

9 May 2024

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 104: Regulation No. 105

Revision 3

Incorporating all valid text up to:

Supplement 1 to the 05 series of amendments - Date of entry into force: 18 November 2012
Corrigendum 1 to Supplement 1 to the 05 series of amendments
Supplement 2 to the 05 series of amendments — Date of entry into force: 15 June 2015
06 series of amendments — Date of entry into force: 22 June 2017

Uniform provisions concerning the approval of vehicles intended for the carriage of dangerous goods with regard to their specific construction features

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version);
Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



UNITED NATIONS

This document is meant purely as documentation tool. The authentic and legal binding text is:
ECE/TRANS/WP.29/2014/68
ECE/TRANS/WP.29/2016/90

Regulation No. 105

Uniform provisions concerning the approval of vehicles intended for the carriage of dangerous goods with regard to their specific construction features

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1. Scope

The provisions of this Regulation apply to the construction of base vehicles of motor vehicles of category N and their trailers of category O¹ intended for the transport of dangerous goods and which are subject to section 9.1.2. of Annex B to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

2. Definitions

For the purpose of this Regulation:

- 2.1. "*Base vehicle*" (hereinafter referred to as "vehicle") means a chassis-cab vehicle, a tractor for semi-trailer, a trailer-chassis or a trailer with a self-supporting body intended for the transport of dangerous goods;
- 2.2. "*Vehicle type*" means vehicles which do not differ essentially with regard to the constructional features specified in this Regulation.

3. Application for approval

- 3.1. The application for approval of a vehicle type with regard to its specific constructional features shall be submitted by the vehicle manufacturer or by his duly accredited representative.
- 3.2. The application for approval shall be accompanied by the undermentioned documents in triplicate and by the following particulars:
 - 3.2.1. A detailed description of the vehicle type with respect to its relevant structure, engine (compression-ignition, positive-ignition), dimensions, configuration and constituent materials;
 - 3.2.2. Vehicle designation, according to paragraph 9.1.1.2. of the ADR (EX/II, EX/III, AT, FL, MEMU);
 - 3.2.3. Drawings of the vehicle;
 - 3.2.4. The maximum technical mass (kg) of the complete vehicle.
- 3.3. A vehicle representative of the type to be approved shall be submitted to the technical service responsible for conducting the approval tests.

4. Approval

- 4.1. If the vehicle submitted for approval pursuant to this Regulation meets the provisions of paragraph 5. below, approval of that vehicle type shall be granted.

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.2, para. 2

- 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 05 for the Regulation as amended by the 05 series of amendments) shall indicate the series of amendment incorporating the most recent major technical amendments made to the provisions at the time of issue of the approval. The same Contracting Party may not assign the same number to another vehicle type within the meaning of paragraph 2.2. above.
- 4.3. Notice of approval or of extension of approval of a vehicle type pursuant to this Regulation shall be communicated to the Contracting Parties by means of a form conforming to the model reproduced in Annex 1 to this Regulation.
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation an international approval mark consisting of:
 - 4.4.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted the approval².
 - 4.4.2. The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1., and
 - 4.4.3. an additional symbol separated from the approval number and consisting of the symbol identifying the vehicle designation in accordance with paragraph 9.1.1.2. of the ADR. In the case of MEMU vehicles, the identifying symbol may be "EX/III".
- 4.5. If the vehicle conforms to a vehicle type approved under one or more other Regulations annexed to this Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. need not be repeated; in this case the Regulation and approval numbers and the additional symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.
- 4.6. The approval mark shall be clearly legible and be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 4.8. Annex 2 to this Regulation gives an example of the approval mark.

5. Technical provisions

- 5.1. Vehicles shall, depending on the vehicle designation, comply with the following provisions as assigned in the table below³

For the purpose of this Regulation, MEMU vehicles shall comply with the requirements applicable to EX/III vehicles.

Vehicles approved as being in compliance with the requirements applicable to EX/III under this Regulation, as amended by the 05 series of amendments, shall be deemed to comply with the requirements applicable to MEMU vehicles.

² The distinguish numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.2.

³ In this Regulation, references to other Regulations shall be deemed to refer also to any other international rules that apply the same technical requirements as the respective Regulation. References to specific sections of the respective Regulations shall be interpreted accordingly.

<i>Technical specifications</i>		<i>Vehicle designation (according to chapter 9.1 of Annex b to ADR)</i>				
		<i>EX/II</i>	<i>EX/III</i>	<i>AT</i>	<i>FL</i>	
5.1.1.	Electrical equipment					
5.1.1.1.	General provisions	X	X	X	X	
5.1.1.2.1.	Cables	X	X	X	X	
5.1.1.2.2.	Additional protection	X	X	X	X	
5.1.1.3.	Fuses and circuit breakers	X	X	X	X	
5.1.1.4.	Batteries	X	X	X	X	
5.1.1.5.	Lighting	X	X	X	X	
5.1.1.6.	Electrical connections	X	X	X	X	
5.1.1.7.	Voltage	X	X			
5.1.1.8.	Battery master switch		X		X	
5.1.1.9.	Permanently energized circuits					
5.1.1.9.1.					X	
5.1.1.9.2.			X			
5.1.2.	Braking equipment					
5.1.2.1.		X	X	X	X	
5.1.3.	Prevention of fire risks					
5.1.3.2.	Fuel tanks	X	X		X	
5.1.3.3.	Engine	X	X		X	
5.1.3.4.	Exhaust system	X	X		X	
5.1.3.5.	Vehicle endurance braking	X	X	X	X	
5.1.3.6.	Combustion heaters					
5.1.3.6.1		X	X	X	X	
5.1.4	Speed limitation device	X	X	X	X	
5.1.5.	Coupling devices of motor vehicles and trailers	X	X	X	X	
5.1.6.	Prevention of other risks caused by fuels			X	X	

5.1.1. Electrical equipment

5.1.1.1. General provisions

The installation shall be so designed, constructed and protected that it cannot provoke any unintended ignition or short-circuit under normal conditions of use of vehicles.

The electrical installation, as a whole, shall meet the provisions of paragraphs 5.1.1.2. to 5.1.1.9. in accordance with the table of paragraph 5.1.

5.1.1.2. Wiring

5.1.1.2.1. Cables

No cable in an electrical circuit shall carry a current in excess of that for which the cable is designed. Conductors shall be adequately insulated.

The cables shall be suitable for the conditions in the area of the vehicle, such as temperature range and fluid compatibility conditions as given in ISO 16750-4:2010 and ISO 16750-5:2010, they are intended to be used.

The cables shall be in conformity with standard ISO 6722-1:2011 including its Corr. 01:2012 or ISO 6722-2:2013.

Cables shall be securely fastened and positioned to be protected against mechanical and thermal stresses.

5.1.1.2.2. Additional Protection

Cables located to the rear of the driver's cab and on trailers shall be additionally protected to minimize any unintended ignition or short-circuit in the event of an impact or deformation.

The additional protection shall be suitable for the conditions during normal use of the vehicle.

The additional protection is complied with if multicore cables in conformity with ISO 14572:2011 are used or one of the examples in Figures 1 to 4 below or another configuration that offers equally effective protection is used.

Cables of wheel speed sensors do not need additional protection.

EX/II vehicles being one stage-built panel vans where the wiring behind the driver's cab is protected by the body are deemed to comply with this requirement.

Figure 1

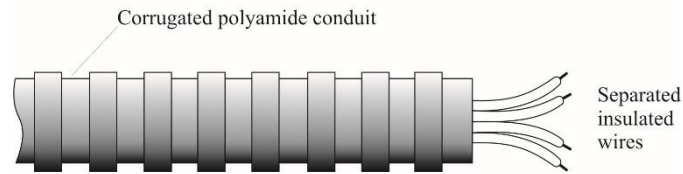


Figure 2

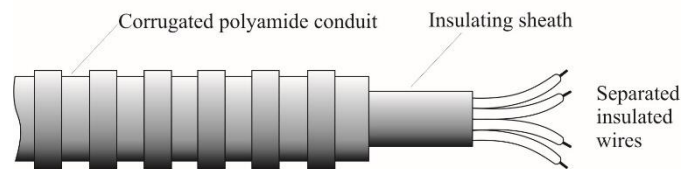


Figure 3

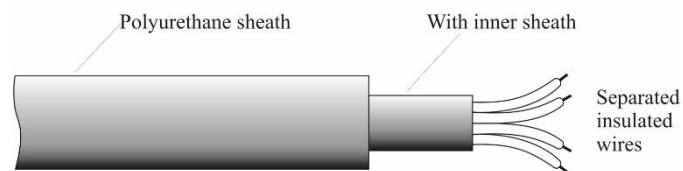
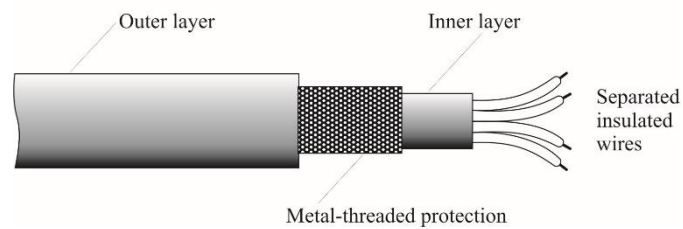


Figure 4



5.1.1.3. Fuses and circuit breakers

All circuits shall be protected by fuses or automatic circuit breakers, except for the following:

- (a) From the starter battery to the cold start system;
- (b) From the starter battery to the alternator;
- (c) From the alternator to the fuse or circuit breaker box;
- (d) From the starter battery to the starter motor;
- (e) From the starter battery to the power control housing of the endurance braking system (see paragraph 5.1.2.1.), if this system is electrical or electromagnetic;
- (f) From the starter battery to the electrical lifting mechanism for lifting the bogie axle.

The above unprotected circuits shall be as short as possible.

- 5.1.1.8. Battery master switch
- 5.1.1.8.1. A switch for breaking the electrical circuits shall be placed as close to the battery as practicable. If a single pole switch is used it shall be placed in the supply lead and not in the earth lead.
- 5.1.1.8.2. A control device to facilitate the disconnecting and the reconnecting functions of the switch shall be installed in the driver's cab. It shall be readily accessible to the driver and distinctively marked. It shall be protected against inadvertent operation by either adding a protective cover, by using a dual movement control device, or by other suitable means. Additional control devices may be installed provided they are distinctively marked and protected against inadvertent operation. If the control device(s) are electrically operated, the circuits of the control device(s) are subject to the requirements of paragraph 5.1.1.9.
- 5.1.1.8.3. The switch shall break the circuits within 10 seconds after activation of the control device.
- 5.1.1.8.4. The switch shall have a casing with protection degree IP65 in accordance with IEC Standard 60529.
- 5.1.1.8.5. The cable connections on the battery master switch shall have a protection degree IP54 in accordance with IEC Standard 60529. However, this does not apply if these connections are contained in a housing which may be the battery box. In this case it is sufficient to insulate the connections against short circuits, for example with a rubber cap
- 5.1.1.8.6. Batteries
- Battery terminals shall be electrically insulated or the battery shall be covered by an insulating cover. Batteries which may develop ignitable gas and are not located under the engine bonnet, shall be fitted in a vented box.
- 5.1.1.9. Permanently energized circuits
- 5.1.1.9.1. (a) Those parts of the electrical installation, including the leads which shall remain energized when the battery master switch is open, shall be suitable for use in hazardous areas. Such equipment shall meet the general requirements of IEC 60079⁴, parts 0 and 14 and the additional requirements applicable from IEC 60079, parts 1, 2, 5, 6, 7, 11, 15 or 18.
- (b) For the application of IEC 60079, part 14, the following classification shall be used:
- Permanently energized electrical equipment including the leads which are not subject to paragraphs 5.1.1.4. and 5.1.1.8. shall meet the requirements for Zone 1 for electrical equipment in general or meet the requirements for Zone 2 for electrical equipment situated in the driver's cab. The requirements for explosion group IIC, temperature class T6, shall be met.
- However, for permanently energized electrical equipment installed in an environment where the temperature caused by non-electrical equipment situated in that environment exceeds the T6 temperature limit, the temperature classification of the permanently energized electrical equipment shall be at least that of the T4 temperature class.
- (c) The supply leads for permanently energized equipment shall either comply with the provisions of IEC 60079, part 7 ("Increased safety")

⁴ The requirements of IEC 60079 part 14 do not take precedence over the requirements of this Regulation

and be protected by a fuse or automatic circuit breaker placed as close to the source of power as practicable or, in the case of "intrinsically safe equipment", they shall be protected by a safety barrier placed as close to the source of power as practicable.

- 5.1.1.9.2. Bypass connections to the battery master switch for electrical equipment which shall remain energized when the battery master switch is open shall be protected against overheating by suitable means, such as a fuse, a circuit breaker or a safety barrier (current limiter)
- 5.1.1.5. Lighting
Light sources with a screw cap shall not be used.
- 5.1.1.6. Electrical connections between motor vehicles and trailers
- 5.1.1.6.1. Electrical connections shall be designed to prevent:
- (a) Ingress of moisture and dirt; the connected parts shall have a protection degree of at least IP54 in accordance with IEC 60529;
 - (b) Accidental disconnection; connectors shall fulfil the requirements given in clause 5.6. of ISO 4091:2003.
- 5.1.1.6.2. Requirements of paragraph 5.1.1.6.1. are deemed to be met:
- (a) For connectors standardized for specific purposes accord to ISO 12098:2004⁵, ISO 7638:2003⁵, EN 15207:2014⁵ or ISO 25981:2008⁵;
 - (b) Where the electrical connections are part of an automatic coupling system (see Regulation No. 55).
- 5.1.1.6.3. Electrical connections for other purposes concerning the proper functioning of the vehicles or their equipment may be used provided they comply with the requirements of paragraph 5.1.1.6.1.
- 5.1.1.7. Voltage
The nominal voltage of the electrical system shall not exceed 25 V AC or 60 V DC.
Higher voltages are allowed in galvanically isolated parts of the electrical system provided those parts are not located within a perimeter of at least 0.5 metres from the outside of the load compartment or tank.
Additionally systems working on a voltage higher than 1,000 V AC or 1,500 V DC shall be integrated in an enclosed housing.
If Xenon lights are used only those having integrated starters are allowed.
- 5.1.3. Prevention of fire risks
- 5.1.3.1. General provisions
The following technical provisions shall apply in accordance with the table of paragraph 5.1.
- 5.1.3.2. Fuel tanks and cylinders
The fuel tanks and cylinders supplying the engine of the vehicle shall meet the following requirements:
- (a) In the event of any leakage under normal conditions of carriage, the liquid fuel or the liquid phase of a gaseous fuel, shall drain to the ground and not come into contact with the load or hot parts of the vehicle;

⁵ ISO 4009, referred to in this standard, need not be applied

- (b) Fuel tanks for liquid fuels shall meet the requirements of Regulation No. 34; fuel tanks containing petrol shall be equipped with an effective flame trap at the filler opening or with a closure enabling the opening to be kept hermetically sealed. Fuel tanks and cylinders for LNG and for CNG respectively shall meet the relevant requirements of Regulation No. 110. Fuel tanks for LPG shall meet the relevant requirements of Regulation No. 67;
- (c) The discharge opening(s) of pressure relief devices and/or pressure relief valves of fuel tanks containing gaseous fuels shall be directed away from air intakes, fuel tanks, the load or hot parts of the vehicle and shall not impinge on enclosed areas, other vehicles, exterior-mounted systems with air intake (i.e. air conditioning systems), engine intakes, or engine exhaust. Pipes of the fuel system shall not be fixed on the shell containing the load.

5.1.3.3. Engine

The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. The use of CNG or LNG as fuel shall be permitted only if the specific components for CNG and LNG are approved according to Regulation No. 110 and meet the provisions of paragraph 5.1.1. The installation on the vehicle shall meet the technical requirements of paragraph 5.1.1. and Regulation No. 110. The use of LPG as fuel shall be permitted only if the specific components for LPG are approved according to Regulation No. 67 and meet the provisions of paragraph 5.1.1. The installation on the vehicle shall meet the technical requirements of paragraph 5.1.1. and Regulation No. 67. In the case of EX/II, and EX/III vehicles, the engine shall be of compression-ignition construction using only liquid fuels with a flashpoint above 55 °C. Gases shall not be used.

5.1.3.4. Exhaust system

The exhaust system (including the exhaust pipes) shall be so directed or protected to avoid any danger to the load through heating or ignition. Parts of the exhaust system situated directly below the fuel tank (diesel) shall have a clearance of at least 100 mm or be protected by a thermal shield.

The exhaust system of EX/II, EX/III and MEMU vehicles shall be so constructed and situated that any excess heat shall not constitute a hazard to the load by raising the temperature on the inner surface of the load compartment above 80 °C .⁶

5.1.3.5. Vehicle endurance braking

Vehicles equipped with endurance braking systems emitting high temperatures placed behind the rear wall of the driver's cab shall be equipped with a thermal shield securely fixed and located between this system and the tank or load so as to avoid any heating, even local, of the tank shell or the load.

In addition, the thermal shield shall protect the braking system against any outflow or leakage, even accidental, of the load. For instance, a protection including a twin-shell shield shall be considered satisfactory.

5.1.3.6. Combustion Heaters

- 5.1.3.6.1. Combustion heaters shall comply with the relevant technical requirements of Regulation No. 122, including those of Annex 9.

5.1.2. Braking equipment

- 5.1.2.1. EX/II, EX/III, AT, FL and MEMU vehicles shall fulfil all relevant requirements of Regulation No. 13, including those of Annex 5.

5.1.4. Speed limitation device

Power driven vehicles of categories N₂ and N₃ shall be equipped with a speed limitation device according to the technical requirements of Regulation No. 89. The device shall be set in such a way that the speed cannot exceed 90 km/h, bearing in mind the technological tolerance of the device.

- 5.1.5. Coupling devices of motor vehicles and trailers
Coupling devices of motor vehicles and trailers shall comply with the technical requirements of Regulation No. 55.
- 5.1.6. Prevention of other risks caused by fuels
- 5.1.6.1. Fuel systems for engines fuelled by LNG shall be so equipped and situated to avoid any danger to the load due to the gas being refrigerated.

6. Modification of the vehicle type and extension of approval

- 6.1. Every modification of the vehicle type shall be notified to the Type Approval Authority which approved the vehicle type. The department may then either:
 - 6.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still complies with the requirements, or
 - 6.1.2. Require a further test report from the technical service responsible for conducting the tests.
- 6.2. Confirmation or refusal of approval, specifying the alteration, shall be communicated by the procedure specified in paragraph 4.3. to the Contracting Parties.
- 6.3. The Competent Authority issuing an extension of approval shall assign a series number to each communication form drawn up for such an extension and inform thereof the other Parties by means of a communication form conforming to the model in Annex 1 to this Regulation.

7. Conformity of production

The conformity of production procedures shall comply with those set out in the Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements:

- 7.1. Vehicles approved to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements set forth in paragraph 5. above.
- 7.2. The Competent Authority which has granted type-approval may at any time verify the conformity control methods applicable to each production facility. The normal frequency of these verifications shall be once per two years.

8. Penalties for non-conformity of production

- 8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 7. above is not complied with.
- 8.2. If a Contracting Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith notify the other Contracting Parties applying this Regulation, by means of a communication form conforming to the model in Annex 1 to this Regulation.

9. Production definitely discontinued

If the holder of the approval completely ceases to manufacture a type of vehicle under this Regulation, he shall so inform the authority which granted the approval. Upon receiving the relevant communication, that authority shall inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

10. Transitional provisions

- 10.1. As from the official date of entry into force of the 06 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 06 series of amendments.
- 10.2. As from 1 April 2018, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 06 series of amendments.
- 10.3. Contracting Parties applying this Regulation shall continue to grant approvals and extensions of such approvals to those types of vehicle which comply with the requirements of this Regulation, as amended by the preceding series of amendments until 31 March 2018.
- 10.4. No Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the 06 series of amendments to this Regulation.

11. Names and addresses of Technical Services conducting approval tests, and Type Approval Authorities

The Contracting Parties to the Agreement applying this Regulation shall communicate to the secretariat of the United Nations the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval, issued in other countries, are to be sent.

Annex 1

Communication

(maximum format: A4 (210 x 297 mm))



issued by:
Name of administration:
.....

concerning²: APPROVAL GRANTED
APPROVAL EXTENDED
APPROVAL REFUSED
APPROVAL WITHDRAWN
PRODUCTION DEFINITELY DISCONTINUED

of a vehicle type with regard to specific constructional features for the transport of dangerous goods.

Approval No.: Extension No.:

1. Trade name or mark of the vehicle:
2. Vehicle category: N₁, N₂, N₃, O₁, O₂, O₃ or O₄:
(chassis-cab, tractor for semi-trailer, trailer-chassis, trailer with a self-supporting body²)
3. Vehicle type:
4. Vehicle designation (EX/II, EX/III, FL, AT, MEMU):
5. Manufacturer's name and address:
6. If applicable, name and address of manufacturer's representative:
7. Mass of the vehicle:
- 7.1. Technical maximum mass of complete vehicle:
8. Specific equipment of the vehicle:
- 8.1. The vehicle is/is not² equipped with specific electrical devices.
Summary description:
- 8.2. The vehicle is/is not² equipped with devices for the prevention of fire risks.
Summary description:
- 8.3. In the case of a motor vehicle:
- 8.3.1. Type of engine: positive-ignition, compression-ignition².
9. Vehicle submitted for approval on:
10. Technical service responsible for carrying out approval inspections:

¹ Distinguishing number of the country which has granted/extended/refused or withdrawn approval.

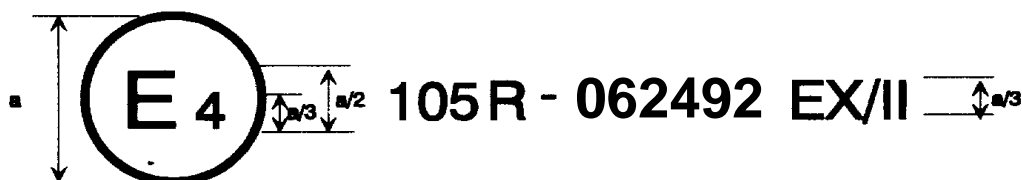
² Strike out what does not apply.

11. Date of report issued by that service:
12. Number of report issued by that service:
13. Approval granted/refused/extended/withdrawn².
14. Position of approval mark on the vehicle:
15. Place:
16. Date:
17. Signature:

Annex 2

Arrangements of approval marks

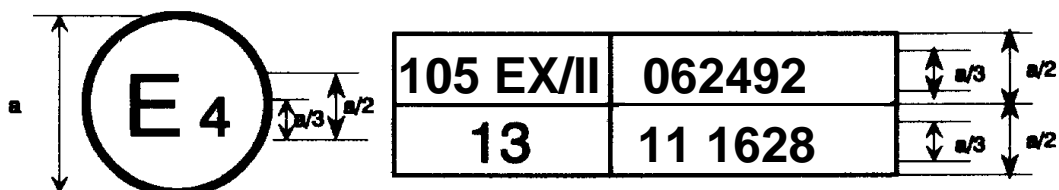
Model A
 (see paragraph 4.4. of this Regulation)



$a = 8 \text{ mm min.}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned, intended for the transport of dangerous goods, has been approved in the Netherlands (E 4), pursuant to Regulation No. 105, under the approval number 062492 and designated EX/II (according to paragraph 9.1.1.2. of Annex B to the ADR). The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No. 105 as amended by the 06 series of amendments.

Model B
 (see paragraph 4.5. of this Regulation)



$a = 8 \text{ mm min.}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 105 and 13¹. The first two digits of the approval numbers indicate that, at the dates when respective approvals were granted, Regulation No. 105, as amended by the 06 series of amendments, while Regulation No. 13 already included the 11 series of amendments.

¹ The second Regulation number is given merely as an example.