

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

24 February 2016

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

Bern, 14-18 March 2016

Item 5 (a) of the provisional agenda

Proposals for amendments to RID/ADR/ADN: pending issues

Outcome of the Sub-Committee of Experts on the Transport of Dangerous Goods on its forty-eighth session

Note by the secretariat

Introduction

The secretariat reproduces hereafter excerpts from the report of the Sub-Committee on its forty-eighth session ST/SG/AC.10/C.3/96.

A. Issues related to the work of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (RID/ADR/ADN Joint Meeting)

1. Report of the RID/ADR/ADN Joint Meeting on its autumn 2015 session

Informal document: INF.7 (Secretariat)

85. The Sub-Committee took note of the relevant paragraphs in the report of the Joint Meeting and the related comments, where appropriate.

86. Concerning paragraph 7, which dealt with an editorial issue, it seemed logical, in paragraph 2 of packing instruction P906, to replace “device” by “article” in the English text, for the sake of consistency with the title and final sentence of the section of 2.9.2 that dealt with substances and articles which, in the event of fire, might form dioxins. It was thus decided to introduce an amendment, but to place it in brackets in order to check that there were no unexpected consequences (see annex II).

87. In respect of paragraph 12*, the Sub-Committee considered that the French text of special provision 310 should be corrected.

88. Under paragraph 14*, several experts pointed out that IBCs were not intended to contain articles, were not tested for that purpose and could therefore not be permitted for use as salvage packagings.

Note by the secretariat: See also position from FEAD in INF.14.

89. Concerning paragraphs 48 and 49 (marking of some cargo transport units containing gas containers or expandable polymeric beads), the Sub-Committee noted that RID, ADR, ADN and the IMDG Code contained provisions that were not included in the Model Regulations. As RID, ADR and ADN accepted marking in conformity with the IMDG Code, it did not seem essential to plan for harmonization. Delegations were invited to consider the issue.

90. In respect of paragraph 59 (marking of cargo transport units when transporting dangerous goods in limited quantities), the Chair stated that the marking was intended to apply to packages; the issue of placarding had been deliberately left to the discretion of the organizations dealing with the specific modes of transport.

2. Proposals for corrections to the Model Regulations

Informal document: INF.8 (Secretariat)

91. The secretariat was asked to prepare an official proposal in respect of the first correction (deletion of the words “and mixtures” in the title of 2.4.2.5).

92. Proposal 3 was accepted (see annex III).

93. Proposals 2, 4 and 5 were also agreed to but would, as a matter of principle, be placed in brackets because they had been proposed in an informal document and needed to be checked and confirmed at the next session (see annex III).

The corrections relevant for RID/ADR/ADN are:

[Chapter 3.3, special provision 369, first paragraph

Replace with radioactive material and corrosivity subsidiary risks by with radioactivity and corrosivity subsidiary risks]

[Chapitre 3.3, disposition spéciale 369, à la fin du premier paragraphe

Au lieu de risques subsidiaires de matière radioactive lire risques subsidiaires de radioactivité]

Note by the secretariat: This correction is already included in the list of amendments for ADR (ECE/TRANS/WP.15/231).

* “12. Informal document INF.27 submitted by RECHARGE identified an error in the French version of special provision 310 of the UN Model Regulations that should be corrected by the secretariat.
«DS 310 Dans le dernier paragraphe, remplacer «doivent être emballées» par «peuvent être emballées»».

14. It was noted that the current 4.1.1.19.1 of RID and ADR permitted the use of IBCs as salvage packagings. Alignment with the UN Model Regulations would no longer permit that and it was suggested that the relevant industry should be consulted before taking a decision on the proposed alignment, as the United Nations Sub-Committee of Experts might not have taken into account the needs of the waste management industry.”.

3.2.2, Alphabetical index, add

POLYMERIZING SUBSTANCE, SOLID, STABILIZED, N.O.S.	3531	4.1
POLYMERIZING SUBSTANCE, LIQUID, STABILIZED, N.O.S.	3532	4.1
POLYMERIZING SUBSTANCE, SOLID, TEMPERATURE CONTROLLED, N.O.S.	3533	4.1
POLYMERIZING SUBSTANCE, LIQUID, TEMPERATURE CONTROLLED, N.O.S.	3534	4.1

3.2.2, Index alphabétique

Ajouter les rubriques suivantes dans l'ordre alphabétique

MATIÈRE SOLIDE QUI POLYMÉRISE, STABILISÉE, N.S.A	3531	4.1
MATIÈRE LIQUIDE QUI POLYMÉRISE, STABILISÉE, N.S.A	3532	4.1
MATIÈRE SOLIDE QUI POLYMÉRISE, AVEC RÉGULATION DE TEMPÉRATURE, N.S.A	3533	4.1
MATIÈRE LIQUIDE QUI POLYMÉRISE, AVEC RÉGULATION DE TEMPÉRATURE, N.S.A	3534	4.1

3. Special provisions concerning transport of vehicles

Document: ST/SG/AC.10/C.3/2015/58 (France)

94. The expert from France said that the proposal followed on from the discussions of the RID/ADR/ADN Joint Meeting at its autumn 2015 session (also see informal document INF.7, para. 34). There had been a proposal to merge special provisions 312 and 385 but the Joint Meeting had asked for the subject to be discussed first by the Sub-Committee.

95. Most of the delegations were in favour of the proposal, with a majority preferring the second option.

96. Opinions were divided on the second proposal, on special provision 363, and the proposed new combined special provision, as the delegations had not had time to examine the proposal; furthermore, in the meantime, IMO had adopted different texts in paragraph 4 of special provision 962 of the IMDG Code.

97. The expert from France said that the second proposal would not affect RID, ADR and ADN because the relevant provisions would still be adapted to the context of land transport. He would draw up a new proposal to take account of the texts adopted by IMO.

98. The expert from France would thus submit a new document at the next session, covering the two proposals and modified in line with the discussions.

4. Definitions of “Reference steel” and “Mild steel” in section 1.2.1

Documents: ST/SG/AC.10/C.3/2015/44 (Romania) (for reference steel)
ST/SG/AC.10/C.3/2015/55 (Romania) (for mild steel)

99. The Sub-Committee noted that in RID and ADR, the definitions of “mild steel” and of “reference steel” were located in section 1.2.1 and in Chapter 6.7, while in the Model Regulations they were located only in Chapter 6.7. Some delegations were reluctant to move these definitions to section 1.2.1 because the definition of reference steel is not the same when applied to IBCs, and the term “mild steel” is used in other chapters, e.g. Chapter 6.4 and experts for Class 7 should be consulted to check whether the definition in Chapter 6.7 was also appropriate in the context of Chapter 6.4.

100. After discussion it was decided not to proceed with the proposed changes at this stage.

5. Placarding and marking of bulk containers

Informal document: INF.16 (Secretariat)

101. A member of the secretariat explained that the introduction into RID, ADR and ADN of provisions concerning flexible bulk containers had highlighted a gap in the Model Regulations, as there was no indication whether a flexible bulk container should be labelled as a package or be subject to the provisions of Chapter 5.3 on placarding and marking.

102. The Sub-Committee considered that it was indeed an oversight and that bulk containers that did not meet the definition of cargo transport units, including flexible bulk containers, should be subject to the provisions of Chapter 5.3. The expert from the United States of America said that he would draw up an appropriate proposed amendment to Chapter 5.3.

C. Issues related to the work of the IMO Sub-Committee on the Carriage of Containers and Cargo and of its Editorial and Technical Group

Informal document: INF.56 (IMO)

112. The Sub-Committee confirmed that special packing provision z should have been assigned to UN No. 1058 in Packing Instruction P200 when special packing provision ra was deleted, and asked the secretariat to include this correction in an erratum.

The corresponding correction is:

Chapter 4.1, packing instruction 200, Table 2, UN No. 1058, column for Special packing provisions

Insert z

Chapitre 4.1, 4.1.4.1, instruction d'emballage P200, tableau 2, colonne «Dispositions spéciales d'emballage», pour le No ONU 1058

Ajouter z

Note by the secretariat: This correction is already included in the list of amendments for ADR (ECE/TRANS/WP.15/231).

D. Issues related to the work of the UNECE Working Party on the Transport of Dangerous Goods (WP.15)

Informal document: INF.52 (Secretariat)

114. The Sub-Committee noted the problem of terminology concerning Packing Instruction P200 (3)(e). On a proposal by the representative of ISO, the Sub-Committee agreed that the text of P 200 (3)(e) should be corrected (see annex III). The text of P206 might also need to be looked at.

Note by the secretariat: See proposals in ECE/TRANS/WP.15/AC.1/2016/4 (ISO)