

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

INF. 12

12 November 2013

Original: English/French

**RID: 2nd Session of the RID Committee of Experts' standing working group
(Copenhagen, 18 to 22 November 2013)**

Subject: Texts adopted by the 95th session of WP.15 (Geneva, 4 – 8 November 2013)

Transmitted by the Secretariat

Extracts from the draft report of the 95th session of WP.15 (Geneva, 4 – 8 November 2013)

I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its ninety-fifth session from 4 to 8 November 2013 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, Hungary, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, Ukraine 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 Conference of Fuel Distributors (ECFD), International Association of the Body and Trailer Building Industry (CLCCR), International Dangerous Goods and Containers Association (IDGCA), International Organization of Motor Vehicle Manufacturers (OICA), and International Road Transport Union

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

(IRU).

(...)

V. Interpretation of ADR (agenda item 4)

Exemptions for ancillary carriage pursuant to 1.1.3.1 (c) of ADR

Informal documents: INF.6 (European Union)
INF.11 (Hungary)

12. There was no consensus on the interpretation of the expression "carriage undertaken by enterprises which is ancillary to their main activity". The delegations that spoke on the matter confirmed that the list of activities concerned, given in 1.1.3.1 (c), was not exhaustive. However, the criteria used to determine whether or not an activity could be covered by 1.1.3.1 (c) differed depending on the country.
13. Several delegations that took the floor considered that the current provisions were clear enough and that they were sufficient for the competent authorities to decide whether or not exemptions would be valid. Others considered that the wording should be more precise, so as to avoid abuse of the exemptions in road transport.
14. It was recalled that any proposal to amend 1.1.3.1 (c) should be discussed by the Joint Meeting, as the same paragraph was also applicable in RID and ADN.
15. The Working Party could address the issue again at a later session, possibly on the basis of concrete cases presented by delegations that might wish to raise them.

VI. Work of the RID/ADR/ADN Joint Meeting (agenda item 5)

Documents: ECE/TRANS/WP.15/AC.1/130, annex I (Amendments adopted by the Joint Meeting at its March 2013 session)
ECE/TRANS/WP.15/AC.1/2013/31/Add.1
ECE/TRANS/WP.15/AC.1/132/Add.2 (Amendments adopted by the Joint Meeting at its September 2013 session)

Informal document: INF.7/Rev.1, -/Corr.1 and -/Corr.2 (Secretariat)

A. General

16. The Working Party approved the amendments adopted by the Joint Meeting, with some changes (see annex I).

B. Specific issues

(...)

2. Carriage in bulk of UN No. 3170

18. The AP3 additional requirement for the carriage in bulk of UN No. 3170 (packing groups II and III) was kept in square brackets, pending the outcome of the discussions in the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods at its next session.

(...)

4. Reference to standard EN ISO 7866

21. The Working Party agreed to introduce the standard in paragraph (13) of P200, provided the standard would be available prior to the next session of the Joint Meeting. In the meantime, the reference to the standard would remain in square brackets.

5. Packing instruction P 200

Informal document: INF.16 (Secretariat)
 [Note by the OTIF Secretariat: This informal document is reproduced in annex II to this report.]

22. The Working Party adopted the proposed amendment to the introductory sentence to packing instruction P 200.

6. Flexible bulk containers

Informal document: INF.18 and -/Add.1 (IDGCA)
 [Note by the OTIF Secretariat: Informal document INF.18 is reproduced in annex III to this report. Informal document INF.18/Rev.1 includes a video showing the test procedure and can be downloaded from the UNECE Website.]

23. The representative of IDGCA said that, following discussions held in the Joint Meeting, the technical service responsible for applying ECE Regulation No. 111 in the Russian Federation had conducted a tilt table test on a vehicle loaded with a flexible bulk container measuring 2,400 mm in diameter and 1,900 mm high, and weighing 15,080 kg. The test report was reproduced in informal document INF.18, and a film demonstrating the test was shown. On the basis of the results and an extrapolation calculated for a height of 2,500 mm, the representative of IDGCA invited the Working Party to adopt the texts that were the outcome of the Joint Meeting's work.
24. The representatives of Belgium and Germany said that the texts had been adopted provisionally and that while IDGCA had been invited to perform the test, WP.15, the RID Committee of Experts and the ADN Safety Committee had been asked to share any comments they might have on the texts at the next session of the Joint Meeting. As for their view, they were not entirely satisfied with the test results. They would have wanted a test report following the model provided under 6.8.5 of the UN Model Regulations (new proposed 6.11.5 for ADR). In addition, the tilt table test should have been carried out on a vehicle with a maximum load, i.e., with two or three containers, and the containers should have been loaded to the maximum height; the content (wet sand) was not representative of the dry powdery substances to be carried; it was not clear that the vehicle's rigid sidewalls were two thirds the height of the container; and the upper portion of the flexible container should have been secured during the test.
25. The representative of IDGCA recalled that the Joint Meeting itself had noted that the test in ECE Regulation No. 111 was not necessarily appropriate, as it was intended for tank vehicles. The Meeting had indicated that the test would have the aim of assessing possible stability problems, even without applying criteria for passing. It was in that spirit that the test had been performed, and the results did not suggest that there was any problem with stability. He further pointed out that flexible containers of that type had been transported carrying non-dangerous substances for 14 years in the Russian Federation and that in the country's experience there had been no particular problems with accidents involving vehicle rollovers. He would discuss the subject with the representatives of Belgium and Germany to obtain a better understanding of what they wanted.
26. The Working Party decided to include the proposed texts in square brackets in the adopted texts, pending the outcome of discussions at the next meeting of the Joint Meeting.

7. Instructions in writing

Informal document: INF.19 (Belgium)
[Note by the OTIF Secretariat: This informal document is reproduced in annex IV to this report.]

27. The personal protection equipment that must be on board vehicles was listed in 8.1.5. The Working Party considered that it was not necessary to set it out in such detail in the instructions in writing, as indicated in 5.4.3.4.
28. The Working Party adopted the amendments of 5.4.3.4 and the transitional measure proposed by the representative of Belgium.

(...)

VII. Proposals for amendments to Annexes A and B of ADR (agenda item 6)

(...)

B. Miscellaneous proposals

(...)

7. Transitional measures

Informal document: INF.24 (Secretariat)
[Note by the OTIF Secretariat: This informal document is reproduced in annex V to this report.]

54. The proposal to amend the transitional measures in 1.6.1 and 1.6.5 was adopted with one correction (see annex I).
55. The Working Party noted that the secretariat would prepare a proposal to amend some of the transitional measures in 1.6.3 and 1.6.4, which would be submitted to the RID/ADR/ADN Joint Meeting at its session in spring 2014 for examination by the working group on tanks.

Texts adopted by WP.15

The 95th session of WP.15 (Geneva, 4 – 8 November 2013) 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/2013/17 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 2015

Chapter 1.6

1.6.1.1 Amend to read as follows:

"1.6.1.1 Unless otherwise provided, the substances and articles of RID may be carried until 30 June 2015 in accordance with the requirements of RID¹² applicable up to 31 December 2014.

NOTE: For the information in the transport document, see 5.4.1.1.12.

¹² RID edition in force from 1 January 2013."

[Reference document: informal document INF.24]

1.6.1.16 Amend to read as follows:

"1.6.1.16 (Deleted)".

[Reference document: informal document INF.24]

1.6.1.19 Amend to read as follows:

"1.6.1.19 (Deleted)".

[Reference document: informal document INF.24]

[1.6.1 Add a new transitional measure 1.6.1.35 to read as follows:

"1.6.1.35 The instructions in writing in accordance with the requirements of RID applicable up to 31 December 2014, but which do not however conform to the requirements of 5.4.3 applicable as from 1 January 2015, may continue to be used until 30 June 2017."

[Reference document: informal document INF.19 as amended]]

Chapter 4.1

4.1.4.1

P 200 Amend the second sentence to read as follows:

"Cylinders, tubes, pressure drums and bundles of cylinders are authorised provided the special packing provisions of 4.1.6, the provisions listed below under (1) to (9) and, when referred to in the column "Special packing provisions" of Tables 1, 2 or 3, the relevant special packing provisions listed below under (10), are met."

[Reference document: informal document INF.16]

Chapter 5.4

[5.4.3.4 At the end of the last page of the "Instructions in writing according to RID", delete:

"(e.g. as described in standard EN 471)".

[Reference document: informal document INF.19]]

Informal document INF.7/Rev.1 and -/Corr.1 and -/Corr.2 (in English, French and Russian) (including, for confirmation, amendments already adopted from documents ECE/TRANS/WP.15/217 and -/219 and, for adoption, those adopted by the RID/ADR/ADN Joint Meeting according to documents ECE/TRANS/WP.15/AC.1/130, annex I and -/132/Add.2) **adopted with the following modifications:**

Table of contents

Replace the amendment to Chapter 6.4 to read as follows:

"Chapter 6.4 Amend to read as follows:

"Chapter 6.4 Requirements for the construction, testing and approval of packages for radioactive material and for the approval of such material".

Chapter 1.2

1.2.1 In the definitions of "Neutron radiation detector" and "Radiation detection system", at the beginning, replace "is" by:

"means".

Chapter 2.2

2.2.7.2.4.1.3 [The amendment to paragraph (b) (ii) of the English ADR version has already been taken into account in document OTIF/RID/CE/GTP/2013/17.]

Chapter 3.2

Table A

[The amendments to the entries for UN Nos. 1408, 3170, packing group II and 3170, packing group III in the ADR version have already been taken into account in document OTIF/RID/CE/GTP/2013/17.]

Place the amendment to assign code "BK3" to UN Nos. 1334, 1350, 1454, 1474, 1486, 1498, 1499, 1942, 2067, 2213, 3077, 3377 and 3378 packing group III in square brackets.

For UN No. 3509, amend column (2) to read as follows:

"PACKAGINGS, DISCARDED, EMPTY, UNCLEANED".

Chapter 3.3

SP 662 Amend to read as follows:

"662 Cylinders not conforming to the provisions of Chapter 6.2 which are used exclusively on board a ship or aircraft, may be carried for the purpose of filling or inspection and subsequent return, provided the cylinders are designed and constructed in accordance with a standard recognized by the competent authority of the country of approval and all the other relevant requirements of RID and other conditions are met including:

- (a) The cylinders shall be carried with valve protection in conformity with 4.1.6.8;
- (b) The cylinders shall be marked and labelled in conformity with 5.2.1 and 5.2.2; and
- (c) All the relevant filling requirements of packing instruction P 200 of 4.1.4.1 shall be complied with.

The transport document shall include the following statement:

"CARRIAGE IN ACCORDANCE WITH SPECIAL PROVISION 662".

[Reference document: informal document INF.14]

[Note by the OTIF Secretariat: This informal document is reproduced in annex VI to this report.]

Chapter 4.1

4.1.4.1

P 901 In the proposed new sentence, after "packagings shall meet", insert:

"the".

P 908 [The amendment to paragraph 1. in the English ADR version has already been taken into account in document OTIF/RID/CE/GTP/2013/17.]

4.1.4.3

LP 904 [The amendment to the second sentence in the French ADR version has already been taken into account in document OTIF/RID/CE/GTP/2013/17.]

In the third paragraph replace "For batteries and equipment containing batteries:" by:

"For batteries and equipment containing large batteries, large packagings made of:".

[The amendment to paragraph 1. in the English ADR version has already been taken into account in document OTIF/RID/CE/GTP/2013/17.]

Chapter 4.2

4.2.5.3

TP 41 Amend the beginning of the first sentence to read as follows:

"With the agreement of the competent authority, the 2.5 year internal examination may be waived or substituted by other test methods or inspection procedures, provided that ...".

Chapter 5.5

5.5.3.3.3 In the second sentence, before "International Carriage", insert:

"Agreement on the".

Chapter 6.2

6.2.3.5.2 [The amendment in the English ADR version has already been taken into account in document OTIF/RID/CE/GTP/2013/17.]

Chapter 6.4

The amendment to the title of 6.4 should read as follows:

"Amend the title to read:

"Chapter 6.4 Requirements for the construction, testing and approval of packages for radioactive material and for the approval of such material".

Chapter 6.11

Place all the amendments regarding this Chapter in square brackets.

Chapter 7.3

7.3.2.1 Place the second and third amendment in square brackets.

7.3.2.10 Place this new sub-section in square brackets.

Chapter 7.5

7.5.7.6 Place all the amendments regarding this new sub-section in square brackets.

Informal document INF.16 of the 95th session of WP.15

Economic Commission for Europe
Inland Transport Committee
Working Party on the Transport of Dangerous Goods

Ninety-fifth session

1 November 2013

Geneva, 4–8 November 2013

Item 4 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting

Cross-reference in P200 - Difference between RID and ADR

Note by the secretariat

Introduction

1. The introductory sentence of packing instruction P200 reads as follows: “Cylinders, tubes, pressure drums and bundles of cylinders are authorised provided the special packing provisions of **4.1.6** and the provisions listed below under (1) to (11) are met.”. In RID, only the provisions listed under (1) to (9) are indicated in the corresponding sentence.
2. The provisions listed under (1) to (11) are:
 - (1) to (3) General provisions
 - (4) to (7) Test pressure, filling ratios and filling requirements
 - (8) and (9) Periodic inspections
 - (10) Special packing provisions (Contains the text of the special packing provisions provided in Table 1, Table 2 and Table 3).
 - (11) Corresponding standards
3. Paragraph (12) contains the provisions to be applied to have the advantage of a 15 year interval for the periodic inspection of refillable welded steel cylinders.
4. A new paragraph (13) is introduced in the amendments for ADR 2015. Paragraph (13) contains the provisions to be applied to have the advantage of a 15 year interval for the periodic inspection of seamless steel and aluminium alloy cylinders.
5. Paragraphs (12) and (13) are introduced by special provisions listed in (10).

Proposal

6. Except in the introductory sentence as written in ADR 2013, there is no formal requirement to apply the special packing provisions listed in (10). It seems that the reference to (10) should be kept.
7. Paragraphs (11), (12) and (13) contain additional provisions which need not be met for the authorisation of the cylinders, tubes, pressure drums and bundles of cylinders. They should not be listed in the introductory sentence.
8. The secretariat proposes to amend to introductory sentence as follows:

“Cylinders, tubes, pressure drums and bundles of cylinders are authorised provided the special packing provisions of **4.1.6**, the provisions listed below under (1) to (9) and, when referred to in the column "Special packing provisions" of tables 1, 2 or 3, the relevant special packing provisions listed below under (10), are met.”.

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods**Ninety-fifth session****28 October 2013**

Geneva, 4–8 November 2013

Item 6 a) of the provisional agenda

**Proposals for amendments to annexes A and B of ADR:
construction and approval of vehicles****Information about the test of vehicle loaded by flexible bulk
container (FBC) under UN Regulation №. 111****Submitted by International Dangerous Goods & Containers Association
(IDGCA)****Introduction**

In conformity with the draft Report of the Joint Meeting, ECE/TRANS/WP.15/AC.1/2013/CRP.3/Add.5, paragraph 53 of International Dangerous Goods & Containers Association (IDGCA) it was suggested to conduct the test of vehicles loaded with flexible bulk containers as provided by the instructions for their use, and to report on these tests in the next session of WP.15, as provided in paragraph 9 of the report of the informal working group ECE/TRANS/WP.15/AC.1/2013/59.

IDGCA conducted the test proposed by the Joint Meeting. The Test Protocol and video are presented in Appendix

Test conditions

The test was conducted in the Center for certification of road transport, NITSIAMT FSUE "NAMI" accredited in the international automotive equipment certification systems including - in the UNECE ITC as a Technical Service for certification tests under the Geneva Agreement.

Results of the tests

Tests under UN Regulation No. 111 was conducted for dump-truck KAMAZ - 65115. In the body of the vehicle the flexible bulk container (FBC) filled with damp building sand was loaded. The vehicle body board had height of 1100mm.

FBC, filled with sand had height of 1900mm. Gross weight of the FBC loaded was 15080kg. FBC in the vehicle body was not unfastened (photo and video).

Along with the actual determination of the angle of static stability of the vehicle with FBC height of 1900mm, the angle of the static stability of the vehicle with FBC height of 2500mm was determined by calculation.

The test results under UN Regulation No. 111 are shown in the table below

Table

Angle of static stability of the vehicle KAMAZ-65115 depending on FBC height with the body board height 1200mm and with FBC weight of 15080 kg

№	FBC height	Angle of static stability of the vehicle
1.	1900 mm	23°56'
2.	2500 mm	23°00'

Under the results of the truck rollover testing, the possibility of transport of flexible container filled up to height of 2500mm was specified. At that the truck met the requirements of UN Regulation No. 111 in respect of stability to rollover.



НАУЧНО – ИССЛЕДОВАТЕЛЬСКИЙ
ЦЕНТР ПО ИСПЫТАНИЯМ И
ДОВОДКЕ АВТОМОТОТЕХНИКИ
(НИЦИАМТ)



22/B

RESEARCH CENTER FOR
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Техническая служба сертификации

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Accreditation certificate № ROSS.RU.0001.21 MT02 up to 10 June 2016.

PROTOCOL No. 5/K0/111-00/R/328-13

Control tests of vehicle KAMAZ-65115

(with flexible bulk container МК-14-10) for compliance with

Instructions of Regulations of UNECE No. 111-00 for Resistance to Overturning

1 TEST ITEM

1.1 Brand	KAMAZ
1.2 Type (model) of vehicle	65115
1.3 Modification (version)	65115
1.4 Category	N ₃
1.5 Motor, number	KAMAZ 740.13 260, 103071
1.6 Identification number (code VIN)	XTC65115CY3003221
1.7 Miles/kilometers travelled, km	93170
1.8 Applicant-Manufacturer of a container	CJSC “New technologies of transportation”, RF 125009, Moscow, Maly Gnezdnikovsky lane, 2, bld. 4
1.9 Manufacturer of a vehicle	OJSC “KAMAZ”, RF, Republic of Tatarstan 423827, Naberezhnye Chelny, Avtozavodsky pr., 2
1.10 Main technical characteristics of test item:	
1.10.1 Axle arrangement	6x4

1.10.2 Weight characteristics of the automotive vehicle

Weight distribution, kg	Under NTD	Factual
Full weight	25200	23980
On the front axle	6200*	6000
On the tail bogie	19000*	17980

1.10.3 Steering

Type of steering device (SD)	Steering amplifier (SA)	Pumping capacity of SD	Ratio of SD	Diameter of steering wheel, mm	Wheels under steering
screw-ball nut-rack-bar-sector	Hydraulic, integrated	-	21.7	510	front

1.10.4 Suspension

front	dependable, on two semi-elliptic springs with hydraulic shock absorber and anti-roll bar
rear	dependable, equalizing beam supported, on two semi-elliptic springs with torque reaction rods

1.10.5 Tire parameters

Wheels	Size	Model	Index of load	Speed category	Pressure under maximal load
First axle	11.00 R20	КАМА И-111АМ	150/146	K	795 kPa
Second and third axle	11.00 R20	КАМА И68А	149/145	J	820 kPa

1.10.6 Base, mm: 3190+1320

1.10.7 Wheel track, mm: – Front wheels 2043

– Rear bogie wheels 1890

1.10.8 For more information about the test item : flexible bulk container MK- 14-10 -ring (diameter of 2400 mm and height of 1900 mm) weighing 15080 kg, mounted in the body of dump truck KAMAZ- 65115 (depth of body- 1100 mm); cargo container height (from the platform of the tilt table to the bottom of the vehicle board) - 1250 mm .

The tests were carried out by tilting the vehicle with a container on the left side of the vehicle (fuel tank - left), that is defined as the worst-case scenario of testing. Rollover on the right side was not conducted.

Ballast: flexible bulk container filled with sand

2 TEST CONDITIONS

2.1 Methods of tests are in compliance with of the Regulations of UNECE No. 111-00

2.2 Road conditions: dry asphalt-concrete surfacing

2.3 Climatic conditions: +9°C

2.4 Test date: 16 October 2013.

2.5 Place of testing: complex of special roads and facilities of IC-NICIAMT

2.6 Measurement instruments and equipment:

- - Test Stand for determination of static lateral stability of Automotive vehicle (passport No. 60-301-000 PS 000, the certificate of conformity number P006/11-12 valid until 10.18.2013);
- Optical Quadrant KO-60M (serial number 0989, Certificate of Calibration No. AA 6056689 valid until 27.06.2014);
- Automotive Scales AC-50 (serial number 71/6928, Certificate of Calibration No. AA 6063548 valid until 22.10.2013);
- Measuring metal tape FISCO TS20 / 2 (serial number 178, a certificate of verification No. AA 6096354 valid until 16.04.2014).

3 TEST RESULTS

3.1 Lateral static stability of the automotive vehicle

3.1.1 Full-scale tests of vehicle KAMAZ-65115 with container weight of 15080 kg, diameter 2400 mm, height 1900 mm

Parameters of lateral static stability of the vehicle	Instructions of Regulations of UNECE No. 111-00	Results of tests	
		Tilting to the left	Tilting to the right
Height of center of mass h , mm	-	1969	
Lateral-stability coefficient, q_s	-	0.558	
Tail clearance angle α , degree	At least 23°00'	23°56'	-
Roll angle φ , degree	-	7°00'	-

Conclusion:

Values of lateral static stability against rollover are in compliance with Instructions of Regulations of UNECE No. 111-00.

3.1.2 Calculated results of lateral static stability of the vehicle KAMAZ-65115 with container weight of 15080 kg, diameter 2400 mm, height 2500 mm

Parameters of lateral static stability of the vehicle	Instructions of Regulations of UNECE № 111-00	Results of tests	
		Tilting to the left	Tilting to the left
Height of center of mass h , mm	-	2040	
Lateral-stability coefficient, q_s	-	0.539	
Tail clearance angle α , degree	At least 23°00'	23°00'	-
Roll angle φ , degree	-	7°00'	-

Conclusion:

Calculated Values of lateral static stability against rollover are in compliance with Instructions of Regulations of UNECE No. 111-00.

4 CONCLUSION

Vehicle KAMAZ-65115 with flexible bulk container MK-14-10 with weight 15080 kg and height 2500 mm, category N₃ are in compliance with Instructions of Regulations of UNECE No. 111-00 for stability to rollover.

Test protocol can be reproduced only in full and only by written permission of IC-NICIAMT.

Date: 23.10.2013

Work provided under Contract No. 274-13/13.

D.A. Zagarin
 Head of IC-NICIAMT /signature affixed/
 Official seal of IC-NICIAMT affixed

Informal document INF.19 of the 95th session of WP.15

**Economic Commission for Europe
Inland Transport Committee
Working Party on the Transport of Dangerous Goods**

Ninety-fifth session
Geneva, 4–8 November 2013
Item 5 of the provisional agenda
Work of the RID/ADR/ADN Joint Meeting

5 November 2013

Instructions in writing

Transmitted by the Government of Belgium

Proposal to amend 5.4.3.4

Amend the fourth page of the model of instructions in writing in 5.4.3.4 as shown next page.

Transitional measure

1.6.1.X : The instructions in writing in accordance with the requirements of ADR applicable up to 31 December 2014, but which do not however conform to the requirements of paragraph 5.4.3 applicable as from 1 January 2015, may continue to be used until 31 December 20[16].

Additional guidance to members of the vehicle crew on the hazard characteristics of dangerous goods, indicated by marks, and on actions subject to prevailing circumstances		
Mark	Hazard characteristics	Additional guidance
(1)	(2)	(3)
 Environmentally hazardous substances	Risk to the aquatic environment or the sewerage system	
 Elevated temperature substances	Risk of burns by heat.	Avoid contact with hot parts of the transport unit and the spilled substance.

**Equipment for personal and general protection
to carry out general actions and hazard specific emergency actions
to be carried on board the vehicle in accordance with section 8.1.5 of ADR**

The following equipment shall be carried on board the transport unit:

- for each vehicle, a wheel chock of a size suited to the maximum mass of the vehicle and to the diameter of the wheel;
- two self-standing warning signs;
- eye rinsing liquid^a; and

for each member of the vehicle crew

- a warning vest (~~e.g. as described in the EN 471 standard~~);
- portable lighting apparatus;
- a pair of protective gloves; and
- eye protection (~~e.g. protective goggles~~).

Additional equipment required for certain classes:

- an emergency escape mask^b for each member of the vehicle crew shall be carried on board the vehicle for danger label numbers 2.3 or 6.1;
- a shovel^{eb};
- a drain seal^{eb};
- a collecting container^{eb}.

^a Not required for danger label numbers 1, 1.4, 1.5, 1.6, 2.1, 2.2 and 2.3.

^b ~~For example an emergency escape mask with a combined gas/dust filter of the A1B1E1K1 P1 or A2B2E2K2 P2 type which is similar to that described in the EN 141 standard.~~

^{eb} Only required for solids and liquids with danger label numbers 3, 4.1, 4.3, 8 or 9.

Informal document INF.24 of the 95th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Ninety-fifth session**

Geneva, 4–8 November 2013

Item 6 (b) of the provisional agenda

**Proposals for amendments to Annexes A and B of ADR:
miscellaneous proposals**

7 November 2013

Transitional measures**Note by the secretariat**

1. The following amendments to 1.6.1 and 1.6.5 are proposed.
2. A separate proposal for 1.6.3 and 1.6.4 will be submitted to the Joint Meeting RID/ADR/AND for consideration by the Tank Working Group.

Proposals

Amend 1.6.1.1 to read as follows:

1.6.1.1 Unless otherwise provided, the substances and articles of ADR may be carried until 30 June 2013 in accordance with the requirements of ADR applicable up to 31 December 2012.

Delete the following transitional measures:

1.6.1.16 Animal material affected by pathogens included in Category B, other than those which would be assigned to Category A if they were in culture (see 2.2.62.1.12.2), may be carried in accordance with provisions determined by the competent authority until 31 December 2014¹.

1.6.1.19 The provisions of 2.2.9.1.10.3 and 2.2.9.1.10.4 concerning the classification of environmentally hazardous substances applicable until 31 December 2010 may be applied until 31 December 2013.

Amend 1.6.5.4 to read as follows:

1.6.5.4 As regards the construction of EX/II, EX/III, FL, OX and AT vehicles, the requirements of Part 9 in force up to 31 December 2012 may be applied until 31 March 2014.

¹ Regulations for dead infected animals are contained e.g. in Regulation (EC) No. 1774/2002 of the European Parliament and of the Council of 3 October 2002 laying down health rules concerning animal by-products not intended for human consumption (Official Journal of the European Communities, No. L 273 of 10.10.2002, p. 1).

Informal document INF.14 of the 95th session of WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Ninety-fifth session**

Geneva, 4–8 November 2013

Item 5 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting

31 October 2013

Comments on the consolidated list of amendments adopted by the Joint Meeting and by the Working Party during the biennium (INF.7)**Transmitted by the Government of the United Kingdom**

1. The United Kingdom believes that the text adopted for Special Provision 662 could be improved as the term ‘other conditions’ which is included in the original wording is vague and could be open to interpretation. The United Kingdom believes that the intent of the wording was meant to cover those points which are not part of general ADR requirements for cylinders, namely that the cylinders are designed and constructed in accordance with a standard recognized by the competent authority of the country of approval and the statement on the transport document. The proposal below has been discussed and agreed with the original proposers of the text for Special Provision 662, Sweden and France.

Proposal**2. Amend the text of SP662 in INF.7 to read (amended text underlined):**

“662 Cylinders not conforming to the provisions of Chapter 6.2 which are used exclusively on board a ship or aircraft, may be carried for the purpose of filling or inspection and subsequent return, provided the cylinders are designed and constructed in accordance with a standard recognized by the competent authority of the country of approval and all the other relevant requirements of ADR ~~and other conditions~~ are met including:

- (a) The cylinders shall be carried with valve protection in conformity with 4.1.6.8;
- (b) The cylinders shall be marked and labelled in conformity with 5.2.1 and 5.2.2; and
- (c) All the relevant filling requirements of packing instruction P200 of 4.1.4.1 shall be complied with;

The transport document shall include the following statement: “Carriage in accordance with Special Provision 662”.

3. The same proposal will be submitted to the RID Standing Working Group.