



**OTIF/RID/CE/GTP/2017/5**

2 June 2017

Original: English/French

**RID:** 8<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Utrecht, 20 – 24 November 2017)

**Subject:** 102<sup>nd</sup> session of WP.15 (Geneva, 8 – 12 May 2017)

**Transmitted by the Secretariat**

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**Extracts from the draft report of the 102<sup>nd</sup> session of WP.15 (Geneva, 8 – 12 May 2017)**

**I. Attendance**

1. The Working Party on the Transport of Dangerous Goods held its 102<sup>nd</sup> session from 8 to 11 May 2017 under the chairmanship of Mr. J.A. Franco (Portugal) and the vice-chairmanship of Ms. A. Roumier (France).
2. Representatives from the following countries took part in the session: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and 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. Amendments proposed by the Joint Meeting at its autumn 2016 session and its spring 2017 session**

*Documents:* ECE/TRANS/WP.15/AC.1/144, annex II and  
ECE/TRANS/WP.15/AC.1/146, annex II

16. The amendments contained in annex II of ECE/TRANS/WP.15/AC.1/144, as amended in annex II of ECE/TRANS/WP.15/AC.1/146, were adopted with some amendments for entry into force on 1 January 2019 (see annex I).<sup>1</sup>
17. The amendments concerning 6.8.2.2.3, 6.8.2.2.10 and 6.8.2.3.1 and the corresponding transitional measures contained in annex II of ECE/TRANS/WP.15/AC.1/146 will be considered after confirmation by the Joint Meeting at its forthcoming session. The other amendments contained in annex II of ECE/TRANS/WP.15/AC.1/146 were adopted with some amendments for entry into force on 1 January 2019 (see annex I).<sup>1</sup>

### **B. Corrections proposed by the Joint Meeting at its spring 2017 session**

*Document:* ECE/TRANS/WP.15/AC.1/146, annex III

18. The Working Party confirmed that the corrections proposed by the Joint Meeting at its spring 2017 session were purely technical in nature and were intended to correct discrepancies between the English and Russian texts and the authentic French version or to correct typographical errors or numbering or cross-referencing problems.
19. The Working Party, considering that such corrections did not change the substance of the provisions of ADR, adopted the corrections proposed by the Joint Meeting and requested it to take the necessary steps to publish a corrigendum as soon as possible (see annexes II and III).<sup>2</sup>

(...)

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

### **A. Construction and approval of vehicles**

(...)

### **3. Fastening requirements in 9.7.3**

*Document:* ECE/TRANS/WP.15/2017/7 (Norway)

26. Put to the vote, proposals 1, 2a, 2c and 3 were adopted, with some changes (see annex I). Proposal 2b was rejected.<sup>3</sup>

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<sup>1</sup> *Note by the Secretariat of OTIF:* These amendments are not reproduced in Annex I to this document. For RID, the texts adopted by the RID/ADR/ADN Joint Meeting in September 2016, March 2017 and September 2017 will be compiled in a separate document for the 8<sup>th</sup> session of the RID Committee of Experts' standing working group.

<sup>2</sup> *Note by the Secretariat of OTIF:* The corresponding corrigendum for RID is published in document OTIF/RID/CE/GTP/2017/7.

<sup>3</sup> *Note by the Secretariat of OTIF:* Proposal 3 (addition to 7.5.7.4) should also be checked for RID. The text adopted by WP.15 is shown in Annex I to this document.

(...)

## **B. Miscellaneous proposals**

### **1. Application of UN Nos. 3166 and 3171 to vehicles carried as a load and fuel quantity limits for gas-liquid hybrid engines carried on trailers**

*Document:* ECE/TRANS/WP.15/2017/4 (Switzerland)

31. Several delegations considered that the proposal by Switzerland also involved vehicles and wagons carried as a load on wagons or ships. After discussion, the Working Party invited the representative of Switzerland to submit his proposal to the Joint Meeting.

(...)

### **3. Proposal for a definition of carriage by private individuals under 1.1.3.1 (a)**

*Document:* ECE/TRANS/WP.15/2017/9 (Switzerland)

*Informal document:* INF.5 (Switzerland)

33. The Working Party thanked the representative of Switzerland for his document containing a summary of the discussions already held in the Working Party.
34. The Working Party noted that the exemptions under 1.1.3.1 (a) had been interpreted and implemented differently in the countries of the delegations that had spoken and that it had been difficult to clarify the scope of 1.1.3.1 (a) in such conditions. Several delegations considered that the proposed amendments did not resolve the issues raised. Some delegations considered this was also an issue for the RID.
35. The representative of Switzerland withdrew his proposal for this session and will take the comments received into consideration to respond to the questions raised.

### **4. Reference to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)**

*Document:* ECE/TRANS/WP.15/2017/12 (Secretariat)

36. Put to a vote, the proposal to make a reference to chapters 9 and 10 of the CTU Code in the footnote to 7.5.7.1 of ADR was adopted (see annex I).<sup>4</sup>
37. The representative of Germany said that she might submit at the next session a proposal aimed at extending that reference to all of the CTU Code.

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<sup>4</sup> *Note by the Secretariat of OTIF:* Annex I to this document contains a proposal as to how this reference could also be included in RID.

## **7. Application of tunnel restrictions for engine and machinery entries of UN Nos. 3528, 3529 and 3530**

*Document:* ECE/TRANS/WP.15/2017/3 (Switzerland)

*Informal document:* INF.19 (Switzerland)

42. The Working Party expressed support for provisions aimed at requiring, in view of the application of tunnel restrictions, orange-coloured plates for vehicles carrying engines or machinery under UN Nos. 3528, 3529 and 3530 in accordance with special provision 363.
43. The representative of Switzerland prepared a revised proposal in informal document INF.19 in order to take account of the comments made in session and amendments to special provision 363 prepared by the Ad Hoc Working Group on the Harmonization of RID/ADR/AND with the United Nations Recommendations on the Transport of Dangerous Goods, which would be discussed during the autumn 2017 session of the Joint Meeting.
44. Put to the vote, proposal 1 was adopted with some changes, and proposal 2 was adopted with consequential amendments to 1.9.5 (see annex I).<sup>5</sup>

(...)

## **10. Correction of 6.8.2.4.3**

*Informal document:* INF.14 (France)

47. The Working Party confirmed that the text of 6.8.2.4.3 adopted by the Working Party on the basis of a proposal in original English of the working group on tanks of the Joint Meeting contained a translation error in the French version.
48. The Working Party adopted the proposed correction of the French text and requested the secretariat to take the necessary steps so that a corrigendum could be published as soon as possible (see annexes II and III).<sup>6</sup>

## **VII. Interpretation of ADR (agenda item 6)**

### **A. Information in the transport document**

*Document:* ECE/TRANS/WP.15/2017/1 (Poland)

49. The Working Party confirmed that ADR does not prohibit the inclusion of information in the transport document in addition to the information listed under 5.4.1 and that the competent authorities could request the necessary complementary information to be included for reasons other than safety during carriage under article 4 (1) of the Agreement.

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<sup>5</sup> *Note by the Secretariat of OTIF:* The adopted proposal 1 (amendment to special provision 363) is shown in Annex I to this document. However, it is not considered necessary to amend RID, because in ADR, marking with orange-coloured plates is only prescribed in those cases in which carriage is to take place through tunnels with restrictions on the carriage of dangerous goods.

<sup>6</sup> *Note by the Secretariat of OTIF:* The French version of RID is only partly concerned by this correction. The correction required in RID was included in the corrigendum for RID (see document OTIF/RID/CE/GTP/2017/7).

50. Several delegations recalled that the law adopted in Poland requiring the addition of the name and address of the owner of the dangerous goods being carried in the transport document, while in keeping with article 4 (1) of ADR, presented obstacles to the international trade in dangerous goods (see also ECE/TRANS/WP.15/235, paras. 37-43).
51. The representative of IRU regretted that restrictions imposed in some countries under article 4 (1) of ADR posed problems for transport companies and could be seen as trade barriers, especially considering that the information regarding such restrictions could be difficult to obtain. He invited the Contracting Parties to communicate such information to the secretariat of the United Nations Economic Commission for Europe through the website.
52. The Chair noted that, unfortunately, in the current economic context in Europe, several Governments tended to apply measures amounting to protectionist measures to the transport of goods in general, and not only to the transport of dangerous goods. Several delegations shared that opinion and regretted situations of that kind. The competent authorities of ADR were not always aware of the measures in question, which often came under the authority of ministries other than transport ministries and had difficulties in informing carriers about restrictions that were outside their jurisdiction. It was suggested that those issues should be brought to the attention of the Inland Transport Committee.

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### **VIII. Programme of work (agenda item 7)**

(...)

#### **B. 103<sup>rd</sup> session**

(...)

58. The Working Party also agreed to set aside, during its next session, the afternoon of 6 November 2017 to hold a round table on the theme of transport of dangerous goods.
59. The secretariat invited delegations wishing to do so to submit to it in writing by the end of July 2017 proposals concerning the moderation of the round table or possible presentations envisaged.

(...)

### **IX. Any other business (agenda item 8)**

*Informal document:* INF.4 (CEFIC)

63. The Working Party took note with interest of the revised version of the guidelines developed by the industry for the application of Chapter 1.10 of ADR concerning the security of the transport of dangerous goods by road and thanked the organizations concerned. Several delegations stressed the usefulness of those guidelines and welcomed the fact that they were regularly updated.

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**Texts adopted by the 102<sup>nd</sup> session of WP.15 (Geneva, 8 – 12 May 2017)****Chapter 3.3**

(for information only:)

**SP 363** Amend paragraph (l) to read as follows:

- "(l) When the engine or machinery contains more than 1 000 l of liquid fuels, for UN No. 3528 and UN No. 3530, or the fuel tank has a water capacity of more than 1 000 l, for UN No. 3529:
- A transport document in accordance with 5.4.1 is required. This transport document shall contain the following additional statement "Transport in accordance with special provision 363";
  - When the carriage is known beforehand to pass through a tunnel with restrictions for carriage of dangerous goods, the transport unit shall display orange-coloured plates according to 5.3.2 and the tunnel restrictions according to 8.6.4 apply."

[Reference document: ECE/TRANS/WP15/2017/3, as amended in informal document INF.19]

**Chapter 7.5****7.5.7.1** Amend footnote 1 referenced to read as follows:

- "<sup>1</sup> Guidance on the stowage of dangerous goods can be found in Chapters 9 and 10 of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) and in the European Best Practice Guidelines on Cargo Securing for Road Transport published by the European Commission. Other guidance is also available from competent authorities and industry bodies."

[Reference document: ECE/TRANS/WP.15/2017/12]

*Note by the Secretariat of OTIF:* At present, footnote 1) only exists in ADR, because up to now, only directives concerning the security of the load in road transport have been referenced. As the CTU Code is also referred to in the footnote to RID 5.4.2 and in RID 7.5.7.6.1, the following amendment could be stipulated for RID:

**7.5.7.1** At the end, insert a reference to footnote 1 to read as follows:

- "<sup>1</sup> Guidance on the stowage of dangerous goods can be found in Chapters 9 and 10 of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code). Other guidance is also available from competent authorities and industry bodies."

**7.5.7.4** Amend to read as follows:

**"7.5.7.4** The provisions of 7.5.7.1 shall also apply to the loading, stowage and removal of containers, tank-containers, portable tanks and MEGCs on to and from wagons/vehicles. When tank-containers, portable tanks and MEGCs do not use corner castings in the patterns as defined in ISO 1496-1 Series 1 freight containers -- Specification and testing -- Part 1: General cargo containers for general purposes, it shall be verified that the systems used on the tank-containers, portable tanks or MEGCs are compatible with the system on the wagon/vehicle [and in compliance with the requirements in 9.7.3]."

[Reference document: ECE/TRANS/WP.15/2017/7, proposal 3, as amended]

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