

## **ITCO TECHNICAL REPORT FOR JAN. - JUNE 2003**

It has been a quite 6 months with regards to meetings and future proposed changes in the regulations.

With the issuing in Dec.2002 of the restructured annexed regulations to the United Nations twelfth revised edition of the **UN Recommendations on the Transport of Dangerous Goods (ST/SG /AC.10 /1 REV 12) Model Regulations** the other main mandatory regulations have been restructured in accordance with these recommendations.

The following restructured codes were issued on the 1<sup>st</sup> Jan.2003 and become mandatory as of the 1<sup>st</sup> July 2003 except for the RID which is the 1<sup>st</sup> Jan 2004.

- (a) **Restructured ADR (ECE / TRANS / 16 0 Volumes I & II )  
International Carriage of Dangerous Goods by Road.**
- (b) **Restructured RID ( ECE / TRANS / 150 Volumes I & II )  
International Carriage of Dangerous Goods by Rail.**
- (c) **2003 Edition of the International Maritime Dangerous Goods  
Code Volumes 1 & 2.**
- (d) **2003 Edition of the AND concerning the International Carriage  
of Dangerous Goods by Inland Waterways (ECE / TRANS /170  
Volume 1 )**
- (e) **United Nations 2003 Recommendations (ST/SG/AC.10/30)  
Globally Harmonized System of Classification and Labelling of  
Chemicals (GHS). Planned date for implementation is 2008.**

## **WP15 - Committee on the Transport of Dangerous Goods meetings held on the 9.12.2002 & 4.6.2003.**

The minutes of the meeting on the 9.12.2002 were covered in my Jan. 2003 report. The minutes for June 2003 are as follows.

### **Derogations on Directives 94/55EU (ADR) & 96/49EU (RID)**

The ADR regulations were printed and issued without any derogations.

These multilateral special agreements were discussed at both meetings.

Some of the “old” derogations date back to before Jan.1997 and refers to the old structure of ADR/RID.

For reasons of transparency and clarity it was desirable that both “old” and “new” derogations should be registered in a uniform and up to date format and then made available to the public.

The chairman concluded that the member states should consider which of these “old” derogations are still necessary, and update them in a standard form with references to the current ADR/RID structure.

The commission will publish on the Internet a complete list of regrouped derogations.

The next derogation exercise in 2005 will be started from a “clean table” and the MS will then consider the necessity of all their derogations.

## **Pressure Equipment Directive 1999/36/EC for Pressure Drums, Bundles of Cylinders and Tanks.**

The implementation date of the **TPED Guidelines** has been deferred until the 1<sup>st</sup> July 2005. **This is an important development for our industry.**

## **Modification of Annexes to Directive 95/50/EC ( Road Checks and Infringement Reporting.)**

Three draft Annex papers had been prepared which are not up to date anymore, mainly due to the technical progress on ADR.

In discussions by the MS the following remarks were made:-

Draft Annex 1 is unsatisfactory and needs adaptation to ADR 2003.

Draft Annex 2 is directly based on article 5 of the Directive, the spirit should be rather indicative than prescriptive as it is now.

Draft Annex 3 should be based on Article II of the Directive. Those groupings should be confronted with the more detailed infringements in the new Annex II.

The Commission will prepare new drafts of these Annexes following the Enforcement Authorities Working Group meeting. The final results will be submitted to the next TDG meeting.

## **ADR/RID/AND Translations.**

There was much concern regarding the problems caused by the Commissions late publication of these Standards in other languages.

MS had made their own translations at high costs to their own country. In future National ADR/RID Editions will be published on the Commissions Internet site to save printing time.

The Commission has hinted that it will give some financial support to these countries who have translated the ADR/RID/AND Standards themselves.

Proposed next meeting 3<sup>rd</sup> Nov. 2003.

## **HSE Meeting held on 10<sup>th</sup> June 2003 in London at the Society of Chemical Industry.**

**Subject: - Workshop on Prevention of falls from Road Tankers.**

ITCO had two representatives at the meeting, Mr J Hopkins and Mr C. Humphrey of UTT.

The Agenda was as follows:-

- **Cross Industry Consistency.**
- **Roles of Stakeholders.**
- **Physical Standards.**
- **Guidance and Publications.**
- **Any other Issued Raised.**

Paragraph no 11 of the Agenda was the only initial reference to tank containers, which addressed the practicality of providing guardrail protection on ISO tanks.

The ITCO minutes are as the attached UTT report.  
No minutes have been received from the HSE.

ITCO will be represented in all future discussions and any Regulation Working Groups.

**US Department of Transportation Federal Register  
Vol. 68 No 104 Friday May 10<sup>th</sup> 2003.  
Pages 32409 to 32414.**

**Transportation of Hazardous Materials:  
Unloading of Intermodal (IM) & UN Portable Tanks  
on Transport Vehicles.  
49 CFR Parts 171, 173, 177 &178.**

**Thermal Activated Closing Mechanism for Internal  
Valves on IM & UN Portable Tanks.**

As reported in July – September 2002 submission the DOT allowed an extension to the implementation date for this type of closure until the 1<sup>st</sup> Oct.2003 and time for any petitions to be submitted.

Having considered all petitions received the DOT have concluded the case is not proven for allowing portable tanks to be unloaded while on a road vehicle with the motive unit attached, unless the tanks are fitted with thermal activated closing mechanism on the internal bottom outlet valve.

This rule applies to the following classes:-

Class 3 PG I, II, & III. With a flash point of less than 38 C.

Class 5.1 PG I & II.

Class 6.1 PG I & II.

The implementation date of the final rule as been extended to 1<sup>st</sup> Oct.2004 provided certain conditions are met.

The shipper and carrier will share responsibility for verifying certain safety conditions are met at the consignee's facility before and during unloading.

These requirements are listed on pages 32411 and 32412 of the Federal Register Vol. 68 No 104 Friday May 10<sup>th</sup> 2003.

From conversations with the DOT by certain ITCO personnel it would seem the new rule applies with immediate effect to any new build tank manufactured in the USA.

The DOT also expect any new build tank manufactured elsewhere in the world which is intended for transportation in the USA to conform to the final rule.

The extension of the implementation date is intended to allow time to modify existing tanks.

The DOT is allowing further petitions to be submitted in accordance with the specified procedures.

ITCO are submitting two petitions but the more the better.

It is expected the US will try to push this amendment through the UN, but it does not appear on the agenda for the June 2003 meetings.

Jack Hopkins. Technical Sec. to ITCO.