



**INF. 3**

18 November 2015

Original: English/French

**RID:** 5<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Zagreb, 23 - 27 November 2015)

**Subject:** Texts adopted by the 99<sup>th</sup> session of WP.15 (Geneva, 9 – 13 November 2015)

**Transmitted by the Secretariat**

**Extracts from the draft report of the 99<sup>th</sup> session of WP.15 (Geneva, 9 – 13 November 2015)**

**I. Attendance**

1. The Working Party on the Transport of Dangerous Goods held its ninety-ninth session from 9 to 13 November 2015 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, the Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, the Netherlands, Norway, Poland, Portugal, Romania, the Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.
3. The European Union was represented.
4. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).
5. The following non-governmental organizations were represented: European Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (ECFD), European Liquefied Petroleum Gas Association (AEGPL), International Association for Natural Gas Vehicles (NGV Global), International Organization of Motor Vehicle Manufacturers (OICA), International Union of Combined Road-Rail Transport Companies (UIRR) and International Road Transport Union (IRU).

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.

(...)

## VI. WORK OF THE RID/ADR/ADN JOINT MEETING (AGENDA ITEM 5)

*Documents:* ECE/TRANS/WP.15/AC.1/138, annex II (Amendments adopted by the Joint Meeting at its March 2015 session)  
ECE/TRANS/WP.15/AC.1/2015/23/Add.1 and  
ECE/TRANS/WP.15/AC.1/140/Add.1 (Amendments adopted by the Joint Meeting at its September 2015 session)

*Informal documents:* INF.9 (Secretariat), INF.14 (France), INF.16 (Switzerland),  
INF.17 (Germany), INF.18 (Switzerland), INF.20 (United Kingdom)

[Note by the OTIF Secretariat: The informal documents INF.14, INF.16, INF.17, INF.18 and INF.20 are reproduced in annexes II, III, IV, V and VI to this report.]

### A. General

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

### B. Specific issues

(...)

#### 2. Scope of special provision 668

*Informal document:* INF.20 (United Kingdom)

19. Noting that road marking substances were not transported as solids at or above 240 °C, the Working Party confirmed that it was not necessary to assign special provision 668 to UN No. 3258 (ELEVATED TEMPERATURE SOLID, N.O.S., at or above 240 °C) (see annex I).

#### 3. Special provision 636 (b)

20. The Working Party noted that the proposed amendments to special provision 636 (b) would be discussed further at the next session of the Joint Meeting after the forthcoming meeting of the informal working group on the transport of waste electrical and electronic equipment. Pending the outcome of those discussions, the proposals were not considered.

#### 4. New provisions for the transport of vehicles, motors and machines

*Informal documents:* INF.16 and INF.18 (Switzerland)

[Note by the OTIF Secretariat: The informal documents INF.16 and INF.18 are reproduced in annexes III and V to this report.]

21. The Working Party adopted the new provisions proposed with editorial changes (see annex I).
22. The Working Party noted the points raised by the representative of Switzerland in informal documents INF.16 and INF.18, specifically in respect of:
- The possible contradictions between the exemptions that remained applicable in 1.1.3.2 and 1.1.3.7 and the new special provisions introduced;

- The problems with implementation of the exemption criteria in paragraph (g) (iv) of special provision 363; and
- The absence of any proposal for the introduction of a transport category and a tunnel restriction code for UN Nos. 3166, 3171, 3528, 3529 and 3530.

23. Some delegations asked for more time to analyse the proposals and invited the representative of Switzerland to draw up an official proposal for the next session of the Working Party and possibly the next session of the Joint Meeting for any points that might also concern RID and ADN.
24. Those delegations that so wished could submit their comments in writing to the representative of Switzerland on the basis of informal documents INF.16 and INF.18.
25. The representative of Switzerland said that new special provision 667 (b) could lead to problems with implementation in the field. He asked the Working Party to vote on the introduction of the new provision. The Working Party confirmed by vote the adoption of the new special provision.

## **5. Polymerizing substances**

26. The Working Party confirmed that special provision TE 11 would be assigned to UN Nos. 3531 to 3534 (see annex I).

### **6. 4.1.1.19.1**

27. Pending the opinions of the industry representatives, the Working Party adopted the amendment to align 4.1.1.19.1 with the UN Model Regulations, noting that, with the new wording, ADR would no longer allow the use of intermediate bulk containers (IBCs) as salvage packaging. The paragraph could be amended again at the next session if it were to prove necessary to include IBCs.

## **7. Packing instruction P200 (5)**

28. The Working Party would like the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods to check the use of the terms "liquid phase" and "liquid component" in the wording of packing instruction P 200 (5).

## **8. Instructions in writing**

29. Several delegations pointed out that it was not a good idea to change the instructions in writing too frequently and that the amendments adopted for ADR 2017 were justified by the need to add new label 9A.
30. There were differing opinions on whether to introduce a transitional measure for the entry into force of the amended model. Delegations that so wished were invited to submit their proposals at the next session of the Joint Meeting.
31. Some delegations were of the opinion that ADR should, as was already the case for driver training certificates, include an obligation on the Contracting Parties to provide the secretariat with their official translations of the model instructions in writing, so that it could then make them available to all Contracting Parties. It was noted however that, following the Working Party's request at its eighty-fifth session, many translations were already available on the UNECE website.

**9. Reference to standard EN 13094:2015**

*Informal document:* INF.14 (France)

[Note by the OTIF Secretariat: The informal document INF.14 is reproduced in annex II to this report.]

32. The amendments proposed by the representative of France were adopted (see annex I).

(...)

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

**B. Miscellaneous proposals**

(...)

**2. Packing certificate in accordance with the IMDG Code**

*Document:* ECE/TRANS/WP.15/2015/11 (United Kingdom)

[Note by the OTIF Secretariat: Document ECE/TRANS/WP.15/2015/11 is reproduced in annex VII to this report.]

46. The Working Party adopted the proposed amendment to 5.4.2 to align the text with the IMDG Code with some modifications (see annex I).

47. The Working Group did not adopt the proposal by Spain, formulated in session, to include the vehicles in the scope of the first paragraph of 5.4.2.

(...)

**6. Update of standard EN 590**

*Informal document:* INF.12 (Germany)

[Note by the OTIF Secretariat: The informal document INF.12 is reproduced in annex VIII to this report.]

53. The Working Party adopted the proposal from Germany (see annex I).

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### Texts adopted by WP.15

The 99<sup>th</sup> session of WP.15 (Geneva, 9 – 13 November 2015) 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/2015/12 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 2017**

##### Amendments to be made in document OTIF/RID/CE/GTP/2015/12:

#### **Chapter 1.1**

**1.1.3.3** In paragraph (c), delete footnote 1.

#### **Chapter 3.2**

**Table A** Delete the amendment for UN 3258.

[Reference document: informal document INF.20]

For the new UN Nos. 3531 and 3532, in column (13), delete the square brackets around "TE11".

[Reference document: informal document INF.20]

#### **Chapter 3.3**

**SP 666** In paragraphs (a) and (b), replace "fuel cocks" by:  
"valves" (twice).

[Reference document: informal document INF.17]

#### **Chapter 4.1**

**4.1.1.19.1** Delete the square brackets.

#### **Chapter 5.3**

**5.3.1.1.4** At the beginning, delete:

"dangerous goods of".

[Reference document: informal document INF.20]

#### **Chapter 6.2**

**6.2.1.4** Delete the square brackets throughout the subsection.

## Chapter 6.8

**6.8.2.6.1** In the entry for standard "EN 13094:2008 + AC:2008", in column (4), replace "1 January 2011" by:

"1 January 2010".

In the entry for standard "EN 13094:2014", in column (1), replace "2014" by:

"2015".

## Kapitel 7.5

**7.5.11** After "IMDG Code", add a footnote x with the relevant text of SP 965 of the IMDG Code.

### Additional amendments:

## Chapter 1.2

**[1.2.1** Insert the following new definitions:

"***Compressed Natural Gas (CNG)***" means a compressed gas composed of natural gas with a high methane content assigned to UN No. 1971."

"***Liquefied Natural Gas (LNG)***" means a refrigerated liquefied gas composed of natural gas with a high methane content assigned to UN No. 1972."]

[Reference document: ECE/TRANS/WP.15/2015/16]

## Chapter 3.2

**Table A** For the second entry of UN No. 1202, in column (2), replace "EN 590:2009 + A1:2010" by:

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

[Reference document: informal document INF.12]

## Chapter 4.1

**4.1.1.21.6** In the entries for "UN 1202 Diesel fuel" and "UN 1202 Heating oil, light", in column (2b) of the Table, replace "EN 590:2009 + A1:2010" by:

"EN 590:2013 + AC:2014".

[Reference document: informal document INF.12]

## Chapter 5.4

**5.4.2** Amend the title to read:

"Container or vehicle packing certificate".

In the first paragraph, replace "large container" by:

"container".

In the second paragraph, replace "container" by:

"container/vehicle".

[Reference document: document ECE/TRANS/WP.15/2015/11 as amended]

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**Informal document INF.14 of the 99<sup>th</sup> session of 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: <b>2015</b>	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	



**Informal document INF.16 of the 99<sup>th</sup> session of 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.

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**Informal document INF.17 of the 99<sup>th</sup> session of 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)*

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**Informal document INF.18 of the 99<sup>th</sup> session of 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)?

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

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**Informal document INF.20 of the 99<sup>th</sup> session of 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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**Document ECE/TRANS/WP.15/2015/11 of the 99<sup>th</sup> session of 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 Kingdom<sup>1</sup>**

**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 Code<sup>5</sup> shall be provided with the transport document<sup>6</sup>.

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.*

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<sup>1</sup> 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.

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**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: <del>2009 + A1:2010</del> <u>2013 + AC:2014</u> or GAS OIL or HEATING OIL, LIGHT with a flash-point as specified in EN 590: <del>2009 + A1:2010</del> <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	<b>Diesel fuel</b>	complying with EN 590: <del>2009 + A1:2010</del> <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	<b>Heating oil, light</b>	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 m<sup>3</sup> or in tank-containers or portable tanks with an individual capacity exceeding 3 m<sup>3</sup>; or”.