



**OTIF/RID/CE/GTP/2019/10**

19 November 2019

Original: English/French

**RID: 11<sup>th</sup> Session of the RID Committee of Experts' standing working group**  
(Vienna, 25 to 29 November 2019)

**Subject: 107<sup>th</sup> session of WP.15 (Geneva, 11 to 15 November 2019)**

**Transmitted by the Secretariat**

**Extracts from the draft report of the 107<sup>th</sup> session of WP.15 (Geneva, 11 – 15 November 2019)**

**I. Attendance**

1. The Working Party on the Transport of Dangerous Goods held its 107th session from 11 to 15 November 2019, with Ms. A. Roumier (France) as Chair and Mr. A. Simoni (Italy) as Vice-Chair.
2. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Czechia, Denmark, Finland, France, Georgia, Germany, Hungary, Italy, Latvia, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.
3. Representatives of Algeria, Jordan, Morocco, Nigeria and Tunisia also took part in the session, as provided for in paragraph 11 of the terms of reference of the Economic Commission for Europe. The representative of Morocco, Nigeria and Tunisia took part in the session as full members in respect of questions relating to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), in accordance with article 1 (b) of the rules of procedure of the Working Party.
4. The European Union was represented.
5. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).

6. The following non-governmental organizations were represented: Council on Safe Transportation of Hazardous Articles (COSTHA); European Chemical Industry Council (CEFIC); European Conference of Fuel Distributors (ECFD); and International Road Transport Union (IRU). The Euromed project was also represented.

(...)

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

*Documents:* [ECE/TRANS/WP.15/AC.1/2019/22/Add.1](#) and [ECE/TRANS/WP.15/AC.1/156](#) and [Add.1](#) (report of the Joint Meeting on its autumn 2019 session)

*Informal documents:* [INF.7 \(Secretariat\)](#), [INF.17](#) und [Add.1](#) (Secretariat), [INF.25 \(Switzerland\)](#), [INF.26 \(France\)](#)

### A. General

10. The Working Party endorsed the amendments adopted by the Joint Meeting with some changes (see annex I).

### B. Specific issues

#### 1. Report of the informal working group of the Joint Meeting on the inspection and certification of tanks

*Informal document:* [INF.26 \(France\)](#)

11. The Working Party noted that the amendment proposals of the informal working group of the Joint Meeting on the inspection and certification of tanks would be discussed at the spring 2020 session of the Joint Meeting and that the Working Party could be asked to formally adopt those amendments at its next session.

12. The Working Party invited delegations wishing to do so to send their comments and proposals on the draft amendments to the Chair of the informal working group<sup>1</sup> as soon as possible and before the next session of the informal group, scheduled for 11–13 December 2019.

(...)

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

### B. Miscellaneous proposals

(...)

#### 3. Editorial amendment proposals

*Informal document:* [INF.20/Rev.1 \(Secretariat\)](#)

18. The Working Party adopted the editorial amendments proposed in informal document INF.20/Rev.1 (see annex I).

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<sup>1</sup> Mr. Steve GILLINGHAM, [steve.gillingham\[AT\]dft.gov.uk](mailto:steve.gillingham[AT]dft.gov.uk).

19. The representative of OTIF confirmed that the amendment of 4.1.1.10 in the French version of ADR would also be proposed to the RID Committee of Experts' standing working group. The secretariat would inform the Sub-Committee of Experts on the Transport of Dangerous Goods of that amendment.

#### 4. Update of transitional measures

*Informal document:* [INF.21 \(Secretariat\)](#)

20. The Working Party adopted the proposals for updating transitional measures (see annex I).<sup>2</sup>

#### 2. Reference to packing instruction P 801 in packing instruction P 003, special packing provision PP 16

*Informal document:* [INF.27 \(Secretariat\)](#)

21. The Working Party adopted the changes to the amendment to packing instruction P 003, special packing provision PP 16, in informal document INF.7 so that Note 2 of that packing provision referred to packing instruction P 801 as a whole (see annex I).
22. Several delegations were of the opinion that the texts of those packing instructions could be clarified in the future with regard to their use for UN No. 2800. The Working Group invited delegations that so wished to submit proposals towards that end to the Joint Meeting.

(...)

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

(...)

#### B. Transport of waste batteries and used storage batteries, bulk transport according to AP 8

*Informal document:* [INF.12 \(Finland\)](#)

29. As this was a multimodal problem, the Working Party invited the representative of Finland to submit the question of interpretation to the Joint Meeting in order, in particular, for the informal working group of the Joint Meeting on the transport of hazardous waste to give an opinion and to consider the need to amend provision AP 8.

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

#### B. Specific issues (*continued*)

#### 3. Guidelines for the use of 5.4.0.2

*Informal documents:* [INF.17](#) und [Add.1](#) (Secretariat)<sup>3</sup>

30. The Working Party welcomed the results achieved by the Joint Meeting informal working group on telematics.

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<sup>2</sup> *Note by the Secretariat of OTIF:* A corresponding proposal to update the transitional provisions of RID is contained in document [OTIF/RID/CE/GTP/2019/8](#). However, the necessary adaptation of the transitional provision in 1.6.1.47 is missing in this proposal.

<sup>3</sup> *Note by the Secretariat of OTIF:* A corresponding proposal to publish the guidelines for the use of 5.4.0.2 on the OTIF website is contained in document [OTIF/RID/CE/GTP/2019/9](#).

31. The Working Party requested the secretariat to publish the guidelines for the use of subsection 5.4.0.2 of RID/ADR/ADN, as contained in informal document INF.17/Add.1 and with some drafting changes, on the ECE website in order to facilitate their use on a voluntary and consistent basis.

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

### **C. Transport of vehicles as a load**

*Informal document:*      [INF.9 \(Austria\)](#)

32. The representative of Germany confirmed that case No. 4 presented in informal document INF.9 (transport of damaged vehicles with a combustion engine whose valve between the engine and the fuel tank could no longer be closed) had not been taken into consideration when drafting special provisions 666 and 667.
33. The representative of Germany agreed with the interpretation of Austria regarding case No. 1: a damaged electric battery vehicle (conventional electric vehicle) with a damaged or defective battery, when this had a significant impact on battery safety and when removal of the battery was not possible, was not subject to any other provision of ADR.
34. With regard to case No. 3, the representative of Germany agreed with the interpretation of Austria: for electric battery vehicles that were not damaged or defective being transported as a load, only the battery was subject to the requirements of 2.2.9.1.7.
35. The Working Party invited Austria to submit its analysis and questions of interpretation to the Joint Meeting. The Joint Meeting could decide, on this basis, to amend the provisions of 1.1.3 in order to specify the provisions applicable or exempted for the various cases mentioned that were not already covered.

(...)

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

### **A. Corrigendum to ADR 2019**

*Informal document:*      [INF.19 \(Secretariat\)](#)<sup>4</sup>

41. The Working Party noted that the corrections contained in informal document INF.19 would be published as a corrigendum to the published version of ADR 2019 (ECE/TRANS/275).

### **B. References to competent authorities**

*Document:*                      [ECE/TRANS/WP.15/2019/23 \(Secretariat\)](#)

42. The Working Party considered the references to competent authorities in Parts 8 and 9 of ADR. The Working Party requested the secretariat to submit a new document, no later than the November 2020 session, considering the comments received. The secretariat will inform the Joint Meeting of the progress of the discussions on this item.

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<sup>4</sup> Note by the Secretariat of OTIF: The corresponding list of corrections for RID is contained in document [OTIF/RID/CE/GTP/2019/7](#).

**C. Transport of damaged batteries and vehicles or equipment with damaged batteries**

*Document:* [ECE/TRANS/WP.15/2019/21 \(Switzerland\)](#)

*Informal documents:* [INF.11 \(Switzerland\)](#), INF.30 (Switzerland)

50. The Working Party noted with interest the presentation of Switzerland on containers that could be used for the transport of damaged batteries and vehicles or equipment with damaged batteries that cannot be removed.
51. The Working Party considered it premature to discuss the proposed amendments to regulate this type of equipment in ADR. It was recalled that the requirements and exemptions for the transport of defective or damaged lithium batteries installed on vehicles powered by electric motors would be discussed in the Joint Meeting (see paragraphs 32 to 35).

**V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4) (continued)****B. Specific issues (continued)****4. Packagings for UN No. 3549**

*Informal document:* [INF.25 \(Switzerland\)](#)

52. The proposal of Switzerland sought to amend 4.1.8.6 in order to make it possible to use plastic packagings after the five-year validity period, as was already the case for infectious substances of Category A.
53. The Working Party invited the representative of Switzerland to present this document to the Joint Meeting as an official document. Pending a decision by the Joint Meeting at its spring 2020 session, the Working Party withdrew the amendment to 4.1.8.6 of informal document INF.7 (see annex I).
54. The Working Party noted that the representative of Switzerland would also submit an informal document on this subject to the Sub-Committee of Experts on the Transport of Dangerous Goods at its fifty-sixth session (2–11 December 2019).

(...)

**VI. Proposals for amendments to annexes A and B of ADR (agenda item 5) (continued)****B. Miscellaneous proposals (continued)****6. Cross-sectional shapes of shells in accordance with 6.8.2.1.18**

*Informal document:* INF.8 (United Kingdom)<sup>5</sup>

66. The representative of the United Kingdom and ECFD recalled that work was still under way in Technical Committee CEN/TC 296 to revise standard EN 13094. They presented the revised guidelines for the application of footnote 3 of 6.8.2.1.18 as a result of the discussions on this item in the Joint Meeting during its autumn 2019 session.
67. The Working Party approved these guidelines and their publication on the website of the Economic Commission for Europe if the revised version of the standard could not be published in time to be referenced in ADR 2021 (see annex I).

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<sup>5</sup> Note by the Secretariat of OTIF: informal document INF.8 of WP.15 is attached to this report as Annex II.

68. Consequently, the Working Party confirmed the adoption of the amendment to footnote 3 to 6.8.2.1.18 and adopted an additional amendment to introduce a reference to the guidelines in ADR (see annex I).

(...)

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

#### **A. 2021 amendments**

73. The Working Party requested the secretariat to prepare a consolidated list of all the amendments which it had adopted for entry into force on 1 January 2021 so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR, which, following usual practice, the Chair would be responsible for transmitting to the depositary through her Government. The notification would have to be issued no later than 1 July 2020, with a reference to 1 January 2021 as the scheduled date of entry into force. That document would be circulated under the symbol ECE/TRANS/WP.15/249.
74. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2021 sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

(...)

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

#### **B. Specific issues (continued)**

#### **5. Changes of the loaded products in tank-vehicles**

*Informal document:* [INF.4 \(Switzerland\)](#)

78. The Working Party noted the conclusions of the Working Group on Tanks of the RID/ADR/ADN Joint Meeting concerning document ECE/TRANS/WP.15/2019/9 (Switzerland) and informal document INF.18 (United Kingdom) of the previous session (see ECE/TRANS/WP.15/AC.1/156/Add.1, paras. 21–26).
79. The delegation of the United Kingdom supported the proposal of Switzerland concerning the information to be provided on the orange plate for fuel tankers in the event of a change of the loaded goods as proposed in informal document INF.4. The other delegations that spoke did not support the proposal.
80. The representative of Switzerland would reconsider his proposal in consultation with the representative of the United Kingdom.

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

#### **B. Miscellaneous proposals (continued)**

#### **8. Dangerous goods exempted from the tunnel restrictions**

*Document:* [ECE/TRANS/WP.15/2019/19 \(Switzerland\)](#)

81. There were differences of opinion on how to deal with vehicles carrying:
- Goods subject to restrictions in tunnels in quantities not exceeding the limits of 1.1.3.6; with

- Goods for which “(-)” is indicated in column (15) of Table A of ADR in quantities that make the load exceed the limits of 1.1.3.6.
82. Like Switzerland, most delegations thought that transport under 1.1.3.6 was exempt from tunnel restrictions, whereas the above example was not exempt even though goods with “(-)” would not be taken into account in terms of tunnel safety if transported on their own.
83. Most delegations did not support the proposal of Switzerland not to take into account goods with “(-)” when determining the calculated value according to 1.1.3.6 for tunnel restrictions.
84. The Working Party noted that the case presented by Switzerland concerned mainly environmentally hazardous substances of UN Nos. 3077 and 3082 and invited the representative of Switzerland to seek the opinion of the Joint Meeting on the relevance of transport category 3 for these substances according to the hazard they presented.

**Texts adopted by the 107<sup>th</sup> session of WP.15 (Geneva, 11 – 15 November 2019)**

The 107<sup>th</sup> session of WP.15 (Geneva, 11 – 15 November 2019) 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/CE/GTP/2019/6 are not shown. The amendments are already worded as they would have to be if adopted for RID.

**Draft amendments to annexes A and B of ADR for entry into force on 1 January 2021****Chapter 1.6**

**1.6.1.1** Replace “2019” by:

“2021”.

Replace “2018” by:

“2020”.

[Reference document: informal document INF.21]

[This amendment is also contained in document OTIF/RID/CE/GTP/2019/8 together with a consequential amendment.]

**1.6.1.30** Amend to read as follows:

**"1.6.1.30** (Deleted)".

[Reference document: informal document INF.21]

[This amendment is also contained in document OTIF/RID/CE/GTP/2019/8.]

**1.6.1.47** Amend to read as follows:

**"1.6.1.47** (Deleted)".

[Reference document: informal document INF.21]

**Chapter 1.10**

**1.10.4** Replace “and 0500” by:

“, 0500, 0512 and 0513”.

[Reference document: informal document INF.24, consequential amendment]

**Chapter 4.1**

**4.1.1.10** [The amendments in the French version do not apply to the English text.]



**Amendments according to ECE/TRANS/WP.15/244, ECE/TRANS/WP.15/246, ECE/TRANS/WP.15/AC.1/156, Annex II and ECE/TRANS/WP.15/AC.1/2019/22/Add.1, as consolidated in informal document INF.7, adopted with the following modifications:**

## **Chapter 4.1**

### **4.1.4.1**

**P 003** In the amendment concerning special packing provision **PP 16**, replace “P 801 (2)” by:

“P 801”.

[Reference document: informal document INF.27]

**4.1.8.6** Delete the amendment.

[Reference document: informal document INF.25]

## **Chapter 6.2**

Remove the square brackets (three instances).

## **Chapter 6.7**

**6.7.2.19.6** Replace “Inspection and filling of portable tanks” by:

“Inspection and test of portable tanks and filling”.

**6.7.3.15.6** Replace “Inspection and filling of portable tanks” by:

“Inspection and test of portable tanks and filling”.

**6.7.4.14.6** Replace “Inspection and filling of portable tanks” by:

“Inspection and test of portable tanks and filling”.

**6.8.2.1.18** Add the following sentence at the end of the new text:

“See the “Guideline for the application of footnote 5 of RID 6.8.2.1.18” on the OTIF website ([www.otif.org](http://www.otif.org)).”

[Reference document: informal document INF.8, consequential amendment]

**Informal document INF.8 of the 107<sup>th</sup> session of WP.15****Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****107th session**

28 October 2019

Geneva, 11-15 November 2019

Item 5 (b) of the provisional agenda:

**Proposals for amendments to annexes A and B of ADR:  
miscellaneous Proposals****Cross-sectional shapes of shells in accordance with ADR  
6.8.2.1.18 – Revised Guideline for the application of the pro-  
posed addition to footnote 3 of ADR 6.8.2.1.18****Transmitted by the Government of the United Kingdom**

1. During the discussion on ECE/TRANS/WP.15/2019/11 and INF.12 at the 106<sup>th</sup> session of the Working Party on the Transport of Dangerous Goods it was decided that a guideline should be put in place alongside the proposal in ECE/TRANS/WP.15/2019/11 for consideration at the autumn 2019 session of the Joint Meeting. To respect the concerns expressed in INF.12 the guideline would contain the requirements in clause 6.1 of the forthcoming standard EN 13094:2020 as agreed by the members of CEN/TC 296/WG2, which comprise a number of the contracting parties. In this way it would be possible to introduce the proposal in ECE/TRANS/WP.15/2019/11 as had already been agreed, irrespective of whether the new standard is published before the deadline of 1 June 2020 to be referenced in the 2021 edition of ADR.

2. In accordance with the forthcoming standard EN 13094:2020, as agreed by CEN/TC 296/WG2 in a working group meeting on 11 to 13 September 2019, and reflected in INF.47 from the autumn 2019 session of RID/ADR/ADN Joint Meeting (save for some simplification herein) the guideline would read:

**“Guideline for the application of footnote 3 of ADR 6.8.2.1.18**

In order to provide safe construction for the safe use of tanks in accordance with footnote 3 of ADR 6.8.2.1.18 in respect of the cross-sectional shapes of shells according to ADR 6.8.2.1.14 (a), the requirements in clause 6.1 of the forthcoming standard EN 13094:2020 to be referenced in ADR 6.8.2.6.1 are reproduced below for the purpose of the design and construction of tanks according to ADR 6.8.2.1.14 (a):

## 1. Shell cross section

## 1.1 General

A shell may have a circular, elliptical or other cross section shape (including box-shaped) or combinations thereof.

Where a combination of shapes is used for a cross section, the required minimum thickness for the whole cross section at that point according to Annex 1 shall be the greatest minimum thickness required for the shapes used.

## 1.2 Requirements for shells of non-circular cross section

- (a) The radius of convexity of the shell wall shall not exceed 2 m at the sides and 3 m radius at the top and the bottom;

- (b) There shall be a minimum radius of 200 mm linking the top/bottom and side convexities.

NOTE: The equivalent diameter for a non-circular section shall be calculated using the formula  $D = 2\sqrt{\frac{S_t}{\pi}}$  where  $S_t$  = the internal cross-sectional area of the shell

### 1.3 Sumps and other projections outside the shell.

1.3.1 Projections outside the basic cross-section of a shell shall be kept to a minimum and protection shall be provided from all directions on the shell unless it is provided by vehicle components (e.g. chassis members, suspension components, axles, etc.). The cross-sectional area of each projection shall not exceed 10 % of the cross-sectional area of the shell at that point without the projection. When the projection is not protected, the thickness shall not be less than the thickness specified for the shell given in Annex 1. When the projection is protected, the thickness shall be the same thickness as the shell.

1.3.2 Shells and their compartments may be provided with sumps and/or internal channelling in order to:

- assist the complete discharge of the substance carried;
- facilitate the removal of entrained water from the substance carried; or
- locate a foot valve away from an area where there exists a risk of damage, for example near the coupling section on a semi-trailer.

Sumps shall not protrude more than 150 mm from the contour of the shell.

Internal channelling and sumps shall be manufactured from the same material as the shell to which they are fitted; flat material may be used. Their minimum thickness shall be at least equal to that of the shell.

A sump may consist of a vertical cylindrical section combined with internal or external channelling sections to lower the mounting flange of the foot valve.

### 1.4 Cut-out sections within the contour of a side or bottom of the shell

#### 1.4.1 Side cut-outs to accommodate service equipment

Side cut-outs to provide space for service equipment such as flow meters shall be designed in accordance with the following criteria:

- The total cross-sectional area of cut-outs at any point shall not exceed 20 % of the total cross-sectional area of the shell without cut-outs where the cut-outs are located;
- The length of the cut-out shall not exceed 40 % of the length of the shell and in any case not exceed 1 400 mm;
- The minimum distance from the sides of the cut-outs to the ends shall be at least 200 mm;
- The height and depth of the cut-out shall be such that it does not encroach within 50 mm of the centre lines of the shell;
- The thickness shall not be less than the thickness specified in Annex 1;
- The welds shall be fully penetrated (or made of lap joints);
- The cut-out shall not extend beyond one compartment or a section of shell.

See figures in Annex 2 for examples of side cut outs.

#### 1.4.2 Cut-outs to accommodate tank mountings or other structural equipment

Cut-outs to accommodate structural equipment (e.g. couplings for trailers or semi-trailers), shall be designed in accordance with the following criteria:

- The cross-sectional area of the cut-out shall not exceed 30 % of the total cross-sectional area of the shell without cut-out, where it is located;

- The length of the cut-out shall not exceed 35 % of the length of the tank;
- Service equipment shall not be welded directly to a concave surface within the cut-out;
- The weld shall be fully penetrated;
- The minimum thickness shall not be less than the thickness specified in Annex 1;
- The joint of the end of the structural plate to the shell shall be to a partition or surge plate whose design complies with that for an end;
- The design shall not compromise complete drainage of the product to be carried.

See figure in Annex 3 for an example of a bottom cut out.

## Annex 1

(Clause 6.8.1 from the forthcoming standard EN 13094:2020)

### Minimum shell thickness

The thickness of shells made of mild steel (with a guaranteed minimum tensile strength of 360 N/mm<sup>2</sup> to 490 N/mm<sup>2</sup>) shall be not less than the following values, unless the conditions specified in the clause in EN 13094 that concerns the “reduction of shell thickness” are met:

- 5 mm if the shell diameter is not more than 1.8 m;
- 6 mm if the shell diameter is greater than 1.8 m (except in the case of shells intended for the

carriage of powdery or granulated substances).

For non-circular shells, an equivalent diameter shall be calculated on the basis of the cross-sectional area. For shells with sections having different cross-sectional areas, equivalent diameters shall be calculated for each section.

For tapered shells, the largest diameter or largest equivalent diameter of the section shall be used to calculate the minimum thickness of the shell section.

If the shell is made of another material, the equivalent minimum thickness shall be determined in accordance with Formula (3):

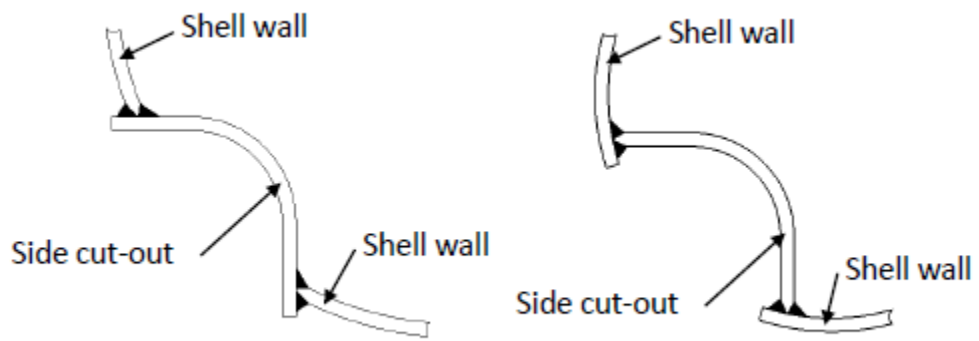
$$e_1 = \frac{464e_0}{\sqrt[3]{(R_{m1}A_1)^2}}$$

If the shell thickness is increased to allow for corrosive substances, this additional thickness shall not be taken into consideration in calculating the minimum shell thickness.

The actual minimum thickness shall not be below the absolute minimum shown in the table in ADR 6.8.2.1.19.

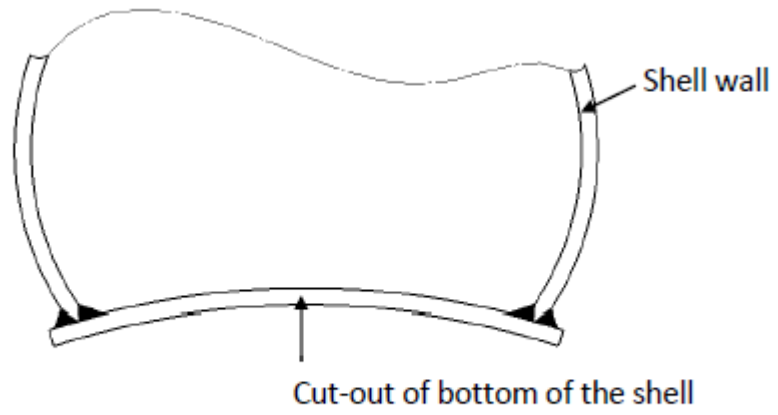
## Annex 2

(Examples of side cut outs)



### Annex 3

(Example of a bottom cut out)



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