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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 autumn 2022 session*

held in Geneva, on 12 to 16 September 2022

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* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2022-B. Unless otherwise indicated, the other documents referred to in this report under the symbol ECE/TRANS/WP.15/AC.1/ followed by the year and a serial number were circulated by OTIF under the symbol OTIF/RID/RC/ followed by the year and the same serial number.

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I. Attendance

1. The autumn session of 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 Geneva from 12 to 16 September 2022, with Mr. C. Pfauvadel (France) as Chair and Ms. Garcia Wolfrum (Spain) as Vice-Chair.
2. In accordance with article 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, Belgium, Czechia, Denmark, Finland, France, Georgia, Germany, Greece, Italy, Latvia, Luxembourg, Netherlands, Poland, Portugal, Romania, Russian Federation, Slovenia, Spain, Sweden, Switzerland, Türkiye and United Kingdom.
3. In accordance with article 1, paragraphs (c) and (d) of the rules of procedure, the following were represented in a consultative capacity:
 - (a) European Union (European Commission and European Union Agency for Railways (ERA));
 - (b) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Association for Advanced Rechargeable Batteries (RECHARGE), European Chemical Industry Council (Cefic), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Federation of Waste Management and Environmental Services (FEAD), Federation of European Aerosol Associations (FEA), European Industrial Gases Association (EIGA), Fuels Europe International, Association of the Body and Trailer Building Industry (CLCCR), International Association of Dangerous Goods Safety Advisers (IASA), International Dangerous Goods and Containers Association (IDGCA), International Organization of Automobile Manufacturers (OICA), International Road Federation (IRF), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Wagon Keepers (UIP), International Union of Railways (UIC) and Liquid Gas Europe (European LPG Association).

II. Organizational matters

Informal document: INF.10 (Secretariat)

4. The session was held in a hybrid format, with the possibility of participating online or in person, following the format described in informal document INF.10. Following the impact of the COVID-19 pandemic, the United Nations Office in Geneva would like to return to “Business as Usual”. Therefore, the sessions of the Joint Meeting in 2023 will be organized as in-person meetings only.
5. The Joint Meeting noted the information that the 2023 editions of RID, ADR and ADN were in the notification process and the different language versions would be published by the end of the year at the latest.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.1/165
ECE/TRANS/WP.15/AC.1/165/Add.1
RID-22007-RC

Informal documents: INF.1, INF.2 and INF.10 (Secretariat)

6. The Joint Meeting adopted the agenda proposed by the secretariats in documents ECE/TRANS/WP.15/AC.1/165 and Add.1 (RID-22007-RC from OTIF) as updated by informal document INF.2 after amending it to take account of informal documents INF.1 to INF.36.

IV. Tanks (agenda item 2)

A. Digital inspection reports or electronic tank record

Document: ECE/TRANS/WP.15/AC.1/2022/22 (UIP)

7. Most delegates who took the floor expressed their view that a tank record can be stored in an electronic form instead of a hard copy. Some others raised concern on the ambiguity of the words “suitable” and “secure” of the proposal. The Joint Meeting adopted by majority the text proposed in paragraph 8 of document ECE/TRANS/WP.15/AC.1/2022/22, as amended (see annex).

B. Requirements in RID/ADR 6.8.2.2.11 for level-gauges

Document: ECE/TRANS/WP.15/AC.1/2022/29 (United Kingdom)

Informal documents: INF.31 (France)
INF.32 (United Kingdom)

8. Following an exchange of views on the proposal in document ECE/TRANS/WP.15/AC.1/2022/29 and informal documents INF.31 and INF.32 to clarify the provisions for certain level-gauges in 6.8.2, the Joint Meeting agreed on the need to clarify the provisions of 6.8.2.2.11 but could not come to an agreement. Due to the diversity of existing technologies for tank level-gauges concerned it was decided to defer the discussion to its March 2023 session. The Working Group on Tanks was invited to consider this subject in detail at a future meeting taking into account the tank level-gauges available on the market and the comments received.

C. Proposal to develop a standard for relief valves on tank-vehicles carrying dangerous goods other than petroleum products and liquefied petroleum gas

Document: ECE/TRANS/WP.15/AC.1/2022/31 (United Kingdom)

Informal document: INF.26 (United Kingdom)

9. The Joint Meeting welcomed document ECE/TRANS/WP.15/AC.1/2022/31 and informal document INF.29 on the need to develop performance requirements for relief valves of tank-vehicles carrying dangerous substances other than petroleum products and liquefied petroleum gas, specifically the safety valves and vacuum valves required by 6.8.2.2.3, 6.8.2.2.7 and 6.8.2.2.8 for Chapter 6.8 tanks and by 6.10.2.1 and 6.10.2.2 for Chapter 6.10 tanks. It noted a general preference to insert in Chapter 6.8 a reference to an existing standard or to reproduce appropriate parts of such a standard rather than to develop new provisions for relief valves of such tank-vehicles. The Joint Meeting invited TC296 of CEN to evaluate the need to develop such a new standard. Informal document INF.26 also noted the potential for EN 14596 on emergency pressure relief valves to be referenced in 6.8.2.6.1 following the decision to require safety valves on tanks intended for the carriage of flammable liquefied gases, for which EN 14129 on LPG pressure relief valves is referenced. The representative of Liquid Gas Europe drew the attention of the Joint Meeting to its proposal concerning dimethyl ether (DME) in informal document INF.11 (see paragraph 27) and suggested it could be useful to adapt the scope accordingly.

D. Meeting of the Working Group on Tanks

Documents: ECE/TRANS/WP.15/AC.1/2022/21 (Russian Federation)
ECE/TRANS/WP.15/AC.1/2022/30 (United Kingdom)

Informal documents: INF.6 (Netherlands)
INF.14 (United Kingdom)
INF.30 (France)
INF.36 (Working Group on Tanks)

10. Consideration of the remaining documents under agenda item 2 was entrusted to the Working Group on Tanks that met in a hybrid format on 14 September with Mr. A. Bale (United Kingdom) as Chair and reported back to the plenary session.

E. Calculation of the shell thickness for tanks with code P22DH (UN No. 1017 CHLORINE; UN No. 1076 PHOSGENE)

Document: ECE/TRANS/WP.15/AC.1/2022/21 (Russian Federation)
Informal documents: INF.6 (Netherlands)
 INF.30 (France)
 INF.36 (Working Group on Tanks)

11. The Joint Meeting noted the outcome of the meeting of Working Group on Tanks held in Geneva on 14 September 2022 in conjunction with the plenary session. It adopted the amendments to 6.8.2.1.17 as proposed in informal document INF.36 (see annex).

F. Accreditation of inspection bodies for the purpose of authorisation and surveillance of in-house inspection services

Document: ECE/TRANS/WP.15/AC.1/2022/30 (United Kingdom)
Informal document: INF.14 (United Kingdom)

12. Following the discussion in the meeting of the Working Group on Tanks, the representative of United Kingdom offered to develop a short proposal to better set out what was required of an inspection body, when assessing and assuring the competence and performance of an in-house inspection service, to confirm that the inspections and tests performed by the in-house inspection service were in compliance with the requirements of RID/ADR as required by 1.8.7.7.2 (a).

V. Standards (agenda item 3)

13. The representative of the Netherlands withdrew document ECE/TRANS/WP.15/AC.1/2022/24.

A. Information on the work of the Working Group on Standards

Documents: ECE/TRANS/WP.15/AC.1/2022/23 (CEN)
 ECE/TRANS/WP.15/AC.1/2022/32 (UNECE secretariat)
Informal documents: INF.18 and INF.19 (CEN)

14. The Joint Meeting noted the outcome of the recent meeting of the Working Group on Standards and their decisions in informal document INF.18 on the review of the standards listed in document ECE/TRANS/WP.15/AC.1/2022/23.

15. On the proposals in informal document INF.19 the Joint Meeting adopted the amendments proposed in item 3 but preferred to keep both standards listed in 3.1 and 3.2 still in square brackets, subject to a final review at the next session. The Joint Meeting also adopted the proposed amendments in ECE/TRANS/WP.15/AC.1/2022/32 (see annex).

B. References to standard EN 14841 in the notes to RID 1.4.3.3 and 1.4.3.7.1

Informal document: INF.3 (OTIF secretariat)

16. The Joint Meeting welcomed the information by the RID Committee of experts' standing working group on the references to standard EN 14841 and noted that a reference to this standard would not be incorporated into RID 2023, even as a reference for voluntary application, as the working group considered that the present draft of this standard was not ready for reference in RID. The standing working group would come back to this issue after publication of the standard.

C. Information on the difficulties in applying a standard referenced in Chapter 6.2

Informal document: INF.15 (CEN)

17. Referring to the discussion at the September 2021 session, the representative of CEN informed the Joint Meeting on the outcome of the discussion in the ISO Technical Committee

TC58/SC3 and the summary of its task force as reflected in annex of informal document INF.15.

VI. Harmonization with the United Nations Recommendations on the Transport of Dangerous Goods (agenda item 4)

18. The Joint Meeting noted that the forthcoming session of the Ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods would be held in Geneva from 26-28 April 2023.

VII. Proposal for amendments to RID/ADR/ADN (agenda item 5)

A. Pending issues

1. Information on the transport category for damaged or defective lithium ion cells or batteries and lithium metal cells or batteries

Document: ECE/TRANS/WP.15/AC.1/2022/26 (Germany)

19. Recalling its previous discussion on document ECE/TRANS/WP.15/AC.1/2022/1, the Joint Meeting welcomed the three options proposed by Germany. Most delegates who took the floor expressed their support for option 2 to insert in Chapter 3.3 a new special provision. Other delegates suggested going forward with amendments to the packing instructions in Chapter 4.1. Finally, the Joint Meeting adopted by majority the amendments proposed in option 2 of document ECE/TRANS/WP.15/AC.1/2022/26, as amended (see annex).

20. It was noted that special provision 376 contains deviations from the Model Regulations and consideration should also be given to the idea of including all deviations from the Model Regulations' special provision 376 into the newly created special provision 677. Delegations were encouraged to submit proposals to a future session of the Joint Meeting.

B. New proposals

1. RID/ADR Table A: UN 1308, packing group II

Document: ECE/TRANS/WP.15/AC.1/2022/25 (Germany)

21. On the proposal to delete packing instruction R001 from the two entries for UN 1308, packing group II, the Joint Meeting agreed on the rationale for the first of the two amendments. The representative of Cefic volunteered to do some research on the background of packing instruction R001 and its present use in the second entry for packing group II and to provide the Joint Meeting with this information. It was agreed to resume consideration of this subject at the next session in March 2023.

2. Online grocery delivery services

Document: ECE/TRANS/WP.15/AC.1/2022/27 (COSTHA)

Informal documents: INF.16 (FEA)
INF.28 (France)
INF.29 (RECHARGE)

22. On the amendments proposed in document ECE/TRANS/WP.15/AC.1/2022/27, the Joint Meeting noted some support and proposals for further modifications as reflected in informal documents INF.16, INF.28 and INF.29. Some delegations who took the floor, however, raised concerns on the broad scope of the proposed amendments and preferred to carefully consider the document to avoid future loopholes in the requirements on the transport of dangerous goods. Some delegations questioned the increase of the limited quantities, others underlined the need to clarify the meanings of "last mile delivery" and "road vehicle" while others were of the opinion that this was an issue which was better dealt with at a national level.

23. The Joint Meeting agreed to resume consideration of this subject at its session in March 2023. The representative of COSTHA invited all delegates to send her by email further comments and volunteered to prepare for the next session a new document taking into account the comments received.

3. Direct delivery of dangerous goods to end consumers (overpacks)

Document: ECE/TRANS/WP.15/AC.1/2022/28 (COSTHA)

Informal document: INF.20 (COSTHA)

24. On the proposed clarification of overpacks for the direct delivery of dangerous goods to end-consumers, some delegates who took the floor underlined that the different wording of the definition of overpack in RID/ADR/ADN was deliberately chosen as in inland transport overpacks were also used for different consignors. Others felt that the proposed amendments in option 2 were too broad and need further clarification. The Joint Meeting had also an exchange of views on whether two- and three-wheelers were covered by the scope of application of ADR.

25. The Joint Meeting agreed to continue discussion on this subject at its next session. The representative of COSTHA offered to come back, if necessary, with a new document at a future session. It was also felt that a clarification concerning the applicability to two- and three-wheelers would be useful, and the secretariat offered to submit a document to discuss this issue at the next sessions of the Working Party on the Transport of Dangerous Goods (WP.15) and the Joint Meeting.

4. Exemption from appointing a safety adviser – ADR/RID 1.8.3.2 (b)/(c)

Informal document: INF.7 (United Kingdom)

26. On the clarification to the exemption from appointing a safety adviser, the Joint Meeting noted no objection and adopted the proposed amendments as amended (see annex).

5. Revised definition of Liquefied Petroleum Gas (LPG) - Informal exchange of views

Informal document: INF.11 (Liquid Gas Europe)

27. The Joint Meeting welcomed the information in informal document INF.11 and endorsed the need to review the definition of “LPG”. It noted that a similar document was listed on the agenda of the forthcoming session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (document ST/SG/AC.10/C.3/2022/53) and underlined the need to coordinate the amendments to the Model Regulations and to RID, ADR and ADN. Most delegates who took the floor supported the initiative in principle and were keen to learn more in future about the percentage of blends with dimethyl ether. The representative of Germany felt that a new special provision would be a more elegant solution. The representative of Liquid Gas Europe volunteered to consider that option and to supplement document ST/SG/AC.10/C.3/2022/53 with an informal document.

28. The Joint Meeting agreed to resume consideration of this subject at its next session on the basis of an updated official document.

6. Dangerous goods in machinery, apparatus or articles - Deletion of 1.1.3.1 (b) and expiry of transitional period in 1.6.1.46 of ADR and RID

Informal document: INF.21 (Cefic)

29. Some delegates agreed on the urgent need to review the requirements for dangerous goods in machinery, apparatus or articles. A new special provision could be a good way forward and, in the meantime, a multilateral agreement could be initiated to resolve the urgency of this matter.

7. Chemical compatibility for plastic packaging containing liquid waste

Informal document: INF.22 (FEAD)

30. On the proposal to insert in 4.1.1.22 a new paragraph on the use of compatible plastic packagings for liquid waste, the Joint Meeting noted a preference to amend 4.1.1.21 instead. The representative of FEAD invited all delegates to send their written comments by email

(aizea.astorhoschen@fead.be) and suggested preparing a new document for the next session, taking into account the comments received.

8. Transport of packaged waste in combined packaging

Informal document: INF.23 (FEAD)

31. The representative of the United Kingdom raised concerns on the proposals in informal document INF.23 and, due to lack of time, offered to share in writing his comments with FEAD. Delegates were again invited to send their written comments to FEAD. The representative of FEAD suggested preparing a new document for the next session, taking into account the comments received.

9. Transport of dangerous goods as waste by private individuals and presence of hazardous household waste in the (selective) collection of non-hazardous waste

Informal document: INF.24 (FEAD)

32. The delegates who took the floor felt that more work was necessary to clarify the scope and exempted quantities in the proposal. The representative of Luxembourg suggested checking the possibility of extending this exemption to 1.1.3.1 (c). Delegates were again invited to send their written comments to FEAD. The Joint Meeting agreed to resume consideration of this subject at its next session on the basis of an updated official document.

VIII. Interpretation of RID/ADR/ADN (agenda item 6)

Informal document: INF.17 (France)

33. Most delegates who took the floor said that “private homes” or “small businesses” should be considered as consignees according to chapter 1.4 provisions. Some others said that there is a need to differentiate between both “persons at private home” and “persons employed by small businesses”. It was recalled that the definition of enterprise in RID/ADR/ADN may even include single persons. Some delegates also noted that some of these “consignees” would not be able to fulfil all the requirements. The Joint Meeting noted the divided opinions and welcomed the offer by France to prepare a more detailed document including examples for consideration at the next session.

IX. Reports of informal working groups (agenda item 7)

A. Inclusion of provisions for the carriage of molten aluminium of UN No. 3257

Informal document: INF.27 (Germany)

34. The Joint Meeting welcomed the outcome of the informal working group on the carriage of molten aluminium. It noted some general comments and support on the new provisions proposed in informal document INF.27. Following the discussion, the representative of Germany invited all delegates to send him their comments (erik.holzhauser@de.tuv.com) by the end of October 2022 at the latest. He volunteered to submit in due time an updated proposal for consideration at the next session as an official document.

B. Report on the first meeting of the informal working group on e-learning

Informal document: INF.4 (Germany, IRU)

35. The Joint Meeting noted the report on the first meeting of the informal working group on e-learning, held remotely on 17 May 2022. Most delegates who took the floor confirmed the decisions made by WP.15 in 2005 that special formats of e-learning approved by the competent authorities were still in line with the regulations annexed to ADR/ADN.

36 The Joint Meeting invited the informal working group to develop the amendments necessary to ADR/ADN for consideration at the March 2023 session. The representative of IRU offered to circulate by email an invitation with all details on the forthcoming meeting.

C. Minutes from the fifth meeting of the informal working group on the transport of hazardous waste

Informal document: INF.25 (FEAD)

37. The Joint Meeting noted the report on the fifth meeting of the informal working group on the transport of hazardous waste, held in The Hague on 15-16 June 2022. It welcomed the group's conclusions and intention to meet again in November to finalise a draft proposal on the transport of asbestos in bulk for consideration by the Joint Meeting at its March 2023 session.

X. Accidents and risk management (agenda item 8)

A. Publication of the conclusions of the bilateral meeting of 17 December 2019

Informal document: INF.9 (ERA)

38. The Joint Meeting noted the conclusions of the bilateral coordination meeting on improvement of transport of dangerous goods accident reports held in Brussels on 17 December 2019.

B. Contribution to the work of the informal working group on the improvement of transport of dangerous goods occurrence reporting

Informal document: INF.8 (ERA)

39. The Joint Meeting welcomed the detailed contribution document and noted general support on the cooperation initiative. It encouraged ERA to continue its bilateral coordination work on the development of a first proposal of amendments to RID/ADR/ADN for consideration at the next session in March 2023. The representative of ERA announced his intention to organize a meeting for mid of December 2022 and invited all delegations to send him (tdg@era.europa.eu) their written comments on informal document INF.8. The representative of France felt that it would be the right moment to reopen the work of the informal working group and offered to bring a proposal to the next session.

XI. Election of officers for 2023 (agenda item 9)

40. Mr. C. Pfauvadel (France) and Ms. S. García Wolfrum (Spain) were re-elected as Chair and Vice-Chair respectively for 2023. The Chair announced that due to his retirement he would no longer be available as chairperson as from 2024.

XII. Future work (agenda item 10)

41. The Joint Meeting was informed that the next session would be held in Bern from 20 to 24 March 2023 and that the deadline for submission of documents was 16 December 2022.

XIII. Any other business (agenda item 11)

A. Guidelines for the use of 5.4.0.2 in RID/ADR/ADN – use of the data model in the context of the electronic freight transport information (eFTI) regulation – update on the work in the Digital Transport Logistics Forum (DTLF)

Informal documents: INF.5 (France, Germany)
 INF.33 (European Union)
 INF.34 (France, Germany, Italy)
 INF.35 (UN/CEFACT)

42. In the context of the European Union Regulation 2020/1056 of the European Parliament and of the Council of 15 July 2020 on eFTI, the representative of Germany presented in informal document INF.5 updated information on the progress of work and potential issues related to some developments of the current data model that do not take account of the specificities for the transports of dangerous goods in RID/ADR/ADN. The representative of France showed in informal document INF.34 the status of guidelines, data model and exchange mechanism developed by the informal working group on telematics and differences in the architecture principles of the eFTI proposal and that for the transport of dangerous goods. The presentation was supplemented by an online demonstration of a real case application of a transport of dangerous goods, including details listed in the electronic transport document. The representative of Italy suggested to set up a task force of both eFTI experts and dangerous goods experts to ensure a close cooperation as the best way forward to resolve potential issues.

43. Referring to informal document INF.33, the representative of the European Union underlined that the work at DTLF was still ongoing in particular on the datasets, data models and architecture models for the transport of dangerous goods. She invited all participants of the Joint Meeting representing European Union countries to take an active part in these activities. The representative of UN/CEFACT gave in informal document INF.35 an overview of the role of the United Nations agencies within the international supply chain and multimodal transport of dangerous goods.

44. The joint objective of the European Union and Joint Meeting is to be able to apply the eFTI regulation considering all the necessary particularities needed to cover the legislation for the transport of dangerous goods. For the future discussions at DTLF on the further development of the electronic dangerous goods document, it was recalled that this system could be developed in technically different ways, but that these should nevertheless respect the following basic requirements:

- (a) to contain all the information required by chapter 5.4 as well as all additional information required in other parts of the regulations (e.g., special provisions);
- (b) to include a mechanism to take into account the regular update every two years with the revised editions of the RID, ADR and ADN, as well as modifications in data required by interlinked regulations (e.g., identification of vehicles);
- (c) to ensure that the dangerous goods data be accessible remotely without any delay and everywhere; and
- (d) to avoid any duplication of information.

45. The representative of the United Kingdom welcomed discussions at the European Union level but hoped that broader international discussions could also take place, since not all contracting parties/states were members of the European Union.

46. The Joint Meeting agreed to insert in the agenda of its future sessions a specific item on this subject to ensure a regular exchange of views. It noted that the multimodal coherence of the dangerous goods transport document was ensured through the regular alignment of RID/ADR/ADN regulations with the Model Regulations. The Chair encouraged interested delegations to participate in the forthcoming meetings at European Union level on this subject. The representative of the European Union informed that a specific meeting on

dangerous goods under the DTLF working group would be held shortly, to which the participants of the Joint Meeting representing European Union countries would be invited.

B. Circular economy and sustainable development goals

Informal document: INF.12 (UNECE secretariat)

47. The Joint Meeting was informed by the secretariat that the revised terms of reference of the Inland Transport Committee (ITC) have recently been endorsed by the Economic and Social Council. It noted the ongoing implementation of the ITC strategy until 2030 on sustainable transport and the ITC request to regularly report back on aspects of the Joint Meeting's work related to circular economy, the United Nations 2030 Agenda and sustainable development goals, as presented in informal document INF.12. It was noted that WP.15 would hold a panel discussion on circular economy from the multimodal transport of dangerous goods' point of view. Delegates interested to contribute to this discussion were invited to inform the secretariat by mid of October at the latest.

48. The Joint Meeting agreed to insert a new item on its agenda on this subject to ensure a regular discussion on follow-up actions. It also invited delegations to add in the justification part of their future proposals the interlinkage with the appropriate sustainable development goals, when applicable. It was agreed to further discuss at the next session the main sustainable development goals applicable to the work of the Joint Meeting.

C. Editorial modification in ADR 2023

Informal document: INF.13 (UNECE secretariat)

49. The Joint Meeting noted the information by the secretariat on the latest editorial modifications to the English version of the 2023 edition of ADR.

XIV. Adoption of the report (agenda item 12)

50. The Joint Meeting adopted the report on its autumn 2022 session and its annexes based on a draft prepared by the secretariat.

Annex

Adopted texts

[Original: English and French]

Draft amendments to RID, ADR and ADN for entry into force on 1 January 2025

Chapter 1.8

(ADR/ADN:)

1.8.3.2 Renumber (a) and (b) as (b) and (c). In the renumbered (c), before “carriage”, insert “consignment,” (twice).

Add a new (a) to read as follows:

“(a) (Reserved);”

(Reference document: informal document INF.7, as amended)

(RID:)

1.8.3.2 In (c), before “carriage”, insert “consignment,” (twice).

(Reference document: informal document INF.7)

Chapter 3.2, table A

For UN Nos. 3090, 3091, 3480, 3481, in column (6), add “677”.

(Reference document: ECE/TRANS/WP.15/AC.1/2022/26, option 2, as amended)

Chapter 3.3

SP 376 In the fifth paragraph, delete the last sentence, which reads “In both cases the cells and batteries are assigned to transport category 0.”.

(Reference document: ECE/TRANS/WP.15/AC.1/2022/26, option 2)

Add the following new special provision:

“SP 677 Cells and batteries which, in accordance with special provision 376, are identified as damaged or defective and liable to rapidly disassemble, dangerously react, produce a flame or a dangerous evolution of heat or a dangerous emission of toxic, corrosive or flammable gases or vapours under normal conditions of carriage, shall be assigned to transport category 0. In the transport document, the words “Carriage in accordance with special provision 376” shall be supplemented by the words “Transport category 0”.”

(Reference document: ECE/TRANS/WP.15/AC.1/2022/26, option 2)

Chapter 4.1

4.1.6.15 In Table 4.1.6.15.1, for “4.1.6.2”, in the second column, replace “EN ISO 11114-2:2013” by “EN ISO 11114-2:2021”.

(Reference document: informal document INF.19)

Chapter 4.3

4.3.2.1.7 At the end, add the following new note:

“NOTE: The tank record may alternatively be maintained in electronic form.”

(Reference document: ECE/TRANS/WP.15/AC.1/2022/22, as amended)

Chapter 6.2

6.2.4.1 Amend the table “for design and construction of closures” as follows:

- At the end, insert the following new row:

EN 13799:[2022]	LPG equipment and accessories – Contents gauges for Liquefied Petroleum Gas (LPG) pressure vessels	6.2.3.1 and 6.2.3.3	Until further notice	
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(Reference documents: ECE/TRANS/WP.15/AC.1/2022/32 and informal document INF.19)

Chapter 6.8

6.8.2.1.17 At the end of the definition for “P_C”, add “or in the table of 4.3.3.1.1”.

(Reference document: informal document INF.36)

6.8.2.6.1 In the table, under “For design and construction of tanks”:

- In the row for EN 14025:2018 + AC:2020, in column (4), replace “Until further notice” by “Between 1 January 2021 and 31 December 2026”. Add a new row beneath this row as follows:

EN 14025:[2023]	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction <i>NOTE: Materials of shells shall at least be attested by a type 3.1 certificate issued in accordance with standard EN 10204.</i>	6.8.2.1 and 6.8.3.1	Until further notice	
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(Reference document: ECE/TRANS/WP.15/AC.1/2022/32 and informal document INF.19)

In the table, under “For equipment”:

- [- In the row for EN 14432:2014, in column (4), replace “Until further notice” by “Between 1 January 2019 and 31 December 2026”. Add a new row beneath this row as follows:

EN 14432:[2023]	Tanks for the transport of dangerous goods – Tank equipment for the transport of liquid chemicals and liquefied gases – Product discharge and air inlet valves <i>NOTE: This standard may also be used for gravity discharge tanks.</i>	6.8.2.2.1, 6.8.2.2.2 and 6.8.2.3.1	Until further notice	
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(Reference document: informal document INF.19)

- [- In the row for EN 14433:2014, in column (4), replace “Until further notice” by “Between 1 January 2019 and 31 December 2026”. Add a new row beneath this row as follows:

EN 14433:[2023]	Tanks for the transport of dangerous goods – Tank equipment for the transport of liquid chemicals and liquefied gases – Foot valves <i>NOTE: This standard may also be used for gravity discharge tanks.</i>	6.8.2.2.1, 6.8.2.2.2 and 6.8.2.3.1	Until further notice	
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(Reference document: informal document INF.19)

- Insert the following new row after the last row.

EN 13799:[2022]	LPG equipment and accessories – Contents gauges for Liquefied Petroleum Gas (LPG) pressure vessels	6.8.2.2.1 and 6.8.2.2.11	Until further notice	
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(Reference document: ECE/TRANS/WP.15/AC.1/2022/32 and informal document INF.19)

(ADR:)

6.8.4 (d), TT11 In the paragraph after the table, replace “EN 14025:2018” by “EN 14025:[2023]”.

(Reference document: ECE/TRANS/WP.15/AC.1/2022/32 and informal document INF.19)
