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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

## Report of the Working Party on its 106th session

held in Geneva from 13 to 17 May 2019

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## I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 106th session from 13 to 17 May 2019, with Ms. A. Roumier (France) as Chair and Mr. A. Simoni (Italy) as Vice-Chair.
2. Representatives of the following countries took part in the session: Austria, Belarus, Belgium, Croatia, Czechia, Denmark, Finland, France, Georgia, Germany, Hungary, Italy, Latvia, Luxembourg, Netherlands, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United Kingdom.
3. Representatives of Nigeria, Morocco and Tunisia also took part in the session as provided for in paragraph 11 of the terms of reference of the Economic Commission for Europe. They took part in the session as full members in respect of questions relating to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), in accordance with article 1 (b) of the rules of procedure of the Working Party.
4. The European Union was represented.
5. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).
6. The following non-governmental organizations were represented: European Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (ECFD) and International Road Transport Union (IRU).

## II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/WP.15/245 and Add.1 (Secretariat)

*Informal documents:* INF.1 and INF.2 (Secretariat)

7. The Working Party adopted the provisional agenda prepared by the secretariat, as amended by informal document INF.2 to take account of informal documents INF.1 to INF.21.

## III. Eighty-first session of the Inland Transport Committee (agenda item 2)

*Informal document:* ITC (2019) No. 9/Rev.5 (Secretariat)

8. The Working Party noted the main decisions on its work taken by the Committee at its eighty-first session, in particular decision 22 on the continuation of work on the use of telematics for the transport of dangerous goods and decision 47 on the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR.
9. Concerning the use of telematics, the Chair 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) presented the ongoing work of the informal working group on telematics. That work should lead to the publication of guidelines for the use of 5.4.0.2 of RID/ADR/ADN to facilitate the implementation of the provisions. The Working Party also took note of the ongoing work at European Union level with a view to the adoption of a regulation on electronic freight transport information (eFTI).
10. The Director of the Sustainable Transport Division presented the main elements of the Inland Transport Committee's strategy until 2030, including vision, mission, strategic objectives, action plan, list of priorities and resource mobilization and partnerships (decision 4). He pointed out that the Working Party would have to take appropriate steps to align its work with the strategy adopted. In that regard, the Chair of the Committee had transmitted to the Chair of the Working Party an invitation to contribute to the implementation of the strategy, notably its road safety component in the first instance. The Chair of the Working

Party would transmit the related documents to participants for their views and input so that a discussion could be held on the matter at the following session.

#### **IV. Conference of the Contracting Parties to ADR (agenda item 3)**

11. The Conference of the Contracting Parties to ADR was held in Geneva on 13 May 2019. It adopted by consensus the proposal by Portugal to delete the word “European” in the current title of ADR. The Working Party welcomed the proposal’s adoption and noted that that decision and the related Protocol of amendment would be transmitted to all Contracting Parties by means of a depositary notification. If no objection is raised in the six months following the issuance of the depositary notification, the amendment will be considered accepted and will enter into force on 1 January 2021. The report of the Conference of the Contracting Parties will be circulated as document ECE/TRANS/ADR/CONF/2019/2.

#### **V. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 4)**

12. The Working Party noted that there were no new contracting parties to ADR. The Working Party welcomed the accession of Tunisia to the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR and encouraged the 14 countries that had not yet deposited the required legal instruments for the Protocol to enter into force (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Nigeria, North Macedonia, San Marino and Tajikistan) to take the necessary measures to ratify or accede to the Protocol so that it could come into effect.

13. The representative of Nigeria stated that, by way of follow-up to his country’s accession to ADR and five other United Nations agreements and conventions on road safety, a national seminar had been held in March 2019 in Abuja under the auspices of the Special Envoy for Road Safety. Representatives of the Sustainable Transport Division attended the event to explain the provisions of those agreements and conventions and outline effective ways to implement them including good practices. The representative of Nigeria emphasized the importance to implement ADR in the region and the significance of its extension to neighbour countries soon.

#### **VI. Work of the RID/ADR/ADN Joint Meeting (agenda item 5)**

##### **A. General**

*Document:* ECE/TRANS/WP.15/AC.1/154, annex II (Secretariat)

14. The Working Party approved the amendments adopted by the Joint Meeting at its spring 2019 session (see annex).

##### **B. Special provision 671 for chemical and first aid kits (UN No. 3316)**

*Document:* ECE/TRANS/WP.15/2019/13 (United Kingdom)

*Informal document:* INF.14 (United Kingdom)

15. The United Kingdom wished the amendment to special provision 671 adopted by the Joint Meeting and approved by the Working Party to be deemed a corrigendum.

16. The secretariat recalled that the proposed change did not meet the criteria on the correction of errors or of a lack of concordance in the original of a multilateral treaty, as set

out in the Summary of Practice of the Secretary-General as Depositary of Multilateral Treaties, and must be treated as an amendment.

17. After discussion, the Working Party confirmed that the change was necessary to apply special provision 671 and thus benefit from less rigorous conditions than those imposed in Annexes A and B of ADR, in force since 1 January 2019. The Working Party invited the representative of the United Kingdom to initiate a multilateral agreement for the application of special provision 671, as amended, and encouraged all Contracting Parties to ADR to sign it.

### **C. Mandate for the development of standards**

*Document:* ECE/TRANS/WP.15/AC.1/154, paragraph 17 (Secretariat)

18. The representative of the European Union informed the Working Party that the mandate given by the European Commission to the CEN in 1995 for the development of standards related to the transport of dangerous goods (M/086) would be revoked following a change in policy at European Union level.

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

### **A. Construction and approval of vehicles**

#### **1. Braking systems for EX/II trailers**

*Informal document:* INF.6 (Sweden)

19. The representative of Sweden wished to know whether it would be appropriate to introduce the same braking requirements for EX/II trailers of categories O<sub>1</sub> and O<sub>2</sub> as are applicable for EX/III vehicles under paragraph 2.4 of Annex 5 of UN Regulation No. 13. Several delegations wanted more time to study the issue. The representative of Sweden said that she would consider the comments and further analyse the need for an amendment. If found justified, Sweden might submit an official document at the following session. The representative of Sweden invited delegations to transmit further comments before the next session.

#### **2. Proposal for clarification of the scope of 9.1.3.4**

*Document:* ECE/TRANS/WP.15/2019/3 (Switzerland)

*Informal documents:* INF.15 (Germany), INF.17 (Germany), INF.20 (United Kingdom)

20. Most of the delegations that spoke wished to maintain the possibility of performing the technical inspection within one month before or after the expiry date of the certificate of approval, notably in cases where the technical inspection of the vehicle and the ADR inspection were carried out by different authorities. Several delegations were also of the view that, in cases where the inspection was performed in the month following the expiry date of the certificate of approval, the vehicle should not be used to transport dangerous goods until a valid certificate of approval has been issued. After discussion, the solution presented in proposal 2 in informal document INF.20 received the support of most of the delegations that spoke and was adopted by vote (see annex).

#### **3. Temperature controlled transport in refrigerated containers – temperature monitoring in the driver's cab – section 9.6.1 (c) of ADR**

*Document:* ECE/TRANS/WP.15/2019/1 (CEFIC)

21. The discussion on the document submitted by CEFIC raised the issue of the scope of Chapter 9.6. That chapter, as drafted, applies only to complete or completed insulated,

refrigerated or mechanically-refrigerated vehicles, whereas 7.1.7.4.7 appears to state that the provisions of Chapter 9.6 also apply to refrigerated containers.

22. Given that 7.1.7 would also have to be amended to take account of the Working Party's interpretation of the issue raised in informal document INF.3 (see para. 49), the representative of CEFIC and the representative of the Netherlands would submit, at the following session, a revised proposal aimed at clarifying 7.1.7. That proposal may also consider the work being undertaken in other concerned working parties, such as the ADN Safety Committee.

## **B. Miscellaneous proposals**

### **1. Proposal to amend 5.4.1.1.1 (k)**

*Document:* ECE/TRANS/WP.15/2019/4 (Switzerland)

23. The delegations that expressed a view acknowledged that the proposal by Switzerland clarified the text of ADR. The amended text will facilitate the passage of dangerous goods for which “(-)” appears in column (15) of Table A of Chapter 3.2 in tunnels subject to traffic restrictions. The proposal by Switzerland was adopted (see annex). Attention should be paid to possible consequences for IT applications that generate the transport documents.

### **2. Transport by post of Class 7 excepted packages with limited activity**

*Document:* ECE/TRANS/WP.15/2019/2 (Switzerland)

24. Most delegations that took the floor were not in favour of the proposal by Switzerland at the current stage and reiterated the reservations expressed at the previous session (see ECE/TRANS/WP.15/244, paras. 44–46). The Working Party noted, however, that Switzerland had submitted to the Sub-Committee of Experts on the Transport of Dangerous Goods a proposal to introduce in the Model Regulations special provisions for the transport by post of Class 7 excepted packages (ST/SG/AC.10/C.3/2019/10). The Working Party decided to await the outcome of the Sub-Committee's work at its fifty-fifth session before taking a decision on the matter. The Working Party invited the representative of Switzerland to submit a new proposal in the light of the Sub-Committee's decision.

### **3. Online refresher training for drivers of dangerous goods**

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

25. The representative of IRU stated that a similar proposal had been submitted to the RID/ADR/ADN Joint Meeting at its March 2019 session. The Joint Meeting had considered that the IRU proposal was too vague and that it should be further developed before its adoption could be envisaged. The representative of IRU withdrew document ECE/TRANS/WP.15/2019/5. He would submit a revised proposal to the Joint Meeting.

### **4. Proposal to amend special provision 363 (l)**

*Document:* ECE/TRANS/WP.15/2019/6 (Switzerland)

26. The delegations that expressed a view considered that the proposal by Switzerland clarified the text of ADR. The proposal was adopted (see annex).

### **5. Marking of transport units and containers loaded with limited quantities**

*Document:* ECE/TRANS/WP.15/2019/7 (Switzerland)

*Informal document:* INF.7 (Sweden)

27. After discussion, the Working Party agreed that the proposal to systematically require the “limited quantities” mark in addition to placarding for containers loaded with both fully regulated dangerous goods and dangerous goods packed in limited quantities could have implications for RID and ADN. Some delegations added that such a decision could also have implications in the case of a sea crossing following transport by road because the IMDG

Code provided solely for the identification on the container of goods that were not packed in limited quantities. The Working Party invited the representative of Switzerland and the representative of Sweden to submit to the Joint Meeting a document based on the proposal contained in informal document INF.7.

## **6. Information required in the transport document allowing passage through tunnels subject to restrictions**

*Document:* ECE/TRANS/WP.15/2019/8 (Switzerland)

28. The purpose of the proposal by Switzerland was to clarify whether, for a transport unit containing both goods for which a tunnel code is assigned in Table A and goods for which “(-)” is indicated instead of a tunnel restriction code, only the goods having a tunnel code should be considered for the prohibition of passage. Several delegations considered that the proposed text could be improved and that it would be more appropriate for it to appear in Chapter 8.6 on the application of tunnel restrictions. Given the lack of support for the proposal as submitted, the Working Party invited the representative of Switzerland to undertake further consultations with the delegations that had made comments with a view to perhaps preparing a revised proposal for the following session.

## **7. More than one trailer (or semi-trailer) in a transport unit (8.1.1)**

*Document:* ECE/TRANS/WP.15/2019/10 (Finland and Sweden)

29. Some delegations supported the proposal by Finland and Sweden to allow more than one trailer (or semi-trailer) in a transport unit. However, several delegations stated that this configuration was not compatible with certain provisions on vehicles contained in European Union directives, in particular Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and maximum authorized weights in international traffic. In addition, some delegations said that such a change could have unanticipated consequences for certain provisions of ADR, since the scope of many provisions was based on the definition of “transport unit” in accordance with 1.2.1. The representatives of Finland and Sweden stated that they would consider the comments received and might submit a new proposal subsequently.

## **8. Cross-sectional shapes of shells in accordance with 6.8.2.1.18**

*Document:* ECE/TRANS/WP.15/2019/11 (Germany)

*Informal document:* INF.12 (France), INF.21 (United Kingdom)

30. It was confirmed that the amendment to the footnote to 6.8.2.1.18 had been adopted by the Working Party at its 104th session for entry into force on 1 January 2021. Further to the decision of the Joint Meeting, the amendment had been placed in square brackets at the 105th session to draw attention to the need for detailed stipulations as to how such local variations should be understood to guarantee safe construction.

31. The representative of the United Kingdom confirmed that work was under way in Technical Committee CEN/TC 296 to amend standard EN 13094 along those lines. The draft amendments should be discussed in the Joint Meeting’s Working Group on Standards at the autumn 2019 session of the Joint Meeting. He proposed that, if the standard was not available in time to be referred to in 6.8.2.6 of ADR 2021, guidelines reproducing the relevant requirements set out in the draft standard could be posted on the website of the Economic Commission for Europe to enable their early application (see informal document INF.21).

32. The Working Party confirmed that the text was adopted for entry into force on 1 January 2021 and should remain in square brackets until the next session of the Working Party and until detailed stipulations were available in revised standard EN 13094 or in such guidelines. The latter would be discussed by the Joint Meeting at its next session.

33. A member of the secretariat pointed out that only standards published by 1 June 2020 at the latest could be considered in the list of amendments to be notified for entry into force on 1 January 2021.

## **9. Definition of a normal cubic metre**

*Document:* ECE/TRANS/WP.15/2019/14 (United Kingdom)

34. Several delegations supported a proposal by the United Kingdom to add a definition of a normal cubic metre (Nm<sup>3</sup>) to ADR. Opinion was divided as to the most appropriate place for the definition. Several delegations believed that it would be preferable to create a footnote to the table in 1.1.3.2, the only place in which the unit was currently used (proposal 1). Others favoured grouping the definition with the other units described in section 1.2.2 (proposal 2).

35. Proposal 1 in document ECE/TRANS/WP.15/2019/14 was adopted, by vote, with some changes (see annex).

## **10. Changes of the loaded products in tank-vehicles**

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

*Informal document:* INF.18 (United Kingdom)

36. After discussion, the Working Party decided to transmit the documents to the Joint Meeting's Working Group on Tanks for consideration. The secretariat would inform the Working Party about the conclusions reached by the Working Group on Tanks at the following session. The Working Party invited delegations to consult the relevant professional organisations on their practices.

37. The spelling mistake in 5.3.2.1.8, identified in informal document INF.18, would be dealt with through a corrigendum to the English text of ADR.

## **11. Chapter 8.5 Additional requirements in S1 (6), S16 and S21**

*Document:* ECE/TRANS/WP.15/2019/12 (Sweden)

*Informal document:* INF.19 (Switzerland)

38. Several delegations that took the floor considered it appropriate to refer to Chapter 1.10 in the provisions on supervision contained in the additional requirements in S1 (6), S16 and S21. However, given the differences in scope between the requirements in S1 (6), S16 and S21 and 1.10.3, the Working Party preferred to postpone discussion on the matter to a next session. That would enable the ongoing work in the Sub-Committee of Experts on the Transport of Dangerous Goods on the list of high consequence dangerous goods to be considered.

## **12. Driver training certificates – 8.2.2.8**

*Informal document:* INF.4 (CEFIC)

39. The proposal by CEFIC to request the competent authorities to transmit to the secretariat of the Economic Commission for Europe details on security features in the certificates they issued, for the information of Contracting Parties, was welcomed. The Working Party invited the representative of CEFIC to develop the proposal in an official document to be submitted at the following session and requested the secretariat to study the technical possibilities offered by the Commission's website.

40. A similar approach could be taken to that applied by the European Union in respect of information on driving licences.<sup>1</sup>

41. It was recalled that the Contracting Parties must provide the secretariat of the Economic Commission for Europe with an example of the national model for any certificate intended for issue. The Working Party requested the secretariat to ask countries that had not yet transmitted model certificates whether they issued them and to update the website accordingly.

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<sup>1</sup> [https://ec.europa.eu/transport/road\\_safety/topics/driving-licence/models\\_en](https://ec.europa.eu/transport/road_safety/topics/driving-licence/models_en).



42. In addition, several delegations recalled the importance of having up-to-date contact information for the competent authorities to ensure exchanges of information and cooperation among Contracting Parties. The Working Party invited the competent authorities to regularly verify and complete the information posted on the Commission's website.<sup>2</sup>

43. The Working Party noted that the general provisions in Chapter 1.10 provided that the competent authorities must maintain up-to-date registers of all valid training certificates for drivers stipulated in 8.2.1 issued by those authorities or by any recognized organization. The Working Party agreed that it would be useful to have a system for the exchange of such data among competent authorities and inspection authorities. The development of such a solution could be discussed as part of the work of the Joint Meeting's telematics group.

### **13. Proposal for adjusting the volume of fuel tanks installed on the transport unit**

*Informal document:* INF.5 (Belarus)

44. It was recalled that a similar proposal had already been discussed at the ninety-second session of the Working Party (8–10 May 2012). The delegations that had expressed a view at that session had not been in favour of the proposal by Spain to increase the limit on the total capacity of the tanks eligible for the exemptions provided for in 1.1.3.3 (a), even if the amendment applied only to refrigerated trailers or semi-trailers (see also ECE/TRANS/WP.15/215, paras. 41 to 43).

45. The delegations that took the floor on the proposal made by Belarus considered that, from a security point of view, there were no new arguments in favour of increasing the limit. Several delegations noted that arguments should consider more recent exemptions in ADR, such as 1.1.3.2 (a) for gases and special provision 363 for engines or machinery, based on limits equal to or less than those in 1.1.3.3 (a).

46. The representative of Belarus took note of the reservations expressed and stated that he would submit an official document on the matter at the following session.

### **14. Proposals for amendment of 1.1.3.1**

*Informal documents:* INF.9 (Luxembourg), INF.10 (Luxembourg)

47. The delegations that spoke considered that the text of 1.1.3.1 should be clarified in its entirety and that the issue should be discussed in the RID/ADR/ADN Joint Meeting.

48. The representative of Luxembourg took note of the comments made during the discussion in the Working Party and would take them into account in developing a document for the Joint Meeting.

## **VIII. Interpretation of ADR (agenda item 7)**

### **1. Interpretation of the requirements for thermal insulation in 7.1.7.4.5**

*Informal document:* INF.3 (Netherlands)

49. The Working Party confirmed that the methods listed in 7.1.7.4.5 (c), (d) and (e) for preventing the control temperature from being exceeded involved thermal insulation of vehicles and containers and not thermal insulation of packages.

### **2. Use of a transport unit including a dolly for carriage according to 1.1.3.6**

*Informal document:* INF.8 (France)

50. The delegations that spoke confirmed that combinations of vehicles to which a dolly and a semi-trailer were attached did not correspond to the definition of "transport unit" in ADR. Therefore, they concluded that ADR did not allow the use of a dolly, even for carriage according to 1.1.3.6.

<sup>2</sup> [http://www.unece.org/trans/danger/publi/adr/country-info\\_e.html](http://www.unece.org/trans/danger/publi/adr/country-info_e.html).

51. The Working Party noted that European Directive 2007/46/EC, as amended, now contained a definition of “dolly” (converter dolly: a vehicle of category O equipped with a fifth-wheel coupling to support a semi-trailer with a view to converting the latter into a trailer) and that the Consolidated Resolution on the Construction of Vehicles (R.E.3) did not take account of such vehicle combinations.

### **3. Vehicle certificate of approval**

*Informal document:* INF.11 (Latvia)

52. The Working Party confirmed that the certificates should include all the sections shown in the model of 9.1.3.5 including the items that were not applicable.

53. The Working Party noted that No. 13 was not included in the certificates issued in Latvia. The Working Party invited Latvia to incorporate this item as soon as possible into the new certificates. In the meantime, certificates issued without No. 13 could still be used.

54. The discussion was an opportunity to emphasize that the model certificate in 9.1.3.5 could be simplified and better protected against forgery. It was noted that the pink diagonal stripe had been prescribed as a measure against copying but that this measure was no longer enough with modern means of printing.

### **4. Tunnel restrictions**

*Informal document:* INF.13 (France)

55. The Working Party confirmed that the passage through road tunnels of vehicles containing dangerous goods, other than UN Nos. 2919 and 3331, for which “(-)” is indicated instead of a tunnel restriction code in column (15) of Table A of Chapter 3.2, could not be restricted for safety reasons.

### **5. Tank coding**

*Informal document:* INF.16 (Poland)

56. The representative of Poland noted of the comments made during the discussion. He volunteered to submit his document to the Joint Meeting for consideration by the Working Group on Tanks.

## **IX. Programme of work (agenda item 8)**

57. The 107th session will be held from 11 to 15 November 2019 and the deadline for submission of official documents to the secretariat is 16 August 2019. The items on the agenda for this next session will be the same as for the 106th session with the addition of an item for the election of officers for 2020.

58. It was recalled that informal document INF.27 from the 105th session should be submitted as an official document.

59. It was also recalled that the informal working group for the clarification of 9.3.4.2 (construction requirements for the body of EX/III vehicles) had met in Bonn on 1 and 2 October 2018 under the chairmanship of Germany. The Working Party invited Germany to present the progress of work of this group at the next session.

60. The representative of the Netherlands informed the Working Party that he would present the progress of the ongoing work on the use of electric vehicles and hybrid electric vehicles for the transport of dangerous goods at the next session.

61. The publication of the questions of interpretation of ADR and the possibility of organizing discussions on the effective implementation of the requirements of ADR may also be discussed at the next session.

**X. Any other business (agenda item 9)**

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

**XI. Adoption of the report (agenda item 10)**

63. The Working Party adopted the report on its 106th session and its annex based on a draft prepared by the secretariat.

## Annex

### Draft amendments to annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2021

#### Chapter 1.1

1.1.3.2 In paragraph (a), in the table in Note 1, add a reference to table note “<sup>a</sup>” after “Nm<sup>3</sup>” (twice). Add the following table note:

“<sup>a</sup> 1 Nm<sup>3</sup> refers to a *normal cubic metre*: the amount of a gas occupying 1 m<sup>3</sup> under temperature and pressure conditions of 0 °C and 1.01325 bar (0.101325 MPa).”

(Reference document: ECE/TRANS/WP.15/2019/14, proposal 1, as amended)

#### 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: ECE/TRANS/WP.15/AC.1/154)

#### 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.1/154)

#### 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.1/154)

#### 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.1/154)

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

(Reference document: ECE/TRANS/WP.15/AC.1/154)

**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.1/154)

**Chapter 3.3**

SP 301 Delete the Note.

(Reference document: ECE/TRANS/WP.15/AC.1/154)

SP 363 (l) Amend the second indent to read as follows:

“- The transport unit shall display orange-coloured plates according to 5.3.2 and the tunnel restrictions according to 8.6.4 apply. The orange-coloured plates according to 5.3.2 are not necessary where the carriage is known beforehand not to pass through a tunnel with restrictions for carriage of dangerous goods.”

(Reference document: ECE/TRANS/WP.15/2019/6)

SP 653 In the first indent, replace “for construction and testing” by “for construction, testing and filling”.

(Reference document: ECE/TRANS/WP.15/AC.1/154)

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.1/154)

SP 671 At the end, add the following new paragraph:

“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.1/154)

**Chapter 4.1**

4.1.1.3 Delete the last sentence.

(Reference document: ECE/TRANS/WP.15/AC.1/154)

**Chapter 5.4**

5.4.1.1.1 (k) In the first sentence, after “within parentheses”, insert “or the mention ‘(—)’”.  
In the second sentence, after “restriction code”, insert “or the mention ‘(—)’”.

*Consequential amendment: In 5.4.1.1.1 (k), at the beginning, delete “where assigned”.*

(Reference document: ECE/TRANS/WP.15/2019/4)

## 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 ADR may be applied.”.

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.1/154)

## Chapter 6.8

6.8.2.5.1 In the ninth indent, replace "test" by "inspection" (five times).

In the tenth indent, replace "tests" by "inspection".

(Reference document: ECE/TRANS/WP.15/AC.1/154)

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 ADR may be applied.”

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.1/154)

6.8.3.5.10 In the seventh indent, replace “test” by “inspection” (twice).

In the eighth indent, replace “tests” by “inspection”.

(Reference document: ECE/TRANS/WP.15/AC.1/154)

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 ADR may be applied.”.

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.1/154)

6.8.4, TT6 Amend the text in the left-hand column to read “The periodic inspection shall be carried out at least every 3 years.”

(Reference document: ECE/TRANS/WP.15/AC.1/154)

6.8.4, TT8 In the first sub-paragraph, replace “test” by “inspection”.

(Reference document: ECE/TRANS/WP.15/AC.1/154)

## Chapter 6.10

6.10.4 Replace “tests” by “inspection”.

(Reference document: ECE/TRANS/WP.15/AC.1/154)

## Chapter 7.5

7.5.11, 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.1/154)*

## **Chapter 9.1**

9.1.3.4        Add a new paragraph after the first paragraph to read as follows:

“The vehicle shall not be used for the carriage of dangerous goods after the nominal expiry date until the vehicle has a valid certificate of approval.”

*(Reference document: informal document INF.20, proposal 2)*

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