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Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods

Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its spring 2019 session*

held in Bern from 18 to 22 March 2019

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** For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/154/Add.1.

I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe was held in Bern from 18 to 22 March 2019, with Mr. C. Pfauvadel (France) as Chair and Ms. S. Garcia Wolfrum (Spain) as Vice-Chair.

2. In accordance with rule 1 (a) of the rules of procedure of the Joint Meeting, (ECE/TRANS/WP.15/AC.1/112/Add.2), representatives of the following countries participated as full members at the session: Austria, Belarus, Belgium, Croatia, Czechia, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Netherlands, Poland, Romania, Slovakia, Spain, Sweden, Switzerland, Turkey and United Kingdom.

3. In accordance with rule 1 (c) of the rules of procedure, the following were represented in a consultative capacity:

(a) European Union (European Commission, European Union Agency for Railways (ERA)) and Organization for Cooperation between Railways (OSJD);

(b) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Association of Dangerous Goods Safety Advisers (EASA), European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Industrial Gases Association (EIGA), Liquid Gas Europe, International Association of the Body and Trailer Building Industry (CLCCR), International Road Transport Union (IRU), International Union of Private Wagons (UIP) and International Union of Railways (UIC).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/153 and Add.1

Informal document: INF.2 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/153 and Add.1 as updated by informal document INF.2 after amending it to take account of informal documents INF.1 to INF.39.

5. The Joint Meeting was informed that the representative of Portugal could not attend the session and had withdrawn informal document INF.24 (agenda item 5 (b)). It was noted that the document would be resubmitted to the autumn 2019 session for discussion.

6. Noting that the proposals in document ECE/TRANS/WP.15/AC.1/2019/2 (agenda item 5 (b)) addressed standards and tank related issues, the Joint Meeting agreed to forward them to the standards and the tanks working groups for preliminary discussion before considering them in plenary.

III. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/152/Add.1 (Secretariat)
 ECE/TRANS/WP.15/AC.1/2019/1 (Belarus)
 ECE/TRANS/WP.15/AC.1/2019/2 (Germany)
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 ECE/TRANS/WP.15/AC.1/2019/18 (United Kingdom)
 ECE/TRANS/WP.15/AC.1/2019/19 (Poland)

Informal documents: INF.5 (United Kingdom)
INF.11 (United Kingdom)
INF.12 (United Kingdom)
INF.13 (United Kingdom)
INF.14 (Netherlands)
INF.16 (UIP)
INF.21 (Netherlands)
INF.25 (European Commission)
INF.29 (United Kingdom)
INF.30 (United Kingdom)
INF.31 (United Kingdom)

7. Consideration of the documents under agenda item 2 was entrusted to the Working Group on Tanks that met from 18 to 20 March with Mr. A. Bale (United Kingdom) as Chair.

8. Following the requests made during the introduction of the documents in plenary, consideration of document ECE/TRANS/WP.15/AC.1/2019/6 (agenda item 5 (b)) and the tank-related proposals for amendment to chapters 6.8 and 6.10 in ECE/TRANS/WP.15/AC.1/2019/7 (agenda item 5 (b)) was also entrusted to the Working Group on Tanks.

Report of the Working Group on Tanks

Informal document: INF.39 (Report of the Working Group on Tanks)

9. The Joint Meeting endorsed the conclusions and recommendations of the Working Group whose report appears in annex I as addendum 1 to this report. Proposals 1 and 2 under item 1 in informal document INF.39 were adopted (see annex II).

10. On item 3, the Joint Meeting took note of the three options put forward by the Working Group on Tanks. Bearing in mind that the main objective of the new definitions was to allow for a clear identification of the operator from a legal and administrative point of view, most delegations favoured the second option for road carriage. For rail carriage the Joint Meeting invited the Working Group on Tanks to consider whether existing definitions could be used (e.g. “keeper” in Appendix G to COTIF). The representative of ERA indicated that the outcome of the work of the “Joint Coordinating Group of Experts” (JCGE) should also be considered.

11. On item 6, the Joint Meeting concurred with the Working Group on Tanks on the need to ensure a common approach for the reciprocal recognition of administrative controls and procedures for conformity assessments, type approval certification and inspections. However, some delegations noted that the text for 1.8.6.2.1 proposed by the Working Group on Tanks in paragraph 23 of its report (see annex I) needed to be further discussed. The Joint Meeting invited the Working Group on Tanks to review it in the light of the comments made in plenary and to come back with a revised proposal. The Chairman of the Working Group on Tanks indicated that a revised version of informal document INF.13 would be soon made available on the websites of UNECE and OTIF¹. The revised text would be considered by the informal working group on the inspection and certification of tanks at its next meeting in London from 12 to 14 June 2019. Delegations were invited to participate in the informal working group meeting and to provide comments in writing on the revised proposals to the chairman of the informal working group. The outcome of the work of the informal working group would be presented to the Joint Meeting at its autumn 2019 session.

12. On item 7, the Joint Meeting noted that the texts between square brackets in proposal 3 were not presented for adoption at this stage as they were still under development.

13. On item 9, the representative of the Netherlands indicated that he would work with the representative of Belgium to find a solution.

¹ Informal document INF.13/Rev.1 (<http://www.unece.org/trans/main/dgdb/ac1/inf180319.html>).

14. On item 11, most of the delegations who took the floor concurred with the Working Group on Tanks on the interpretation of the construction provisions in 6.9.1.3, i.e.: that fibre-reinforced plastics tanks shall not be equipped with heating elements. The representative of the Netherlands pointed out that this provision was interpreted differently in his country. The Joint Meeting invited delegations to consider whether a proposal for further clarification of this paragraph was needed.

IV. Standards (agenda item 3)

Documents: ECE/TRANS/WP.15/AC.1/2019/13 (CEN)
ECE/TRANS/WP.15/AC.1/2019/2 (Germany)

Informal documents: INF.20 (CEN)
INF.33 (European Union)

15. Consideration of all documents under agenda item 3, as well as document ECE/TRANS/WP.15/AC.1/2019/2 (agenda item 5 (b)) (see paragraph 6 of this report) was entrusted to the Working Group on Standards, which met during the lunch breaks.

A. Report of the Working Group on Standards

Informal documents: INF.35 (Report of the Working Group on Standards)

16. The Joint Meeting took note of the recommendations and conclusions of the Working Group in informal document INF.35 and adopted the amendments to 6.2.5, 6.8.2.7 and 6.8.3.7 of RID/ADR in document ECE/TRANS/WP.15/AC.1/2019/2 as amended by annex I to informal document INF.35, with an additional modification (see annex II).

17. The Joint Meeting was informed that the mandate given in 1995 by the European Commission to CEN for the development of standards (M/086), circulated as informal document INF.33 during the session, will be revoked following a change in policy at European Union level.

18. The Joint Meeting noted with satisfaction the proposal by non-governmental organisations (NGOs) participating actively in the work of the Working Group on Standards in informal document INF.35, paragraph 7.4, and noted that:

(a) NGOs were considering the possibility to hire an independent advisor on standards to replace the former CEN consultant, in accordance with the terms contained in annex II of informal document INF.35;

(b) CEN and the United Kingdom would continue to support the work of the Working Group on Standards.

19. It was recognized that this approach would:

(a) overcome the difficulties encountered with the harmonized standards consultant (HAS consultant) that were raised by the Joint Meeting at its autumn 2018 session (see ECE/TRANS/WP.15/AC.1/152, paragraphs 7-14);

(b) continue to ensure the transparency and impartiality of the process, given that the independent advisor would submit its recommendations in a report to be considered by the Working Group on Standards, who will subsequently forward its conclusions for consideration and final decision by the Joint Meeting.

20. The Joint Meeting welcomed this initiative and invited NGOs to take the necessary steps to implement it, on the understanding that the independent standards advisor would continue to work in accordance with the terms of reference and the mandate given by the Joint Meeting to the former CEN consultant, as contained in ECE/TRANS/WP.15/AC.1/122/Add.2. Delegations were invited to review this document and consider whether it should be updated to better reflect the arrangements proposed by

NGOs. The Joint Meeting encouraged governmental delegations to participate actively in the work of the Working Group.

21. The Joint Meeting will be informed of the progress on the implementation of the proposal by the NGOs at the autumn 2019 session.

B. Reference to EN ISO/IEC 17025

Informal document: INF.6 (Finland)

22. Noting that accreditation bodies always refer to the most recent version of a standard, the Joint Meeting agreed in principle that the reference to EN ISO/IEC 17025:2005 should be updated. Some delegations indicated that the reference to EN ISO/IEC 17020 might also need to be updated.

23. Notwithstanding the fact that the EN ISO/IEC 17025:2017 version could already be used, it was noted that the 2005 version would not expire until October 2020 and that, therefore, the 2017 version of the standard would only become of mandatory use for the purposes of RID/ADR after that date.

24. As a possible solution to overcome the need for regular updates of references to specific years, it was suggested to replace them by “dynamic references” (e.g. refer to “the latest version applicable” instead of to a specific year) on the understanding that previous versions could continue to be used until the end of their expiry date.

25. After an exchange of views, the Joint Meeting invited the representative of Finland to submit an official document for the next session with a proposal that would take account of the comments made.

V. Interpretation of RID/ADR/ADN (agenda item 4)

A. Withdrawal of the dangerous goods safety adviser certificate

Informal document: INF.26 (Poland)

26. The representative of Poland withdrew the document and said that he would consider submitting a revised proposal in the future.

B. Delegation of inspection tasks to accredited entities in accordance with 1.8.6.4.1

Document: ECE/TRANS/WP.15/AC.1/2019/4 (Germany)

Informal documents: INF.17 (Netherlands)
INF.28 (France)

27. The Joint Meeting agreed with the interpretation provided by France in informal document INF.28, as follows:

(a) according to 1.8.6.4.1 an inspection body can use external entities (subcontractors) to perform some of the tasks under its responsibility;

(b) if the subcontractor has already been accredited by an independent accreditation body, the inspection body shall verify the existence of this accreditation without having to conduct again the verifications already performed within the framework of the accreditation of the subcontractor;

(c) if the subcontractor is not itself accredited, it can be covered by the accreditation of the inspection body. This does not imply accreditation of the subcontractor by the inspection body. The assessment of the subcontractor may be done by the inspection body but the way in which it is performed is subject to procedures validated in the context of its accreditation by the accreditation body. An ongoing monitoring process takes place as part

of the accreditation procedure which allows the subcontractors to be included in the inspection body accreditation;

(d) the inspection body gives specifications to the subcontractor on the accredited management system in conformity with 6.3.1, 6.3.4, 6.1.12, 6.1.13, 6.2.11 of EN ISO/IEC 17020;

(e) the inspection body shall maintain a registry of all subcontractors according to 6.3.4 of EN ISO/IEC 17020.

28. The representative of Germany took note of the interpretation provided by the Joint Meeting and said that she would further check how this issue is being addressed at national level in her country and on the basis of the outcome, may consider the need to request additional clarifications.

VI. Proposals for amendments to RID/ADR/ADN (agenda item 5)

A. Pending issues

Name and description of UN No. 1010 (Butadienes, stabilized)

Document: ECE/TRANS/WP.15/AC.1/2019/16 (Spain)

Informal document: INF.27 (France)

29. The Joint Meeting considered that introducing a special provision addressing mixtures with less of 40% butadienes against the UN entry for mixtures containing more than 40% butadienes would cause confusion and did not support proposal 2.

30. Proposal 1 was adopted without changes (see annex II).

B. New proposals

1. Online refresher training for drivers of dangerous goods

Document: ECE/TRANS/WP.15/AC.1/2019/5 (IRU)

31. There was support in principle for allowing online training for drivers, but the Joint Meeting considered that the proposal by IRU was too open and needed to be further developed and refined before it could be considered for adoption.

32. Some delegations pointed out that the proposal as currently drafted did not provide details on the extent to which the difficulties identified in paragraph 4 of the document could be overcome by online training nor on how this could be achieved. They felt that should provisions for online training be introduced in the ADR, they should provide clear guidance to competent authorities on what could or could not be allowed to ensure a common approach among contracting parties.

33. After some discussion, the Joint Meeting invited the representative of IRU to come back with a revised proposal in the light of the comments made, and in particular to:

(a) consider whether provisions similar to those proposed for online training for ADR drivers could be developed for online training of ADN experts (see Chapter 8.2 of ADN);

(b) include provisions to ensure that online training can only be taken in one single session and during work time (i.e.: outside rest periods);

(c) allow for a combination of face-to-face and online training;

(d) provide details on the type of certificate or approval to be delivered by the competent authority;

(e) simplify the proposed definition and clarify the scope and type of online learning;

(f) consider including the specifications in paragraph 11 of the document in chapter 8.2.

34. The Joint Meeting invited interested delegations to submit their comments in writing to the representative of IRU and to cooperate with him in the development of a revised proposal for the next session.

2. Carriage of polymerizing substances as waste

Document: ECE/TRANS/WP.15/AC.1/2019/8 (Germany)

35. The Joint Meeting agreed to entrust the consideration of the issues raised by Germany to the Working Group on Wastes led by the European Federation of Waste Management and Environmental Services (FEAD). It was noted that the group would meet on 2 and 3 April 2019 in Brussels. Governmental representatives were encouraged to participate in the work of the working group.

3. Modification of additional provision CW36/CV36 in 7.5.11

Document: ECE/TRANS/WP.15/AC.1/2019/9 (Switzerland)

36. The proposal to modify CW36/CV36 to prevent a gas exchange during carriage was adopted (see annex II).

4. Carriage of gas according to special provision 653

Document: ECE/TRANS/WP.15/AC.1/2019/10 (Switzerland)

37. The proposal to introduce in special provision 653 a condition related to compliance with filling provisions for cylinders was adopted (see annex II).

5. Use of packagings, including intermediate bulk containers (IBCs) and large packagings

Document: ECE/TRANS/WP.15/AC.1/2019/15 (Spain)

38. The proposal to delete the last sentence in 4.1.1.3 was adopted (see annex II).

6. Assignment of transport category to chemical and first aid kits (UN No.3316)

Document: ECE/TRANS/WP.15/AC.1/2019/20 (United Kingdom)

39. The proposal to amend special provision 671 was adopted (see annex II). It was noted that the adopted amendments were also relevant for ADN.

7. Use of “hazard/risk” in the context of RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2019/7 (Romania)

Informal document: INF.34 (Belgium)

40. The Joint Meeting took note of the proposals in paragraph 9 of document ECE/TRANS/WP.15/AC.1/2019/7, the remarks and proposals in informal document INF.34 and the additional comments made during the discussion.

41. After an exchange of views on the rationale for some of the proposed amendments, the Joint Meeting agreed that the terms “hazard” and “risk” should only be used when strictly necessary and in a consistent manner throughout the text of RID/ADR/ADN. Consistency of the terminology in RID/ADR/ADN with the Model Regulations and the GHS should also be ensured, on the understanding that any issue related to the current use of these terms in the Model Regulations, the Manual of Tests and Criteria or the GHS shall be brought to the

attention of the Sub-Committee of Experts on the Transport of Dangerous Goods or the Sub-Committee of Experts on the GHS, as appropriate.

42. The representative of Romania explained that the proposals in document ECE/TRANS/WP.15/AC.1/2019/7 addressed only the texts where current inconsistencies in the use of “hazard” and “risk” had been identified between different linguistic versions of RID/ADR/ADN and that as a second step, the working group intended to analyse how these terms are currently being used in other parts of the texts to determine whether further harmonization is necessary.

43. The Joint Meeting invited the working group to revise the proposed amendments in the light of the comments made and to come back with a revised proposal that would list the amendments by type (e.g.: amendments addressing replacement of “hazard” or “risk” by alternative terms; amendments addressing replacement of “hazard” by “risk” or vice versa, etc).

8. Amendment to 5.4.1.1.1

Informal document: INF.7 (Ukraine)

44. As the representative of Ukraine was not present, the Joint Meeting decided to postpone consideration of this document to its next session.

9. Updating of the reference to EN 12972 in 1.8.7.8

Informal document: INF.9 (OTIF secretariat)

45. The Joint Meeting agreed that the references to EN 12972 in 6.8.2.6.1 and 1.8.7.8 should be aligned and adopted the amendment in paragraph 5 of the document (see annex II).

10. Carriage of substances stabilized by temperature control in accordance with 7.1.7

Informal document: INF.10 (Germany)

46. There was some support in principle for the assignment of obligations as contained in informal document INF.10. One delegation indicated a preference for less modal specific references to facilitate implementation in different modes.

47. The representative of Germany said that she would take the comments made into account and would work jointly with industry and other relevant stakeholders to revise the proposal and further develop it to cover all possible scenarios.

11. Container/vehicle packing certificate

Informal document: INF.15 (Netherlands)

48. The Joint Meeting agreed in principle with the proposal by the Netherlands to delete the requirement to provide the container/packing certificate with the transport document during the inland transport leg of a container’s journey.

49. The representative of the Netherlands said that he would submit an official proposal to the next session.

12. Special provision 389

Informal document: INF.22 (OTIF secretariat)

50. The Joint Meeting noted that, despite the current proper shipping name assigned to UN No.3536, the articles covered by this entry were closer in nature to machinery than to cargo transports units. Consequently, it could be inappropriate to assimilate them to wagons, vehicles or containers for the purposes of placarding and marking. Some delegations considered that the UN number was the most valuable information to be shown, as it provided specific details on the type of article.

51. After an exchange of views and noting that carriage of articles under UN No.3536 often involved a maritime leg followed or preceded by land carriage, the Joint Meeting considered that the issue should be brought to the attention of the Sub-Committee of Experts

on the Transport of Dangerous Goods. The OTIF secretariat was invited to submit an official document for the next session of the Sub-Committee, seeking its feedback on the interpretation of the applicable placarding and marking provisions and on the appropriateness of the current proper shipping name given the characteristics of the articles under consideration.

13. Classification of articles containing dangerous goods (UN No. 3363)

Document: ECE/TRANS/WP.15/AC.1/2019/12 (Switzerland)

Informal document: INF.36 (Germany, Switzerland)

52. The proposals in informal document INF.36 to amend the note under the heading of 2.1.5 and the consequential deletion of the note to special provision 301 were adopted (see annex II).

14. Scope of special provision 667

Document: ECE/TRANS/WP.15/AC.1/2019/11 (Switzerland)

Informal document: INF.37 (Germany, Switzerland)

53. The proposal to clarify the scope of application of special provision 667 in ECE/TRANS/WP.15/AC.1/2019/11 was adopted as amended by informal document INF.37 (see annex II).

VII. Reports of informal working groups (agenda item 6)

A. Informal working group on the reduction of the risk of a BLEVE during transport of dangerous goods

Informal documents: INF.8 and Add.1 to 6 (Spain)
INF.23 (Spain, France)

54. The Joint Meeting took note of the report and the progress of the work of the informal working group, as well as of a presentation on the use of the 3D aluminium alloys described in informal document INF.23 to protect tanks and receptacles filled with flammable liquids and gases from exploding. The developers of this technology were invited to share test results and certification information with the informal working group.

55. The Joint Meeting entrusted the consideration of this technology to the informal working group on the risk of BLEVE, and in particular, the study of its characteristics from the point of view of safety improvements, costs, advantages and possible applications for other types of dangerous goods or situations encountered during the carriage.

56. The Joint Meeting noted that the next meeting of the informal working group will take place in Madrid from 22 to 24 October 2019.

B. Informal working group on telematics

Document: ECE/TRANS/WP.15/AC.1/2019/21 (France)

Informal documents: INF.3 and INF.4 (France)
INF.18 (Netherlands)
INF.32 (France)

57. The Joint Meeting took note of the outcome of the work of the informal working group and of its recommendation to convert the previously agreed Memorandum of Understanding into “Guidelines for the use of 5.4.0.2 of RID/ADR/ADN” to facilitate their implementation. The guidelines, as well as the list of contracting parties using them and any other relevant

information as agreed by the Joint Meeting, would be made available in the UNECE and OTIF secretariat websites.

58. There was support for the way forward proposed by the informal working group. It was acknowledged however that further work was needed to simplify and redraft section 2 in document ECE/TRANS/WP.15/AC.1/2019/21 as a guideline. Interested delegations were invited to provide their comments in writing to the representative of France so that they could be incorporated on a revised draft of the document for consideration of the informal working group at its next meeting, to be held in Tegernsee from 6 to 7 June 2019, preceded by a workshop held during the trade fair Transport Logistic 2019 in Munich². The informal working group will report on the outcome of this work to the autumn 2019 session of the Joint Meeting.

59. The Joint Meeting also took note of the ongoing work at the European Union level for the development of a regulation on electronic freight transport information (eFTI). It was acknowledged that, following the adoption of the eFTI regulation, the guidelines might need to be reviewed to ensure that there is no conflict with its regulatory framework. Compatibility with other applicable systems and legal provisions should also be verified. The Joint Meeting considered that the informal working group should aim at finalising the guidelines before the end of 2019.

C. Carriage of pressure receptacles approved by the Department of Transportation of the United States of America

Document: ECE/TRANS/WP.15/AC.1/2019/14 (EIGA)

Informal documents: INF.38 and INF.38/Rev.1 (United Kingdom)

60. After discussion, the Joint Meeting noted the proposal in informal document INF.38/Rev.1 for a multilateral agreement addressing carriage of gases of Class 2 in refillable pressure receptacles authorized by the Department of Transportation of the United States of America. It was also noted that the United Kingdom intended to initiate such multilateral agreement and that it would replace existing M299 (expiring on 1 June 2019).

VIII. Accidents and risk management (agenda item 7)

61. The Joint Meeting was informed that the first meeting of the informal working group on the improvement of the accident report led by France has been tentatively scheduled on 19 and 20 June 2019 in The Hague³. The meeting will be held back-to-back with the fifth meeting of the Expert Users and Development Group (EUDG) scheduled on 17 and 18 June.

62. The representative of ERA indicated that the guides to facilitate the use of the harmonised technical framework for the Transport of Dangerous Goods for inland transport developed by the agency and the European Commission were available on the ERA's website⁴. These include: a framework guide, a guide on risk-estimation, a guide for decision making and a glossary.

63. The sixth meeting of the EUDG will take place in Berlin from 30 to 31 October, preceded by a workshop on dissemination of the guides on 29 October.

² <https://www.transportlogistic.de/trade-fair/at-the-fair/conference-program/event-database.php/mmg/eventdatabase/en/detail/12725/TRL2019Z>

³ For the terms of reference for the work of informal working group refer to ECE/TRANS/WP.15/AC.1/152, annex IV.

⁴ https://www.era.europa.eu/activities/transport-dangerous-goods/inland-tdg_en

IX. Future work (agenda item 8)

64. The Joint Meeting noted that its autumn session would be held in Geneva from 17 to 27 September 2019 and that the deadline for submission of documents was 21 June 2019. It was also noted that the Working Group on Tanks would meet from 17 to 19 September 2019 and that the Working Group on Standards would meet during the lunch breaks from 17 to 20 September 2019.

X. Any other business (agenda item 9)

65. As no document had been submitted under this agenda, no discussion took place on this subject.

XI. Adoption of the report (agenda item 10)

66. The Joint Meeting adopted the report on its spring 2019 session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/154/Add.1)

Annex II

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2021

Chapter 1.8

- 1.8.7.8 In the “References” column of the table, amend “EN 12972:2007” to read: “EN 12972:2018”.

(Reference document: informal document INF.9)

Chapter 2.1

- 2.1.5 Amend the Note under the heading to read as follows:

“NOTE: Articles which do not have a proper shipping name and which contain only dangerous goods within the permitted limited quantity amounts specified in Column (7a) of Table A of Chapter 3.2, UN No. 3363 and special provisions 301 and 672 of Chapter 3.3 may be applied.”

(Reference document: ECE/TRANS/WP.15/AC.1/2019/12, as amended by informal document INF.36)

Chapter 2.2

- 2.2.2.3 Under classification code 2F amend the name and description of UN No. 1010 to read as follows:

“1010 BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 40% butadienes”.

The Note remains unchanged.

(Reference document: ECE/TRANS/WP.15/AC.1/2019/16)

Chapter 3.2

Table A

- UN No. 1010 Amend the name and description in column (2) to read as follows:

“BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 40% butadienes”.

(Reference document: ECE/TRANS/WP.15/AC.1/2019/16)

- UN Nos. 3537 to 3548 In column (6) delete “667”.

(Reference document: ECE/TRANS/WP.15/AC.1/2019/11, as amended by informal document INF.37)

Table B

Amend the entry “BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, having a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/l” to read as follows:

“BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 40% butadienes”.

(Reference document: ECE/TRANS/WP.15/AC.1/2019/16)

Chapter 3.3

- SP 301 Delete the Note.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/12, as amended by informal document INF.36)
- SP 653 In the first indent, replace “for construction and testing” by “for construction, testing and filling”.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/10)
- SP 667 In paragraphs (a), (b) and (b) (ii), replace “engine, machinery or article” by “engine or machinery”.
In paragraph (b) (i), replace “engines, machinery or article” by “engines or machinery”.
In paragraph (c), replace “engines, machinery or articles” by “engines or machinery”.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/11, as amended by informal document INF.37)
- SP 671 At the end, add the following new paragraph:
(RID:)
“Kits containing only dangerous goods to which no packing group is assigned shall be allocated to transport category 2 for completion of transport documents and the exemption related to quantities carried per wagon or large container (see 1.1.3.6).”.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/20)
(ADR:)
“Kits containing only dangerous goods to which no packing group is assigned shall be allocated to transport category 2 for completion of transport documents and the exemption related to quantities carried per transport unit (see 1.1.3.6).”.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/20)

Chapter 4.1

- 4.1.1.3 Delete the last sentence.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/15)

Chapter 6.2

- 6.2.5 After the second paragraph, add the following new paragraph:
“As soon as a standard newly referenced in 6.2.2 or 6.2.4 can be applied, the competent authority shall withdraw its recognition of the relevant technical code. A transitional period ending no later than the date of entry into force of the next edition of RID/ADR may be applied.”.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/2, as amended by informal document INF.35)
At the end of the first sentence of the new fourth paragraph, add “and shall update the list if it changes”.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/2)

Chapter 6.8

- 6.8.2.5.1 In the ninth indent, replace "test" by "inspection" (five times).
(Reference document: ECE/TRANS/WP.15/AC.1/2019/1)
- In the tenth indent, replace "tests" by "inspection".
(Reference document: informal document INF.29, as amended by informal document INF.39)
- 6.8.2.7 After the first paragraph, insert the following new paragraph:
“As soon as a standard newly referenced in 6.8.2.6 can be applied, the competent authority shall withdraw its recognition of the relevant technical code. A transitional period ending no later than the date of entry into force of the next edition of RID/ADR may be applied.”
(Reference document: ECE/TRANS/WP.15/AC.1/2019/2, as amended by informal document INF.35)
- At the end of the first sentence of the new third paragraph, add “and shall update the list if it changes”.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/2)
- 6.8.3.5.10 In the seventh indent, replace “test” by “inspection” (twice).
(Reference document: informal document INF.29)
- In the eighth indent, replace “tests” by “inspection”.
(Reference document: informal document INF.29, as amended by informal document INF.39)
- (RID:)
- 6.8.3.5.11 In the last indent of the left-hand column, replace “test” by “inspection”.
(Reference document: informal document INF.29)
- (RID/ADR:)
- 6.8.3.7 After the first paragraph, insert the following new paragraph:
“As soon as a standard newly referenced in 6.8.3.6 can be applied, the competent authority shall withdraw its recognition of the relevant technical code. A transitional period ending no later than the date of entry into force of the next edition of RID/ADR may be applied.”
(Reference document: ECE/TRANS/WP.15/AC.1/2019/2, as amended by informal document INF.35)
- At the end of the first sentence of the new fourth paragraph, add “and shall update the list if it changes”.
(Reference document: ECE/TRANS/WP.15/AC.1/2019/2)
- 6.8.4 Amend special provisions TT6 and TT8 as follows:
- TT6 Amend the text in the left-hand column to read “The periodic inspection shall be carried out at least every 4/3 years.”
(Reference document: informal document INF.29, as amended by informal document INF.39)
- TT8 In the first sub-paragraph, replace “test” by “inspection”.
(Reference document: informal document INF.29)

Chapter 6.10

6.10.4 Replace “tests” by “inspection”.

(Reference document: informal document INF.29, as amended by informal document INF.39)

Chapter 7.5

7.5.11 Amend additional provision CW36/CV36 as follows:

(RID:)

CW36 Amend the second sentence to read as follows:

“If this is not feasible and packages are carried in other closed wagons or containers, gas exchange between the load compartment and accessible compartments during carriage shall be prevented and the cargo doors of the wagons or containers shall be marked with the following in letters not less than 25 mm high:

“WARNING
NO VENTILATION
OPEN WITH CAUTION”.”

(Reference document: ECE/TRANS/WP.15/AC.1/2019/9)

(ADR:)

CV36 Amend the second sentence to read as follows:

“If this is not feasible and packages are carried in other closed vehicles or containers, gas exchange between the load compartment and the driver’s cab shall be prevented and the cargo doors of the vehicles or containers shall be marked with the following in letters not less than 25 mm high:

“WARNING
NO VENTILATION
OPEN WITH CAUTION”.”

(Reference document: ECE/TRANS/WP.15/AC.1/2019/9)
