are used in 2.2.61.1.4 and 2.2.8.1.3 whereas the words “*présentant un degré mineur de toxicité/corrosivité*” are used in 4.3.2.2.1 (c) and 5.3.2.3.2.

Decision to be taken: Amendment of paragraphs 4.3.2.2.1 (c) and 5.3.2.3.2 (hazard identification numbers 36, 38, 60, 69, 80, X80, 83, X83,839, X839, 85, 856, 86, 89) in the French version.

Introduction:

1. In the French version of RID/ADR, we noticed a difference in the wording between paragraphs 2.2.61.1.4 and 2.2.8.1.3 on the one hand and paragraphs 4.3.2.2.1 (c) and 5.3.2.3.2 (hazard identification numbers 36, 38, 60, 69, 80, X80, 83, X83,839, X839, 85, 856, 86, 89) on the other hand.

Indeed, the words “*faiblement toxique/corrosif*” are used in 2.2.61.1.4 and 2.2.8.1.3 whereas the words “*présentant un degré mineur de toxicité/corrosivité*” are used in 4.3.2.2.1 c and 5.3.2.3.2

2. This difference in wording does not exist in the English version.

3. As in the English version a coherent wording should be used in the French version.

4. Therefore, we propose to align **in the French version** the wording in paragraphs 4.3.2.2.1 (c) and 5.3.2.3.2 (hazard identification numbers 36, 38, 60, 69, 80, X80, 83, X83, 839, X839, 85, 856, 86, 89) to the wording in 2.2.61.1.4 and 2.2.8.1.3.

5. the following table shows the relevant texts in both languages:

2.2.61.1.4	Les matières de la classe 6.1 doivent être classées dans trois groupes d'emballage, selon le degré de danger qu'elles présentent pour le transport, comme suit : Groupe d'emballage I : Matières très toxiques Groupe d'emballage II : Matières toxiques Groupe d'emballage III : Matières faiblement toxiques	Substances of Class 6.1 shall be classified in three packing groups according to the degree of danger they present for carriage, as follows: Packing group I: highly toxic substances Packing group II: toxic substances Packing group III: slightly toxic substances
2.2.8.1.3	Les matières de la classe 8 doivent être classées dans trois groupes d'emballage, selon le degré de danger qu'elles présentent pour le transport, comme suit : Groupe d'emballage I : Matières très corrosives Groupe d'emballage II : Matières corrosives Groupe d'emballage III : Matières faiblement corrosives	Substances of Class 8 shall be classified in three packing groups according to the degree of danger they present for carriage, as follows: Packing group I: highly corrosive substances Packing group II: corrosive substances Packing group III: slightly corrosive substances
4.3.2.2.1 (c)	Pour les matières inflammables, les matières dangereuses pour l'environnement et les matières présentant un degré mineur de corrosivité ou toxicité (présentant ou non un danger d'inflammabilité ou un danger pour l'environnement), chargées dans des citernes fermées hermétiquement, sans dispositif de sécurité	for flammable substances, environmentally hazardous substances and slightly toxic or corrosive substances (whether flammable or environmentally hazardous or not) in hermetically closed tanks without a safety device
5.3.2.3.2 hazard identification number 36	36 : matière liquide inflammable (point d'éclair de 23 °C à 60 °C, valeurs limites comprises), présentant un degré mineur de toxicité , ou matière liquide auto-échauffante et toxique	36 flammable liquid (flash-point between 23 °C and 60 °C, inclusive), slightly toxic , or self-heating liquid, toxic
Idem for hazard identification numbers 38, 60, 69, 80, X80, 83, X83,839, X839, 85, 856, 86 and 89		

Proposition

6. In the French version, replace the words « matières présentant un degré mineur de corrosivité ou toxicité » by « matière faiblement corrosive ou toxique » in the following paragraphs:

4.3.2.2.1 c) Pour les matières inflammables, les matières dangereuses pour l'environnement et les matières ~~présentant un degré mineur de corrosivité ou toxicité~~ **faiblement corrosives ou toxiques** (présentant ou non un danger d'inflammabilité ou un danger pour l'environnement), chargées dans des citernes fermées hermétiquement, sans dispositif de sécurité:

5.3.2.3.2

- 36 matière liquide inflammable (point d'éclair de 23 °C à 60 °C, valeurs limites comprises), ~~présentant un degré mineur de toxicité~~ **faiblement toxique**, ou matière liquide auto-échauffante et toxique
- 38 matière liquide inflammable (point d'éclair de 23 °C à 60 °C, valeurs limites comprises), ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive**, ou matière liquide auto-échauffante et corrosive
- 60 matière toxique ou ~~présentant un degré mineur de toxicité~~ **faiblement toxique**
- 69 matière toxique ou ~~présentant un degré mineur de toxicité~~ **faiblement toxique**, pouvant produire spontanément une réaction violente

- 80 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive**
- X80 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive**-réagissant dangereusement avec l'eau
- 83 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive** et inflammable (point d'éclair de 23 °C à 60 °C, valeurs limites comprises)
- X83 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive** et inflammable (point d'éclair de 23 °C à 60 °C, valeurs limites comprises) réagissant dangereusement avec l'eau³⁾
- 839 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive** et inflammable (point d'éclair de 23 °C à 60 °C, valeurs limites comprises), pouvant produire spontanément une réaction violente
- X839 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive** et inflammable (point d'éclair de 23 °C à 60 °C, valeurs limites comprises), pouvant produire spontanément une réaction violente et réagissant dangereusement avec l'eau
- 85 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive** et comburante (favorise l'incendie)
- 856 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive** et comburante (favorise l'incendie) et toxique
- 86 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive** et toxique
- 89 matière corrosive ou ~~présentant un degré mineur de corrosivité~~ **faiblement corrosive** pouvant produire spontanément une réaction violente

7. RID and ADN should be amended in the same way.

Informal document INF.13 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****104th session****19 April 2018**

Geneva, 15-17 May 2018

Item 6 of the provisional agenda

Interpretation of ADR**4.1.3.8 Unpackaged articles other than Class 1 articles –
Competent authority approval****Transmitted by the Government of Sweden***Summary***Executive summary:** What is intended with the “competent authority of *the country of origin*” in case of application of sub-section 4.1.3.8?**Action to be taken:** Interpretation of the term “country of origin”.**Introduction**

Under certain conditions, sub-section 4.1.3.8 allows for the carriage of large and robust articles, other than Class 1 articles, to be carried empty, uncleaned and unpackaged after approval from the competent authority of the country of origin. The Government of Sweden finds the term “country of origin” unclear and would like to know what is intended.

Background

Recently, we had a case in Sweden where the Swedish Armed Forces lent out drop tanks to another country (“Country B”). Since these tanks are not approved in accordance with ADR a competent authority approval is required for their carriage. The tanks are used for the carriage of UN 1863 (aircraft fuel). When transported between missions, as from Sweden to other countries and in return, these are always carried empty. However, for practical reasons the tanks are uncleaned and therefore the provisions in ADR applies.

The tanks belong to a Swedish authority and, originally, the tanks come from Sweden. For the initial carriage (air transport) from Sweden to Country B, the competent authority approval was issued by the Swedish Transport Agency.

After completed mission in Country B the drop tanks should be returned to Sweden. Since a new transport took place, a new competent authority approval had to be issued for this carriage. The Swedish authority had provided Country B with consignment procedures for the return transport. Nevertheless, since the transport was arranged in, and by, Country B without any further involvement or insight from the Swedish carrier, we did not find it completely clear that this would authorise a Swedish Competent Authority to issue an approval. However, the safety adviser at the Swedish Defence Material Administration was informed by the contact person in Country B that the Swedish Competent Authority had to issue the approval.

Eventually, the situation was solved in good co-operation but because of the uncertainties around the issuing of the approval, the transport became quite delayed. In order to eliminate a similar future situation, Sweden would like to have a clarification on what is intended with “the country of origin” in sub-section 4.1.3.8.

To facilitate the discussion, the above mentioned situation could serve as a basis, where Sweden is “Country A”, and the other country is “Country B”. See also extract from ADR below.

Is “the country of origin”:

- Country A, where the tanks originate from, (irrespective of the situation such as consignment procedures issued by the owner or by the new consignor), or
- Country B, where the consignment is prepared and where the new carriage begins?
- Sweden would welcome other delegations’ view on how these provisions should be interpreted.

Extract from ADR

4.1.3.8 *Unpackaged articles other than Class 1 articles*

4.1.3.8.1 Where large and robust articles cannot be packaged in accordance with the requirements of Chapters 6.1 or 6.6 and they have to be carried empty, uncleaned and unpackaged, the competent authority of the country of origin²⁰ may approve such carriage. In doing so the competent authority shall take into account that:

- (a) Large and robust articles shall be strong enough to withstand the shocks and loadings normally encountered during carriage including trans-shipment between cargo transport units and between cargo transport units and warehouses, as well as any removal from a pallet for subsequent manual or mechanical handling;
- (b) All closures and openings shall be sealed so that there can be no loss of contents which might be caused under normal conditions of carriage, by vibration, or by changes in temperature, humidity or pressure (resulting from altitude, for example). No dangerous residue shall adhere to the outside of the large and robust articles;
- (c) Parts of large and robust articles, which are in direct contact with dangerous goods:
 - (i) shall not be affected or significantly weakened by those dangerous goods; and
 - (ii) shall not cause a dangerous effect e.g. catalysing a reaction or reacting with the dangerous goods;
- (d) Large and robust articles containing liquids shall be stowed and secured to ensure that neither leakage nor permanent distortion of the article occurs during carriage;
- (e) They shall be fixed in cradles or crates or other handling devices or to the cargo transport unit in such a way that they will not become loose during normal conditions of carriage.

²⁰ *If the country of origin is not a contracting party to ADR, the competent authority of the first country contracting party to the ADR reached by the consignment.*

Informal document INF.28 of the 104th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

15 May 2018

104th session

Geneva, 15-17 May 2018

Item 6 of the provisional agenda

Interpretation of ADR**Interpretation of the wording in 5.4.1.1.1 (f)****Transmitted by the Government of France**

1. 5.4.1.1.1 (f) of ADR requires that the transport document contains:

“the total quantity of each item of dangerous goods bearing a different UN number, proper shipping name or, when applicable, packing group (as a volume or as a gross mass, or as a net mass as appropriate);”

« la quantité totale de chaque marchandise dangereuse caractérisée par son numéro ONU, sa désignation officielle de transport et un groupe d'emballage (exprimée en volume ou en masse brute, ou en masse nette selon le cas); »

2. The question is how to interpret “as a volume or as a gross mass, or as a net mass as appropriate”.

3. Does it refer to the units defined in 1.1.3.6, which means volume for liquids, gross mass for articles and net mass for solids?

4. Or is it allowed for example to express a quantity of liquids in mass?

5. We would like to know the opinion of the Working Group.
