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Working Party on the Transport of Dangerous Goods

Report of the Working Party on its 102nd session

held in Geneva from 8 to 11 May 2017

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 102nd session from 8 to 11 May 2017 under the chairmanship of Mr. J.A. Franco (Portugal) and the vice-chairmanship of Ms. A. Roumier (France).
2. Representatives from the following countries took part in the session: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United Kingdom.
3. The European Union was represented.
4. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).
5. 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.15/236 and Add.1 (Secretariat)

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

6. The Working Party adopted the provisional agenda prepared by the secretariat, as amended by informal document INF.2 to take account of documents ECE/TRANS/WP.15/2017/11 and ECE/TRANS/WP.15/2017/12 and informal documents INF.1 to INF.22.

III. Seventy-ninth session of the Inland Transport Committee (agenda item 2)

Informal documents: INF.9 and INF.22 (Secretariat)

7. Ms. Eva Molnar, Director of the Sustainable Transport Division of the Economic Commission for Europe (UNECE), presented to the Working Party the draft strategy of the Inland Transport Committee. She recalled that the Committee had invited the working parties to send their comments and recommendations to the secretariat with a view to issuing a revised version to be considered by the Committee at its 2018 session.
8. In particular, the Committee invited the working parties to reflect on the issues identified in paragraph 46 of the draft strategy. With regard to the work of the Working Party on the Transport of Dangerous Goods, the following questions might arise:
 - How to facilitate the implementation of the Sustainable Development Goals of the United Nations of relevance to the work of the Working Party?
 - How to facilitate the implementation of and accession to ADR?
 - What were the expected changes regarding the transport of dangerous goods by 2030, for example as far as the geographical application of ADR, the applications of telematics and the fight against greenhouse gases were concerned? How could ADR and the work of the Working Party anticipate and adapt to such changes?

9. Several delegations recalled that the Working Party had been accustomed to adjusting its programme of work to take account of technical developments, for example the use of alternative fuels, telematics etc.

10. Ms. Eva Molnar invited delegations wishing to do so to submit their comments as soon as possible and, if possible, before the next meeting of the Bureau of the Committee (13 June 2017).

11. The Working Party noted the main decisions relating to the Committee's work taken during its seventy-ninth session, including decision No. 44 concerning the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR and decision No. 45 requesting the Working Party to reconsider the possibility of changing the title of ADR (ECE/TRANS/2010/2, para. 1).

12. Several delegations expressed their readiness to resume discussions on that point. One delegation indicated that it would like such a decision to be accompanied by measures to ensure that all contracting parties fulfilled their obligations in respect of information and notifications to be brought to the attention of the other contracting parties.

13. With regard to the decision No. 6 of the Inland Transport Committee, the Working Party considered that it had already taken the necessary measures to maximize its effectiveness and that it had been able to balance the activities of its programme of work without having an impact on necessary resources.

IV. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 3)

A. Status of ADR and the Protocol of amendment of 1993

Informal document: INF.15 (Secretariat)

14. The Working Party noted that there were no new contracting parties to ADR. It welcomed the accession of Ukraine to the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR and encouraged the 13 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, Tajikistan, the former Yugoslav Republic of Macedonia and Tunisia) to take the measures necessary to ratify or accede to it so that it could do so.

B. Corrections to ADR 2017

15. The Working Party noted that the corrections to ADR adopted at its 101st session had been deemed to be accepted (C.N.891.2016.TREATIES of 7 December 2016 and C.N.120.2017.TREATIES of 20 March 2017) (see also ECE/TRANS/WP.15/235, paras. 16 and 17 and annex II).

V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4)

A. Amendments proposed by the Joint Meeting at its autumn 2016 session and its spring 2017 session

Documents: ECE/TRANS/WP.15/AC.1/144, annex II and
ECE/TRANS/WP.15/AC.1/146, annex II

16. The amendments contained in annex II of ECE/TRANS/WP.15/AC.1/144, as amended in annex II of ECE/TRANS/WP.15/AC.1/146, were adopted with some amendments for entry into force on 1 January 2019 (see annex I).

17. The amendments concerning 6.8.2.2.3, 6.8.2.2.10 and 6.8.2.3.1 and the corresponding transitional measures contained in annex II of ECE/TRANS/WP.15/AC.1/146 will be considered after confirmation by the Joint Meeting at its forthcoming session. The other amendments contained in annex II of ECE/TRANS/WP.15/AC.1/146 were adopted with some amendments for entry into force on 1 January 2019 (see annex I).

B. Corrections proposed by the Joint Meeting at its spring 2017 session

Document: ECE/TRANS/WP.15/AC.1/146, annex III

18. The Working Party confirmed that the corrections proposed by the Joint Meeting at its spring 2017 session were purely technical in nature and were intended to correct discrepancies between the English and Russian texts and the authentic French version or to correct typographical errors or numbering or cross-referencing problems.

19. The Working Party, considering that such corrections did not change the substance of the provisions of ADR, adopted the corrections proposed by the Joint Meeting and requested it to take the necessary steps to publish a corrigendum as soon as possible (see annexes II and III).

VI. Proposals for amendments to annexes A and B of ADR (agenda item 5)

A. Construction and approval of vehicles

1. Interpretation of the requirements of ADR 9.3.4.2 for EX/II and EX/III vehicles

Informal document: INF.6 (Germany)

20. The Working Party had already taken decisions concerning the interpretation of 9.3.4.2 in respect of materials that could be used for the construction and insulation of EX/III vehicle bodies (see, in particular, ECE/TRANS/WP.15/230, paras. 12-15).

21. Regarding the request put forward by Germany, there was no consensus about the possibility of using sandwich panels. For some delegations, this option seemed possible, but additional tests were needed in order to make a decision.

22. The Working Party recognized the usefulness of updating and clarifying the technical requirements for the construction of EX/II and EX/III vehicles to take technical developments into consideration.

23. The representative of Germany proposed preparing a proposal along those lines for the next session and invited those delegations that so wished to contribute to it by sending her their comments and technical data by the end of July 2017.

2. Electrical equipment — application of 9.2.2.9.1

Document: ECE/TRANS/WP.15/2017/6 (France)

24. The proposal by France to add references to parts 26 and 28 of IEC 60079 in 9.2.2.9.1 and 9.7.8.2 was adopted (see annex I).

25. The Working Party confirmed that electrical equipment installed on vehicles in accordance with 9.2.2.9.1 or 9.7.8.2 prior to the entry into force of the amendment could still be used.

3. Fastening requirements in 9.7.3

Document: ECE/TRANS/WP.15/2017/7 (Norway)

26. Put to the vote, proposals 1, 2a, 2c and 3 were adopted, with some changes (see annex I). Proposal 2b was rejected.

4. First inspection waiver for EX/II, EX/III, FL and AT vehicles and MEMUs type-approved in accordance with 9.1.2.2 for which a declaration of conformity with the requirements of Chapter 9.2 has been issued

Document: ECE/TRANS/WP.15/2017/11 (United Kingdom)

27. Following a preliminary discussion at the current session, it was decided to keep the document on the agenda for discussion at the next session.

5. Corrections to Chapter 9.2

Informal document: INF.12 (Romania)

28. The Working Party confirmed that the corrections proposed by the representative of Romania were purely technical in nature and addressed problems of numbering or cross references.

29. The Working Party, considering that such corrections did not alter the content of the ADR provisions, adopted them and requested the secretariat to take the necessary steps to publish a corrigendum as soon as possible (see annexes II and III).

6. Correction in the Guidelines for completing the certificate of approval according to ADR 9.1.3

Informal document: INF.18 (Sweden)

30. The Working Party confirmed the proposed correction to the Guidelines for completing the certificate of approval according to 9.1.3 of ADR, adopted by the Working Party at its ninety-seventh session (see ECE/TRANS/WP.15/226, annex II) and requested the secretariat to update the published versions on the ECE secretariat's website (see annex IV).

B. Miscellaneous proposals

1. Application of UN Nos. 3166 and 3171 to vehicles carried as a load and fuel quantity limits for gas-liquid hybrid engines carried on trailers

Document: ECE/TRANS/WP.15/2017/4 (Switzerland)

31. Several delegations considered that the proposal by Switzerland also involved vehicles and wagons carried as a load on wagons or ships. After discussion, the Working Party invited the representative of Switzerland to submit his proposal to the Joint Meeting.

2. 5.4.1.1.1 (f) and carriage in accordance with 1.1.3.6

Document: ECE/TRANS/WP.15/2017/5 (Sweden and IRU)

Informal document: INF.16 (IRU)

32. Put to the vote, the three proposals were adopted, for entry into force on 1 January 2019, with some changes (see annex I).

3. Proposal for a definition of carriage by private individuals under 1.1.3.1 (a)

Document: ECE/TRANS/WP.15/2017/9 (Switzerland)

Informal document: INF.5 (Switzerland)

33. The Working Party thanked the representative of Switzerland for his document containing a summary of the discussions already held in the Working Party.

34. The Working Party noted that the exemptions under 1.1.3.1 (a) had been interpreted and implemented differently in the countries of the delegations that had spoken and that it had been difficult to clarify the scope of 1.1.3.1 (a) in such conditions. Several delegations considered that the proposed amendments did not resolve the issues raised. Some delegations considered this was also an issue for the RID.

35. The representative of Switzerland withdrew his proposal for this session and will take the comments received into consideration to respond to the questions raised.

4. Reference to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

Document: ECE/TRANS/WP.15/2017/12 (Secretariat)

36. Put to a vote, the proposal to make a reference to chapters 9 and 10 of the CTU Code in the footnote to 7.5.7.1 of ADR was adopted (see annex I).

37. The representative of Germany said that she might submit at the next session a proposal aimed at extending that reference to all of the CTU Code.

5. Increase of amount of explosives per transport unit

Document: ECE/TRANS/WP.15/2017/8 (Spain)

Informal documents: INF.7 (Ireland), INF.17 (Ireland and Spain) and INF.20 (Spain)

38. Most of the delegations that spoke were not in favour of the proposal by Spain to increase the maximum permissible net mass per transport unit for UN Nos. 0027, 0081, 0082, 0083, 0084, 0241, 0331 and 0332 in EX/III vehicles.

39. The representative of Spain took note of the comments and reservations made and would submit a revised proposal at the next session in order to take them into account and provide responses to them.

6. Orange-coloured plate marking in a transport chain including maritime or air carriage

Document: ECE/TRANS/WP.15/2017/2 (Switzerland)

Informal document: INF.21 (Switzerland and Norway)

40. The Working Party confirmed that, notwithstanding the provisions of 1.1.4.2.2, transport units composed of a vehicle or vehicles other than those carrying containers, portable tanks, tank-containers or MEGCs as provided for in 1.1.4.2.1 (c), which were not placarded in accordance with the provisions of 5.3.1 of ADR but which were marked and placarded in accordance with Chapter 5.3 of the IMDG Code, accepted for carriage in a transport chain including maritime transport, were not required to bear orange-coloured plate marking in cases in which such marking was not required under ADR (for example in application of 1.1.3.6).

41. The majority of delegations considered that this interpretation was not in contradiction with the current wording of 1.1.4.2.2. Put to a vote, the proposal by Switzerland and Norway to clarify the text in that respect was not adopted.

7. Application of tunnel restrictions for engine and machinery entries of UN Nos. 3528, 3529 and 3530

Document: ECE/TRANS/WP.15/2017/3 (Switzerland)

Informal document: INF.19 (Switzerland)

42. The Working Party expressed support for provisions aimed at requiring, in view of the application of tunnel restrictions, orange-coloured plates for vehicles carrying engines or machinery under UN Nos. 3528, 3529 and 3530 in accordance with special provision 363.

43. The representative of Switzerland prepared a revised proposal in informal document INF.19 in order to take account of the comments made in session and amendments to special provision 363 prepared by the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods, which would be discussed during the autumn 2017 session of the Joint Meeting.

44. Put to the vote, proposal 1 was adopted with some changes, and proposal 2 was adopted with consequential amendments to 1.9.5 (see annex I).

8. Proposal for amendments to 5.3.2.1.4 and 5.3.2.1.6

Document: ECE/TRANS/WP.15/2017/10 (Austria)

45. Put to a vote, the proposal to amend 5.3.2.1.6 was adopted and would be kept in square brackets for confirmation at the next session (see annex I). Put to a vote, the proposal to amend paragraph 5.3.2.1.4 was adopted with a change (see annex I).

9. Amendment to 8.1.2.1 (a)

Informal document: INF.3 (Sweden)

46. The proposal by Sweden was adopted (see annex I).

10. Correction of 6.8.2.4.3

Informal document: INF.14 (France)

47. The Working Party confirmed that the text of 6.8.2.4.3 adopted by the Working Party on the basis of a proposal in original English of the working group on tanks of the Joint Meeting contained a translation error in the French version.

48. The Working Party adopted the proposed correction of the French text and requested the secretariat to take the necessary steps so that a corrigendum could be published as soon as possible (see annexes II and III).

VII. Interpretation of ADR (agenda item 6)

A. Information in the transport document

Document: ECE/TRANS/WP.15/2017/1 (Poland)

49. The Working Party confirmed that ADR does not prohibit the inclusion of information in the transport document in addition to the information listed under 5.4.1 and that the competent authorities could request the necessary complementary information to be included for reasons other than safety during carriage under article 4 (1) of the Agreement.

50. Several delegations recalled that the law adopted in Poland requiring the addition of the name and address of the owner of the dangerous goods being carried in the transport document, while in keeping with article 4 (1) of ADR, presented obstacles to the international trade in dangerous goods (see also ECE/TRANS/WP.15/235, paras. 37-43).

51. The representative of IRU regretted that restrictions imposed in some countries under article 4 (1) of ADR posed problems for transport companies and could be seen as trade barriers, especially considering that the information regarding such restrictions could be difficult to obtain. He invited the Contracting Parties to communicate such information to the secretariat of the United Nations Economic Commission for Europe through the website.

52. The Chair noted that, unfortunately, in the current economic context in Europe, several Governments tended to apply measures amounting to protectionist measures to the transport of goods in general, and not only to the transport of dangerous goods. Several delegations shared that opinion and regretted situations of that kind. The competent authorities of ADR were not always aware of the measures in question, which often came under the authority of ministries other than transport ministries and had difficulties in informing carriers about restrictions that were outside their jurisdiction. It was suggested that those issues should be brought to the attention of the Inland Transport Committee.

B. Transitional measure c for 9.2.2.6 in the table in 9.2.1.1

Informal document: INF.13 (Romania)

53. The Working Party confirmed that comment c in the table in 9.2.1.1 applied to motor vehicles intended to draw trailers with a maximum mass exceeding 3.5 tonnes and to trailers with a maximum mass of exceeding 3.5 tonnes first registered (or which entered into service if registration is not mandatory) after 31 March 2018. It was the intention of the proposal contained in ECE/TRANS/WP.15/2015/15 that had been adopted by the Working Party but the French version contained a translation error.

54. The Working Party adopted the proposed correction of the French text and requested the secretariat to take the necessary steps so that a corrigendum could be published as soon as possible (see annexes II and III).

VIII. Programme of work (agenda item 7)

A. Draft programme of work and calendar of meetings for the period 2018-2019

Informal document: INF.8 (Secretariat)

55. The Working Party adopted the draft programme of work for the period 2018-2019 as prepared by the secretariat with an amendment regarding the number of meetings scheduled for the Working Party to take into account the decision to reduce the time for the November 2018 session to 8 half days instead of 10 (see annex V).

B. 103rd session

56. The items on the agenda of the next session would be the same as for this session with the addition of an item for the anniversary of ADR and an item for the election of officers for 2018.

57. In order to ensure the relevant experts' attendance, the Working Party agreed to set aside, during its next session, the morning of Wednesday, 8 November 2017 to discuss the construction of the bodies of EX vehicles.

58. The Working Party also agreed to set aside, during its next session, the afternoon of 6 November 2017 to hold a round table on the theme of transport of dangerous goods.

59. The secretariat invited delegations wishing to do so to submit to it in writing by the end of July 2017 proposals concerning the moderation of the round table or possible presentations envisaged.

C. Biennial evaluations

Informal document: INF.8 (Secretariat)

60. The Working Party requested the secretariat to update parts II and III of informal document INF.8 and submit them as formal documents for the next session.

61. The Working Party invited the countries for which that information was not available to communicate to the UNECE secretariat the addresses of the authorities and bodies designated by them which were competent in accordance with national law to implement ADR, referring in each case to the relevant requirement of ADR and giving the addresses to which the relevant applications should be made. When appropriate, the countries were invited to confirm that only the main competent authority was competent for all the requirements of ADR.

62. The Working Party also invited countries that had not done so to send their official translations of instructions in writing following the model of 5.4.3 and sample ADR driver training certificates that they issued or to confirm that no certificates had been issued in their country, if appropriate.

IX. Any other business (agenda item 8)

Informal document: INF.4 (CEFIC)

63. The Working Party took note with interest of the revised version of the guidelines developed by the industry for the application of Chapter 1.10 of ADR concerning the security of the transport of dangerous goods by road and thanked the organizations concerned. Several delegations stressed the usefulness of those guidelines and welcomed the fact that they were regularly updated.

X. Adoption of the report (agenda item 9)

64. The Working Party adopted the report on its 102nd session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Draft amendments to annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2019

Chapter 1.1

1.1.3.6.3 In the heading to column (3) of the table in 1.1.3.6.3, insert a table note b to read as follows:

“^b The maximum total quantity for each transport category corresponds to a calculated value of “1000” (see also 1.1.3.6.4).”

(Reference document: ECE/TRANS/WP.15/2017/5, proposal 3, as amended)

1.1.3.6.4 At the end, after the indents, after “shall not exceed”, insert “a calculated value of”.

(Reference document: ECE/TRANS/WP.15/2017/5, proposal 1, as amended1)

Chapter 1.2

1.2.1 Add the following new definitions in alphabetical order:

“*Diameter*” (for shells of tanks) means the internal diameter of the shell.”.

“*Protective lining*” (for tanks) means a lining or coating protecting the metallic tank material against the substances to be carried;”.

NOTE: *This definition does not apply to a lining or coating used only to protect the substance to be carried.*”.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II and ECE/TRANS/WP.15/AC.1/146, annex II)

1.2.1 Amend the definition of “hermetically closed tank” to read as follows:

“*Hermetically closed tank*” means a tank that:

- is not equipped with safety valves, bursting discs, other similar safety devices or vacuum valves; or
- is equipped with safety valves preceded by a bursting disc according to 6.8.2.2.10, but is not equipped with vacuum valves.

A tank intended for the carriage of liquid substances with a calculation pressure of at least 4 bar or intended for the carriage of solid substances (powdery or granular) regardless of its calculation pressure is also considered hermetically closed if it:

- is equipped with safety valves preceded by a bursting disc according to 6.8.2.2.10 and vacuum valves, in accordance with the requirements of 6.8.2.2.3; or,
- is not equipped with safety valves, bursting discs or other similar safety devices, but is equipped with vacuum valves, in accordance with the requirements of 6.8.2.2.3.”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Chapter 1.4

1.4.2.2.2 Add the following new sentence at the end: “In the case of 1.4.2.2.1 (c) he may rely on what is certified in the “container/vehicle packing certificate” provided in accordance with 5.4.2.”.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

Chapter 1.6

1.6.1 Add the following new transitional measures:

“1.6.1.44 Undertakings which participate in the carriage of dangerous goods only as consignors and which did not have to appoint a safety adviser on the basis of the provisions applicable until 31 December 2018 shall, by derogation from the provisions of 1.8.3.1 in force from 1 January 2019, appoint a safety adviser no later than 31 December 2022.

1.6.1.45 Contracting Parties may, until 31 December 2020, continue to issue training certificates for dangerous goods safety advisers conforming to the model applicable until 31 December 2018, instead of those conforming to the requirements of 1.8.3.18 applicable from 1 January 2019. Such certificates may continue in use to the end of their five-year validity.”.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

1.6.3 Add the following new transitional measures:

“1.6.3.47 Fixed tanks (tank-vehicles) and demountable tanks built before 1 July 2019, fitted with safety valves meeting the requirements in force up to 31 December 2018 but which do not meet the requirements of 6.8.3.2.9 last sub-paragraph concerning their design or protection applicable from 1 January 2019 may continue to be used until the next intermediate or periodic inspection after 1 January 2021.

1.6.3.48 Notwithstanding the requirements of special provision TU 42 of 4.3.5 applicable from 1 January 2019, fixed tanks (tank vehicles) and demountable tanks with a shell constructed of aluminium alloy, including those with protective lining, which were used before 1 January 2019 for the carriage of substances with a pH value less than 5.0 or more than 8.0, may continue to be used for the carriage of such substances until 31 December 2022.

1.6.3.51 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which do not however conform to the requirements of 6.8.2.1.23 concerning the check of the welds in the knuckle area of the tank ends applicable as from 1 January 2019 may still be used.

1.6.3.52 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which however do not conform to the requirements of 6.8.2.2.11 applicable from 1 January 2019 may continue to be used.”.

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II, as amended in ECE/TRANS/WP.15/AC.1/146, annex II and ECE/TRANS/WP.15/AC.1/146, annex II)

1.6.4 Add the following new transitional measures:

“1.6.4.49 Tank-containers built before 1 July 2019, fitted with safety valves meeting the requirements in force up to 31 December 2018 but which do not meet the requirements of 6.8.3.2.9 last sub-paragraph concerning their design or protection applicable from

1 January 2019 may continue to be used until the next intermediate or periodic inspection after 1 January 2021.

1.6.4.50 Notwithstanding the requirements of special provision TU 42 of 4.3.5 applicable from 1 January 2019, tank-containers with a shell constructed of aluminium alloy, including those with a protective lining, which were used before 1 January 2019 for the carriage of substances with a pH value less than 5.0 or more than 8.0, may continue to be used for the carriage of such substances until 31 December 2022.

1.6.4.53 Tank-containers constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which do not however conform to the requirements of 6.8.2.1.23 concerning the check of the welds in the knuckle area of the tank ends applicable as from 1 January 2019 may still be used

1.6.4.54 Tank-containers constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which however do not conform to the requirements of 6.8.2.2.11 applicable from 1 January 2019 may continue to be used.”.

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II, as amended in ECE/TRANS/WP.15/AC.1/146, annex II)

1.6.5 Add the following new transitional measure:

“1.6.5.22 Vehicles first registered (or which entered into service if registration is not mandatory) before 1 January 2021 in compliance with the requirements of 9.7.3 applicable until 31 December 2018, but not in compliance with the requirements of 9.7.3 applicable as from 1 January 2019, may continue to be used.”.

(Reference document: ECE/TRANS/WP.15/2017/7, proposal 1, as amended)

Chapter 1.8

1.8.3 Insert the following new sub-section 1.8.3.19:

“1.8.3.19 *Extension of the certificate*

Where an adviser extends the scope of his certificate during its period of validity by meeting the requirements of 1.8.3.16.2, the period of validity of a new certificate shall remain that of the previous certificate.”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Chapter 1.9

1.9.5.2.2 For tunnel category B, in the first row of the table, insert a new entry after “Class 1: Compatibility groups A and L;” to read as follows: “Class 2: UN No.3529;”

1.9.5.2.2 For tunnel category D, in the first row of the table, insert a new entry after “Class 2: Classification codes F, FC, T, TF, TC, TO, TFC and TOC;” to read as follows: “Class 3: UN No. 3528;”

(Reference document: ECE/TRANS/WP.15/2017/3, as amended in Informal document INF.19)

Chapter 3.2

3.2.1 In the explanatory note for Column (9a), in the third indent, after “with the letter ‘L’”, insert: “or the letters ‘LL’” (twice).

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Table A

For UN No. 0509, in column (9b), insert: “MP24”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

For UN Nos. 1755 PG II and PG III, 1778 PG II, 1779 PG II, 1788 PG II and PG III, 1789 PG II and PG III, 1791 PGII and PG III, 1803 PG II, 1805 PG III, 1814 PG II and PG III, 1819 PG II and PG III, 1824 PG II and PG III, 1830 PG II, 1832 PG II, 1840 PG III, 1906 PG II, 2031 PG II, 2581 PG III, 2582 PG III, 2586 PG III, 2693 PG III, 2796 PG II, 3264 PG II and PG III, add “TU42” in column (13).

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

For UN Nos. 3091 and 3481, replace “636” by “670” in column (6).

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

For UN No. 3528, in column (15), at the bottom of the cell, insert “(D)”.

(Reference document: ECE/TRANS/WP.15/2017/3, as amended in Informal document INF.19)

For UN No. 3529, in column (15), at the bottom of the cell, insert “(B)”.

(Reference document: ECE/TRANS/WP.15/2017/3, as amended in Informal document INF.19)

For UN No. 3530, in column (15), at the bottom of the cell, insert “(E)”.

(Reference document: ECE/TRANS/WP.15/2017/3, as amended in Informal document INF.19)

Chapter 3.3

Special provision 250 In paragraph (a), delete: “(see Table S-3-8 of the Supplement)”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Amend Special Provision 363 (l) to read as follows:

“(l) When the engine or machinery contains more than 1 000 l of liquid fuels, for UN No. 3528 and UN No. 3530, or the fuel tank has a water capacity of more than 1 000 l, for UN No. 3529:

- A transport document in accordance with 5.4.1 is required. This transport document shall contain the following additional statement "Transport in accordance with special provision 363";
- When the carriage is known beforehand to pass through a tunnel with restrictions for carriage of dangerous goods, the transport unit shall display orange-coloured plates according to 5.3.2 and the tunnel restrictions according to 8.6.4 apply.”.

(Reference document: ECE/TRANS/WP15/2017/3, as amended in informal document INF.19)

Amend special provision 636 to read as follows:

“636 Up to the intermediate processing facility, lithium cells and batteries with a gross mass of not more than 500 g each, lithium ion cells with a Watt-hour rating of not more than 20 Wh, lithium ion batteries with a Watt-hour rating of not more than 100 Wh, lithium metal cells with a lithium content of not more than 1 g and lithium metal batteries with an aggregate lithium content of not more than 2 g, not contained in equipment, collected and handed over for carriage for sorting, disposal or recycling, together with or without other non-lithium cells or batteries, are not subject to the other provisions of ADR including special provision 376 and 2.2.9.1.7, if the following conditions are met:

(a) The cells and batteries are packed according to packing instruction P909 of 4.1.4.1 except for the additional requirements 1 and 2;

(b) A quality assurance system is in place to ensure that the total amount of lithium cells and batteries per transport unit does not exceed 333 kg;

NOTE: The total quantity of lithium cells and batteries in the mix may be assessed by means of a statistical method included in the quality assurance system. A copy of the quality assurance records shall be made available to the competent authority upon request.

(c) Packages are marked "LITHIUM BATTERIES FOR DISPOSAL" or "LITHIUM BATTERIES FOR RECYCLING" as appropriate.”.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

Insert a new special provision 670:

“670 (a) Lithium cells and batteries installed in equipment from private households collected and handed over for carriage for depollution, dismantling, recycling or disposal are not subject to the other provisions of ADR including special provision 376 and 2.2.9.1.7 when:

(i) They are not the main power source for the operation of the equipment in which they are contained;

(ii) The equipment in which they are contained does not contain any other lithium cell or battery used as the main power source; and

(iii) They are afforded protection by the equipment in which they are contained.

Examples for cells and batteries covered by this paragraph are button cells used for data integrity in household appliances (e.g. refrigerators, washing machines, dishwashers) or in other electrical or electronic equipment;

(b) Up to the intermediate processing facility lithium cells and batteries contained in equipment from private households not meeting the requirements of (a) collected and handed over for carriage for depollution, dismantling, recycling or disposal are not subject to the other provisions of ADR including special provision 376 and 2.2.9.1.7, if the following conditions are met:

(i) The equipment is packed in accordance with packing instruction P909 of 4.1.4.1 except for the additional requirements 1 and 2; or it is packed in strong outer packagings, e.g. specially designed collection receptacles, which meet the following requirements:

- The packagings shall be constructed of suitable material and be of adequate strength and design in relation to the packaging capacity and its intended use. The packagings need not meet the requirements of 4.1.1.3;
 - Appropriate measures shall be taken to minimize the damage of the equipment when filling and handling the packaging, e.g. use of rubber mats; and
 - The packagings shall be constructed and closed so as to prevent any loss of contents during carriage, e.g. by lids, strong inner liners, covers for transport. Openings designed for filling are acceptable if they are constructed so as to prevent loss of content;
- (ii) A quality assurance system is in place to ensure that the total amount of lithium cells and batteries per transport unit does not exceed 333 kg;

NOTE: The total quantity of lithium cells and batteries in the equipment from private households may be assessed by means of a statistical method included in the quality assurance system. A copy of the quality assurance records shall be made available to the competent authority upon request.

- (iii) Packages are marked "LITHIUM BATTERIES FOR DISPOSAL" or "LITHIUM BATTERIES FOR RECYCLING" as appropriate. If equipment containing lithium cells or batteries is carried unpackaged or on pallets in accordance with packing instruction P909 (3) of 4.1.4.1, this mark may alternatively be affixed to the external surface of the vehicles or containers).

NOTE: "Equipment from private households" means equipment which comes from private households and equipment which comes from commercial, industrial, institutional and other sources which, because of its nature and quantity, is similar to that from private households. Equipment likely to be used by both private households and users other than private households shall in any event be considered to be equipment from private households."

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

Chapter 4.1

4.1.4.1, P200 In paragraph (11), in the Table, in column "Reference", replace "EN 1439:2008" by "EN 1439:2017".

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

4.1.4.1, P200 In paragraph (11), in the Table, after the row for "EN 1439:2017", insert the following standard:

(7) and (10) ta (b)	EN 13952:2017	LPG equipment and accessories – Filling operations for LPG cylinders
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(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

4.1.4.1, P200 In paragraph (11), in the Table, delete the row for standard "EN 12755:2000".

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

4.1.4.1, P200 In paragraph (11), in the table, delete the first two rows (EN 1919:2000 and EN 1920:2000) and add the following new row:

(7)	EN ISO 24431:2016	Gas cylinders - Seamless, welded and composite cylinders for compressed and liquefied gases (excluding acetylene) - Inspection at time of filling
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(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II, as amended)

4.1.4.1, P200 In paragraph (12), in 2.1, replace “EN 1439:2008” by: “EN 1439:2017 and EN 13952:2017”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

4.1.4.1, P200: In paragraph (13), under 2.1, replace “EN 1919:2000 and EN 1920:2000” by “EN ISO 24431:2016”.

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II)

4.1.6.15 In the Table, in the column “Reference”, replace “ISO 11114-1:2002” by: “EN ISO 11114-1:2002 + A1:2017”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

4.1.6.15 In the Table, in the column “Reference”, replace “Annex A of ISO 10297:2006 or annex A of ISO 10297:2014” by: “Annex A of EN ISO 10297:2006 or annex A of EN ISO 10297:2014 or annex A of EN ISO 10297:2014 + A1:[2017]”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

4.1.10.4, MP 24 In the Table, insert a new column and a new row with the following heading: “0509”. At the intersections of this new column/row with the columns/rows for UN Nos. 0027, 0028, 0044, 0160 and 0161, insert: “B”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Chapter 4.3

4.3.4.1.3 Amend the introductory sentence to read as follows: “The requirements for these tanks are given by the following tank codes supplemented by the relevant special provisions indicated in column (13) of table A in Chapter 3.2.”.

Replace sub-paragraphs (a) to (i) by the following table:

Class	UN No.	Name and description	Tank code
1	0331	Explosive, blasting, Type B	S2.65AN
4.1	2448	Sulphur, molten	LGBV
	3531	Polymerizing substance, solid, stabilized, N.O.S.	SGAN
	3533	Polymerizing substance, solid, stabilized, temperature controlled, N.O.S.	
	3532	Polymerizing substance, liquid, stabilized, N.O.S.	L4BN
	3534	Polymerizing substance, liquid, stabilized, temperature controlled, N.O.S.	
4.2	1381	Phosphorus, white or yellow, dry, under water or in solution	L10DH
	2447	Phosphorus, white, molten	
4.3	1389	Alkali metal amalgam, liquid	L10BN
	1391	Alkali metal dispersion or Alkaline earth metal dispersion	
	1392	Alkaline earth metal amalgam, liquid	
	1415	Lithium	
	1420	Potassium metal alloys, liquid	
	1421	Alkali metal alloy, liquid, N.O.S.	
	1422	Potassium sodium alloys, liquid	

Class	UN No.	Name and description	Tank code	
	1428	Sodium		
	2257	Potassium		
	3401	Alkali metal amalgam, solid		
	3402	Alkaline earth metal amalgam, solid		
	3403	Potassium metal alloys, solid		
	3404	Potassium sodium alloys, solid		
	3482	Alkali metal dispersion, flammable or Alkaline earth metal dispersion, flammable		
	1407	Caesium		L10CH
	1423	Rubidium		
	1402	Calcium carbide, packing group I	S2.65AN	
5.1	1873	Perchloric acid with more than 50% but not more than 72% acid, by mass	L4DN	
	2015	Hydrogen peroxide, aqueous solution, stabilized with more than 70% hydrogen peroxide	L4DV	
	2014	Hydrogen peroxide, aqueous solution with not less than 20% but not more than 60% hydrogen peroxide	L4BV	
	2015	Hydrogen peroxide, aqueous solution, stabilized with more than 60% hydrogen peroxide and not more than 70% hydrogen peroxide		
	2426	Ammonium nitrate, liquid, hot concentrated solution with more than 80% but not more than 93%		
	3149	Hydrogen peroxide and peroxyacetic acid mixture, stabilized	LGAV	
	3375	Ammonium nitrate emulsion, suspension or gel, intermediate for blasting explosives, liquid		
	3375	Ammonium nitrate emulsion, suspension or gel, intermediate for blasting explosives, solid	SGAV	
5.2	3109	Organic peroxide, type F, liquid	L4BN	
	3119	Organic peroxide, type F, liquid, temperature controlled		
	3110	Organic peroxide, type F, Solid	S4AN	
	3120	Organic peroxide, type F, solid, temperature controlled		
6.1	1613	Hydrogen cyanide, aqueous solution	L15DH	
	3294	Hydrogen cyanide solution in alcohol		
7*		All substances	special tanks	
		Minimum requirement for liquids	L2.65CN	
		Minimum requirement for solids	S2.65AN	
8	1052	Hydrogen fluoride, anhydrous	L21DH	
	1744	Bromine or bromine solution		
	1790	Hydrofluoric acid, solution, with more than 85% hydrofluoric acid		
	1791	Hypochlorite solution	L4BV	
	1908	Chlorite solution		

* Notwithstanding the general requirements of this paragraph, tanks used for radioactive material may also be used for the carriage of other goods provided the requirements of 5.1.3.2 are complied with.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II, as amended)

4.3.5 Add the following new special provision:

“TU42 Tanks with a shell constructed of aluminium alloy, including those with a protective lining, shall only be used if the pH value of the substance is not less than 5.0 and not more than 8.0.”.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

Chapter 5.3

5.3.2.1.4 Replace “transport units” by “vehicles” and “transport unit” by “vehicle” wherever it appears.

(Reference document: ECE/TRANS/WP.15/2017/10)

5.3.2.1.6 Amend to read as follows

[“For transport units carrying:

- Only one dangerous substance, which requires the marking with orange-coloured plates; and

- No non-dangerous substance in fixed tanks, portable tanks, demountable tanks, tank-containers, MEGCs or in bulk;

the orange coloured-plates described in 5.3.2.1.2, ...”.]

(Reference document: ECE/TRANS/WP.15/2017/10, as amended)

Chapter 5.4

5.4.1.1.1 (f) Amend Note 1 to read as follows:

“**NOTE 1:** In the case of intended application of 1.1.3.6, the total quantity and the calculated value of dangerous goods for each transport category shall be indicated in the transport document in accordance with 1.1.3.6.3 and 1.1.3.6.4.”.

(Reference document: ECE/TRANS/WP.15/2017/5, proposal 2, as amended)

Chapter 6.2

6.2.3.9.6 Add “or pressure drum” after “cylinder” twice.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

6.2.4.1 In the table, under “For design and construction”, for standard “EN ISO 11120:1999 + A1:2013”, in column (4), replace “Until further notice” by “Between 1 January 2015 and 31 December 2020”. After standard “EN ISO 11120:1999 + A1:2013”, insert the following new row:

EN ISO 11120:2015	Gas cylinders - Refillable seamless steel tubes of water capacity between 150 l and 3000 l - Design, construction and testing	6.2.3.1 and 6.2.3.4	Until further notice
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(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

6.2.4.1 Amend the Table, under “for design and construction”, as follows:

– Amend the Note appearing under the title of standard EN 1251-2:2000 to read as follows:

“**NOTE:** Standards EN 1252-1:1998 and EN 1626 referenced in this standard are also applicable to closed cryogenic receptacles for the carriage of UN No. 1972 (METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID).”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Amend the Table, under “for closures”, as follows:

– For standard “EN ISO 10297:2014”, in column (2), delete: “(ISO/DIS 10297:2012)”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

- For standard “EN ISO 10297:2014”, in column (4), replace “Until further notice” by: “Between 1 January 2015 and 31 December 2020”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

- After standard “EN ISO 10297:2014”, insert the following new row:

EN ISO 10297:2014 + A1:[2017]	Gas cylinders – Cylinder valves – Specification and type testing	6.2.3.1 and 6.2.3.3	Until further notice
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(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

- Under the title of standard EN 1626:2008, insert the following Note:

“NOTE: This standard is also applicable to valves for the carriage of UN No 1972 (METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID).”

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

6.2.6.4 At the end of the third indent, delete “, excluding clause 9” and add the following new sentence: “In addition to the marks required by this standard the gas cartridge shall be marked “UN 2037/EN 16509”.”.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

Chapter 6.8

- 6.8.2.1.9 In the first paragraph, replace “substantially” by “appreciably”

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

- 6.8.2.1.23 In the last sentence of the first sub-paragraph after “ultrasound”, insert a reference to a footnote * to read as follows:

“* Lap joints used for joining an end to the shell wall may be tested using alternative methods to radiography or ultrasound.”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Amend the second sentence under “ $\lambda = 0.8$ ” to read as follows:

“The non-destructive checks shall include all weld “Tee” junctions, all inserts used to avoid welds crossing and all welds in the knuckle area of the tank ends.”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Amend the second sentence under “ $\lambda = 0.9$ ” to read as follows:

“The non-destructive checks shall include all connections, all inserts used to avoid welds crossing, all welds in the knuckle area of the tank ends and all welds for the assembly of large-diameter items of equipment.”.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

- 6.8.2.2.2 After the second set of indents, replace the wording “an ebonite or thermoplastic coating” by “a protective lining”.

(Reference document: ECE/TRANS/WP15/AC.1/144, annex II)

- 6.8.2.2.11 Add the following new paragraph: “Glass level-gauges and level-gauges made of other fragile material, which are in direct communication with the contents of the shell, shall not be used.”.

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II, as amended in ECE/TRANS/WP.15/AC.1/146, annex II)

6.8.2.4.2 and 6.8.2.4.3 Add the following new paragraph at the end:

“Protective linings shall be visually examined for defects. In case defects appear the condition of the lining shall be evaluated by appropriate test(s).”.

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II)

6.8.2.6.1 Amend the Table, under “For design and construction of tanks”, as follows:

– Amend the Note appearing under the title of standard EN 13530-2:2002 + A1:2004 as follows:

“NOTE: Standards EN 1252-1:1998 and EN 1626 referenced in this standard are also applicable to closed cryogenic receptacles for the carriage of UN No. 1972 (METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID).”

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

Amend the Table, under “For equipment”, as follows:

– Under the title of standard EN 1626:2008, insert the following Note:

“NOTE: This standard is also applicable to valves for the carriage of UN No 1972 (METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID).”

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex II)

6.8.3.2.6 Delete the first sentence

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II, as amended in ECE/TRANS/WP.15/AC.1/146, annex II)

6.8.3.2.9 At the end, add the following new sub-paragraph:

Safety valves shall be designed to prevent or be protected from the entry of water or other foreign matter which may impair their correct functioning. Any protection shall not impair their performance.”.

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II, as amended in ECE/TRANS/WP.15/AC.1/146, annex II)

6.8.5.4 Replace “EN 1252-1:1998 Cryogenic vessels - Materials - Part 1: Toughness requirements for temperatures below -80°C” by “EN ISO 21028-1:2016 Cryogenic vessels - Toughness requirements for materials at cryogenic temperature - Part 1: Temperatures below -80 °C”.

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II, as amended)

Chapter 6.10

6.10.3.8 (f) In the second sentence, replace “Sight glasses” by “Glass level-gauges and level-gauges of other suitable transparent material”.

(Reference document: ECE/TRANS/WP.15/AC.1/144, annex II, as amended in ECE/TRANS/WP.15/AC.1/146, annex II)

Chapter 7.5

7.5.7.1 Amend footnote 1 referenced to read as follows:

“¹ Guidance on the stowage of dangerous goods can be found in Chapters 9 and 10 of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) and in the European Best Practice Guidelines on Cargo Securing for Road Transport published by the European Commission. Other guidance is also available from competent authorities and industry bodies.”.

(Reference document: ECE/TRANS/WP.15/2017/12)

7.5.7.4 Amend to read as follows:

“7.5.7.4 The provisions of 7.5.7.1 shall also apply to the loading, stowage and removal of containers, tank-containers, portable tanks and MEGCs on to and from vehicles. When tank-containers, portable tanks and MEGCs do not use corner castings in the patterns as defined in ISO 1496-1 Series 1 freight containers -- Specification and testing -- Part 1: General cargo containers for general purposes, it shall be verified that the systems used on the tank-containers, portable tanks or MEGCs are compatible with the system on the vehicle and in compliance with the requirements in 9.7.3.”.

(Reference document: ECE/TRANS/WP.15/2017/7, proposal 3, as amended)

Chapter 8.1

8.1.2.1 (a) Replace "the large container or vehicle packing certificate" by: "the container/vehicle packing certificate".

(Reference document: Informal document INF.3)

Chapter 9.2

9.2.2.9.1 (a) Replace “parts 1, 2, 5, 6, 7, 11, 15 or 18” by “parts 1, 2, 5, 6, 7, 11, 15, 18, 26 or 28”.

(Reference document: ECE/TRANS/WP.15/2017/6)

Chapter 9.7

9.7.3 Amend to read as follows:

“9.7.3 Fastening

9.7.3.1 Fastenings shall be designed to withstand static and dynamic stresses in normal conditions of carriage. Fastenings also include any supporting frames used for mounting the structural equipment (see 1.2) to the vehicle.

9.7.3.2 Fastenings in the case of tank-vehicles, battery-vehicles and vehicles carrying tank-containers, demountable tanks, portable tanks, MEGCs or UN MEGCs shall be capable of absorbing, under the maximum permissible load, the following separately applied static forces:

- In the direction of travel: twice the total mass multiplied by the acceleration due to gravity (g)¹;

- At right angles to the direction of travel: the total mass multiplied by the acceleration due to gravity (g)¹;
- Vertically upwards: the total mass multiplied by the acceleration due to gravity (g)¹;
- Vertically downwards: twice the total mass multiplied by the acceleration due to gravity (g)¹.

NOTE: *The requirements of this paragraph do not apply to twist lock tie-down devices in compliance with ISO 1161:2016 “Series 1 freight containers -- Corner and intermediate fittings – Specifications”. However, the requirements apply to any frames or other devices used for support of such fastenings on the vehicle.”*

Footnote 1 reads: “For calculation purposes $g = 9.81 \text{ m/s}^2$.”. Renumber existing footnote 1 in Chapter 9.7 as footnote 2.

(Reference document: ECE/TRANS/WP.15/2017/7, proposal 2a, as amended)

9.7.3 Add the following new paragraph:

“9.7.3.3 For tank-vehicles, battery-vehicles and vehicles carrying demountable tanks, the fastenings shall withstand the minimum stresses as defined in 6.8.2.1.11 to 6.8.2.1.13, 6.8.2.1.15 and 6.8.2.1.16.”.

(Reference document: ECE/TRANS/WP.15/2017/7, proposal 2c, as amended)

9.7.8.2 Replace “parts 1, 2, 5, 6, 7, 11 or 18” by “parts 1, 2, 5, 6, 7, 11, 18, 26 or 28”.

(Reference document: ECE/TRANS/WP.15/2017/6)

Annex II

Corrections to annexes A and B of ADR

Note by the secretariat: As the French version of Annexes A and B of ADR is the only authentic version and the corrections do not apply to the French version, these corrections should be considered as already applicable.

Chapter 6.1, 6.1.4.1.1, at the end of the Note

For or electrolytic chromium/chromium-oxide coated steel read or electrolytic chromium/chromium oxide-coated steel

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 9.2, 9.2.1.1, in the table, for 9.2.5, comment “i”

For but not more than 12 tonnes registered read but not more than 12 tonnes first registered

(Reference document: Informal document INF.12)

Chapter 9.2, 9.2.4.4

After 9.2.4.4 insert Engine

(Reference document: Informal document INF.12)

Annex III

Draft amendments to annexes A and B of ADR adopted by the Working Party for entry into force as soon as possible

Note by the secretariat: The draft amendments below were adopted by the Working Party as corrections. However, following the adoption of the report, the Treaty Section of the United Nations Office of Legal Affairs has been consulted and has expressed the view that most of the proposed corrections did not meet the criteria for corrections 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 should be treated as amendments. As a consequence, the Chairman of the Working Party has informed the secretariat that Portugal would submit a proposal of amendments in accordance with the procedure of Article 14 (3) of the ADR.

Chapter 3.2, Dangerous Goods List, for UN 2908, in Column (6)

Insert 368

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 3.2, Dangerous Goods List, for UN 2913, in Column (6)

Insert 325

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 3.2, Dangerous Goods List, for UN 2913, in Column (6)

Delete 336

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 3.2, Dangerous Goods List, for UN 3326, in Column (6)

Insert 326

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 3.2, Dangerous Goods List, for UN 3326, in Column (6)

Delete 336

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 5.2, 5.2.1.9.2, in the last paragraph, after “black on white”

Insert or suitable contrasting background

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 6.1, 6.1.3.1 d)

The amendment does not apply to the English text.

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 6.4, 6.4.2.11

For 4.1.9.1.10 and 4.1.9.1.11 read 4.1.9.1.11 and 4.1.9.1.12

(Reference document: ECE/TRANS/WP.15/AC.1/146, annex III)

Chapter 6.8, 6.8.2.4.3

The amendment does not apply to the English text.

(Reference document: informal document INF.13, as amended)

Chapter 9.2, 9.2.1.1, in the table, for 9.2.2.6, second column

For Electrical connections read Electrical connections between motor vehicles and trailers

(Reference document: Informal document INF.12, proposal 1)

Chapter 9.2, 9.2.1.1, in the table, for 9.2.2.6, comment c

The amendment does not apply to the English text.

(Reference document: Informal document INF.13)

Chapter 9.2, 9.2.1.1, table, for 9.2.5, second column

For SPEED LIMITING DEVICES read SPEED LIMITATION DEVICE

(Reference document: Informal document INF.12, proposal 2 as amended)

Chapter 9.2, 9.2.2.6.2, first indent

For EN 15207:2014¹ read EN 15207:2014

(Reference document: Informal document INF.12)

Annex IV

Corrections to the Guidelines for completing the certificate of approval according to 9.1.3 of ADR (ECE/TRANS/WP.15/226, annex II)

In the first example of paragraph 8, replace “Note (b)” with “Notes (f) and (g)”.

Annex V

Outputs/activities to be delivered in the 2018–2019 biennium

Cluster 9

Transport of dangerous goods (UNECE)

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>Consideration of regulations and technical questions concerning the international carriage of dangerous goods in the region. Preparation of new international agreements and harmonization and amendment of existing agreements in this field to enhance safety and security at the same time as contributing to the protection of the environment and facilitating trade, in cooperation with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals.</p> <p>Main actions by the Sustainable Transport Division:</p> <ul style="list-style-type: none"> • Providing secretariat services to: <ol style="list-style-type: none"> 1. the UNECE Inland Transport Committee Working Party on the Transport of Dangerous Goods (WP.15), which addresses mainly issues related to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) which are specific to road transport (construction and approval of vehicles, operation of vehicles, driver training, safety in road tunnels, etc.), 2. the Joint Meeting of WP.15 and the RID Committee of Experts ("RID/ADR/ADN Joint Meeting") (WP.15/AC.1) (in cooperation with the Intergovernmental Organisation for International Carriage by Rail (OTIF) secretariat), for all matters common to the three modes of inland transport, such as classification, listing, packagings, tanks, freight containers, 3. the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee) (WP.15/AC.2) and the ADN Administrative Committee (in cooperation with the Central Commission for the Navigation of the Rhine (CCNR)), for all matters specific to inland navigation, such as construction and approval of inland navigation vessels, carriage in tank-vessels, operation of vessels, training and examination of crew, etc., 	<p>Adoption of amendments to ADR and, through joint activities carried out with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to RID and ADN respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the UN Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.</p> <p>Development of recommendations and/or guidelines based on the road map for implementation of ADR adopted at the ninety-third session of the Working Party.</p>

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<ul style="list-style-type: none"> • Administering ADR and ADN (cooperation with UN Treaty Section, consolidation and checking of legal texts, amendments, depositary notifications, registration and notification of bilateral or multilateral agreements concluded by Parties by derogation to the requirements of ADR or ADN, special authorizations, etc.) • Publication of consolidated versions of ADR and ADN every two years, • Cooperation with governments and international organizations, • Providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow). 	

• **Outputs/activities**

(a) *Meetings and related parliamentary documentation*

- 9.1 Working Party on the Transport of Dangerous Goods (104th and 105th sessions in 2018, 106th and 107th sessions in 2019) (38 meetings)

Documentation:

Reports of the sessions (4); two series of documents concerning amendments to the technical annexes of ADR or implementation of ADR; consolidated list of all the amendments to ADR which will be adopted for entry into force on 1 January 2019.

- 9.2 Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Spring and Autumn sessions in 2018, Spring and Autumn sessions in 2019) (48 meetings)

Documentation:

Reports of the sessions (4); two series of documents concerning amendments to ADR, RID and ADN.

- 9.3 Joint Meeting of experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (32nd and 33rd sessions in 2018, 34th and 35th sessions in 2019) (36 meetings).

Documentation:

Reports of the sessions (4); two series of documents concerning amendments to the Regulations annexed to ADN or implementation of ADN.

- 9.4 Administrative Committee of the ADN (20th and 21st sessions in 2018, 22nd and 23rd sessions in 2019) (4 meetings)

Documentation:

Reports of the sessions (4); two series of documents concerning amendments or administration of ADN; consolidated list of all the amendments to ADN which will be adopted for entry into force on 1 January 2019.

(b) *Publications and other information material*

- 9.5 Consolidated 2019 revised edition of ADR (applicable as from 1 January 2019) (Book and electronic version).
- 9.6 Consolidated 2019 revised edition of ADN (applicable as from 1 January 2019) (Book and electronic version).
- 9.7 Publication of information and legal data related to ADR and ADN (Status of the Agreement, Competent authorities, Instructions in writing, Notifications, Bilateral or Multilateral agreements, special authorizations, etc...) on website.¹

(c) *Technical cooperation*

- 9.8 Legal and technical assistance to Contracting Parties to ADR and ADN for effective implementation, as well as to ECE or non-ECE countries interested in accession.
 - 9.9 Cooperation with governments and international organizations: providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow).
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¹ www.unece.org/trans/danger/danger.html