



INF. 3

18. November 2015

Original: Englisch/Französisch

RID: 5. Tagung der ständigen Arbeitsgruppe des RID-Fachausschusses
(Zagreb, 23. bis 27. November 2015)

Thema: Von der 99. Tagung der WP.15 (Genf, 9. bis 13. November 2015) angenommene Texte

Mitteilung des Sekretariats

Auszüge aus dem Berichtsentwurf der 99. Tagung der WP.15 (Genf, 9. bis 13. November 2015)

I. Teilnehmer

1. Die Arbeitsgruppe für die Beförderung gefährlicher Güter hat vom 9. bis 13. November 2015 unter dem Vorsitz von Herrn J. A. Franco (Portugal) und dem stellvertretenden Vorsitz von Frau A. Roumier (Frankreich) ihre 99. Tagung abgehalten.
2. Vertreter folgender Staaten haben an dieser Tagung teilgenommen: Belgien, Dänemark, Deutschland, Finnland, Frankreich, Irland, Italien, Lettland, Litauen, Luxemburg, Niederlande, Norwegen, Österreich, Polen, Portugal, Rumänien, Russische Föderation, Schweden, Schweiz, Slowakei, Spanien, Tschechische Republik, Türkei, Ungarn und Vereinigtes Königreich.
3. Die Europäische Union war vertreten.
4. Die folgende zwischenstaatliche Organisation war vertreten: Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr (OTIF).

5. Die folgenden nichtstaatlichen internationalen Organisationen waren vertreten: Europäischer Flüssiggas-Verband (AEGPL), Europäischer Rat der chemischen Industrie (CEFIC), Europäische Konferenz der Kraftstoffverteiler (ECFD), Internationale Straßentransport-Union (IRU), Internationaler Verband für Erdgas-Fahrzeuge (NGV Global), Internationale Organisation der Hersteller von Kraftfahrzeugen (OICA) und Internationale Vereinigung der Gesellschaften für den Kombinierten Verkehr Schiene-Straße (UIRR).

(...)

VI. ARBEIT DER GEMEINSAMEN RID/ADR/ADN-TAGUNG (TOP 5)

Dokumente: ECE/TRANS/WP.15/AC.1/138 (OTIF/RID/RC/2015-A), Anlage II (von der Gemeinsamen Tagung im März 2015 angenommene Änderungen)
ECE/TRANS/WP.15/AC.1/2015/23/Add.1 (OTIF/RID/RC/2015/23/Add.1) und
ECE/TRANS/WP.15/AC.1/140/Add.1 (OTIF/RID/RC/2015-B/Add.1) (von der Gemeinsamen Tagung im September 2015 angenommene Änderungen)

informelle Dokumente: INF.9 (Sekretariat), INF.14 (Frankreich), INF.16 (Schweiz), INF.17 (Deutschland), INF.18 (Schweiz), INF.20 (Vereinigtes Königreich)

[Anmerkung des Sekretariats der OTIF: Die informellen Dokumente INF.14, INF.16, INF.17, INF.18 und INF.20 sind dem vorliegenden Bericht als Anlagen II, III, IV, V und VI beigefügt.]

A. Allgemeines

17. Die Arbeitsgruppe genehmigt die von der Gemeinsamen Tagung angenommenen Änderungen mit einigen Anpassungen (siehe Anlage I).

B. Besondere Fragen

(...)

2. Anwendungsbereich der Sondervorschrift 668

Informelles Dokument: INF.20 (Vereinigtes Königreich)

19. Angesichts der Tatsache, dass Stoffe für die Straßenmarkierung nicht als feste Stoffe bei oder über 240 °C befördert werden, bestätigt die Arbeitsgruppe, dass die Zuordnung der Sondervorschrift 668 zur UN-Nummer 3258 (ERWÄRMTER FESTER STOFF, N.A.G., bei oder über 240 °C) nicht notwendig ist (siehe Anlage I).

3. Sondervorschrift 636 b)

20. Die Arbeitsgruppe nimmt zur Kenntnis, dass die für die Sondervorschrift 636 b) vorgeschlagenen Änderungen nach der nächsten Sitzung der informellen Arbeitsgruppe für die Beförderung von elektrischen und elektronischen Altgeräten erneut bei der nächsten Gemeinsamen Tagung diskutiert werden. Bis zur Vorlage des Ergebnisses dieser Diskussionen werden die Vorschläge nicht erörtert.

4. Neue Vorschriften für die Beförderung von Fahrzeugen, Motoren und Maschinen

Informelles Dokument: INF.16 und INF.18 (Schweiz)

[Anmerkung des Sekretariats der OTIF: Die informellen Dokumente INF.16 und INF.18 sind dem vorliegenden Bericht als Anlagen III und V beigefügt.]

21. Die Arbeitsgruppe nimmt die vorgeschlagenen neuen Vorschriften mit ein paar redaktionellen Änderungen an (siehe Anlage I).
22. Die Arbeitsgruppe nimmt die vom Vertreter der Schweiz in den informellen Dokumenten INF.16 und INF.18 aufgeworfenen Fragen zur Kenntnis, insbesondere in Bezug auf:
 - die möglichen Widersprüche zwischen den Freistellungen in den Unterabschnitten 1.1.3.2 und 1.1.3.7, die weiterhin anwendbar sind, und den neu aufgenommenen Sondervorschriften;
 - die Probleme mit der Umsetzung der Freistellungskriterien in Absatz g) (iv) der Sondervorschrift 363 und
 - das Fehlen eines Vorschlags für die Aufnahme einer Beförderungskategorie und eines Tunnelbeschränkungscode für die UN-Nummern 3166, 3171, 3528, 3529 und 3530.
23. Einige Delegationen ersuchen um mehr Zeit für die Analyse dieser Vorschläge und bitten den Vertreter der Schweiz, für die nächste Tagung der Arbeitsgruppe und in Bezug auf Punkte, die auch das RID und das ADN betreffen könnten, auch für die nächste Gemeinsame Tagung einen offiziellen Antrag zu unterbreiten.
24. Diejenigen Delegationen, die dies wünschen, können ihre schriftlichen Kommentare auf der Grundlage der informellen Dokument INF.16 und INF.18 dem Vertreter der Schweiz zuleiten.
25. Der Vertreter der Schweiz erklärt, dass die neue Sondervorschrift 667 b) zu Umsetzungsproblemen vor Ort führen könnte. Er wünscht, dass sich die Arbeitsgruppe per Abstimmung zur Einführung dieser neuen Sondervorschrift ausspricht. Die Arbeitsgruppe bestätigt in einer Abstimmung die Annahme dieser neuen Sondervorschrift.

5. Polymerisierende Stoffe

26. Die Arbeitsgruppe bestätigt die Zuordnung der Sondervorschrift TE 11 zu den UN-Nummern 3531 bis 3534 (siehe Anlage I).

6. Absatz 4.1.1.19.1

27. Bis zur Vorlage der Meinung der Vertreter der Industrie nimmt die Arbeitsgruppe die Änderung zur Anpassung des Absatzes 4.1.1.19.1 an die UN-Modellvorschriften an. Dabei stellt sie fest, dass mit diesem neuen Wortlaut im ADR zukünftig Großpackmittel (IBC) nicht mehr als Bergungsverpackungen verwendet werden dürfen. Dieser Absatz kann bei der nächsten Tagung erneut geändert werden, wenn sich herausstellt, dass die Aufnahme von Großpackmitteln (IBC) erforderlich ist.

7. Verpackungsanweisung P 200 (5)

28. Die Arbeitsgruppe äußert den Wunsch, dass der UN-Expertenunterausschuss die Verwendung der Begriffe "flüssige Phase" und "flüssiger Bestandteil" im Text der Verpackungsanweisung P 200 (5) überprüft.

8. Schriftliche Weisungen

29. Mehrere Delegationen erinnern daran, dass eine häufige Änderung der schriftlichen Weisungen nicht wünschenswert sei, dass aber die für das ADR 2017 angenommenen Änderungen durch die Notwendigkeit der Aufnahme des neuen Gefahrzettels nach Muster 9A begründet seien.
30. Die Meinungen über die Zweckmäßigkeit der Aufnahme einer Übergangsvorschrift für das Inkrafttreten des veränderten Modells gehen auseinander. Diejenigen Delegationen, die dies wünschen, werden gebeten, ihren Antrag der nächsten Gemeinsamen Tagung vorzulegen.
31. Verschiedene Delegationen sind der Meinung, dass das ADR wie im Fall der Schulungsbescheinigung für Fahrzeugführer eine Pflicht für die Vertragsparteien enthalten sollte, dem Sekretariat der UNECE ihre offiziellen Übersetzungen der schriftlichen Weisungen zu liefern, damit diese allen Vertragsparteien zugänglich gemacht werden können. Es wird jedoch bemerkt, dass infolge eines Gesuchs der Arbeitsgruppe bei ihrer 85. Sitzung auf der Website der UNECE bereits zahlreiche Übersetzungen verfügbar seien.

9. Verweis auf die Norm EN 13094:2015

Informelles Dokument: INF.14 (Frankreich)

[Anmerkung des Sekretariats der OTIF: Das informelle Dokument INF.14 ist dem vorliegenden Bericht als Anlage II beigelegt.]

32. Die von der Vertreterin Frankreichs vorgeschlagenen Änderungen werden angenommen (siehe Anlage I).

(...)

VII. ÄNDERUNGSANTRÄGE ZU DEN ANLAGE A UND B DES ADR (TOP 6)

(...)

B. Verschiedene Anträge

(...)

2. Packzertifikat gemäß IMDG-Code

Dokument: ECE/TRANS/WP.15/2015/11 (Vereinigtes Königreich)

[Anmerkung des Sekretariats der OTIF: Das Dokument ECE/TRANS/WP.15/2015/11 ist dem vorliegenden Bericht als Anlage VII beigelegt.]

46. Die Arbeitsgruppe nimmt den Änderungsvorschlag zu Abschnitt 5.4.2 mit dem Ziel der Angleichung an den Text des IMDG-Codes mit einigen Korrekturen an (siehe Anlage I).
47. Die Arbeitsgruppe nimmt den während der Sitzung formulierten Antrag Spaniens, im Anwendungsbereich des ersten Absatzes des Abschnitts 5.4.2 Fahrzeuge aufzunehmen, nicht an.

(...)

6. Aktualisierung der Norm EN 590

Informelles Dokument: INF.12 (Deutschland)

[Anmerkung des Sekretariats der OTIF: Das informelle Dokument INF.12 ist dem vorliegenden Bericht als Anlage VIII beigefügt.]

53. Die Arbeitsgruppe nimmt den Antrag Deutschlands an (siehe Anlage I).

Von der WP.15 angenommene Änderungen

Die 99. Tagung der WP.15 (Genf, 9. bis 13. November 2015) hat Änderungen beschlossen, die auch Auswirkungen auf das RID haben und aus diesem Grund nachstehend wiedergegeben werden. Änderungen, die nur das ADR betreffen bzw. im Dokument OTIF/RID/CE/GTP/2015/12 bereits berücksichtigt sind, werden nicht dargestellt. Die Änderungen sind bereits so formuliert, wie sie für das RID umgesetzt werden müssten.

Entwurf der Änderungen zu den Anlagen A und B des ADR für eine Inkraftsetzung zum 1. Januar 2017

Am Dokument OTIF/RID/CE/GTP/2015/12 vorzunehmende Änderungen:

Kapitel 1.1

1.1.3.3 In Absatz c) Fußnote 1) streichen.

Kapitel 3.2

Tabelle A Die Änderungsanweisung für UN 3258 streichen.

[Referenzdokument: informelles Dokument INF.20]

Bei den neuen UN-Nummern 3531 und 3532 in Spalte (13) die eckigen Klammern bei "TE11" streichen.

[Referenzdokument: informelles Dokument INF.20]

Kapitel 3.3

SV 666 In Absatz a) "die Absperrhähne" ändern in:

"die Ventile".

In Absatz b) "der Betriebshahn" ändern in:

"das Ventil".

[Referenzdokument: informelles Dokument INF.17]

Kapitel 4.1

4.1.1.19.1 Die eckigen Klammern streichen.

Kapitel 5.3

5.3.1.1.4 erhält am Anfang folgenden Wortlaut:

"Für die Klasse 9 muss ...".

[Referenzdokument: informelles Dokument INF.20]

Kapitel 6.2

6.2.1.4 Die eckigen Klammern im gesamten Unterabschnitt streichen.

Kapitel 6.8

6.8.2.6.1 In der Eintragung für die Norm "EN 13094:2008 + AC:2008" in der Spalte (4) "1. Januar 2011" ändern in:

"1. Januar 2010".

In der Eintragung für die Norm "EN 13094:2014" in der Spalte (1) "2014" ändern in:

"2015".

Kapitel 7.5

7.5.11 Nach "des IMDG-Codes" einen Verweis auf eine Fußnote einfügen, die den entsprechenden Text der Sondervorschrift 965 des IMDG-Codes enthält.

Zusätzliche Änderungen:

Kapitel 1.2

[1.2.1 Folgende neue Begriffsbestimmungen einfügen:

"**Verdichtetes Erdgas (CNG)**: Ein verdichtetes Gas, das aus Erdgas mit einem hohen Methangehalt zusammengesetzt ist und der UN-Nummer 1971 zugeordnet ist."

"**Verflüssigtes Erdgas (LNG)**: Ein tiefgekühlt verflüssigtes Gas, das aus Erdgas mit einem hohen Methangehalt zusammengesetzt ist und der UN-Nummer 1972 zugeordnet ist."]

[Referenzdokument: ECE/TRANS/WP.15/2015/16]

Kapitel 3.2

Tabelle A Bei der zweiten Eintragung der UN-Nummer 1202 in der Spalte (2) "EN 590:2009 + A1:2010" ändern in:

"EN 590:2013 + AC:2014" (zweimal).

[Referenzdokument: informelles Dokument INF.12]

Kapitel 4.1

4.1.1.21.6 In der Spalte (2b) der Tabelle bei den Eintragungen für "UN 1202 Dieselkraftstoff" und "UN 1202 Heizöl, leicht" "EN 590:2009 + A1:2010" ändern in:

"EN 590:2013 + AC:2014".

[Referenzdokument: informelles Dokument INF.12]

Kapitel 5.4

5.4.2 Die Überschrift erhält folgenden Wortlaut:

"Container oder Fahrzeugpackzertifikat".

Im ersten Absatz "in Großcontainer" ändern in:

"in Containern".

Im zweiten Absatz "des Containers" ändern in:

"des Containers/Fahrzeugs".

[Referenzdokument: ECE/TRANS/WP.15/2015/11 in der geänderten Fassung]

Informelles Dokument INF.14 der 99. Tagung der WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Ninety-ninth session****5 November 2015**

Geneva, 9 – 13 November 2015

Item 5 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Reference to standard EN 13094****Transmitted by the Government of France****Introduction**

1. Referring to INF.9, it is proposed to amend the Table of 6.8.2.6.1 under “For design and construction of tanks” to add the reference of the new version of standard EN 13094 which was published in May **2015**.
2. As a consequence, for EN 13094:2008 + AC:2008, it is proposed to modify the text in Column (4) to read “Between 1 January 2011 and 31 December 2018”. This modification was adopted in March 2015 in the Standards Working Group (see INF.49) where the date “1 January 2011” was defined probably because the reference of this standard has appeared in the published version of RID/ADR 2011, while in documents INF.48 and INF.28 the date “1 January 2010” appears.
3. In October 2008, WP.15 adopted some amendments for entry into force on 1 July 2009 (see ECE/TRANS/WP.15/199, Annex I) including a reference to EN 13094:2008 to be applied as from 1 January **2010**.

Proposal

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

For standard "EN 13094:2008 + AC:2008", in column (4), replace "Until further notice" by "Between 1 January **2010** and 31 December 2018".

After the standard "EN 13094:2008 + AC:2008", insert the following new standard:

(1)	(2)	(3)	(4)	(5)
EN 13094: 2015	Tanks for the transport of dangerous goods – Metallic tanks with a working pressure not exceeding 0.5 bar – Design and construction	6.8.2.1	Until further notice	

Informelles Dokument INF.16 der 99. Tagung der WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Ninety-ninth session****6 November 2015**

Geneva, 9-13 November 2015

Item 5 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Comments on INF.9 modifications for vehicles****Transmitted by the Government of Switzerland**

1. For gases contained in the fuel tanks of vehicles at the first line in INF:9 only 1.1.3.2 b) is going to be deleted:

1.1.3.2 (b), 1.1.3.3 (b) and 1.1.3.3 (c) Delete and insert "(Deleted)".

(Reference document: ECE/TRANS/WP.15/AC.1/140/Add.1)

It is unclear for which reason only the exemption regarding the gas contained in the fuel tanks of vehicles transported has been deleted. There are yet other exemptions in 1.1.3.2 which concern the gases contained in the special equipment of vehicles. In particular in 1.1.3.2 (e):

“(e) Gases contained in the special equipment of vehicles and necessary for the operation of this special equipment during transport (cooling systems, fish-tanks, heaters, etc.) as well as spare receptacles for such equipment or uncleaned empty exchange receptacles, transported in the same transport unit;”

Furthermore this same equipment must comply with what is prescribed in the SP666 b):

- (b) For gaseous fuels, the fuel cock between the gas tank and engine shall be closed and the electric contact open;

Even though the exemption of 1.1.3.2 (e) continues to be included in 1.1.3.2, SP666 b) for what refers to gaseous fuels offers no possibility of use during transport.

Given that the SP666 also applies to the equipment of vehicles it is not clear what applies in which case. And the reasons why some texts of 1.1.3. must disappear and others not remain unclear. Contrarily to its counterpart for liquid fuels SP666 a), the SP666 b) don't offer the opportunity to have the fuel cock between gas tank and engine open and the electric contact closed in case of necessity that the equipment remains operational during transport. Because of that the two provisions SP666 b) and 1.1.3.2 e) contradict each other. And this remark is also valid for the carried vehicle of 1.1.3.2 b) that the proposal of INF.9 tries to delete. That means that also for the vehicle itself the cock has to be closed and electric contact open even in case that it is needed to be maintained in functions during carriage.

What are the provisions that apply eventually to the equipment of the vehicle? Those of 1.1.3.2 e) or those of the SP666)? The texts do not allow to clarify this.

2. Under 1.1.3.3 the paragraphs 1.1.3.3 (b) and (c) are deleted and trailers towed or carried on another trailer are added. We thus lose the visual link currently existing between the vehicles used (1.1.3.3 (a)) and those same vehicles carried as a load (1.1.3.3 (b) and c)). The text in question is as follows:

1.1.3.3 In (a), at the end of the first sentence of the third paragraph, insert: “, irrespective of whether the trailer is towed or carried on another trailer.”

(Reference document: ECE/TRANS/WP.15/AC.1/140/Add.1)

What about trailers which are carried not on another trailer but on the tractor vehicle?

For the moment being they do not appear in the texts adopted. To maintain the exemption 1.1.3.3 (b) for trailers on tractor-vehicles we should replace in the proposed text the last term "trailer" by the term "vehicle". It would read as follows:

1.1.3.3 In (a), at the end of the first sentence of the third paragraph, insert: “, irrespective of whether the trailer is towed or carried on another vehicle.”

We should bear in mind that in the context of ADR and according to the definition in article first paragraph a) of the ADR agreement in its totality, the term "vehicle" also includes trailers. Indeed, other means of conveyance mentioned in 1.1.3.3 (b) and (c) in the text of INF.9 are newly exempted through the SP666. However this SP666 refer in the case of vehicles with internal combustion engine to the vehicle definition contained in the SP 385. The latter differs from the one of the ADR Agreement. The third paragraph of this SP385 defines the vehicle in the following manner:

“385 ...

For the purpose of this special provision, vehicles are self-propelled apparatus designed to carry one or more persons or goods. Examples of such vehicles are cars, motorcycles, trucks, locomotives, scooters, three- and four-wheeled vehicles or motorcycles, lawn tractors, self-propelled farming and construction equipment, boats and aircraft.”

This definition excludes trailers which, by definition, are not self-propelled apparatus. This is the reason why the exemption of these trailers has been reintroduced in paragraph a) 3rd paragraph 1.1.3.3 (a)). But the use of the term "trailer" at the end of this text does not exempt the trailers that would be carried on vehicles-tractors and not on trailers. This is the reason for our proposal.

3. Another point which in this context is not in the INF.9 but that goes without saying is that the footnote 1 which refers to non-road machinery is also deleted because 1.1.3.3 (c) is deleted. Given that it no longer appears in the SP666 this footnote should also be deleted from the texts.

4. 1.1.3.7 and DS312, 240, 385, 666 and 667

SP312, 240, 385, 666 and 667 for vehicles carried refer all to the requirements 2.2.9.1.7 for lithium batteries. However the exemption of the 1.1.3.7 for such vehicles and their equipment has not changed so that any vehicle and its equipment will continue to be used in transport without need to check that the lithium batteries installed on it meet the 2.2.9.1.7. But as soon as it is carried as a load it should be verified if its lithium batteries comply with the 2.2.9.1.7. It is not clear how its owner will be able to bring this proof of compliance when he wants e.g.. to use rail shuttles or it should be towed to a garage.

5. SP666

The introductory text of the SP666 says the following:

«Vehicles assigned to UN No. 3166 or UN No. 3171 and battery powered equipment assigned to UN 3171 in conformity with special provisions 240, 312 and 385, as well as any dangerous goods they contain that are necessary for their operation or the operation of their equipment, when carried as a load, are not subject to any other provisions of ADR, provided the following conditions are met:».

In our opinion it should be better distinguished between vehicles and equipment which are intended for their use during the transport of those equipment who is not intended to be used during transport. Otherwise a cooling device on vehicles could be classified in one of

the entries UN 3528, 3529 or 3530 and be exempted according to the SP363 in quantities of fuel undefined. This is of course not the purpose of the SP363 nor of the entries UN 3528, 3529 and 3530 but the current texts do not yet distinguish the two types of equipment.

In order to better distinguish these two types of equipment we propose to add the phrase which appears currently at the end of the first sentence of 1.1.3.3 (a) “or intended for use during carriage” in the first sentence of the SP666. The final text would be :

«Vehicles assigned to UN No. 3166 or UN No. 3171 and battery powered equipment assigned to UN 3171 in conformity with special provisions 240, 312 and 385, as well as any dangerous goods they contain that are necessary for their operation or the operation of their equipment, **and intended for use during carriage**, when carried as a load, are not subject to any other provisions of ADR, provided the following conditions are met:».

Thus it would become clear that equipment which is intended to be used during transport (e.g., refrigeration equipment) are regulated by the SP666, while others that are never used during transport (compressors and generators on wheels for example) are assigned to the entries UN 3528, 3529 and 3530.

Informelles Dokument INF.17 der 99. Tagung der WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Ninety-ninth session****6 November 2015**

Geneva, 9-13 November 2015

Item 5 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Comment on INF.9 – Consolidated list of amendments adopted by the Joint Meeting and by the Working Party during the biennium – see new Special Provision 666****Transmitted by the Government of Germany****Introduction**

1. While analyzing the consolidated list of amendments adopted by the Joint Meeting and by the Working Party during the biennium – here in particular the new Special Provision 666 and referring to the document ECE/TRANS/WP.15/AC.1/140/Add.1 containing the amendments adopted by the Joint Meeting at its September 2015 session and to the informal document INF.39 transmitted by France on behalf of the editorial working group – see Proposal 4 – some clarification concerning the word “cock“ have been noted.
2. In this INF. document we propose a clarification which may be treated as a correction to the new SP 666.
3. Replacing „fuel cock“ by „valve“ would be a consistent improvement of ADR text.
4. Deletions are formatted as strikethrough and new text as underlined and in bold letters.

Proposal

“666 Vehicles assigned to UN No. 3166 or UN No. 3171 and battery powered equipment assigned to UN 3171 in conformity with special provisions 240, 312 and 385, as well as any dangerous goods they contain that are necessary for their operation or the operation of their equipment, when carried as a load, are not subject to any other provisions of RID/ADR/ADN, provided the following conditions are met:

- (a) For liquid fuels, any ~~fuel~~**valves** between the engine or equipment and the fuel tank shall be closed during carriage unless it is essential for the equipment to remain operational. Where appropriate, the vehicles shall be loaded upright and secured against falling;
- (b) For gaseous fuels, the ~~fuel~~**valve** between the gas tank and engine shall be closed and the electric contact open;
- (c) Metal hydride storage systems shall be approved by the competent authority of the country of manufacture., If the country of manufacture is not a contracting party to RID/ADR/ADN the approval shall be recognized by the

competent authority of an RID Contracting State/a contracting party to ADR/ADN;

- (d) The provisions of (a) and (b) do not apply to vehicles which are empty of liquid or gaseous fuels,

***NOTE 1:** A vehicle is considered to be empty of liquid fuel when the liquid fuel tank has been drained and the vehicle cannot be operated due to a lack of fuel. Vehicle components such as fuel lines, fuel filters and injectors do not need to be cleaned, drained or purged to be considered empty of liquid fuels. In addition, the liquid fuel tank does not need to be cleaned or purged.*

***NOTE 2:** A vehicle is considered to be empty of gaseous fuels when the gaseous fuel tanks are empty of liquid (for liquefied gases), the pressure in the tanks does not exceed 2 bar and the fuel shut-off or isolation valve is closed and secured.”.*

(Reference document: informal document INF.9 Consolidated list of amendments adopted by the Joint Meeting and ECE/TRANS/WP.15/AC.1/2015/40/Add.1 and informal document INF.39, Proposal 4)

Informelles Dokument INF.18 der 99. Tagung der WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Ninety-ninth session****6 November 2015**

Geneva, 9 – 13 November 2015

Item 5 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting**Comments on INF.9
SP363****Transmitted by the Government of Switzerland**

1. SP363

At the end of the first paragraph in SP363 appears a NOTE:

NOTE: This entry does not apply to equipment referred to in 1.1.3.3.

But what about equipment referred to in 1.1.3.2 and in 1.1.3.7 (SP363 (f) refers to the lithium batteries)? Should we not also specify that this is topic does not apply to those equipment referred to in 1.1.3.2 and in 1.1.3.7?

2. What about the internal combustion engines for liquids (and gas) which are no longer included in the entry UN3166 but in UN 3528, 3529 and 3530

They are subject to the SP363 of Chapter 3.3 if they are empty according to NOTE 1 DS363 (b). If they are full they can be exempted according to SP363 (g). Motors containing more than 60 l of more than 450 litres capacity shall bear a label affixed on both sides and beyond 3000 l placards on two opposing sides. For gas engines these capacities are 450 l and 1000 l without lower limit of fuel. Otherwise a transport document is required for quantities of more than 1000 l of liquid fuel (how this quantity should be verified is not indicated) or a capacity of more than 1000 l for gases. Garages carrying out the transport of only engines should thus avoid to carry these engines together with their tank otherwise they will have to apply all these things mentioned before. Are these provisions really applicable by the final users of them?

3. For machinery the current limit in SP363 of 1500 l of capacity is replaced with 1000 l of content. Besides the fact that this content is not possible to verify, concerning the restrictions for tunnels, in column (15) of table A of Chapter 3.2 there is nothing for UN 3166, 3171, 3528, 3529 and 3530 implying e.g.. machinery containing 10000 l of fuel would be exempted from the restrictions in tunnels. Although this interpretation is already currently possible, one is entitled to wonder if such an eventuality should not be simply forbidden.

4. Until now the wording in SP363 was exactly the same as in 1.1.3.1 (b) “machinery and “equipment” so that SP363 for liquid fuels substituted the exemption 1.1.3.1 (b) for machinery and equipment. With the new provisions this relationship between 1.1.3.1 (b) will be lost because SP363 and the entries UN3528, 3529 and 3530 refers to machinery only and not to equipment. The question will arise if somebody defines his object as an “equipment” and not as a machinery. Is he entitled to exempt this “equipment” like it was before the introduction of SP363 under the exemption in 1.1.3.1 (b)?

INF.3

We believe the wording of 1.1.3.1 (b) “machinery and equipment” should replace the term “machinery” in the SP363.

Informelles Dokument INF.20 der 99. Tagung der WP.15

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Ninety-ninth session

6 November 2015

Geneva, 9-13 November 2015

Item 5 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting

Comments on INF.9 – Consolidated list of amendments adopted by the Joint Meeting and by the Working Party during the biennium

Transmitted by the Government of the United Kingdom

1. In the short time that we have had to look at this Informal Paper from the Secretariat, we have a question on one of the proposed amendments and a number of recommended changes to the text that is proposed to be adopted by WP.15.

Question: Insertion of SP 668 to UN 3257 and 3258

2. Is the allocation of special provision 668 to UN 3258 correct? As we understand it, these road marking substances are heated so they become liquid at elevated temperatures, similarly to bitumen under UN 3257. So that they can be applied to the road surface.
3. Special provision 643 appears against UN 3257 (for bitumen) and also against UN 3258 as the stone or aggregate of the asphalt mixture could be at or above 240°C. However can road marking substances really contain solid pieces and at or above 240°?

Suggested textual amendments

4. Page 21

For UN 0510 delete “W2/” in column (16) (this is an RID special provision).

5. Page 22 and 23

The square brackets around TE11 in column (13) can be deleted for UN 3531 to UN 3534.

For UN 3531 and UN 3532 delete “CE10” and “CE6” in column (19) respectively (these are RID express parcels provisions).

For UN 3533 add “CV22” in column (18) (as for UN 3531, UN 3532 and 3534).

6. Page 29

In SP 363 (f) the last line should read “... except as provided for in special provision 667.”

7. Page 48

The “d” in the reference to 5.4.1.2.2 (d) in 4.3.3.5 should not be underlined (this is a carry over from the text in the original proposal).

8. Page 52

In 5.3.1.1.4 we would suggest “dangerous goods of” is deleted so the beginning of the sentence reads “For Class 9 the placard ...” so the wording is consistent with that used in 5.3.1.1.2 and 5.3.1.1.3 for Class 1 and Class 7.

9. Page 66

The title of standard EN 14432:2015 in column (2) should read “Tanks for the transport of dangerous goods – Tank equipment for the transport of liquid chemicals and liquefied gases – Product discharge and air inlet valves.”

10. Page 68

“6.8.3.4.11” should coincide with the line starting “The effectiveness of the ...”
There are several consequential amendments that should be made as follows (these are included for RID).

- 4.3.2.1.7 Replace "6.8.3.4.16" by "6.8.3.4.18".
 - 6.8.3.4.12 (former 6.8.3.4.10) Replace "6.8.3.4.14" by "6.8.3.4.16".
 - 6.8.3.4.16 (former 6.8.3.4.14) Replace "6.8.3.4.15" by "6.8.3.4.17".
 - 6.8.3.4.18 (former 6.8.3.4.16) Replace "6.8.3.4.10 to 6.8.3.4.15" by "6.8.3.4.12 to 6.8.3.4.17".
 - 6.8.3.5.10 In the last but one indent, replace "6.8.3.4.10 to 6.8.3.4.13" by "6.8.3.4.12 and 6.8.3.4.15".
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Dokument ECE/TRANS/WP.15/2015/11 der 99. Tagung der WP.15

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Ninety-ninth session

Geneva, 9-13 November 2015

Item 6 (b) of the provisional agenda

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

**Correction of inconsistency in 5.4.2 of ADR: Large container
or vehicle packing certificate**

Transmitted by the Government of the United Kingdom¹

Introduction

1. The text in 5.4.2 of the 2015 edition of ADR currently refers to the requirement in 5.4.2 of the International Maritime Dangerous Goods Code (IMDG Code) for a container packing certificate and when this is required to be applied. This section of the IMDG Code also requires a vehicle packing certificate, which is not reflected in the text of 5.4.2 of ADR.
2. The heading of 5.4.2 does include a vehicle packing certificate, and this is also covered in footnote 6. However, in our view the body of the text of 5.4.2, should also contain express direction to the vehicle packing certificate to ensure that there is no confusion as to the requirements that are set out here.

Proposal

3. Add the underlined text to 5.4.2 of ADR as follows:

5.4.2 Large container or vehicle packing certificate

If the carriage of dangerous goods in a large container precedes a voyage by sea, a container/vehicle packing certificate conforming to section 5.4.2 of the IMDG Code⁵ shall be provided with the transport document⁶.

The functions of the transport document required under 5.4.1 and of the container/vehicle packing certificate as provided above may be incorporated into a single document, if not, these documents shall be attached one to the other. If these functions are incorporated into a single document, the inclusion in the transport document of a statement that the loading of the container has been carried out in accordance with applicable modal regulations together with the identification of the person responsible for the container/vehicle packing certificate shall be sufficient.

***NOTE:** the container/vehicle packing certificate is not required for portable tanks, tank-containers and MEGCs.*

¹ In accordance with the programme of work of the Inland Transport Committee for 2014-2015 (ECE/TRANS/240, para. 100, ECE/TRANS/2014/23, cluster 9, para.9.1).

Justification

4. This proposed amendment will act to ensure that the requirements contained within the IMDG Code are met, the text of ADR is aligned with that of the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), improving read across and help to ensure that there is certainty for the users of ADR and the enforcement agencies.

Informelles Dokument INF.12 der 99. Tagung der WP.15**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Ninety-ninth session****5 November 2015**

Geneva, 9 – 13 November 2015

Item 6(b) of the provisional agenda

Proposals for amendments to annexes A and B of ADR:**miscellaneous proposals****References to standard EN 590:2009 + A1:2010****Transmitted by the Government of Germany****Introduction**

In Chapter 3.2, Table A, in Table 4.1.1.21.6 and in paragraph 9.1.1.2 a) ADR in combination with UN 1202 a reference is made to an applicable standard EN 590:2009 + A1:2010.

The German delegation noticed, that a new version of this standard, i.e. **EN 590:2013 + AC:2014**, which came into force September 2013/March 2014 and replaced the previous version.

Proposal 1

Amend in **Table A, Chapter 3.2** ADR, the second entry for UN 1202 as follows:

UN No.	Name and description
	3.1.2
(1)	(2)
1202	DIESEL FUEL complying with standard EN 590: 2009 + A1:2010 <u>2013 + AC:2014</u> or GAS OIL or HEATING OIL, LIGHT with a flash-point as specified in EN 590: 2009 + A1:2010 <u>2013 + AC:2014</u>

Proposal 2

Amend in **Table 4.1.1.21.6 Assimilation list** the entry “1202 Diesel fuel” as follows:

“

UN No.	Proper shipping name or technical name	Description
	3.1.2	3.1.2
(1)	(2a)	(2b)
1202	Diesel fuel	complying with EN 590: 2009 + A1:2010 <u>2013 + AC:2014</u> or with a flashpoint not more than 100 °C

Remark: the given description is not coherent with the description in Table A.

Proposal 3

Amend in **Table 4.1.1.21.6 Assimilation list** the entry “1202 Heating oil, light” as follows:

“

UN No.	Proper shipping name or technical name	Description
	3.1.2	3.1.2
(1)	(2a)	(2b)
1202	Heating oil, light	complying with EN 590:2009 + A1:20102013 + AC:2014 or with a flashpoint not more than 100 °C

“

Remark: the given description is not coherent with the description in Table A.

Proposal 4

Amend paragraph 9.1.1.2 a) as follows:

- “(a) A vehicle intended for the carriage of liquids having a flash-point of not more than 60°C (with the exception of diesel fuel complying with standard EN 590:2009 + A1:20102013 + AC:2014, gas oil, and heating oil (light) - UN No. 1202 - with a flash-point as specified in standard EN 590:2009 + A1:20102013 + AC:2014) in fixed tanks or demountable tanks with a capacity exceeding 1 m³ or in tank-containers or portable tanks with an individual capacity exceeding 3 m³; or”.
