

ANNEX A

GENERAL PROVISIONS AND PROVISIONS CONCERNING DANGEROUS SUBSTANCES AND ARTICLES

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PART 1
General provisions

CHAPTER 1.1

SCOPE AND APPLICABILITY

1.1.1 Structure

Annexes A and B of ADR are grouped into nine parts. Annex A consists of Parts 1 to 7, and Annex B of Parts 8 and 9. Each part is subdivided into chapters and each chapter into sections and sub-sections. Within each part the number of the part is included with the numbers of the chapters, sections and sub-sections, for example Part 4, Chapter 2, Section 1 is numbered "4.2.1".

1.1.2 Scope

1.1.2.1 For the purposes of Article 2 of ADR, Annex A specifies:

- (a) Dangerous goods which are barred from international carriage;
- (b) Dangerous goods which are authorized for international carriage and the conditions attaching to them (including exemptions) particularly with regard to:
 - classification of goods, including classification criteria and relevant test methods;
 - use of packagings (including mixed packing);
 - use of tanks (including filling);
 - consignment procedures (including marking and labelling of packages and placarding and marking of means of transport as well as documentation and information required);
 - provisions concerning the construction, testing and approval of packagings and tanks;
 - use of means of transport (including loading, mixed loading and unloading).

1.1.2.2 Annex A contains certain provisions which, according to Article 2 of ADR, pertain to Annex B or to both Annexes A and B, as follows:

1.1.1	Structure
1.1.2.3	(Scope of Annex B)
1.1.2.4	
1.1.3.1	Exemptions related to the nature of the transport operation
1.1.3.6	Exemptions related to quantities carried per transport unit
1.1.4	Applicability of other regulations
1.1.4.5	Carriage other than by road
Chapter 1.2	Definitions and units of measurements
Chapter 1.3	Training of persons involved in the carriage of dangerous goods
Chapter 1.4	Safety obligations of the participants
Chapter 1.5	Derogations
Chapter 1.6	Transitional measures
Chapter 1.8	Checks and other support measures to ensure compliance with safety requirements
Chapter 1.9	Transport restrictions by the competent authorities
Chapter 1.10	Security provisions
Chapter 3.1	General
Chapter 3.2	Columns (1), (2), (14), (15) and (19) (application of provisions of Parts 8 and 9 to individual substances or articles).

1.1.2.3 For the purposes of Article 2 of ADR, Annex B specifies the conditions regarding the construction, equipment and operation of vehicles carrying dangerous goods authorized for carriage:

- requirements for vehicle crews, equipment, operation and documentation;
- requirements concerning the construction and approval of vehicles.

1.1.2.4 In Article 1(c) of ADR, the word "vehicles" need not refer to one and the same vehicle. An international transport operation may be performed by several different vehicles provided that the operation takes place on the territory of at least two Contracting Parties to ADR between the consignor and the consignee indicated in the transport document.

1.1.3 Exemptions

1.1.3.1 Exemptions related to the nature of the transport operation

The provisions laid down in ADR do not apply to:

(a) The carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their leisure or sporting activities provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage. When these goods are flammable liquids carried in refillable receptacles filled by, or for, a private individual, the total quantity shall not exceed 60 litres per receptacle and 240 litres per transport unit. Dangerous goods in IBCs, large packagings or tanks are not considered to be packaged for retail sale;

(b) *(Deleted)*

(c) The carriage undertaken by enterprises which is ancillary to their main activity, such as deliveries to or returns from building or civil engineering sites, or in relation to surveying, repairs and maintenance, in quantities of not more than 450 litres per packaging, including intermediate bulk containers (IBCs) and large packagings, and within the maximum quantities specified in 1.1.3.6. Measures shall be taken to prevent any leakage of contents in normal conditions of carriage. These exemptions do not apply to Class 7.

Carriage undertaken by such enterprises for their supply or external or internal distribution does not fall within the scope of this exemption;

(d) The carriage undertaken by the competent authorities for the emergency response or under their supervision, insofar as such carriage is necessary in relation to the emergency response, in particular carriage undertaken:

- by breakdown vehicles carrying vehicles which have been involved in accidents or have broken down and contain dangerous goods; or
- to contain and recover the dangerous goods involved in an incident or accident and move them to the nearest appropriate safe place;

(e) Emergency transport intended to save human lives or protect the environment provided that all measures are taken to ensure that such transport is carried out in complete safety;

(f) The carriage of uncleaned empty static storage vessels which have contained gases of Class 2, groups A, O or F, substances of Class 3 or Class 9 belonging to packing group II or III or pesticides of Class 6.1 belonging to packing group II or III, subject to the following conditions:

- All openings with the exception of pressure relief devices (when fitted) are hermetically closed;
- Measures have been taken to prevent any leakage of contents in normal conditions of carriage; and
- The load is fixed in cradles or crates or other handling devices or to the vehicle or container in such a way that they will not become loose or shift during normal conditions of carriage.

This exemption does not apply to static storage vessels which have contained desensitized explosives or substances the carriage of which is prohibited by ADR.

NOTE: For radioactive material, see also 1.7.1.4.

1.1.3.2

Exemptions related to the carriage of gases

The provisions laid down in ADR do not apply to the carriage of:

- (a) Gases contained in the fuel tanks or cylinders of a vehicle performing a transport operation and destined for its propulsion or for the operation of any of its equipment used or intended for use during carriage (e.g. refrigerating equipment).

The gases may be carried in fixed fuel tanks or cylinders, directly connected to the vehicle's engine and/or auxiliary equipment or transportable pressure receptacles, which comply with the pertinent legal provisions.

The total capacity of the fuel tanks or cylinders for a transport unit, including those allowed in accordance with 1.1.3.3 (a), shall not exceed the amount of energy (MJ) or mass (kg) corresponding to 54 000 MJ energy-equivalent.

NOTE 1: *The value of 54 000 MJ energy-equivalent corresponds to the fuel limit of 1.1.3.3 (a) (1500 litres). For the energy content of fuels see the following Table:*

Fuel	Energy content
<i>Diesel</i>	<i>36 MJ/litre</i>
<i>Petrol</i>	<i>32 MJ/litre</i>
<i>Natural Gas/Biogas</i>	<i>35 MJ/Nm³</i>
<i>Liquefied Petroleum Gas (LPG)</i>	<i>24 MJ/litre</i>
<i>Ethanol</i>	<i>21 MJ/litre</i>
<i>Biodiesel</i>	<i>33 MJ/litre</i>
<i>Emulsion fuel</i>	<i>32 MJ/litre</i>
<i>Hydrogen</i>	<i>11 MJ/Nm³</i>

The total capacity shall not exceed:

- 1 080 kg for LNG and CNG;
- 2 250 litres for LPG;

NOTE 2: *A container fitted with equipment for use during carriage, secured on a vehicle, is considered as an integral part of the vehicle and benefits from the same exemptions as regards the fuel necessary to operate the equipment.*

- (b) *(Deleted)*
- (c) Gases of Groups A and O (according to 2.2.2.1), if the pressure of the gas in the receptacle or tank at a temperature of 20 °C does not exceed 200 kPa (2 bar) and if the gas is not a liquefied or a refrigerated liquefied gas. This includes every kind of receptacle or tank, e.g. also parts of machinery and apparatus;

NOTE: *This exemption does not apply to lamps. For lamps see 1.1.3.10.*

- (d) Gases contained in the equipment used for the operation of the vehicle (e.g. fire extinguishers), including in spare parts (e.g. inflated pneumatic tyres); this exemption also applies to inflated pneumatic tyres carried as a load;
- (e) Gases contained in the special equipment of vehicles and necessary for the operation of this special equipment during transport (cooling systems, fish-tanks, heaters, etc.) as well as spare receptacles for such equipment or uncleaned empty exchange receptacles, transported in the same transport unit;
- (f) Gases contained in foodstuffs (except UN 1950), including carbonated beverages; and
- (g) Gases contained in balls intended for use in sports.
- (h) *(Deleted)*

1.1.3.3 *Exemptions related to the carriage of liquid fuels*

The provisions laid down in ADR do not apply to the carriage of:

- (a) Fuel contained in the tanks of a vehicle performing a transport operation and destined for its propulsion or for the operation of any of its equipment used or intended for use during carriage.

The fuel may be carried in fixed fuel tanks, directly connected to the vehicle's engine and/or auxiliary equipment, which comply with the pertinent legal provisions, or may be carried in portable fuel containers (such as jerricans).

The total capacity of the fixed tanks shall not exceed 1500 litres per transport unit and the capacity of a tank fitted to a trailer shall not exceed 500 litres. A maximum of 60 litres per transport unit may be carried in portable fuel containers. These restrictions shall not apply to vehicles operated by the emergency services.

NOTE 1: A container fitted with equipment for use during carriage, secured on a vehicle, is considered as an integral part of the vehicle and benefits from the same exemptions as regards the fuel necessary to operate the equipment.

NOTE 2: The total capacity of the tanks or cylinders, including those containing gaseous fuels, shall not exceed 54 000 MJ energy-equivalent (see NOTE 1 in 1.1.3.2 (a)).

- (b) and (c) (Deleted)

1.1.3.4 *Exemptions related to special provisions or to dangerous goods packed in limited or excepted quantities*

NOTE: For radioactive material, see also 1.7.1.4.

- 1.1.3.4.1 Certain special provisions of Chapter 3.3 exempt partially or totally the carriage of specific dangerous goods from the requirements of ADR. The exemption applies when the special provision is referred to in Column (6) of Table A of Chapter 3.2 against the dangerous goods entry concerned.

- 1.1.3.4.2 Certain dangerous goods may be subject to exemptions provided that the conditions of Chapter 3.4 are met.

- 1.1.3.4.3 Certain dangerous goods may be subject to exemptions provided that the conditions of Chapter 3.5 are met.

1.1.3.5 *Exemptions related to empty uncleaned packagings*

Empty uncleaned packagings (including IBCs and large packagings) which have contained substances of Classes 2, 3, 4.1, 5.1, 6.1, 8 and 9 are not subject to the conditions of ADR if adequate measures have been taken to nullify any hazard. Hazards are nullified if adequate measures have been taken to nullify all hazards of Classes 1 to 9.

1.1.3.6 *Exemptions related to quantities carried per transport unit*

- 1.1.3.6.1 For the purposes of this sub-section, dangerous goods are assigned to transport categories 0, 1, 2, 3, or 4, as indicated in Column (15) of Table A of Chapter 3.2. Empty uncleaned packagings having contained substances assigned to transport category "0" are also assigned to transport category "0". Empty uncleaned packagings having contained substances assigned to a transport category other than "0" are assigned to transport category "4".

1.1.3.6.2 Where the quantity of dangerous goods carried on a transport unit does not exceed the values indicated in column (3) of the table in 1.1.3.6.3 for a given transport category (when the dangerous goods carried in the transport unit belong to the same category) or the value calculated in accordance with 1.1.3.6.4 (when the dangerous goods carried in the transport unit belong to different transport categories), they may be carried in packages in one transport unit without application of the following provisions:

- Chapter 1.10 except for Class 1 explosives of UN Nos. 0029, 0030, 0059, 0065, 0073, 0104, 0237, 0255, 0267, 0288, 0289, 0290, 0360, 0361, 0364, 0365, 0366, 0439, 0440, 0441, 0455, 0456 and 0500 and except for Class 7 excepted packages of UN Nos. 2910 and 2911 if the activity level exceeds the A₂ value;
- Chapter 5.3;
- Section 5.4.3;
- Chapter 7.2, except for V5 and V8 of 7.2.4;
- CVI of 7.5.11;
- Part 8 except for
 - 8.1.2.1 (a),
 - 8.1.4.2 to 8.1.4.5,
 - 8.2.3,
 - 8.3.3,
 - 8.3.4,
 - 8.3.5,
 - Chapter 8.4,
 - S1(3) and (6),
 - S2(1),
 - S4; S5,
 - S14 to S21 and
 - S24 of Chapter 8.5;
- Part 9.

1.1.3.6.3 Where the dangerous goods carried in the transport unit belong to the same category, the maximum total quantity per transport unit is indicated in column (3) of the table below.

Transport category (1)	Substances or articles packing group or classification code/group or UN No. (2)	Maximum total quantity per transport unit ^b (3)
0	Class 1: 1.1A/1.1L/1.2L/1.3L and UN No. 0190 Class 3: UN No. 3343 Class 4.2: Substances belonging to packing group I Class 4.3: UN Nos. 1183, 1242, 1295, 1340, 1390, 1403, 1928, 2813, 2965, 2968, 2988, 3129, 3130, 3131, 3132, 3134, 3148, 3396, 3398 and 3399 Class 5.1: UN No. 2426 Class 6.1: UN Nos. 1051, 1600, 1613, 1614, 2312, 3250 and 3294 Class 6.2: UN Nos. 2814 and 2900 Class 7: UN Nos. 2912 to 2919, 2977, 2978 and 3321 to 3333 Class 8: UN No. 2215 (MALEIC ANHYDRIDE, MOLTEN) Class 9: UN Nos. 2315, 3151, 3152 and 3432 and articles containing such substances or mixtures and empty uncleaned packagings, except those classified under UN No. 2908, having contained substances classified in this transport category.	0
1	Substances and articles belonging to packing group I and not classified in transport category 0 and substances and articles of the following classes: Class 1: 1.1B to 1.1J ^a /1.2B to 1.2J/1.3C/1.3G/1.3H/1.3J/1.5D ^a Class 2: groups T, TC ^a , TO, TF, TOC ^a and TFC aerosols: groups C, CO, FC, T, TF, TC, TO, TFC and TOC chemicals under pressure: UN Nos. 3502, 3503, 3504 and 3505 Class 4.1: UN Nos. 3221 to 3224, 3231 to 3240, 3533 and 3534 Class 5.2: UN Nos. 3101 to 3104 and 3111 to 3120	20
2	Substances belonging to packing group II and not classified in transport categories 0, 1 or 4 and substances and articles of the following classes: Class 1: 1.4B to 1.4G and 1.6N Class 2: group F aerosols: group F chemicals under pressure: UN No. 3501 Class 4.1: UN Nos. 3225 to 3230, 3531 and 3532 Class 4.3: UN Nos. 3292 Class 5.1: UN Nos. 3356 Class 5.2: UN Nos. 3105 to 3110 Class 6.1: UN Nos. 1700, 2016 and 2017 and substances belonging to packing group III Class 9: UN No. 3090, 3091, 3245, 3480 and 3481	333
3	Substances belonging to packing group III and not classified in transport categories 0, 2 or 4 and substances and articles of the following classes: Class 2: groups A and O aerosols: groups A and O chemicals under pressure: UN No. 3500 Class 3: UN No. 3473 Class 4.3: UN No. 3476 Class 8: UN Nos. 2794, 2795, 2800, 3028, 3477 and 3506 Class 9: UN Nos. 2990 and 3072	1 000
4	Class 1: 1.4S	unlimited
	Class 2: UN Nos. 3537 to 3539 Class 3: UN No. 3540 Class 4.1: UN Nos. 1331, 1345, 1944, 1945, 2254, 2623 and 3541 UN Nos. 1331, 1345, 1944, 1945, 2254 and 2623 Class 4.2: UN Nos. 1361 and 1362 packing group III and UN No. 3542 Class 4.3: UN No. 3543 Class 5.1: UN No. 3544 Class 5.2: UN No. 3545 Class 6.1: UN No. 3546	

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Class 7:	UN Nos. 2908 to 2911
Class 8:	UN No. 3547
Class 9:	UN Nos. 3268, 3499, 3508, 3509 and 3548 UN Nos. 3268, 3499, 3508 and 3509

and empty, uncleaned packagings having contained dangerous goods, except for those classified in transport category 0

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^a For UN Nos. 0081, 0082, 0084, 0241, 0331, 0332, 0482, 1005 and 1017, the total maximum quantity per transport unit shall be 50 kg.

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

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In the above table, "maximum total quantity per transport unit" means:

- For articles, ~~total mass in kilograms of the articles without their packagings~~ gross mass in kilograms (for articles of Class 1, net mass in kilograms of the explosive substance; for dangerous goods in machinery and equipment specified in this Annex, the total quantity of dangerous goods contained therein in kilograms or litres as appropriate);
- For solids, liquefied gases, refrigerated liquefied gases and dissolved gases, net mass in kilograms;
- For liquids, the total quantity of dangerous goods contained in litres;
- For compressed gases, adsorbed gases and chemicals under pressure, the water capacity of the receptacle in litres.

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1.1.3.6.4 Where dangerous goods of different transport categories are carried in the same transport unit, the sum of:

- The quantity of substances and articles of transport category 1 multiplied by "50";
- The quantity of substances and articles of transport category 1 referred to in Note a to the table in 1.1.3.6.3 multiplied by "20";
- The quantity of substances and articles of transport category 2 multiplied by "3"; and
- The quantity of substances and articles of transport category 3;

shall not exceed a calculated value of "1 000".

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1.1.3.6.5 For the purposes of this sub-section, dangerous goods exempted in accordance with 1.1.3.1 (a), (b) and (d) to (f), 1.1.3.2 to 1.1.3.5, 1.1.3.7, 1.1.3.9 and 1.1.3.10 shall not be taken into account.

1.1.3.7 Exemptions related to the carriage of electric energy storage and production systems

The provisions laid down in ADR do not apply to electric energy storage and production systems (e.g., lithium batteries, electric capacitors, asymmetric capacitors, metal hydride storage systems and fuel cells):

- (a) installed in a vehicle, performing a transport operation and destined for its propulsion or for the operation of any of its equipment;
- (b) contained in equipment for the operation of this equipment used or intended for use during carriage (e.g. a laptop).

1.1.3.8 (Reserved)

1.1.3.9 Exemptions related to dangerous goods used as a coolant or conditioner during carriage

When used in vehicles or containers for cooling or conditioning purposes, dangerous goods that are only asphyxiant (which dilute or replace the oxygen normally in the atmosphere) are only subject to the provisions of section 5.5.3.

1.1.3.10 *Exemptions related to the carriage of lamps containing dangerous goods*

The following lamps are not subject to ADR provided that they do not contain radioactive material and do not contain mercury in quantities above those specified in special provision 366 of Chapter 3.3:

- (a) Lamps that are collected directly from individuals and households when carried to a collection or recycling facility;

NOTE: This also includes lamps brought by individuals to a first collection point, and then carried to another collection point, intermediate processing or recycling facility.

- (b) Lamps each containing not more than 1 g of dangerous goods and packaged so that there is not more than 30 g of dangerous goods per package, provided that:

- (i) the lamps are manufactured according to a certified quality management system;

NOTE: ISO 9001 may be used for this purpose.

and

- (ii) each lamp is either individually packed in inner packagings, separated by dividers, or surrounded with cushioning material to protect the lamps and packed into strong outer packagings meeting the general provisions of 4.1.1.1 and capable of passing a 1.2 m drop test;

- (c) Used, damaged or defective lamps each containing not more than 1 g of dangerous goods with not more than 30 g of dangerous goods per package when carried from a collection or recycling facility. The lamps shall be packed in strong outer packagings sufficient for preventing release of the contents under normal conditions of carriage meeting the general provisions of 4.1.1.1 and that are capable of passing a drop test of not less than 1.2 m;

- (d) Lamps containing only gases of Groups A and O (according to 2.2.2.1) provided they are packaged so that the projectile effects of any rupture of the lamp will be contained within the package.

NOTE: Lamps containing radioactive material are addressed in 2.2.7.2.2.2 (b).

1.1.4 **Applicability of other regulations**

1.1.4.1 *(Reserved)*

1.1.4.2 **Carriage in a transport chain including maritime or air carriage**

1.1.4.2.1 Packages, containers, bulk-containers, portable tanks, tank-containers and MEGCs, which do not entirely meet the requirements for packing, mixed packing, marking, labelling of packages or placarding and orange plate marking, of ADR, but are in conformity with the requirements of the IMDG Code or the ICAO Technical Instructions shall be accepted for carriage in a transport chain including maritime or air carriage subject to the following conditions:

- (a) If the packages are not marked and labelled in accordance with ADR, they shall bear marks and danger labels in accordance with the requirements of the IMDG Code or the ICAO Technical Instructions;
- (b) The requirements of the IMDG Code or the ICAO Technical Instructions shall be applicable to mixed packing within a package;
- (c) For carriage in a transport chain including maritime carriage, if the containers, bulk-containers, portable tanks, tank-containers or MEGCs are not marked and placarded in accordance with Chapter 5.3 of this Annex, they shall be marked and placarded in accordance with Chapter 5.3 of the IMDG Code. In such case, only 5.3.2.1.1 of this Annex is applicable to the marking of the vehicle itself. For empty, uncleaned portable tanks, tank-containers and MEGCs, this requirement shall apply up to and including the subsequent transfer to a cleaning station.

This derogation does not apply in the case of goods classified as dangerous goods in classes 1 to 9 of ADR and considered as non-dangerous goods according to the applicable requirements of the IMDG Code or the ICAO Technical Instructions.

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 are not placarded in accordance with the provisions of 5.3.1 of ADR but which are marked and placarded in accordance with Chapter 5.3 of the IMDG Code, shall be accepted for carriage in a transport chain including maritime transport provided that the orange-coloured plate marking provisions of 5.3.2 of ADR are complied with.

1.1.4.2.3 For carriage in a transport chain including maritime or air carriage, the information required under 5.4.1 and 5.4.2 and under any special provision of Chapter 3.3 may be substituted by the transport document and information required by the IMDG Code or the ICAO Technical Instructions respectively provided that any additional information required by ADR is also included.

NOTE: For carriage in accordance with 1.1.4.2.1, see also 5.4.1.1.7. For carriage in containers, see also 5.4.2.

1.1.4.3 *Use of IMO type portable tanks approved for maritime transport*

IMO type portable tanks (types 1, 2, 5 and 7) which do not meet the requirements of Chapters 6.7 or 6.8, but which were built and approved before 1 January 2003 in accordance with the provisions of the IMDG Code (Amdt. 29-98) may continue to be used provided that they meet the applicable periodic inspection and test provisions of the IMDG Code¹. In addition, they shall meet the provisions corresponding to the instructions set out in columns (10) and (11) of Table A in Chapter 3.2 and the provisions of Chapter 4.2 of ADR. See also 4.2.0.1 of the IMDG Code.

1.1.4.4 *(Reserved)*

1.1.4.5 *Carriage other than by road*

1.1.4.5.1 If the vehicle carrying out a transport operation subject to the requirements of ADR is conveyed over a section of the journey otherwise than by road haulage, then any national or international regulations which, on the said section, govern the carriage of dangerous goods by the mode of transport used for conveying the road vehicle shall alone be applicable to the said section of the journey.

1.1.4.5.2 In the cases referred to in 1.1.4.5.1 above, the involved ADR Contracting Parties may agree to apply the requirements of ADR to the section of a journey where a vehicle is conveyed otherwise than by road haulage, supplemented, if they consider it necessary, by additional requirements, unless such agreements between the involved ADR Contracting Parties would contravene clauses of the international conventions governing the carriage of dangerous goods by the mode of transport used for conveying the road vehicle on the said section of the journey, e.g. the International Convention for the Safety of Life at Sea (SOLAS), to which these ADR Contracting Parties would also be contracting parties.

These agreements shall be notified by the Contracting Party which has taken the initiative thereof to the Secretariat of the United Nations Economic Commission for Europe which shall bring them to the attention of the Contracting Parties.

1.1.4.5.3 In cases where a transport operation subject to the provisions of ADR is likewise subject over the whole or a part of the road journey to the provisions of an international convention which regulates the carriage of dangerous goods by a mode of transport other than road carriage by virtue of clauses extending the applicability of that convention to certain motor-vehicle services, then the provisions of that international convention shall apply over the journey in question concurrently with those of ADR which are not incompatible with them; the other clauses of ADR shall not apply over the journey in question.

¹ *The International Maritime Organization (IMO) has issued "Guidance on the Continued Use of Existing IMO Type Portable Tanks and Road Tank Vehicles for the Transport of Dangerous Goods" as circular [CCC.1/Circ.3DSC.1/Circ.12 and Corrigenda](#). The text of this guidance can be found on the IMO website at: www.imo.org.*

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1.1.5 Application of standards

Where the application of a standard is required and there is any conflict between the standard and the provisions of ADR, the provisions of ADR take precedence. The requirements of the standard that do not conflict with ADR shall be applied as specified, including the requirements of any other standard, or part of a standard, referenced within that standard as normative.

CHAPTER 1.2

DEFINITIONS AND UNITS OF MEASUREMENT

1.2.1

Definitions

NOTE: *This section contains all general or specific definitions.*

For the purposes of ADR:

A

"*ADN*" means the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways;

"*Aerosol or aerosol dispenser*" means an article consisting of any non-refillable receptacle meeting the requirements of 6.2.6, made of metal, glass or plastics and containing a gas, compressed, liquefied or dissolved under pressure, with or without a liquid, paste or powder, and fitted with a release device allowing the contents to be ejected as solid or liquid particles in suspension in a gas, as a foam, paste or powder or in a liquid state or in a gaseous state;

"*Animal material*" means animal carcasses, animal body parts, foodstuffs or feedstuffs derived from animals;

"*Applicant*" means, in the case of conformity assessment, the manufacturer or its authorised representative in a country Contracting Party. In the case of periodic inspections, intermediate inspections and exceptional checks, *applicant* means the testing facility, the operator or their authorised representative in a country Contracting Party;

NOTE: *Exceptionally a third party (for instance a tank-container operator in accordance with the definition of 1.2.1) may apply for the conformity assessment.*

"*Approval*"

Multilateral approval, for the carriage of radioactive material, means approval by the relevant competent authority of the country of origin of the design or shipment, as applicable, and by the competent authority of each country through or into which the consignment is to be carried;

Unilateral approval, for the carriage of radioactive material, means an approval of a design which is required to be given by the competent authority of the country of origin of the design only. If the country of origin is not a Contracting Party to ADR, the approval shall require validation by the competent authority of a Contracting Party to ADR (see 6.4.22.8);

"*ASTM*" means the American Society for Testing and Materials (ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA, 19428-2959, United States of America);

B

"*Bag*" means a flexible packaging made of paper, plastics film, textiles, woven material or other suitable material;

"*Battery-vehicle*" means a vehicle containing elements which are linked to each other by a manifold and permanently fixed to this vehicle. The following elements are considered to be elements of a battery-vehicle: cylinders, tubes, bundles of cylinders (also known as frames), pressure drums as well as tanks destined for the carriage of gases as defined in 2.2.2.1.1 with a capacity of more than 450 litres;

"*Body*" (for all categories of IBC other than composite IBCs) means the receptacle proper, including openings and closures, but does not include service equipment;

"*Box*" means a packaging with complete rectangular or polygonal faces, made of metal, wood, plywood, reconstituted wood, fibreboard, plastics or other suitable material. Small holes for purposes of ease of handling or opening or to meet classification requirements, are permitted as long as they do not compromise the integrity of the packaging during carriage;

"Bulk container" means a containment system (including any liner or coating) intended for the carriage of solid substances which are in direct contact with the containment system. Packagings, intermediate bulk containers (IBCs), large packagings and tanks are not included.

A bulk container is:

- of a permanent character and accordingly strong enough to be suitable for repeated use;
- specially designed to facilitate the carriage of goods by one or more means of transport without intermediate reloading;
- fitted with devices permitting its ready handling;
- of a capacity of not less than 1.0 m³;

Examples of bulk containers are containers, offshore bulk containers, skips, bulk bins, swap bodies, trough-shaped containers, roller containers, load compartments of vehicles;

NOTE: This definition only applies to bulk containers meeting the requirements of Chapter 6.11.

"Closed bulk container" means a totally closed bulk container having a rigid roof, sidewalls, end walls and floor (including hopper-type bottoms). The term includes bulk containers with an opening roof, side or end wall that can be closed during carriage. Closed bulk containers may be equipped with openings to allow for the exchange of vapours and gases with air and which prevent under normal conditions of carriage the release of solid contents as well as the penetration of rain and splash water;

"Flexible bulk container" means a flexible container with a capacity not exceeding 15 m³ and includes liners and attached handling devices and service equipment;

"Sheeted bulk container" means an open top bulk container with rigid bottom (including hopper-type bottom), side and end walls and a non-rigid covering;

"Bundle of cylinders" means an assembly of cylinders that are fastened together and which are interconnected by a manifold and carried as a unit. The total water capacity shall not exceed 3 000 litres except that bundles intended for the carriage of toxic gases of Class 2 (groups starting with letter T according to 2.2.2.1.3) shall be limited to 1 000 litres water capacity;

C

"Calculation pressure" means a theoretical pressure at least equal to the test pressure which, according to the degree of danger exhibited by the substance being carried, may to a greater or lesser degree exceed the working pressure. It is used solely to determine the thickness of the walls of the shell, independently of any external or internal reinforcing device (see also "Discharge pressure", "Filling pressure", "Maximum working pressure (gauge pressure)" and "Test pressure");

NOTE: For portable tanks, see Chapter 6.7.

"Capacity of shell or shell compartment" for tanks, means the total inner volume of the shell or shell compartment expressed in litres or cubic metres. When it is impossible to completely fill the shell or the shell compartment because of its shape or construction, this reduced capacity shall be used for the determination of the degree of filling and for the marking of the tank;

"Cargo transport unit" means a vehicle, a wagon, a container, a tank-container, a portable tank or an MEGC;

"Carriage" means the change of place of dangerous goods, including stops made necessary by transport conditions and including any period spent by the dangerous goods in vehicles, tanks and containers made necessary by traffic conditions before, during and after the change of place.

This definition also covers the intermediate temporary storage of dangerous goods in order to change the mode or means of transport (trans-shipment). This shall apply provided that transport documents showing the place of dispatch and the place of reception are presented on request and provided that packages and tanks are not opened during intermediate storage, except to be checked by the competent authorities;

"*Carriage in bulk*" means the carriage of unpackaged solids or articles in vehicles, containers or bulk containers. The term does not apply to packaged goods nor to substances carried in tanks;

"*Carrier*" means the enterprise which carries out the transport operation with or without a transport contract;

"*CGA*" means the Compressed Gas Association (CGA, 14501 George Carter Way, Suite 103, Chantilly, VA 20151, United States of America);

"*CIM*" means the Uniform Rules Concerning the Contract of International Carriage of Goods by Rail (Appendix B to the Convention concerning International Carriage by Rail (COTIF)), as amended;

"*Closed bulk container*", see "*Bulk container*";

"*Closed container*", see "*Container*";

"*Closed vehicle*" means a vehicle having a body capable of being closed;

"*Closure*" means a device which closes an opening in a receptacle;

"*CMR*" means the Convention on the Contract for the International Carriage of Goods by Road (Geneva, 19 May 1956), as amended;

"*Collective entry*" means an entry for a defined group of substances or articles (see 2.1.1.2, B, C and D);

"*Combination packaging*" means a combination of packagings for carriage purposes, consisting of one or more inner packagings secured in an outer packaging in accordance with 4.1.1.5;

NOTE: *The term "inner packaging" used for combination packagings shall not be confused with the term "inner receptacle" used for composite packagings.*

"*Combustion heater*" means a device directly using liquid or gaseous fuel and not using the waste heat from the engine used for propulsion of the vehicle;

"*Competent authority*" means the authority or authorities or any other body or bodies designated as such in each State and in each specific case in accordance with domestic law;

"*Compliance assurance*" (radioactive material) means a systematic programme of measures applied by a competent authority which is aimed at ensuring that the requirements of ADR are met in practice;

"*Composite IBC with plastics inner receptacle*" means an IBC comprising structural equipment in the form of a rigid outer casing encasing a plastics inner receptacle together with any service or other structural equipment. It is so constructed that the inner receptacle and outer casing once assembled form, and are used as, an integrated single unit to be filled, stored, transported or emptied as such;

NOTE: *"Plastics material", when used in connection with inner receptacles for composite IBCs, is taken to include other polymeric materials such as rubber.*

"*Composite packaging*" means a packaging consisting of an outer packaging and an inner receptacle so constructed that the inner receptacle and the outer packaging form an integral packaging. Once assembled it remains thereafter an integrated single unit; it is filled, stored, carried and emptied as such;

NOTE: *The term "inner receptacle" used for composite packagings shall not be confused with the term "inner packaging" used for combination packagings. For example, the inner of a 6HA1 composite packaging (plastics material) is such an inner receptacle since it is normally not designed to perform a containment function without its outer packaging and is not therefore an inner packaging.*

Where a material is mentioned in brackets after the term "composite packaging", it refers to the inner receptacle.

"*Compressed Natural Gas (CNG)*" means a compressed gas composed of natural gas with a high methane content assigned to UN No. 1971;

"*Confinement system*", for the carriage of radioactive material, means the assembly of fissile material and packaging components specified by the designer and agreed to by the competent authority as intended to preserve criticality safety;

"*Conformity assessment*" means the process of verifying the conformity of a product according to the provisions of sections 1.8.6 and 1.8.7 related to type approval, supervision of manufacture and initial inspection and testing;

"*Consignee*" means the consignee according to the contract for carriage. If the consignee designates a third party in accordance with the provisions applicable to the contract for carriage, this person shall be deemed to be the consignee within the meaning of ADR. If the transport operation takes place without a contract for carriage, the enterprise which takes charge of the dangerous goods on arrival shall be deemed to be the consignee;

"*Consignment*" means any package or packages, or load of dangerous goods, presented by a consignor for carriage;

"*Consignor*" means the enterprise which consigns dangerous goods either on its own behalf or for a third party. If the transport operation is carried out under a contract for carriage, consignor means the consignor according to the contract for carriage;

"*Container*" means an article of transport equipment (lift van or other similar structure):

- of a permanent character and accordingly strong enough to be suitable for repeated use;
- specially designed to facilitate the carriage of goods, by one or more means of transport, without breakage of load;
- fitted with devices permitting its ready stowage and handling, particularly when being transloaded from one means of transport to another;
- so designed as to be easy to fill and empty;
- having an internal volume of not less than 1 m³, except for containers for the carriage of radioactive material.

In addition:

"*Small container*" means a container which has an internal volume of not more than 3 m³;

"*Large container*" means

- (a) A container which does not meet the definition of a small container;
- (b) In the meaning of the CSC, a container of a size such that the area enclosed by the four outer bottom corners is either
 - (i) at least 14 m² (150 square feet); or
 - (ii) at least 7 m² (75 square feet) if fitted with top corner fittings;

"*Closed container*" means a totally enclosed container having a rigid roof, rigid side walls, rigid end walls and a floor. The term includes containers with an opening roof where the roof can be closed during transport;

"*Open container*" means an open top container or a platform based container;

"*Sheeted container*" means an open container equipped with a sheet to protect the goods loaded;

A "swap body" is a container which, in accordance with EN 283:1991 has the following characteristics:

- from the point of view of mechanical strength, it is only built for carriage on a wagon or a vehicle on land or by roll-on roll-off ship;
- it cannot be stacked;
- it can be removed from vehicles by means of equipment on board the vehicle and on its own supports, and can be reloaded;

NOTE: The term "container" does not cover conventional packagings, IBCs, tank-containers or vehicles. Nevertheless, a container may be used as a packaging for the carriage of radioactive material.

"Containment system", for the carriage of radioactive material, means the assembly of components of the packaging specified by the designer as intended to retain the radioactive material during carriage;

"Control temperature" means the maximum temperature at which the organic peroxide, the self-reactive substance or the polymerizing substance can be safely carried;

"Conveyance" means, for carriage by road or by rail, a vehicle or a wagon;

"Criticality safety index (CSI) assigned to a package, overpack or container containing fissile material", for the carriage of radioactive material, means a number which is used to provide control over the accumulation of packages, overpacks or containers containing fissile material;

"CSC" means the International Convention for Safe Containers (Geneva, 1972) as amended and published by the International Maritime Organization (IMO), London;

"Crate" means an outer packaging with incomplete surfaces;

"Critical temperature" means the temperature above which the substance cannot exist in the liquid state;

"Cryogenic receptacle" means a transportable thermally insulated pressure receptacle for refrigerated liquefied gases of a water capacity of not more than 1 000 litres (see also "Open cryogenic receptacle");

"Cylinder" means a transportable pressure receptacle of a water capacity not exceeding 150 litres (see also "Bundle of cylinders");

D

"Dangerous goods" means those substances and articles the carriage of which is prohibited by ADR, or authorized only under the conditions prescribed therein;

"Dangerous reaction" means:

- (a) Combustion or evolution of considerable heat;
- (b) Evolution of flammable, asphyxiant, oxidizing or toxic gases;
- (c) The formation of corrosive substances;
- (d) The formation of unstable substances; or
- (e) Dangerous rise in pressure (for tanks only);

"Demountable tank" means a tank, other than a fixed tank, a portable tank, a tank-container or an element of a battery-vehicle or a MEGC which has a capacity of more than 450 litres, is not designed for the carriage of goods without breakage of load, and normally can only be handled when it is empty;

"Design", for the carriage of radioactive material, means the description of fissile material excepted under 2.2.7.2.3.5 (f), special form radioactive material, low dispersible radioactive material, package

or packaging which enables such an item to be fully identified. The description may include specifications, engineering drawings, reports demonstrating compliance with regulatory requirements, and other relevant documentation;

"*Design life*", for composite cylinders and tubes, means the maximum life (in number of years) for which the cylinder or tube is designed and approved in accordance with the applicable standard;

"*Diameter*" (for shells of tanks) means the internal diameter of the shell;

"*Discharge pressure*" means the maximum pressure actually built up in the tank when it is being discharged under pressure (see also "*Calculation pressure*", "*Filling pressure*", "*Maximum working pressure (gauge pressure)*" and "*Test pressure*");

"*Drum*" means a flat-ended or convex-ended cylindrical packaging made out of metal, fibreboard, plastics, plywood or other suitable materials. This definition also includes packagings of other shapes, e.g. round, taper-necked packagings or pail-shaped packagings. Wooden barrels and jerricans are not covered by this definition;

E

"*EC Directive*" means provisions decided by the competent institutions of the European Community and which are binding, as to the result to be achieved, upon each Member State to which it is addressed, but shall leave to the national authorities the choice of form and methods;

~~"*ECE Regulation*" means a regulation annexed to the Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles equipment and parts which can be fitted and or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions (1958 Agreement, as amended);~~

"*Emergency temperature*" means the temperature at which emergency procedures shall be implemented in the event of loss of temperature control;

"*EN*" (standard) means a European standard published by the European Committee for Standardization (CEN) (CEN, Avenue Marnix 17, B-1000 Brussels);

"*Enterprise*" means any natural person, any legal person, whether profit-making or not, any association or group of persons without legal personality, whether profit-making or not, or any official body, whether it has legal personality itself or is dependent upon an authority that has such personality;

"*Exclusive use*", for the carriage of radioactive material, means the sole use, by a single consignor, of a vehicle or of a large container, in respect of which all initial, intermediate and final loading and unloading and shipment are carried out in accordance with the directions of the consignor or consignee, where so required by ADR;

F

"*Fibreboard IBC*" means a fibreboard body with or without separate top and bottom caps, if necessary an inner liner (but no inner packagings), and appropriate service and structural equipment;

"*Filler*" means any enterprise which fills dangerous goods into a tank (tank-vehicle, demountable tank, portable tank or tank-container) and/or into a vehicle, large container or small container for carriage in bulk, or into a battery-vehicle or MEGC;

"*Filling pressure*" means the maximum pressure actually built up in the tank when it is being filled under pressure (see also "*Calculation pressure*", "*Discharge pressure*", "*Maximum working pressure (gauge pressure)*" and "*Test pressure*");

"*Filling ratio*" means the ratio of the mass of gas to the mass of water at 15 °C that would fill completely a pressure receptacle fitted ready for use;

"*Fixed tank*" means a tank having a capacity of more than 1 000 litres which is permanently attached to a vehicle (which then becomes a tank-vehicle) or is an integral part of the frame of such vehicle;

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"*Flammable component*" (for aerosols) means flammable liquids, flammable solids or flammable gases and gas mixtures as defined in Notes 1 to 3 of sub-section 31.1.3 of Part III of the Manual of Tests and Criteria. This designation does not cover pyrophoric, self-heating or water-reactive substances. The chemical heat of combustion shall be determined by one of the following methods ASTM D 240, ISO/FDIS 13943:1999 (E/F) 86.1 to 86.3 or NFPA 30B;

"*Flash-point*" means the lowest temperature of a liquid at which its vapours form a flammable mixture with air;

"*Flexible bulk container*", see "*Bulk container*";

"*Flexible IBC*" means a body constituted of film, woven fabric or any other flexible material or combinations thereof, and if necessary, an inner coating or liner, together with any appropriate service equipment and handling devices;

"*Fuel cell*" means an electrochemical device that converts the chemical energy of a fuel to electrical energy, heat and reaction products;

"*Fuel cell engine*" means a device used to power equipment and which consists of a fuel cell and its fuel supply, whether integrated with or separate from the fuel cell, and includes all appurtenances necessary to fulfil its function;

"*Full load*" means any load originating from one consignor for which the use of a vehicle or of a large container is exclusively reserved and all operations for the loading and unloading of which are carried out in conformity with the instructions of the consignor or of the consignee;

NOTE: *The corresponding term for radioactive material is "exclusive use".*

G

"*Gas*" means a substance which:

- (a) At 50 °C has a vapour pressure greater than 300 kPa (3 bar); or
- (b) Is completely gaseous at 20 °C under standard pressure of 101.3 kPa;

"*Gas cartridge*", see "*Small receptacle containing gas*";

"*GHS*" means the seventh revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals, published by the United Nations as document ST/SG/AC.10/30/Rev.7;

H

"*Handling device*" (for flexible IBCs) means any sling, loop, eye or frame attached to the body of the IBC or formed from the continuation of the IBC body material;

"*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.;

"Holding time" means the time that will elapse from the establishment of the initial filling condition until the pressure has risen due to heat influx to the lowest set pressure of the pressure limiting devices (s) of tanks intended for the carriage of refrigerated liquefied gases;

NOTE: For portable tanks, see 6.7.4.1.

I

"IAEA" means the International Atomic Energy Agency (IAEA), (IAEA, P.O. Box 100 – A -1400 Vienna);

"IBC", see "Intermediate bulk container";

"ICAO" means the International Civil Aviation Organization (ICAO, 999 University Street, Montreal, Quebec H3C 5H7, Canada);

"ICAO Technical Instructions" means the Technical Instructions for the Safe Transport of Dangerous Goods by Air, which complement Annex 18 to the Chicago Convention on International Civil Aviation (Chicago 1944), published by the International Civil Aviation Organization (ICAO) in Montreal;

"IMDG Code" means the International Maritime Dangerous Goods Code, for the implementation of Chapter VII, Part A, of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), published by the International Maritime Organization (IMO), London;

"IMO" means the International Maritime Organization (IMO, 4 Albert Embankment, London SE1 7SR, United Kingdom);

"Inner packaging" means a packaging for which an outer packaging is required for carriage;

"Inner receptacle" means a receptacle which requires an outer packaging in order to perform its containment function;

"Inspection body" means an independent inspection and testing body approved by the competent authority;

"Intermediate bulk container" (IBC) means a rigid, or flexible portable packaging, other than those specified in Chapter 6.1, that:

- (a) Has a capacity of:
 - (i) not more than 3 m³ for solids and liquids of packing groups II and III;
 - (ii) not more than 1.5 m³ for solids of packing group I when packed in flexible, rigid plastics, composite, fibreboard and wooden IBCs;
 - (iii) not more than 3 m³ for solids of packing group I when packed in metal IBCs;
 - (iv) not more than 3 m³ for radioactive material of Class 7;
- (b) Is designed for mechanical handling;
- (c) Is resistant to the stresses produced in handling and transport as determined by the tests specified in Chapter 6.5;

(see also "Composite IBC with plastics inner receptacle", "Fibreboard IBC", "Flexible IBC", "Metal IBC", "Rigid plastics IBC" and "Wooden IBC").

NOTE 1: Portable tanks or tank-containers that meet the requirements of Chapter 6.7 or 6.8 respectively are not considered to be intermediate bulk containers (IBCs).

NOTE 2: Intermediate bulk containers (IBCs) which meet the requirements of Chapter 6.5 are not considered to be containers for the purposes of ADR.

"Remanufactured IBC" means a metal, rigid plastics or composite IBC that:

- (a) Is produced as a UN type from a non-UN type; or
- (b) Is converted from one UN design type to another UN design type.

Remanufactured IBCs are subject to the same requirements of ADR that apply to new IBCs of the same type (see also design type definition in 6.5.6.1.1);

"Repaired IBC" means a metal, rigid plastics or composite IBC that, as a result of impact or for any other cause (e.g. corrosion, embrittlement or other evidence of reduced strength as compared to the design type) is restored so as to conform to the design type and to be able to withstand the design type tests. For the purposes of ADR, the replacement of the rigid inner receptacle of a composite IBC with a receptacle conforming to the original design type from the same manufacturer is considered repair. However, routine maintenance of rigid IBCs is not considered repair. The bodies of rigid plastics IBCs and the inner receptacles of composite IBCs are not repairable. Flexible IBCs are not repairable unless approved by the competent authority;

"Routine maintenance of flexible IBCs" means the routine performance on plastics or textile flexible IBCs of operations, such as:

- (a) Cleaning; or
- (b) Replacement of non-integral components, such as non-integral liners and closure ties, with components conforming to the original manufacturer's specification;

provided that these operations do not adversely affect the containment function of the flexible IBC or alter the design type.

"Routine maintenance of rigid IBCs" means the routine performance on metal, rigid plastics or composite IBCs of operations such as:

- (a) Cleaning;
- (b) Removal and reinstallation or replacement of body closures (including associated gaskets), or of service equipment, conforming to the original manufacturer's specifications, provided that the leaktightness of the IBC is verified; or
- (c) Restoration of structural equipment not directly performing a dangerous goods containment or discharge pressure retention function so as to conform to the design type (e.g. the straightening of legs or lifting attachments) provided that the containment function of the IBC is not affected;

"Intermediate packaging" means a packaging placed between inner packagings or articles, and an outer packaging;

"ISO" (standard) means an international standard published by the International Organization for Standardization (ISO) (ISO - 1, rue de Varembeé. CH-1204 Geneva 20);

J

"Jerrican" means a metal or plastics packaging of rectangular or polygonal cross-section with one or more orifices;

L

"Large container", see *"Container"*;

"Large packaging" means a packaging consisting of an outer packaging which contains articles or inner packagings and which

- (a) Is designed for mechanical handling;
- (b) Exceeds 400 kg net mass or 450 litres capacity but has a volume of not more than 3 m³;

"Large salvage packaging" means a special packaging which

- (a) is designed for mechanical handling; and
- (b) exceeds 400 kg net mass or 450 litres capacity but has a volume of not more than 3 m³;

into which damaged, defective, leaking or non-conforming dangerous goods packages, or dangerous goods that have spilled or leaked are placed for purposes of carriage for recovery or disposal;

"Leakproofness test" means a test to determine the leakproofness of a tank, a packaging or an IBC and of the equipment and closure devices;

NOTE: For portable tanks, see Chapter 6.7.

"Light-gauge metal packaging" means a packaging of circular, elliptical, rectangular or polygonal cross-section (also conical) and taper-necked and pail-shaped packaging made of metal, having a wall thickness of less than 0.5 mm (e.g. tinplate), flat or convex bottomed and with one or more orifices, which is not covered by the definitions for drums or jerricans;

"Liner" means a tube or bag inserted into a packaging, including large packagings or IBCs, but not forming an integral part of it, including the closures of its openings;

"Liquid" means a substance which at 50 °C has a vapour pressure of not more than 300 kPa (3 bar), which is not completely gaseous at 20 °C and 101.3 kPa, and which

- (a) Has a melting point or initial melting point of 20 °C or less at a pressure of 101.3 kPa; or
- (b) Is liquid according to the ASTM D 4359-90 test method; or
- (c) Is not pasty according to the criteria applicable to the test for determining fluidity (penetrometer test) described in 2.3.4;

NOTE: "Carriage in the liquid state", for the purpose of tank requirements, means:

- Carriage of liquids according to the above definition; or
- Solids handed over for carriage in the molten state.

"Liquefied Natural Gas (LNG)" means a refrigerated liquefied gas composed of natural gas with a high methane content assigned to UN No. 1972;

"Liquefied Petroleum Gas (LPG)" means a low pressure liquefied gas composed of one or more light hydrocarbons which are assigned to UN Nos. 1011, 1075, 1965, 1969 or 1978 only and which consists mainly of propane, propene, butane, butane isomers, butene with traces of other hydrocarbon gases;

NOTE 1: Flammable gases assigned to other UN numbers shall not be regarded as LPG.

NOTE 2: For UN No. 1075 see NOTE 2 under 2F, UN No. 1965, in the table for Liquefied gases in 2.2.2.3.

"Loader" means any enterprise which:

- (a) Loads packaged dangerous goods, small containers or portable tanks into or onto a vehicle or a container; or
- (b) Loads a container, bulk-container, MEGC, tank-container or portable tank onto a vehicle.

"Loading" means all actions carried out by the loader, in accordance with the definition of loader;

M

"Management system", for the carriage of radioactive material, means a set of interrelated or interacting elements (system) for establishing policies and objectives and enabling the objectives to be achieved in an efficient and effective manner;

"Manual of Tests and Criteria" means the sixth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria, published by the United Nations (ST/SG/AC.10/11/Rev.6 and Amend.1);

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"*Mass of package*" means gross mass of the package unless otherwise stated. The mass of containers and tanks used for the carriage of goods is not included in the gross mass;

"*Maximum capacity*" means the maximum inner volume of receptacles or packagings including intermediate bulk containers (IBCs) and large packagings expressed in cubic metres or litres;

"*Maximum net mass*" means the maximum net mass of contents in a single packaging or maximum combined mass of inner packagings and the contents thereof expressed in kilograms;

"*Maximum normal operating pressure*", for the carriage of radioactive material, means the maximum pressure above atmospheric pressure at mean sea-level that would develop in the containment system in a period of one year under the conditions of temperature and solar radiation corresponding to environmental conditions in the absence of venting, external cooling by an ancillary system, or operational controls during carriage;

"*Maximum permissible gross mass*"

(a) (for IBCs) means the mass of the IBC and any service or structural equipment together with the maximum net mass;

(b) (for tanks) means the tare of the tank and the heaviest load authorized for carriage;

NOTE: For portable tanks, see Chapter 6.7.

"*Maximum working pressure (gauge pressure)*" means the highest of the following three pressures that may occur at the top of the tank in the operating position:

(a) The highest effective pressure allowed in the tank during filling (maximum filling pressure allowed);

(b) The highest effective pressure allowed in the tank during discharge (maximum discharge pressure allowed); and

(c) The effective gauge pressure to which the tank is subjected by its contents (including such extraneous gases as it may contain) at the maximum working temperature.

Unless the special requirements prescribed in Chapter 4.3 provide otherwise, the numerical value of this working pressure (gauge pressure) shall not be lower than the vapour pressure (absolute pressure) of the filling substance at 50 °C.

For tanks equipped with safety valves (with or without bursting disc) other than tanks for the carriage of compressed, liquefied or dissolved gases of Class 2, the maximum working pressure (gauge pressure) shall however be equal to the prescribed opening pressure of such safety valves.

(See also "*Calculation pressure*", "*Discharge pressure*", "*Filling pressure*" and "*Test pressure*");

NOTE1: *Maximum working pressure is not applicable to gravity-discharge tanks according to 6.8.2.1.14 (a).*

NOTE2: *For portable tanks, see Chapter 6.7.*

NOTE3: *For closed cryogenic receptacles, see NOTE to 6.2.1.3.6.5.*

"*MEGC*", see "*Multiple-element gas container*";

"*Member of a vehicle crew*" means a driver or any other person accompanying the driver for safety, security, training or operational reasons;

"*MEMU*", see "*Mobile explosives manufacturing unit*";

"*Metal hydride storage system*" means a single complete hydrogen storage system, including a receptacle, metal hydride, pressure relief device, shut-off valve, service equipment and internal components used for the carriage of hydrogen only;

"*Metal IBC*" means a metal body together with appropriate service and structural equipment;

"Mild steel" means a steel having a minimum tensile strength between 360 N/mm² and 440 N/mm²;

NOTE: For portable tanks, see Chapter 6.7.

"Mobile explosives manufacturing unit" (MEMU) means a unit, or a vehicle mounted with a unit, for manufacturing and charging explosives from dangerous goods that are not explosives. The unit consists of various tanks and bulk containers and process equipment as well as pumps and related equipment. The MEMU may have special compartments for packaged explosives;

NOTE: Even though the definition of MEMU includes the expression "manufacturing and charging explosives" the requirements for MEMUs apply only to carriage and not to manufacturing and charging of explosives.

"Multiple-element gas container" (MEGC) means a unit containing elements which are linked to each other by a manifold and mounted on a frame. The following elements are considered to be elements of a multiple-element gas container: cylinders, tubes, pressure drums or bundles of cylinders as well as tanks for the carriage of gases as defined in 2.2.2.1.1 having a capacity of more than 450 litres;

NOTE: For UN MEGCs, see Chapter 6.7.

N

"Net explosive mass (NEM)" means the total mass of the explosive substances, without the packagings, casings, etc. (Net explosive quantity (NEQ), net explosive contents (NEC), net explosive weight (NEW) or net mass of explosive contents are often used to convey the same meaning;

"Neutron radiation detector" means a device that detects neutron radiation. In such a device, a gas may be contained in a hermetically sealed electron tube transducer that converts neutron radiation into a measureable electric signal;

"N.O.S. entry (not otherwise specified entry)" means a collective entry to which substances, mixtures, solutions or articles may be assigned if they:

- (a) Are not mentioned by name in Table A of Chapter 3.2; and
- (b) Exhibit chemical, physical and/or dangerous properties corresponding to the Class, classification code, packing group and the name and description of the n.o.s. entry;

O

"Offshore bulk container" means a bulk container specially designed for repeated use for carriage to, from and between offshore facilities. An offshore bulk container is designed and constructed in accordance with the guidelines for the approval of offshore containers handled in open seas specified by the International Maritime Organization (IMO) in document MSC/Circ.860;

"Open container", see "Container";

"Open cryogenic receptacle" means a transportable thermally insulated receptacle for refrigerated liquefied gases maintained at atmospheric pressure by continuous venting of the refrigerated liquefied gas;

"Open vehicle" means a vehicle the platform of which has no superstructure or is merely provided with side boards and a tailboard;

"Outer packaging" means the outer protection of the composite or combination packaging together with any absorbent materials, cushioning and any other components necessary to contain and protect inner receptacles or inner packagings;

"Over-moulded cylinder" means a cylinder intended for the carriage of LPG with a water capacity not exceeding 13 litres made of a coated welded steel inner cylinder with an over-moulded protective case made from cellular plastic, which is non-removable and bonded to the outer surface of the steel cylinder wall;

"Overpack" means an enclosure used (by a single consignor in the case of radioactive material) to contain one or more packages, consolidated into a single unit easier to handle and stow during carriage;

Examples of overpacks:

- (a) A loading tray such as a pallet, on which several packages are placed or stacked and secured by a plastics strip, shrink or stretch wrapping or other appropriate means; or
- (b) An outer protective packaging such as a box or a crate;

P

"Package" means the complete product of the packing operation, consisting of the packaging or large packaging or IBC and its contents prepared for dispatch. The term includes receptacles for gases as defined in this section as well as articles which, because of their size, mass or configuration may be carried unpackaged or carried in cradles, crates or handling devices. Except for the carriage of radioactive material, the term does not apply to goods which are carried in bulk, nor to substances carried in tanks;

NOTE: For radioactive material, see 2.2.7.2, 4.1.9.1.1 and Chapter 6.4.

"Packaging" means one or more receptacles and any other components or materials necessary for the receptacles to perform their containment and other safety functions (see also "Combination packaging", "Composite packaging", "Inner packaging", "Intermediate bulk container (IBC)", "Intermediate packaging", "Large packaging", "Light-gauge metal packaging", "Outer packaging", "Reconditioned packaging", "Remanufactured packaging", "Reused packaging", "Salvage packaging" and "Sift-proof packaging");

"Packer" means any enterprise which puts dangerous goods into packagings, including large packagings and intermediate bulk containers (IBCs) and, where necessary, prepares packages for carriage;

"Packing group" means a group to which, for packing purposes, certain substances may be assigned in accordance with their degree of danger. The packing groups have the following meanings which are explained more fully in Part 2:

Packing group I: Substances presenting high danger;

Packing group II: Substances presenting medium danger; and

Packing group III: Substances presenting low danger;

NOTE: Certain articles containing dangerous goods are assigned to a packing group.

"Portable tank" means a multimodal tank having, when used for the carriage of gases as defined in 2.2.2.1.1, a capacity of more than 450 litres in accordance with the definitions in Chapter 6.7 or the IMDG Code and indicated by a portable tank instruction (T-Code) in Column (10) of Table A of Chapter 3.2;

"Portable tank operator", see "Tank-container/portable tank operator";

"Pressure drum" means a welded transportable pressure receptacle of a water capacity exceeding 150 litres and of not more than 1 000 litres, (e.g. cylindrical receptacles equipped with rolling hoops, spheres on skids);

"Pressure receptacle" means a collective term that includes cylinders, tubes, pressure drums, closed cryogenic receptacles, metal hydride storage systems, bundles of cylinders and salvage pressure receptacles;

"Pressurized gas cartridge", see "Aerosol or aerosol dispenser";

"Protected IBC" (for metal IBCs) means an IBC provided with additional protection against impact, the protection taking the form of, for example, a multi-layer (sandwich) or double-wall construction, or a frame with a metal lattice-work casing;

"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.

Q

"Quality assurance" means a systematic programme of controls and inspections applied by any organization or body which is aimed at providing confidence that the safety prescriptions in ADR are met in practice;

R

"Radiation detection system" means an apparatus that contains radiation detectors as components;

"Radiation level", for the carriage of radioactive material, means the corresponding dose rate expressed in millisieverts per hour or microsieverts per hour;

"Radioactive contents", for the carriage of radioactive material, mean the radioactive material together with any contaminated or activated solids, liquids, and gases within the packaging;

"Receptacle" (Class 1) includes boxes, bottles, cans, drums, jars and tubes, including any means of closure used in the inner or intermediate packaging;

"Receptacle" means a containment vessel for receiving and holding substances or articles, including any means of closing. This definition does not apply to shells (see also "Cryogenic receptacle", "Inner receptacle", "Pressure receptacle", "Rigid inner receptacle" and "Gas cartridge");

"Reconditioned packaging" means in particular

(a) Metal drums that are:

- (i) cleaned to original materials of construction, with all former contents, internal and external corrosion, and external coatings and labels removed;
- (ii) restored to original shape and contour, with chimes (if any) straightened and sealed and all non-integral gaskets replaced; and
- (iii) inspected after cleaning but before painting, with rejection of packagings with visible pitting, significant reduction in the material thickness, metal fatigue, damaged threads or closures or other significant defects;

(b) Plastics drums and jerricans that:

- (i) are cleaned to original materials of construction, with all former contents, external coatings and labels removed;
- (ii) have all non-integral gaskets replaced; and
- (iii) are inspected after cleaning with rejection of packagings with visible damage such as tears, creases or cracks, or damaged threads or closures or other significant defects;

"Recycled plastics material" means material recovered from used industrial packagings that has been cleaned and prepared for processing into new packagings;

"Reel" (Class 1) means a device made of plastics, wood, fibreboard, metal or other suitable material comprising a central spindle with, or without, side walls at each end of the spindle. Articles and substances can be wound onto the spindle and may be retained by side walls;

"Reference steel" means a steel with a tensile strength of 370 N/mm² and an elongation at fracture of 27%;

"Remanufactured IBC", see "Intermediate Bulk Container (IBC)";

"Remanufactured large packaging" means a metal or rigid plastics large packaging that:

- (a) Is produced as a UN type from a non-UN type; or
- (b) Is converted from one UN design type to another UN design type.

Remanufactured large packagings are subject to the same requirements of ADR that apply to new large packagings of the same type (see also design type definition in 6.6.5.1.2);

"Remanufactured packaging" means in particular

- (a) Metal drums that:
 - (i) are produced as a UN type complying with the requirements of Chapter 6.1 from a non-UN type;
 - (ii) are converted from one UN type complying with the requirements of Chapter 6.1 to another UN type; or
 - (iii) undergo the replacement of integral structural components (such as non-removable heads);
- (b) Plastics drums that:
 - (i) are converted from one UN type to another UN type (e.g. 1H1 to 1H2); or
 - (ii) undergo the replacement of integral structural components.

Remanufactured drums are subject to the requirements of Chapter 6.1 which apply to new drums of the same type;

"Repaired IBC", see *"Intermediate Bulk Container (IBC)"*;

"Reused large packaging" means a large packaging to be refilled which has been examined and found free of defects affecting the ability to withstand the performance tests; the term includes those which are refilled with the same or similar compatible contents and are carried within distribution chains controlled by the consignor of the product;

"Reused packaging" means a packaging which has been examined and found free of defects affecting the ability to withstand the performance tests. The term includes those which are refilled with the same or similar compatible contents and are carried within distribution chains controlled by the consignor of the product;

"RID" means Regulations concerning the International Carriage of Dangerous Goods by Rail (Appendix C of COTIF (Convention concerning international carriage by rail));

"Rigid inner receptacle" (for composite IBCs) means a receptacle which retains its general shape when empty without its closures in place and without benefit of the outer casing. Any inner receptacle that is not "rigid" is considered to be "flexible";

"Rigid plastics IBC" means a rigid plastics body, which may have structural equipment together with appropriate service equipment;

"Routine maintenance of flexible IBCs", see *"Intermediate Bulk Container (IBC)"*;

"Routine maintenance of rigid IBCs", see *"Intermediate Bulk Container (IBC)"*;

S

"Safety valve" means a spring-loaded device which is activated automatically by pressure the purpose of which is to protect the tank against unacceptable excess internal pressure;

"SADT" see *"Self-accelerating decomposition temperature"*;

"Salvage packaging" means a special packaging into which damaged, defective, leaking or non-conforming dangerous goods packages, or dangerous goods that have spilled or leaked are placed for purposes of carriage for recovery or disposal;

"*Salvage pressure receptacle*" means a pressure receptacle with a water capacity not exceeding 3 000 litres into which are placed damaged, defective, leaking or non-conforming pressure receptacle(s) for the purpose of carriage e.g. for recovery or disposal;

"*SAPT*", see "*Self-accelerating polymerization temperature*";

"*Self-accelerating decomposition temperature*" (SADT), means the lowest temperature at which self-accelerating decomposition may occur with substance in the packaging as used during carriage. Provisions for determining the SADT and the effects of heating under confinement are contained in Part II of the Manual of Tests and Criteria;

"*Self-accelerating polymerization temperature (SAPT)*" means the lowest temperature at which polymerization may occur with a substance in the packaging, IBC or tank as offered for carriage. The SAPT shall be determined in accordance with the test procedures established for the self-accelerating decomposition temperature for self-reactive substances in accordance with Part II, section 28 of the Manual of Tests and Criteria;

"*Service equipment*"

- (a) Of the tank means filling and discharge, breather, safety, heating, heat insulating and additive devices and measuring instruments;
- (b) Of the elements of a battery-vehicle or of a MEGC means filling and discharge devices, including the manifold, safety devices and measuring instruments;
- (c) Of an IBC means the filling and discharge devices and any pressure-relief or venting, safety, heating and heat insulating devices and measuring instruments;

NOTE: For portable tanks, see Chapter 6.7.

"*Service life*", for composite cylinders and tubes, means the number of years the cylinder or tube is permitted to be in service;

"*Settled pressure*" means the pressure of the contents of a pressure receptacle in thermal and diffusive equilibrium;

"*Sheeted bulk container*", see "*Bulk container*";

"*Sheeted container*", see "*Container*";

"*Sheeted vehicle*" means an open vehicle provided with a sheet to protect the load;

"*Shell*" (for tanks), means the part of the tank which retains the substance intended for carriage, including openings and their closures, but does not include service equipment or external structural equipment;

NOTE: For portable tanks, see Chapter 6.7.

"*Sift-proof packaging*" means a packaging impermeable to dry contents, including fine solid material produced during carriage;

"*Small container*", see "*Container*";

"*Small receptacle containing gas (gas cartridge)*" means a non-refillable receptacle having a water capacity not exceeding 1000 ml for receptacles made of metal and not exceeding 500 ml for receptacles made of synthetic material or glass, containing, under pressure, a gas or a mixture of gases. It may be fitted with a valve;

"*Solid*" means:

- (a) A substance with a melting point or initial melting point of more than 20 °C at a pressure of 101.3 kPa; or
- (b) A substance which is not liquid according to the ASTM D 4359-90 test method or which is pasty according to the criteria applicable to the test for determining fluidity (penetrometer test) described in 2.3.4;

"Structural equipment"

- (a) For tanks of a tank-vehicle or demountable tank, means the external or internal reinforcing, fastening, protective or stabilizing members of the shell;
- (b) For tanks of a tank-container, means the external or internal reinforcing, fastening, protective or stabilizing members of the shell;
- (c) For elements of a battery-vehicle or an MEGC means the external or internal reinforcing, fastening, protective or stabilizing members of the shell or receptacle;
- (d) For IBCs other than flexible IBCs means the reinforcing, fastening, handling, protective or stabilizing members of the body (including the base pallet for composite IBCs with plastics inner receptacle);

NOTE: For portable tanks, see Chapter 6.7.

"Swap body", see "Container";

T

"Tank" means a shell, including its service and structural equipment. When used alone, the term tank means a tank-container, portable tank, demountable tank or fixed tank as defined in this Section, including tanks forming elements of battery-vehicles or MEGCs (see also "Demountable tank", "Fixed tank", "Portable tank" and "Multiple-element gas container");

NOTE: For portable tanks, see 6.7.4.1.

"Tank-container" means an article of transport equipment meeting the definition of a container, and comprising a shell and items of equipment, including the equipment to facilitate movement of the tank-container without significant change of attitude, used for the carriage of gases, liquid, powdery or granular substances and, when used for the carriage of gases as defined in 2.2.2.1.1, having a capacity of more than 0.45 m³ (450 litres);

NOTE: IBCs which meet the requirements of Chapter 6.5 are not considered to be tank-containers.

"Tank-container/portable tank operator" means any enterprise in whose name the tank-container/portable tank is registered;

"Tank record" means a file containing all the important technical information concerning a tank, a battery-vehicle or a MEGC, such as certificates referred to in 6.8.2.3, 6.8.2.4 and 6.8.3.4;

"Tank swap body" is considered to be a tank-container;

"Tank-vehicle" means a vehicle built to carry liquids, gases or powdery or granular substances and comprising one or more fixed tanks. In addition to the vehicle proper, or the units of running gear used in its stead, a tank-vehicle comprises one or more shells, their items of equipment and the fittings for attaching them to the vehicle or to the running-gear units;

"Technical name" means a recognized chemical name, if relevant a biological name, or other name currently used in scientific and technical handbooks, journals and texts (see 3.1.2.8.1.1);

"Test pressure" means the required pressure applied during a pressure test for initial or periodic inspection (see also "Calculation pressure", "Discharge pressure", "Filling pressure" and "Maximum working pressure (gauge pressure)");

NOTE: For portable tanks, see Chapter 6.7.

"Through or into", for the carriage of radioactive material, means through or into the countries in which a consignment is carried but specifically excludes countries "over" which a consignment is carried by air provided that there are no scheduled stops in those countries;

"Transport index (TI) assigned to a package, overpack or container, or to unpackaged LSA-I or SCO-I", for the carriage of radioactive material, means a number which is used to provide control over radiation exposure;

"*Transport unit*" means a motor vehicle without an attached trailer, or a combination consisting of a motor vehicle and an attached trailer;

"*Tray*" (Class 1) means a sheet of metal, plastics, fibreboard or other suitable material which is placed in the inner, intermediate or outer packaging and achieves a close-fit in such packaging. The surface of the tray may be shaped so that packagings or articles can be inserted, held secure and separated from each other;

"*Tube*" (Class 2) means a transportable pressure receptacle of seamless or composite construction having a water capacity exceeding 150 litres and of not more than 3 000 litres;

U

"*UIC*" means the International Union of Railways (UIC, 16 rue Jean Rey, F-75015 Paris, France);

"*UNECE*" means the United Nations Economic Commission for Europe (UNECE, Palais des Nations, 8-14 avenue de la Paix, CH-1211 Geneva 10, Switzerland);

"*Undertaking*", see "*Enterprise*";

"*Unloader*" means any enterprise which:

- (a) Removes a container, bulk-container, MEGC, tank-container or portable tank from a vehicle;
or
- (b) Unloads packaged dangerous goods, small containers or portable tanks out of or from a vehicle or a container; or
- (c) Discharges dangerous goods from a tank (tank-vehicle, demountable tank, portable tank or tank-container) or from a battery-vehicle, MEMU or MEGC or from a vehicle, large container or small container for carriage in bulk or a bulk-container;

"*Unloading*" means all actions carried out by the unloader, in accordance with the definition of unloader;

"*UN Model Regulations*" means the Model Regulations annexed to the twentieth revised edition of the Recommendations on the Transport of Dangerous Goods published by the United Nations (ST/SG/AC.10/1/Rev.20);

"*UN number*" means the four-figure identification number of the substance or article taken from the UN Model Regulations;

"*ECE-UN Regulation*" means a regulation annexed to the Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles equipment and parts which can be fitted and or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions (1958 Agreement, as amended);

V

"*Vacuum-operated waste tank*" means a fixed tank, demountable tank, tank-container or tank swap body primarily used for the carriage of dangerous wastes, with special constructional features and/or equipment to facilitate the filling and discharging of wastes as specified in Chapter 6.10. A tank which fully complies with the requirements of Chapter 6.7 or 6.8 is not considered to be a vacuum-operated waste tank;

"*Vacuum valve*" means a spring-loaded device which is activated automatically by pressure the purpose of which is to protect the tank against unacceptable negative internal pressure;

"*Vehicle*" see "*Battery-vehicle*", "*Closed vehicle*", "*Open vehicle*", "*Sheeted vehicle*" and "*Tank-vehicle*";

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W

"Wastes" means substances, solutions, mixtures or articles for which no direct use is envisaged but which are transported for reprocessing, dumping, elimination by incineration or other methods of disposal;

"Wooden barrel" means a packaging made of natural wood, of round cross-section, having convex walls, consisting of staves and heads and fitted with hoops;

"Wooden IBC" means a rigid or collapsible wooden body, together with an inner liner (but no inner packaging) and appropriate service and structural equipment;

"Working pressure" means the settled pressure of a compressed gas at a reference temperature of 15 °C in a full pressure receptacle;

NOTE: For tanks, see "Maximum working pressure".

"Woven plastics" (for flexible IBCs) means a material made from stretch tapes or monofilaments of suitable plastics material.

1.2.2 Units of measurement

1.2.2.1 The following units of measurement ^a are applicable in ADR:

Measurement of	SI Unit ^b	Acceptable alternative unit	Relationship between units
Length	m (metre)	-	-
Area	m ² (square metre)	-	-
Volume	m ³ (cubic metre)	l ^c (litre)	1 l = 10 ⁻³ m ³
Time	s (second)	min (minute) h (hour) d (day)	1 min = 60 s 1 h = 3 600 s 1 d = 86 400 s
Mass	kg (kilogram)	g (gram) t (ton)	1 g = 10 ⁻³ kg 1 t = 10 ³ kg
Mass density	kg/m ³	kg/l	1 kg/l = 10 ³ kg/m ³
Temperature	K (kelvin)	°C (degree Celsius)	0 °C = 273.15 K
Temperature difference	K (kelvin)	°C (degree Celsius)	1 °C = 1 K
Force	N (newton)	-	1 N = 1 kg.m/s ²
Pressure	Pa (pascal)	bar (bar)	1 Pa = 1 N/m ² 1 bar = 10 ⁵ Pa
Stress	N/m ²	N/mm ²	1 N/mm ² = 1 MPa
Work		kWh (kilowatt hours)	1 kWh = 3.6 MJ
Energy	J (joule)		1 J = 1 N.m = 1 W.s
Quantity of heat		eV (electronvolt)	1 eV = 0.1602 H 10 ⁻¹⁸ J
Power	W (watt)	-	1 W = 1 J/s = 1 N.m/s
Kinematic viscosity	m ² /s	mm ² /s	1 mm ² /s = 10 ⁻⁶ m ² /s
Dynamic viscosity	Pa.s	mPa.s	1 mPa.s = 10 ⁻³ Pa.s
Activity	Bq (becquerel)		
Dose equivalent	Sv (sievert)		

^a The following round figures are applicable for the conversion of the units hitherto used into SI Units.

<u>Force</u>		<u>Stress</u>	
1 kg	= 9.807 N	1 kg/mm ²	= 9.807 N/mm ²
1 N	= 0.102 kg	1 N/mm ²	= 0.102 kg/mm ²

<u>Pressure</u>				
1 Pa	= 1 N/m ²	= 10 ⁻⁵ bar	= 1.02 × 10 ⁻⁵ kg/cm ²	= 0.75 × 10 ⁻² torr
1 bar	= 10 ⁵ Pa	= 1.02 kg/cm ²	= 750 torr	
1 kg/cm ²	= 9.807 × 10 ⁴ Pa	= 0.9807 bar	= 736 torr	
1 torr	= 1.33 × 10 ² Pa	= 1.33 × 10 ⁻³ bar	= 1.36 × 10 ⁻³ kg/cm ²	

Energy, Work, Quantity of heat

1 J	=	1 N.m	=	0.278×10^{-6} kWh	=	0.102 kgm	=	0.239×10^{-3} kcal
1 kWh	=	3.6×10^6 J	=	367×10^3 kgm	=	860 kcal		
1 kgm	=	9.807 J	=	2.72×10^{-6} kWh	=	2.34×10^{-3} kcal		
1 kcal	=	4.19×10^3 J	=	1.16×10^{-3} kWh	=	427 kgm		

Power

1 W	=	0.102 kgm/s	=	0.86 kcal/h
1 kgm/s	=	9.807 W	=	8.43 kcal/h
1 kcal/h	=	1.16 W	=	0.119 kgm/s

Kinematic viscosity

1 m ² /s	=	10 ⁴ St (Stokes)
1 St	=	10 ⁻⁴ m ² /s

Dynamic viscosity

1 Pa.s	=	1 N.s/m ²	=	10 P (poise)	=	0.102 kg.s/m ²
1 P	=	0.1 Pa.s	=	0.1 N.s/m ²	=	1.02×10^{-2} kg.s/m ²
1 kg.s/m ²	=	9.807 Pa.s	=	9.807 N.s/m ²	=	98.07 P

^b The International System of Units (SI) is the result of decisions taken at the General Conference on Weights and Measures (Address: Pavillon de Breteuil, Parc de St-Cloud, F-92 310 Sèvres).

^c The abbreviation "L" for litre may also be used in place of the abbreviation "l" when a typewriter cannot distinguish between figure "1" and letter "l".

The decimal multiples and sub-multiples of a unit may be formed by prefixes or symbols, having the following meanings, placed before the name or symbol of the unit:

Factor			Prefix	Symbol
1 000 000 000 000 000 000	= 10 ¹⁸	quintillion	exa	E
1 000 000 000 000 000	= 10 ¹⁵	quadrillion	peta	P
1 000 000 000 000	= 10 ¹²	trillion	tera	T
1 000 000 000	= 10 ⁹	billion	giga	G
1 000 000	= 10 ⁶	million	mega	M
1 000	= 10 ³	thousand	kilo	k
100	= 10 ²	hundred	hecto	h
10	= 10 ¹	ten	deca	da
0.1	= 10 ⁻¹	tenth	deci	d
0.01	= 10 ⁻²	hundredth	centi	c
0.001	= 10 ⁻³	thousandth	milli	m
0.000 001	= 10 ⁻⁶	millionth	micro	μ
0.000 000 001	= 10 ⁻⁹	billionth	nano	n
0.000 000 000 001	= 10 ⁻¹²	trillionth	pico	p
0.000 000 000 000 001	= 10 ⁻¹⁵	quadrillionth	femto	f
0.000 000 000 000 000 001	= 10 ⁻¹⁸	quintillionth	atto	a

NOTE: 10⁹ billion is United Nations usage in English. By analogy, so is 10⁻⁹ = 1 billionth.

1.2.2.2 Unless expressly stated otherwise, the sign "%" in ADR represents:

- In the case of mixtures of solids or of liquids, and also in the case of solutions and of solids wetted by a liquid, a percentage mass based on the total mass of the mixture, the solution or the wetted solid;
- In the case of mixtures of compressed gases, when filled by pressure, the proportion of the volume indicated as a percentage of the total volume of the gaseous mixture, or, when filled by mass, the proportion of the mass indicated as a percentage of the total mass of the mixture;
- In the case of mixtures of liquefied gases and dissolved gases, the proportion of the mass indicated as a percentage of the total mass of the mixture.

1.2.2.3 Pressures of all kinds relating to receptacles (such as test pressure, internal pressure, safety valve opening pressure) are always indicated in gauge pressure (pressure in excess of atmospheric pressure); however, the vapour pressure of substances is always expressed in absolute pressure.

1.2.2.4 Where ADR specifies a degree of filling for receptacles, this is always related to a reference temperature of the substances of 15 °C, unless some other temperature is indicated.

CHAPTER 1.3

TRAINING OF PERSONS INVOLVED IN THE CARRIAGE OF DANGEROUS GOODS

1.3.1 Scope and applicability

Persons employed by the participants referred to in Chapter 1.4, whose duties concern the carriage of dangerous goods, shall be trained in the requirements governing the carriage of such goods appropriate to their responsibilities and duties. Employees shall be trained in accordance with 1.3.2 before assuming responsibilities and shall only perform functions, for which required training has not yet been provided, under the direct supervision of a trained person. Training requirements specific to security of dangerous goods in Chapter 1.10 shall also be addressed.

NOTE 1: With regard to the training for the safety adviser, see 1.8.3 instead of this section.

NOTE 2: With regard to the training of the vehicle crew, see Chapter 8.2 instead of this section.

NOTE 3: For training with regard to Class 7, see also 1.7.2.5.

1.3.2 Nature of the training

The training shall take the following form, appropriate to the responsibility and duties of the individual concerned.

1.3.2.1 General awareness training

Personnel shall be familiar with the general requirements of the provisions for the carriage of dangerous goods.

1.3.2.2 Function-specific training

Personnel shall be trained, commensurate directly with their duties and responsibilities in the requirements of the regulations concerning the carriage of dangerous goods.

Where the carriage of dangerous goods involves a multimodal transport operation, the personnel shall be aware of the requirements concerning other transport modes.

1.3.2.3 Safety training

Commensurate with the degree of risk of injury or exposure arising from an incident involving the carriage of dangerous goods, including loading and unloading, personnel shall be trained in the hazards and dangers presented by dangerous goods.

The training provided shall aim to make personnel aware of the safe handling and emergency response procedures.

1.3.2.4 The training shall be periodically supplemented with refresher training to take account of changes in regulations.

1.3.3 Documentation

Records of training received according to this Chapter shall be kept by the employer and made available to the employee or competent authority, upon request. Records shall be kept by the employer for a period of time established by the competent authority. Records of training shall be verified upon commencing a new employment.

CHAPTER 1.4

SAFETY OBLIGATIONS OF THE PARTICIPANTS

1.4.1 General safety measures

1.4.1.1 The participants in the carriage of dangerous goods shall take appropriate measures according to the nature and the extent of foreseeable dangers, so as to avoid damage or injury and, if necessary, to minimize their effects. They shall, in all events, comply with the requirements of ADR in their respective fields.

1.4.1.2 When there is an immediate risk that public safety may be jeopardized, the participants shall immediately notify the emergency services and shall make available to them the information they require to take action.

1.4.1.3 ADR may specify certain of the obligations falling to the various participants.

If a Contracting Party considers that no lessening of safety is involved, it may in its domestic legislation transfer the obligations falling to a specific participant to one or several other participants, provided that the obligations of 1.4.2 and 1.4.3 are met. These derogations shall be communicated by the Contracting Party to the Secretariat of the United Nations Economic Commission for Europe which will bring them to the attention of the Contracting Parties.

The requirements of 1.2.1, 1.4.2 and 1.4.3 concerning the definitions of participants and their respective obligations shall not affect the provisions of domestic law concerning the legal consequences (criminal nature, liability, etc.) stemming from the fact that the participant in question is e.g. a legal entity, a self-employed worker, an employer or an employee.

1.4.2 Obligations of the main participants

NOTE 1: Several participants to which safety obligations are assigned in this section may be one and the same enterprise. Also, the activities and the corresponding safety obligations of a participant can be assumed by several enterprises.

NOTE 2: For radioactive material, see also 1.7.6.

1.4.2.1 Consignor

1.4.2.1.1 The consignor of dangerous goods is required to hand over for carriage only consignments which conform to the requirements of ADR. In the context of 1.4.1, he shall in particular:

- (a) Ascertain that the dangerous goods are classified and authorized for carriage in accordance with ADR;
- (b) Furnish the carrier with information and data in a traceable form and, if necessary, the required transport documents and accompanying documents (authorizations, approvals, notifications, certificates, etc.), taking into account in particular the requirements of Chapter 5.4 and of the tables in Part 3;
- (c) Use only packagings, large packagings, intermediate bulk containers (IBCs) and tanks (tank-vehicles, demountable tanks, battery-vehicles, MEGCs, portable tanks and tank-containers) approved for and suited to the carriage of the substances concerned and bearing the marks prescribed by ADR;
- (d) Comply with the requirements on the means of dispatch and on forwarding restrictions;
- (e) Ensure that even empty uncleaned and not degassed tanks (tank-vehicles, demountable tanks, battery-vehicles, MEGCs, portable tanks and tank-containers) or empty uncleaned vehicles and bulk containers are placarded, marked and labelled in accordance with Chapter 5.3 and that empty uncleaned tanks are closed and present the same degree of leakproofness as if they were full.

1.4.2.1.2 If the consignor uses the services of other participants (packer, loader, filler, etc.), he shall take appropriate measures to ensure that the consignment meets the requirements of ADR. He may,

however, in the case of 1.4.2.1.1 (a), (b), (c) and (e), rely on the information and data made available to him by other participants.

1.4.2.1.3 When the consignor acts on behalf of a third party, the latter shall inform the consignor in writing that dangerous goods are involved and make available to him all the information and documents he needs to perform his obligations.

1.4.2.2 Carrier

1.4.2.2.1 In the context of 1.4.1, where appropriate, the carrier shall in particular:

- (a) Ascertain that the dangerous goods to be carried are authorized for carriage in accordance with ADR;
- (b) Ascertain that all information prescribed in ADR related to the dangerous goods to be carried has been provided by the consignor before carriage, that the prescribed documentation is on board the transport unit or if electronic data processing (EDP) or if electronic data interchange (EDI) techniques are used instead of paper documentation, that data is available during transport in a manner at least equivalent to that of paper documentation;
- (c) Ascertain visually that the vehicles and loads have no obvious defects, leakages or cracks, missing equipment, etc.;
- (d) Ascertain that the deadline for the next test for tank-vehicles, battery-vehicles, demountable tanks, portable tanks, tank-containers and MEGCs has not expired;
NOTE: Tanks, battery-vehicles and MEGCs may however be carried after the expiry of this deadline under the conditions of 4.1.6.10 (in the case of battery-vehicles and MEGCs containing pressure receptacles as elements), 4.2.4.4, 4.3.2.3.7, 4.3.2.4.4, 6.7.2.19.6, 6.7.3.15.6 or 6.7.4.14.6.
- (e) verify that the vehicles are not overloaded;
- (f) ascertain that the placards, marks and orange-coloured plates prescribed for the vehicles in Chapter 5.3 have been affixed;
- (g) ascertain that the equipment prescribed in ADR for the transport unit, vehicle crew and certain classes is on board the transport unit.

Where appropriate, this shall be done on the basis of the transport documents and accompanying documents, by a visual inspection of the vehicle or the containers and, where appropriate, the load.

1.4.2.2.2 The carrier may, however, in the case of 1.4.2.2.1 (a), (b), (e) and (f), rely on information and data made available to him by other participants. 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.

1.4.2.2.3 If the carrier observes an infringement of the requirements of ADR, in accordance with 1.4.2.2.1, he shall not forward the consignment until the matter has been rectified.

1.4.2.2.4 If, during the journey, an infringement which could jeopardize the safety of the operation is observed, the consignment shall be halted as soon as possible bearing in mind the requirements of traffic safety, of the safe immobilisation of the consignment, and of public safety. The transport operation may only be continued once the consignment complies with applicable regulations. The competent authority(ies) concerned by the rest of the journey may grant an authorization to pursue the transport operation.

In case the required compliance cannot be achieved and no authorization is granted for the rest of the journey, the competent authority(ies) shall provide the carrier with the necessary administrative assistance. The same shall apply in case the carrier informs this/these competent authority(ies) that the dangerous nature of the goods carried was not communicated to him by the consignor and that he wishes, by virtue of the law applicable in particular to the contract of carriage, to unload, destroy or render the goods harmless.

1.4.2.2.5 *(Reserved)*

1.4.2.2.6 The carrier shall provide the vehicle crew with the instructions in writing as prescribed in ADR.

1.4.2.3 *Consignee*

- 1.4.2.3.1 The consignee has the obligation not to defer acceptance of the goods without compelling reasons and to verify, after unloading, that the requirements of ADR concerning him have been complied with.
- 1.4.2.3.2 If, in the case of a container, this verification brings to light an infringement of the requirements of ADR, the consignee shall return the container to the carrier only after the infringement has been remedied.
- 1.4.2.3.3 If the consignee makes use of the services of other participants (unloader, cleaner, decontamination facility, etc.) he shall take appropriate measures to ensure that the requirements of 1.4.2.3.1 and 1.4.2.3.2 of ADR have been complied with.

1.4.3 **Obligations of the other participants**

A non-exhaustive list of the other participants and their respective obligations is given below. The obligations of the other participants flow from section 1.4.1 above insofar as they know or should have known that their duties are performed as part of a transport operation subject to ADR.

1.4.3.1 *Loader*

- 1.4.3.1.1 In the context of 1.4.1, the loader has the following obligations in particular:
- (a) He shall hand the dangerous goods over to the carrier only if they are authorized for carriage in accordance with ADR;
 - (b) He shall, when handing over for carriage packed dangerous goods or uncleaned empty packagings, check whether the packaging is damaged. He shall not hand over a package the packaging of which is damaged, especially if it is not leakproof, and there are leakages or the possibility of leakages of the dangerous substance, until the damage has been repaired; this obligation also applies to empty uncleaned packagings;
 - (c) He shall comply with the special requirements concerning loading and handling;
 - (d) He shall, after loading dangerous goods into a container comply with the requirements concerning placarding, marking and orange-coloured plates conforming to Chapter 5.3;
 - (e) He shall, when loading packages, comply with the prohibitions on mixed loading taking into account dangerous goods already in the vehicle or large container and requirements concerning the separation of foodstuffs, other articles of consumption or animal feedstuffs.
- 1.4.3.1.2 The loader may, however, in the case of 1.4.3.1.1 (a), (d) and (e), rely on information and data made available to him by other participants.

1.4.3.2 *Packer*

- In the context of 1.4.1, the packer shall comply with in particular:
- (a) The requirements concerning packing conditions, or mixed packing conditions; and
 - (b) When he prepares packages for carriage, the requirements concerning marking and labelling of the packages.

1.4.3.3 *Filler*

- In the context of 1.4.1, the filler has the following obligations in particular:
- (a) He shall ascertain prior to the filling of tanks that both they and their equipment are technically in a satisfactory condition;
 - (b) He shall ascertain that the date of the next test for tank-vehicles, battery-vehicles, demountable tanks, portable tanks, tank-containers and MEGCs has not expired;
 - (c) He shall only fill tanks with the dangerous goods authorized for carriage in those tanks;
 - (d) He shall, in filling the tank, comply with the requirements concerning dangerous goods in adjoining compartments;

- (e) He shall, during the filling of the tank, observe the maximum permissible degree of filling or the maximum permissible mass of contents per litre of capacity for the substance being filled;
- (f) He shall, after filling the tank, ensure that all closures are in a closed position and that there is no leakage;
- (g) He shall ensure that no dangerous residue of the filling substance adheres to the outside of the tanks filled by him;
- (h) He shall, in preparing the dangerous goods for carriage, ensure that the placards, marks, orange-coloured plates and labels are affixed on the tanks, on the vehicles and on the containers for carriage in bulk in accordance with Chapter 5.3;
- (i) *(Reserved)*;
- (j) He shall, when filling vehicles or containers with dangerous goods in bulk, ascertain that the relevant provisions of Chapter 7.3 are complied with.

1.4.3.4 *Tank-container/portable tank operator*

In the context of 1.4.1, the tank-container/portable tank operator shall in particular:

- (a) Ensure compliance with the requirements for construction, equipment, tests and marking;
- (b) Ensure that the maintenance of shells and their equipment is carried out in such a way as to ensure that, under normal operating conditions, the tank-container/portable tank satisfies the requirements of ADR until the next inspection;
- (c) Have an exceptional check made when the safety of the shell or its equipment is liable to be impaired by a repair, an alteration or an accident.

1.4.3.5 and 1.4.3.6 *(Reserved)*

1.4.3.7 *Unloader*

1.4.3.7.1 In the context of 1.4.1, the unloader shall in particular:

- (a) Ascertain that the correct goods are unloaded by comparing the relevant information on the transport document with the information on the package, container, tank, MEMU, MEGC or vehicle;
- (b) Before and during unloading, check whether the packagings, the tank, the vehicle or container have been damaged to an extent which would endanger the unloading operation. If this is the case, ascertain that unloading is not carried out until appropriate measures have been taken;
- (c) Comply with all relevant requirements concerning unloading and handling;
- (d) Immediately following the unloading of the tank, vehicle or container:
 - (i) Remove any dangerous residues which have adhered to the outside of the tank, vehicle or container during the process of unloading; and
 - (ii) Ensure the closure of valves and inspection openings;
- (e) Ensure that the prescribed cleaning and decontamination of the vehicles or containers is carried out; and
- (f) Ensure that the containers once completely unloaded, cleaned and decontaminated, no longer display the placards, marks and orange-coloured plates that had been displayed in accordance with Chapter 5.3.

1.4.3.7.2 If the unloader makes use of the services of other participants (cleaner, decontamination facility, etc.) he shall take appropriate measures to ensure that the requirements of ADR have been complied with.

CHAPTER 1.5

DEROGATIONS

1.5.1 Temporary derogations

1.5.1.1 In accordance with Article 4, paragraph 3 of ADR, the competent authorities of the Contracting Parties may agree directly among themselves to authorize certain transport operations in their territories by temporary derogation from the requirements of ADR, provided that safety is not compromised thereby. The authority which has taken the initiative with respect to the temporary derogation shall notify such derogations to the Secretariat of the United Nations Economic Commission for Europe which shall bring them to the attention of the Contracting Parties¹.

NOTE: "Special arrangement" in accordance with 1.7.4 is not considered to be a temporary derogation in accordance with this section.

1.5.1.2 The period of validity of the temporary derogation shall not be more than five years from the date of its entry into force. The temporary derogation shall automatically cease as from the date of the entry into force of a relevant amendment to ADR.

1.5.1.3 Transport operations on the basis of temporary derogations shall constitute transport operations in the sense of ADR.

1.5.2 (Reserved)

¹ *Note by the Secretariat: The special agreements concluded under this Chapter may be consulted on the web site of the Secretariat of the United Nations Economic Commission for Europe (<http://www.unece.org/trans/danger/danger.htm>).*

CHAPTER 1.6

TRANSITIONAL MEASURES

1.6.1 General

- 1.6.1.1 Unless otherwise provided, the substances and articles of ADR may be carried until 30 June 2019 in accordance with the requirements of ADR applicable up to 31 December 2018.
- 1.6.1.2 *(Deleted)*
- 1.6.1.3 Substances and articles of Class 1, belonging to the armed forces of a Contracting Party, that were packaged prior to 1 January 1990 in accordance with the requirements of ADR in effect at that time may be carried after 31 December 1989 provided the packagings maintain their integrity and are declared in the transport document as military goods packaged prior to 1 January 1990. The other requirements applicable as from 1 January 1990 for this class shall be complied with.
- 1.6.1.4 Substances and articles of Class 1 that were packaged between 1 January 1990 and 31 December 1996 in accordance with the requirements of ADR in effect at that time may be carried after 31 December 1996, provided the packagings maintain their integrity and are declared in the transport document as goods of Class 1 packaged between 1 January 1990 and 31 December 1996.
- 1.6.1.5 *(Reserved)*
- 1.6.1.6 Intermediate bulk containers (IBCs) manufactured before 1 January 2003 in accordance with the requirements of marginal 3612 (1) applicable up to 30 June 2001 and which do not conform to the requirements of 6.5.2.1.1 regarding the height of letters, numerals and symbols applicable as from 1 July 2001 may continue to be used.
- 1.6.1.7 Type approvals for drums, jerricans and composite packagings made of high or medium molecular mass polyethylene issued before 1 July 2005 in accordance with the requirements of 6.1.5.2.6 in force up to 31 December 2004, but which are not in accordance with the requirements of 4.1.1.21, continue to be valid until 31 December 2009. Any such packagings manufactured and marked on the basis of these type approvals may be used until the end of their period of use determined in 4.1.1.15.
- 1.6.1.8 Existing orange-coloured plates which meet the requirements of sub-section 5.3.2.2 applicable up to 31 December 2004 may continue to be used provided that the requirements of 5.3.2.2.1 and 5.3.2.2.2 that the plate, numbers and letters shall remain affixed irrespective of the orientation of the vehicle are met.
- 1.6.1.9 and 1.6.1.10 *(Deleted)*
- 1.6.1.11 Type approvals for drums, jerricans and composite packagings made of high or medium molecular mass polyethylene, and for high molecular mass polyethylene IBCs, issued before 1 July 2007 in accordance with the requirements of 6.1.6.1 (a) in force up to 31 December 2006, but which are not in accordance with the requirements of 6.1.6.1 (a) applicable as from 1 January 2007, continue to be valid.
- 1.6.1.12 and 1.6.1.13 *(Deleted)*
- 1.6.1.14 IBCs manufactured before 1 January 2011 and conforming to a design type which has not passed the vibration test of 6.5.6.13 or which was not required to meet the criteria of 6.5.6.9.5 (d) at the time it was subjected to the drop test, may still be used.
- 1.6.1.15 IBCs manufactured, remanufactured or repaired before 1 January 2011 need not be marked with the maximum permitted stacking load in accordance with 6.5.2.2.2. Such IBCs, not marked in accordance with 6.5.2.2.2, may still be used after 31 December 2010 but must be marked in accordance with 6.5.2.2.2 if they are remanufactured or repaired after that date. IBCs manufactured, remanufactured or repaired between 1 January 2011 and 31 December 2016 and marked with the maximum permitted stacking load in accordance with 6.5.2.2.2 in force up to 31 December 2014 may continue to be used.
- 1.6.1.16 to 1.6.1.20 *(Deleted)*

- 1.6.1.21 *(Deleted)*
- 1.6.1.22 Inner receptacles of composite IBCs manufactured before 1 July 2011 and marked in accordance with the requirements of 6.5.2.2.4 in force up to 31 December 2010 may still be used.
- 1.6.1.23 Fire extinguishers constructed before 1 July 2011 in accordance with the requirements of 8.1.4.3 applicable until 31 December 2010 may continue to be used.
- 1.6.1.24 *(Deleted)*
- 1.6.1.25 *(Deleted)*
- 1.6.1.26 Large packagings manufactured or remanufactured before 1 January 2014 and which do not conform to the requirements of 6.6.3.1 regarding the height of letters, numerals and symbols applicable as from 1 January 2013 may continue to be used. Those manufactured or remanufactured before 1 January 2015 need not be marked with the maximum permitted stacking load in accordance with 6.6.3.3. Such large packagings not marked in accordance with 6.6.3.3 may still be used after 31 December 2014 but must be marked in accordance with 6.6.3.3 if they are remanufactured after that date. Large packagings manufactured or remanufactured between 1 January 2011 and 31 December 2016 and marked with the maximum permitted stacking load in accordance with 6.6.3.3 in force up to 31 December 2014 may continue to be used.
- 1.6.1.27 Means of containment integral to equipment or machinery containing liquid fuels of UN Nos. 1202, 1203, 1223, 1268, 1863 and 3475 constructed before 1 July 2013, which do not conform to the requirements of paragraph (a) of special provision 363 of Chapter 3.3 applicable as from 1 January 2013, may still be used.
- 1.6.1.28 *(Deleted)*
- 1.6.1.29 Lithium cells and batteries manufactured according to a type meeting the requirements of sub-section 38.3 of the Manual of Tests and Criteria, Revision 3, Amendment 1 or any subsequent revision and amendment applicable at the date of the type testing may continue to be carried, unless otherwise provided in ADR.
- Lithium cells and batteries manufactured before 1 July 2003 meeting the requirements of the Manual of Tests and Criteria, Revision 3, may continue to be carried if all other applicable requirements are fulfilled.
- 1.6.1.30 Labels which meet the requirements of 5.2.2.2.1.1 applicable up to 31 December 2014, may continue to be used until 30 June 2019.
- 1.6.1.31 and 1.6.1.32 *(Deleted)*
- 1.6.1.33 Electric double layer capacitors of UN No. 3499, manufactured before 1 January 2014, need not be marked with the energy storage capacity in Wh as required by sub-paragraph (e) of special provision 361 of Chapter 3.3.
- 1.6.1.34 Asymmetric capacitors of UN No. 3508, manufactured before 1 January 2016, need not be marked with the energy storage capacity in Wh as required by sub-paragraph (c) of special provision 372 of Chapter 3.3.
- 1.6.1.35 *(Deleted)*
- 1.6.1.36 Driver training certificates issued before 1 January 2014 that do not comply with the requirements under 8.2.2.8.5 applicable from 1 January 2013 in respect of the sequence used for the presentation of dates under numbers 4. and 8., the colour (white with black lettering), and the use of the numbers 9. and 10. on the back of the certificate to introduce the corresponding lists of classes for which the certificate is valid, may continue to be used until their date of expiry.
- 1.6.1.37 *(Reserved)*
- 1.6.1.38 Contracting Parties may continue to issue training certificates for dangerous goods safety advisers conforming to the model applicable until 31 December 2016, instead of those conforming to the requirements of 1.8.3.18 applicable from 1 January 2017, until 31 December 2018. Such certificates may continue in use to the end of their five year validity.

- 1.6.1.39 *(Deleted)*
- 1.6.1.40 *(Deleted)*
- 1.6.1.41 Notwithstanding the requirements of ADR applicable as from 1 January 2017, large packagings conforming to the packing group III performance level in accordance with special packing provision L2 of packing instruction LP02 of 4.1.4.3 applicable until 31 December 2016 may continue to be used until 31 December 2022 for UN No. 1950.
- 1.6.1.42 *(Deleted)*
- 1.6.1.43 Vehicles registered or brought into service before 1 July 2017, as defined in special provisions 388 and 669 of Chapter 3.3, and their equipment intended for use during carriage, which conform to the requirements of ADR applicable until 31 December 2016 but containing lithium cells and batteries which do not conform to the provisions of 2.2.9.1.7 may continue to be carried as a load in accordance with the requirements of special provision 666 of Chapter 3.3.
- 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 applicable 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.
- 1.6.1.46 The carriage of machinery or equipment not specified in this annex and which happen to contain dangerous goods in their internal or operational equipment and which are therefore assigned to UN Nos 3363, 3537, 3538, 3539, 3540, 3541, 3542, 3543, 3544, 3545, 3546, 3547 or 3548, which was exempted from the provisions of ADR according to 1.1.3.1 (b) applicable until 31 December 2018, may continue to be exempted from the provisions of ADR until 31 December 2022 provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage.
- 1.6.1.47 Lithium cells and batteries not meeting the requirements of 2.2.9.1.7 (g) may continue to be carried until 31 December 2019.
- 1.6.2 Pressure receptacles and receptacles for Class 2**
- 1.6.2.1 Receptacles built before 1 January 1997 and which do not conform to the requirements of ADR applicable as from 1 January 1997, but the carriage of which was permitted under the requirements of ADR applicable up to 31 December 1996, may continue to be transported after that date if the periodic test requirements in packing instructions P200 and P203 are complied with.
- 1.6.2.2 *(Deleted)*
- 1.6.2.3 Receptacles intended for the carriage of Class 2 substances constructed before 1 January 2003, may continue to bear, after 1 January 2003, the marks conforming to the requirements applicable until 31 December 2002.
- 1.6.2.4 Pressure receptacles designed and constructed in accordance with technical codes no longer recognized according to 6.2.5 may still be used.
- 1.6.2.5 Pressure receptacles and their closures designed and constructed in accordance with standards applicable at the time of their construction (see 6.2.4) according to the provisions of ADR which were applicable at that time may still be used unless restricted by a specific transitional measure.
- 1.6.2.6 Pressure receptacles for substances other than those of Class 2, built before 1 July 2009 in accordance with the requirements of 4.1.4.4 in force up to 31 December 2008, but which do not conform to the requirements of 4.1.3.6 applicable as from 1 January 2009, may continue to be used provided that the requirements of 4.1.4.4 in force up to 31 December 2008 are complied with.
- 1.6.2.7 and 1.6.2.8 *(Deleted)*

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- 1.6.2.9 The provisions of packing instruction P200 (10), special packing provision v of 4.1.4.1 applicable until 31 December 2010 may be applied by Contracting Parties to ADR to cylinders constructed before 1 January 2015.
- 1.6.2.10 Refillable welded steel cylinders for the carriage of gases of UN Nos. 1011, 1075, 1965, 1969 or 1978, granted 15 year intervals for periodic inspection in accordance with packing instruction P200 (10), special packing provision v of 4.1.4.1 as applicable until 31 December 2010 by the competent authority of the country (countries) of carriage, may continue to be periodically inspected according to those provisions.
- 1.6.2.11 Gas cartridges constructed and prepared for carriage before 1 January 2013 for which the requirements of 1.8.6, 1.8.7 or 1.8.8 for the conformity assessment of gas cartridges have not been applied may still be carried after this date, provided all the other applicable provisions of ADR are met.
- 1.6.2.12 Salvage pressure receptacles may continue to be constructed and approved according to national regulations up to 31 December 2013. Salvage pressure receptacles constructed and approved in accordance with national regulations before 1 January 2014 may continue to be used with the approval of the competent authorities of the countries of use.
- 1.6.2.13 Bundles of cylinders manufactured before 1 July 2013 which are not marked in accordance with 6.2.3.9.7.2 and 6.2.3.9.7.3 applicable from 1 January 2013 or 6.2.3.9.7.2 applicable from 1 January 2015 may be used until the next periodic inspection after 1 July 2015.
- 1.6.2.14 Cylinders constructed before 1 January 2016 in accordance with 6.2.3 and a specification approved by the competent authorities of the countries of transport and use, but not in accordance with ISO 11513:2011 or ISO 9809-1:2010 as required in 4.1.4.1, packing instruction P208 (1), may be used for the carriage of adsorbed gases provided the general packing requirements of 4.1.6.1 are met.
- 1.6.2.15 Bundles of cylinders periodically inspected before 1 July 2015 which are not marked in accordance with 6.2.3.9.7.3 applicable from 1 January 2015 may be used until the next periodic inspection after 1 July 2015.

1.6.3 Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles

- 1.6.3.1 Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles built before the entry into force of the requirements applicable as from 1 October 1978 may be kept in service if the equipment of the shell meets the requirements of Chapter 6.8. The thickness of the shell wall, except in the case of shells intended for the carriage of refrigerated liquefied gases of Class 2, shall be appropriate to a calculation pressure of not less than 0.4 MPa (4 bar) (gauge pressure) in the case of mild steel or of not less than 200 kPa (2 bar) (gauge pressure) in the case of aluminium and aluminium alloys. For other than circular cross-sections of tanks, the diameter to be used as a basis for calculation shall be that of a circle whose area is equal to that of the actual cross-section of the tank.
- 1.6.3.2 The periodic tests for fixed tanks (tank-vehicles), demountable tanks and battery-vehicles kept in service under these transitional requirements shall be conducted in accordance with the requirements of 6.8.2.4 and 6.8.3.4 and with the pertinent special requirements for the various classes. Unless the earlier requirements prescribed a higher test pressure, a test pressure of 200 kPa (2 bar) (gauge pressure) shall suffice for aluminium shells and aluminium alloy shells.
- 1.6.3.3 Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles which meet the transitional requirements in 1.6.3.1 and 1.6.3.2 may be used until 30 September 1993 for the carriage of the dangerous goods for which they have been approved. This transitional period shall not apply to fixed tanks (tank-vehicles), demountable tanks and battery-vehicles intended for the carriage of substances of Class 2, or to fixed tanks (tank-vehicles), demountable tanks and battery-vehicles whose wall thickness and items of equipment meet the requirements of Chapter 6.8.
- 1.6.3.4
 - (a) Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles constructed before 1 May 1985 in accordance with the requirements of ADR in force between 1 October 1978 and 30 April 1985 but not conforming to the requirements applicable as from 1 May 1985 may continue to be used after that date;
 - (b) Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles, constructed between 1 May 1985 and the entry into force of the requirements applicable as from 1 January 1988

which do not conform to those requirements but were constructed according to the requirements of ADR in force until that date, may continue to be used after that date.

- 1.6.3.5 Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles, constructed before 1 January 1993 in accordance with the requirements in force up to 31 December 1992 but which do not conform to the requirements applicable as from 1 January 1993 may still be used.
- 1.6.3.6 (a) Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles constructed between 1 January 1978 and 31 December 1984, if used after 31 December 2004, shall conform to the requirements of marginal 211 127 (5), applicable as from 1 January 1990, concerning shell thickness and protection against damage;
- (b) Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles constructed between 1 January 1985 and 31 December 1989, if used after 31 December 2010, shall conform to the requirements of marginal 211 127 (5), applicable as from 1 January 1990, concerning shell thickness and protection against damage.
- 1.6.3.7 Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles constructed before 1 January 1999 in accordance with the requirements in force up to 31 December 1998 but which do not, however, conform to the requirements applicable as from 1 January 1999 may still be used.
- 1.6.3.8 When, because of amendments to ADR, some proper shipping names of gases have been modified, it is not necessary to modify the names on the plate or on the shell itself (see 6.8.3.5.2 or 6.8.3.5.3), provided that the names of the gases on the fixed tanks (tank-vehicles), demountable tanks and battery-vehicles or on the plates (see 6.8.3.5.6 (b) or (c)) are adapted at the first periodic test thereafter.
- 1.6.3.9 and 1.6.3.10 *(Reserved)*
- 1.6.3.11 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 January 1997 in accordance with the requirements in force up to 31 December 1996 but which do not, however, conform to the requirements of marginals 211 332 and 211 333 applicable as from 1 January 1997, may still be used.
- 1.6.3.12 *(Reserved)*
- 1.6.3.13 *(Deleted)*
- 1.6.3.14 *(Reserved)*
- 1.6.3.15 *(Deleted)*
- 1.6.3.16 For fixed tanks (tank-vehicles), demountable tanks and battery-vehicles constructed before 1 January 2007 which do not conform to the requirements of 4.3.2, 6.8.2.3, 6.8.2.4 and 6.8.3.4 concerning the tank record, the retention of files for the tank record shall start at the latest at the next periodic inspection.
- 1.6.3.17 *(Deleted)*
- 1.6.3.18 Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles constructed before 1 January 2003 in accordance with the requirements in force up to 30 June 2001, but which do not, however, conform to the requirements applicable as from 1 July 2001, may still be used provided that the assignment to the relevant tank code has been carried out.
- 1.6.3.19 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 January 2003 in accordance with the requirements of 6.8.2.1.21 in force up to 31 December 2002 but which do not, however, conform to the requirements applicable as from 1 January 2003 may still be used.
- 1.6.3.20 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2003 in accordance with the requirements in force up to 31 December 2002 but which do not, however, conform to the requirements of 6.8.2.1.7 applicable as from 1 January 2003 and special provision TE15 of 6.8.4 (b) applicable from 1 January 2003 to 31 December 2006 may still be used.
- 1.6.3.21 *(Deleted)*
- 1.6.3.22 to 1.6.3.24 *(Reserved)*

- 1.6.3.25 *(Deleted)*
- 1.6.3.26 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 January 2007 in accordance with the requirements in force up to 31 December 2006 but which do not, however, conform to the requirements applicable as from 1 January 2007 regarding the marking of the external design pressure in accordance with 6.8.2.5.1, may still be used.
- 1.6.3.27 to 1.6.3.29 *(Reserved)*
- 1.6.3.30 Vacuum-operated waste fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2005 in accordance with the requirements applicable up to 31 December 2004 but which do not conform to the requirements of 6.10.3.9 applicable as from 1 January 2005, may still be used.
- 1.6.3.31 Fixed tanks (tank-vehicles), demountable tanks and tanks forming elements of battery-vehicles designed and constructed in accordance with a technical code which was recognized at the time of their construction according to the provisions of 6.8.2.7 which were applicable at that time may still be used.
- 1.6.3.32 Fixed tanks (tank vehicles) and demountable tanks constructed before 1 July 2007 in accordance with the requirements in force up to 31 December 2006, equipped with manhole cover assemblies in accordance with the provisions of standard EN 13317:2002 referred to in the table of paragraph 6.8.2.6, applicable until 31 December 2006, including those of the figure and table B.2 of annex B of the said standard which are no longer accepted as from 1 January 2007, or the material of which does not meet the requirements of EN 13094:2004, paragraph 5.2, may still be used.
- 1.6.3.33 When the shell of a fixed tank (tank-vehicle) or demountable tank was already divided by partitions or surge plates into sections of not more than 7 500 litres capacity before 1 January 2009, the capacity of the shell need not be supplemented with the symbol "S" in the particulars required by 6.8.2.5.1 until the next periodic inspection according to 6.8.2.4.2 is performed.
- 1.6.3.34 Notwithstanding the provisions of 4.3.2.2.4, fixed tanks (tank-vehicles) and demountable tanks intended for the carriage of liquefied gases or refrigerated liquefied gases, which meet the applicable construction requirements of ADR but which were divided, before 1 July 2009, by partitions or surge plates into sections of more than 7 500 litres capacity may still be filled to more than 20% and less than 80% of their capacity.
- 1.6.3.35 *(Deleted)*
- 1.6.3.36 Fixed tanks (tank-vehicles) intended for the carriage of liquefied non-toxic flammable gases constructed before 1 July 2011 and which are equipped with non-return valves instead of internal stop-valves and which do not conform to the requirements of 6.8.3.2.3, may still be used.
- 1.6.3.37 *(Deleted)*
- 1.6.3.38 Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles designed and constructed in accordance with standards applicable at the time of their construction (see 6.8.2.6 and 6.8.3.6) according to the provisions of ADR which were applicable at that time may still be used unless restricted by a specific transitional measure.
- 1.6.3.39 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2011 in accordance with the requirements of 6.8.2.2.3 in force up to 31 December 2010 but which do not, however, conform to the requirements of 6.8.2.2.3, third paragraph, concerning the position of the flame trap or flame arrester may still be used.
- 1.6.3.40 *(Deleted)*
- 1.6.3.41 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2013 in accordance with the requirements in force up to 31 December 2012, but which do not, however, meet the marking provisions of 6.8.2.5.2 or 6.8.3.5.6 applicable as from 1 January 2013, may continue to be marked in accordance with the requirements applicable up to 31 December 2012 until the next periodic inspection after 1 July 2013.
- 1.6.3.42 *(Deleted)*

- 1.6.3.43 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 January 2012 in accordance with the requirements in force up to 31 December 2012, but which do not however conform to the requirements of 6.8.2.6 relating to standards EN 14432:2006 and EN 14433:2006 applicable as from 1 January 2011, may still be used.
- 1.6.3.44 Fixed tanks (tank-vehicles) and demountable tanks intended for the carriage of UN Nos. 1202, 1203, 1223, 3475 and aviation fuel classified under UN Nos. 1268 or 1863, equipped with additive devices designed and constructed before 1 July 2015 in accordance with national provisions, but which do not, however, conform to the construction, approval and testing requirements of special provision 664 of Chapter 3.3 applicable as from 1 January 2015 shall only be used with the agreement of the competent authorities in the countries of use.
- 1.6.3.45 *(Reserved)*
- 1.6.3.46 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2017 in accordance with the requirements in force up to 31 December 2016 but which do not however conform to the requirements of 6.8.2.1.23 applicable as from 1 January 2017 may still be used.
- 1.6.3.47 Fixed tanks (tank-vehicles) and demountable tanks constructed 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 TU42 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 2026.
- 1.6.3.49 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 conform to the requirements of 6.8.2.2.10 concerning the burst pressure of the bursting disc applicable as from 1 January 2019 may continue to be used.
- 1.6.3.50 Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2019 in accordance with the requirements of 6.8.2.2.3 in force up to 31 December 2018 but which however do not conform to the requirements of 6.8.2.2.3 last paragraph concerning the flame arresters on breather devices applicable from 1 January 2019 may continue to be used.
- 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 continue to 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.
- 1.6.3.53 Type approval certificates issued for fixed tanks (tank-vehicles), demountable tanks and battery-vehicles before 1 July 2019 in accordance with the requirements of 6.8.2.3.1 in force up to 31 December 2018 but which do not, however, conform to the requirements of 6.8.2.3.1 to show the distinguishing sign used on vehicles in international road traffic¹ of the state whose territory the approval was granted and a registration number applicable as from 1 January 2019 may continue to be used.

~~1.6.3.47-54 to 1.6.3.49 1.6.3.99~~ *(Reserved)*

¹ *Distinguishing sign of the state of registration used on motor vehicles and trailers in international road traffic, e.g. in accordance with the Geneva Convention on Road Traffic of 1949 or the Vienna Convention on Road Traffic of 1968.*

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1.6.3.501.6.3.100 Fibre-reinforced plastics (FRP) tanks

FRP tanks which have been constructed before 1 July 2002 in conformity with a design type approved before 1 July 2001 in accordance with the requirements of Appendix B.1c which were in force until 30 June 2001 may continue to be used until the end of their lifetime provided that all the requirements in force up to 30 June 2001 have been and continue to be complied with.

However, as from 1 July 2001, no new design type may be approved in accordance with the requirements in force until 30 June 2001.

1.6.4 Tank-containers, portable tanks and MEGCs

1.6.4.1 Tank-containers constructed before 1 January 1988 in accordance with the requirements in force up to 31 December 1987 but which do not, however, conform to the requirements applicable as from 1 January 1988, may still be used.

1.6.4.2 Tank-containers constructed before 1 January 1993 in accordance with the requirements in force up to 31 December 1992 but which do not, however, conform to the requirements applicable as from 1 January 1993, may still be used.

1.6.4.3 Tank-containers constructed before 1 January 1999 in accordance with the requirements in force up to 31 December 1998 but which do not, however, conform to the requirements applicable as from 1 January 1999, may still be used.

1.6.4.4 *(Reserved)*

1.6.4.5 When, because of amendments to ADR, some proper shipping names of gases have been modified, it is not necessary to modify the names on the plate or on the shell itself (see 6.8.3.5.2 or 6.8.3.5.3), provided that the names of the gases on the tank-containers and MEGCs or on the plates [see 6.8.3.5.6 (b) or (c)] are adapted at the first periodic test thereafter.

1.6.4.6 Tank-containers constructed before 1 January 2007 in accordance with the requirements in force up to 31 December 2006 but which do not, however, conform to the requirements applicable as from 1 January 2007 regarding the marking of the external design pressure in accordance with 6.8.2.5.1, may still be used.

1.6.4.7 Tank-containers constructed before 1 January 1997 in accordance with the requirements in force up to 31 December 1996 but which do not, however, conform to the requirements of marginals 212 332 and 212 333 applicable as from 1 January 1997, may still be used.

1.6.4.8 *(Reserved)*

1.6.4.9 Tank-containers and MEGCs designed and constructed in accordance with a technical code which was recognized at the time of their construction according to the provisions of 6.8.2.7 which were applicable at that time may still be used.

1.6.4.10 *(Deleted)*

1.6.4.11 *(Reserved)*

1.6.4.12 Tank-containers and MEGCs constructed before 1 January 2003 in accordance with the requirements applicable up to 30 June 2001, but which do not, however, conform to the requirements applicable as from 1 July 2001, may still be used.

However, they shall be marked with the relevant tank code and if applicable the relevant alphanumeric codes of special provisions TC and TE in accordance with 6.8.4.

1.6.4.13 Tank-containers constructed before 1 July 2003 in accordance with the requirements in force up to 31 December 2002 but which do not, however, conform to the requirements of 6.8.2.1.7 applicable as from 1 January 2003 and special provision TE15 of 6.8.4 (b) applicable from 1 January 2003 to 31 December 2006 may still be used.

1.6.4.14 *(Reserved)*

- 1.6.4.15 (Deleted)
- 1.6.4.16 and 1.6.4.17 (Deleted)
- 1.6.4.18 For tank-containers and MEGCs constructed before 1 January 2007 which do not conform to the requirements of 4.3.2, 6.8.2.3, 6.8.2.4 and 6.8.3.4 concerning the tank record, the retention of files for the tank record shall start at the latest at the next periodic inspection.
- 1.6.4.19 (Deleted)
- 1.6.4.20 Vacuum-operated waste tank-containers constructed before 1 July 2005 in accordance with the requirements applicable up to 31 December 2004 but which do not conform to the requirements of 6.10.3.9 applicable as from 1 January 2005, may still be used.
- 1.6.4.21 to 1.6.4.29 (Reserved)
- 1.6.4.30 Portable tanks and UN MEGCs which do not meet the design requirements applicable as from 1 January 2007 but which have been constructed according to a design approval certificate which has been issued before 1 January 2008 may continue to be used.
- 1.6.4.31 (Deleted)
- 1.6.4.32 When the shell of a tank-container was already divided by partitions or surge plates into sections of not more than 7 500 litres capacity before 1 January 2009, the capacity of the shell need not be supplemented with the symbol "S" in the particulars required by 6.8.2.5.1 until the next periodic inspection according to 6.8.2.4.2 is performed.
- 1.6.4.33 Notwithstanding the provisions of 4.3.2.2.4, tank-containers intended for the carriage of liquefied gases or refrigerated liquefied gases, which meet the applicable construction requirements of ADR but which were divided, before 1 July 2009, by partitions or surge plates into sections of more than 7 500 litres capacity may still be filled to more than 20% and less than 80% of their capacity.
- 1.6.4.34 to 1.6.4.36 (Deleted)
- 1.6.4.37 Portable tanks and MEGCs manufactured before 1 January 2012, that conform to the marking requirements of 6.7.2.20.1, 6.7.3.16.1, 6.7.4.15.1 or 6.7.5.13.1 applicable up to 31 December 2010, as relevant, may continue to be used if they comply with all other relevant requirements of ADR applicable as from 1 January 2011 including, when applicable, the requirement of 6.7.2.20.1 (g) for marking the symbol "S" on the plate when the shell or the compartment is divided by surge plates into sections of not more than 7 500 litres capacity.
- 1.6.4.38 (Deleted)
- 1.6.4.39 Tank-containers and MEGCs designed and constructed in accordance with standards applicable at the time of their construction (see 6.8.2.6 and 6.8.3.6) according to the provisions of ADR which were applicable at that time may still be used unless restricted by a specific transitional measure.
- 1.6.4.40 Tank-containers constructed before 1 July 2011 in accordance with the requirements of 6.8.2.2.3 in force up to 31 December 2010 but which do not, however, conform to the requirements of 6.8.2.2.3, third paragraph, concerning the position of the flame trap or flame arrester may still be used.
- 1.6.4.41 (Deleted)
- 1.6.4.42 Tank-containers constructed before 1 July 2013 in accordance with the requirements in force up to 31 December 2012, but which do not, however, meet the marking provisions of 6.8.2.5.2 or 6.8.3.5.6 applicable as from 1 January 2013, may continue to be marked in accordance with the requirements applicable up to 31 December 2012 until the next periodic inspection after 1 July 2013.
- 1.6.4.43 Portable tanks and MEGCs manufactured before 1 January 2014 need not comply with the requirements of 6.7.2.13.1 (f), 6.7.3.9.1 (e), 6.7.4.8.1 (e) and 6.7.5.6.1 (d) concerning the marking of the pressure relief devices.
- 1.6.4.44 (Deleted)
- 1.6.4.45 (Deleted)

- 1.6.4.46 Tank-containers constructed before 1 January 2012 in accordance with the requirements in force up to 31 December 2012, but which do not however conform to the requirements of 6.8.2.6 relating to standards EN 14432:2006 and EN 14433:2006 applicable as from 1 January 2011, may still be used.
- 1.6.4.47 Tank containers for refrigerated liquefied gases constructed before 1 July 2017 in accordance with the requirements in force up to 31 December 2016 but which do not conform to the requirements of 6.8.3.4.10, 6.8.3.4.11 and 6.8.3.5.4 applicable from 1 January 2017 may continue to be used until the next inspection after 1 July 2017. Until this time, to meet the requirements of 4.3.3.5 and 5.4.1.2.2(d), the actual holding times may be estimated without recourse to the reference holding time.
- 1.6.4.48 Tank-containers constructed before 1 July 2017 in accordance with the requirements in force up to 31 December 2016 but which do not however conform to the requirements of 6.8.2.1.23 applicable as from 1 January 2017 may still be used.
- 1.6.4.49 Tank-containers constructed 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 TU42 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 2026.
- 1.6.4.51 Tank-containers constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which do not conform to the requirements of 6.8.2.2.10 concerning the burst pressure of the bursting disc applicable as from 1 January 2019 may continue to be used.
- 1.6.4.52 Tank-containers constructed before 1 July 2019 in accordance with the requirements of 6.8.2.2.3 in force up to 31 December 2018 but which however do not conform to the requirements of 6.8.2.2.3 last paragraph concerning the flame arresters on breather devices applicable from 1 January 2019 may continue to be used.
- 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 continue to 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.

1.6.5 Vehicles

- 1.6.5.1 and 1.6.5.2 *(Reserved)*
- 1.6.5.3 *(Deleted)*
- 1.6.5.4 As regards the construction of EX/II, EX/III, FL and AT vehicles, the requirements of Part 9 in force up to 31 December 2018 may be applied until 31 March 2020.
- 1.6.5.5 Vehicles registered or entering into service before 1 January 2003 the electric equipment of which does not comply with the requirements of 9.2.2, 9.3.7 or 9.7.8 but complies with the requirements applicable until 30 June 2001 may still be used.
- 1.6.5.6 *(Deleted)*
- 1.6.5.7 Complete or completed vehicles which have been type-approved before 31 December 2002 according to [ECE-UN Regulation No. 105](#)² as amended by the 01 series of amendments or the corresponding

² [ECE-UN Regulation No. 105](#) (Uniform provisions concerning the approval of vehicles intended for the carriage of dangerous goods with regard to their specific constructional features).

provisions of [Directive 98/91/EC](#)³ and which do not comply with the requirements of Chapter 9.2 but comply with the requirements applicable to the construction of base vehicles (marginals 220 100 to 220 540 of Appendix B.2) applicable until 30 June 2001 may continue to be approved and used provided they are first registered or they entered into service before 1 July 2003.

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- 1.6.5.8 EX/II and EX/III vehicles which have been first approved before 1 July 2005 and which comply with the requirements of Part 9 in force up to 31 December 2004 but which do not however conform to the requirements applicable as from 1 January 2005 may still be used.
- 1.6.5.9 Tank-vehicles with fixed tanks with a capacity of more than 3 m³ intended for the carriage of dangerous goods in the liquid or molten state tested with a pressure of less than 4 bar, which do not comply with the requirements of 9.7.5.2, first registered (or which entered into service if the registration is not mandatory) before 1 July 2004, may still be used.
- 1.6.5.10 Certificates of approval which conform to the model shown in 9.1.3.5 applicable up to 31 December 2006 and those which conform to the model shown in 9.1.3.5 applicable from 1 January 2007 to 31 December 2008 may continue to be used. Certificates of approval which conform to the model shown in 9.1.3.5 applicable from 1 January 2009 up to 31 December 2014 may continue to be used.
- 1.6.5.11 MEMUs which have been constructed and approved before 1 July 2009 in accordance with the provisions of national law but which do not, however, conform to the construction and approval requirements applicable as from 1 January 2009 may be used with the approval of the competent authorities in the countries of use.
- 1.6.5.12 EX/III and FL vehicles registered or entering into service before 1 April 2012, the electrical connections of which do not comply with the requirements of 9.2.2.6.3, but comply with the requirements applicable until 31 December 2010, may still be used.
- 1.6.5.13 Trailers first registered (or which entered into service if registration was not mandatory) before 1 July 1995 equipped with anti-lock braking system in conformity with [ECE-UN Regulation No. 13](#), 06 series of amendments but which do not comply with the technical requirements for category A anti-lock braking system may still be used.
- 1.6.5.14 MEMUs which have been approved before 1 July 2013 in accordance with the provisions of ADR in force up to 31 December 2012, but which do not conform to the requirements of 6.12.3.1.2 or 6.12.3.2.2 applicable as from 1 January 2013, may still be used.
- 1.6.5.15 As regards the application of the provisions of Part 9, vehicles first registered or entered into service before 1 November 2014 and which have been approved according to the provisions of the directives repealed by the Regulation (EC) [No. 661/2009](#)⁴, may continue to be used.
- 1.6.5.16 EX/II, EX/III, FL and OX vehicles registered before 1 April 2018, fitted with fuel tanks not approved according to [ECE-UN Regulation No. 34](#) may still be used.
- 1.6.5.17 Vehicles first registered or entering into service before 1 April 2018 that do not comply with subsection 9.2.2.8.5 or standards ISO 6722-1:2011 + Cor 01:2012 or ISO 6722-2:2013 for cables of subsection 9.2.2.2.1, but comply with the requirements applicable until 31 December 2016, may continue to be used.
- 1.6.5.18 Vehicles first registered or entering into service before 1 April 2018 approved specifically as OX vehicle may continue to be used for the carriage of substances of UN No. 2015.
- 1.6.5.19 As regards the annual technical inspection of the vehicles first registered or entering into service before 1 April 2018 approved specifically as OX vehicle, the requirements of Part 9 in force up to 31 December 2016 may still be applied.

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³ Directive 98/91/EC of the European Parliament and of the Council of 14 December 1998 relating to motor vehicles and their trailers intended for the transport of dangerous goods by road and amending Directive 70/156/EEC relating to the type approval of motor vehicles and their trailers (Official Journal of the European Communities No. L 011 of 16 January 1999, pp. 0025-0036).

⁴ Regulation (EC/UN) 661/2009 of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (Official Journal L 200 of 31.7.2009, p. 1).

- 1.6.5.20 Certificates of approval for OX vehicles which conform to the model shown in 9.1.3.5 applicable up to 31 December 2016 may continue to be used.
- 1.6.5.21 Certificates of approval for EX/III vehicles intended for the carriage of explosive substances in tanks in compliance with the requirements of 9.1.3.3 applicable up to 31 December 2018 issued before 1 July 2019 not containing the remark concerning the compliance with 9.7.9 may continue to be used until the next annual technical inspection of the vehicle.
- 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.
- 1.6.6 Class 7**
- 1.6.6.1 *Packages not requiring competent authority approval of design under the 1985 and 1985 (as amended 1990) editions of IAEA Safety Series No. 6***
- Packages not requiring competent authority approval of design (excepted packages, Type IP-1, Type IP-2, Type IP-3 and Type A packages) shall meet the requirements of ADR in full, except that packages that meet the requirements of the 1985 or 1985 (as amended 1990) Editions of IAEA Regulations for the Safe Transport of Radioactive Material (IAEA Safety Series No.6):
- (a) May continue in carriage provided that they were prepared for carriage prior to 31 December 2003, and subject to the requirements of 1.6.6.3, if applicable;
 - (b) May continue to be used provided that:
 - (i) They were not designed to contain uranium hexafluoride;
 - (ii) The applicable requirements of 1.7.3 are applied;
 - (iii) The activity limits and classification in 2.2.7 are applied;
 - (iv) The requirements and controls for carriage in Parts 1, 3, 4, 5 and 7 are applied;
 - (v) The packaging was not manufactured or modified after 31 December 2003.
- 1.6.6.2 *Packages approved under the 1973, 1973 (as amended), 1985 and 1985 (as amended 1990) editions of IAEA Safety Series No. 6***
- 1.6.6.2.1 Packages requiring competent authority approval of the design shall meet the requirements of ADR in full unless the following conditions are met:
- (a) The packagings were manufactured to a package design approved by the competent authority under the provisions of the 1973 or 1973 (as amended) or the 1985 or 1985 (as amended 1990) Editions of IAEA Safety Series No.6;
 - (b) The package design is subject to multilateral approval;
 - (c) The applicable requirements of 1.7.3 are applied;
 - (d) The activity limits and classification in 2.2.7 are applied;
 - (e) The requirements and controls for carriage in Parts 1, 3, 4, 5 and 7 are applied;
 - (f) *(Reserved)*
 - (g) For packages that meet the requirements of the 1973 or 1973 (as amended) Editions of IAEA Safety Series No. 6:
 - (i) The packages retain sufficient shielding to ensure that the radiation level at 1 m from the surface of the package would not exceed 10 mSv/h in the accident conditions of carriage defined in the 1973 Revised or 1973 Revised (as amended) Editions of IAEA

Safety Series No.6 with the maximum radioactive contents which the package is authorized to contain;

- (ii) The packages do not utilize continuous venting;
- (iii) A serial number in accordance with the provision of 5.2.1.7.5 is assigned to and marked on the outside of each packaging.

1.6.6.2.2 No new manufacture of packagings to a package design meeting the provisions of the 1973, 1973 (as amended), 1985, and 1985 (as amended 1990) Editions of IAEA Safety Series No.6 shall be permitted to commence.

1.6.6.3 *Packages excepted from the requirements for fissile materials under the 2011 and 2013 editions of ADR (2009 Edition of IAEA Safety Standard Series No.TS-R-1)*

Packages containing fissile material that is excepted from classification as "FISSILE" according to 2.2.7.2.3.5 (a) (i) or (iii) of the 2011 and 2013 editions of ADR (paras. 417 (a) (i) or (iii) of the 2009 Edition of IAEA Regulations for the Safe Transport of Radioactive Material) prepared for carriage before 31 December 2014 may continue in carriage and may continue to be classified as non-fissile or fissile-excepted except that the consignment limits in Table 2.2.7.2.3.5 of these editions shall apply to the vehicle. The consignment shall be carried under exclusive use.

1.6.6.4 *Special form radioactive material approved under the 1973, 1973 (as amended), 1985 and 1985 (as amended 1990) Editions of IAEA Safety Series No. 6*

Special form radioactive material manufactured to a design which had received unilateral approval by the competent authority under the 1973, 1973 (as amended), 1985 or 1985 (as amended 1990) Editions of IAEA Safety Series No. 6 may continue to be used when in compliance with the mandatory management system in accordance with the applicable requirements of 1.7.3. No new manufacture of such special form radioactive material shall be permitted to commence.

CHAPTER 1.7

GENERAL PROVISIONS CONCERNING RADIOACTIVE MATERIAL

1.7.1 Scope and application

NOTE 1: In the event of accidents or incidents during the carriage of radioactive material, emergency provisions, as established by relevant national and/or international organizations, shall be observed to protect persons, property and the environment. Appropriate guidelines for such provisions are contained in "Planning and Preparing for Emergency Response to Transport Accidents Involving Radioactive Material", Safety Standard Series No. TS-G-1.2 (ST-3), IAEA, Vienna (2002).

NOTE 2: Emergency procedures shall take into account the formation of other dangerous substances that may result from the reaction between the contents of a consignment and the environment in the event of an accident.

1.7.1.1 ADR establishes standards of safety which provide an acceptable level of control of the radiation, criticality and thermal hazards to persons, property and the environment that are associated with the carriage of radioactive material. These standards are based on the IAEA Regulations for the Safe Transport of Radioactive material, 2012 Edition, IAEA Safety Standards Series No. SSR-6, IAEA, Vienna (2012). Explanatory material can be found in "Advisory Material for the IAEA Regulations for the Safe Transport of Radioactive Material (2012 Edition)", IAEA Safety Standards Series No. SSG-26, IAEA, Vienna (2014).

1.7.1.2 The objective of ADR is to establish requirements that shall be satisfied to ensure safety and to protect persons, property and the environment from the effects of radiation in the carriage of radioactive material. This protection is achieved by requiring:

- (a) Containment of the radioactive contents;
- (b) Control of external radiation levels;
- (c) Prevention of criticality; and
- (d) Prevention of damage caused by heat.

These requirements are satisfied firstly by applying a graded approach to contents limits for packages and vehicles and to performance standards applied to package designs depending upon the hazard of the radioactive contents. Secondly, they are satisfied by imposing conditions on the design and operation of packages and on the maintenance of packagings, including a consideration of the nature of the radioactive contents. Finally, they are satisfied by requiring administrative controls including, where appropriate, approval by competent authorities.

1.7.1.3 ADR applies to the carriage of radioactive material by road including carriage which is incidental to the use of the radioactive material. Carriage comprises all operations and conditions associated with and involved in the movement of radioactive material; these include the design, manufacture, maintenance and repair of packaging, and the preparation, consigning, loading, carriage including in-transit storage, unloading and receipt at the final destination of loads of radioactive material and packages. A graded approach is applied to the performance standards in ADR that are characterized by three general severity levels:

- (a) Routine conditions of carriage (incident free);
- (b) Normal conditions of carriage (minor mishaps);
- (c) Accident conditions of carriage.

1.7.1.4 The provisions laid down in ADR do not apply to any of the following:

- (a) Radioactive material that is an integral part of the means of transport;

- (b) Radioactive material moved within an establishment which is subject to appropriate safety regulations in force in the establishment and where the movement does not involve public roads or railways;
- (c) Radioactive material implanted or incorporated into a person or live animal for diagnosis or treatment;
- (d) Radioactive material in or on a person who is to be transported for medical treatment because the person has been subject to accidental or deliberate intake of radioactive material or to contamination;
- (e) Radioactive material in consumer products which have received regulatory approval, following their sale to the end user;
- (f) Natural material and ores containing naturally occurring radionuclides (which may have been processed), provided the activity concentration of the material does not exceed 10 times the values specified in Table 2.2.7.2.2.1, or calculated in accordance with 2.2.7.2.2.2 (a) and 2.2.7.2.2.3 to 2.2.7.2.2.6. For natural materials and ores containing naturally occurring radionuclides that are not in secular equilibrium the calculation of the activity concentration shall be performed in accordance with 2.2.7.2.2.4;
- (g) Non-radioactive solid objects with radioactive substances present on any surfaces in quantities not in excess of the limit set out in the definition for "contamination" in 2.2.7.1.2.

1.7.1.5 *Specific provisions for the carriage of excepted packages*

1.7.1.5.1 Excepted packages which may contain radioactive material in limited quantities, instruments, manufactured articles or empty packagings as specified in 2.2.7.2.4.1 shall be subject only to the following provisions of Parts 5 to 7:

- (a) The applicable provisions specified in 5.1.2.1, 5.1.3.2, 5.1.5.2.2, 5.1.5.2.3, 5.1.5.4, 5.2.1.10, 7.5.11 CV33 (3.1), (5.1) to (5.4) and (6); and
- (b) The requirements for excepted packages specified in 6.4.4.

except when the radioactive material possesses other hazardous properties and has to be classified in a class other than Class 7 in accordance with special provision 290 or 369 of Chapter 3.3, where the provisions listed in (a) and (b) above apply only as relevant and in addition to those relating to the main class.

1.7.1.5.2 Excepted packages are subject to the relevant provisions of all other parts of ADR. If the excepted package contains fissile material, one of the fissile exceptions provided by 2.2.7.2.3.5 shall apply and the requirements of 7.5.11 CV33 (4.3) shall be met.

1.7.2 **Radiation protection programme**

1.7.2.1 The carriage of radioactive material shall be subject to a Radiation protection programme which shall consist of systematic arrangements aimed at providing adequate consideration of radiation protection measures.

1.7.2.2 Doses to persons shall be below the relevant dose limits. Protection and safety shall be optimized in order that the magnitude of individual doses, the number of persons exposed and the likelihood of incurring exposure shall be kept as low as reasonably achievable, economic and social factors being taken into account within the restriction that the doses to individuals be subject to dose constraints. A structured and systematic approach shall be adopted and shall include consideration of the interfaces between carriage and other activities.

1.7.2.3 The nature and extent of the measures to be employed in the programme shall be related to the magnitude and likelihood of radiation exposures. The programme shall incorporate the requirements in 1.7.2.2, 1.7.2.4, 1.7.2.5 and 7.5.11 CV33 (1.1). Programme documents shall be available, on request, for inspection by the relevant competent authority.

1.7.2.4 For occupational exposures arising from transport activities, where it is assessed that the effective dose either:

- (a) Is likely to be between 1 mSv and 6 mSv in a year, a dose assessment programme via work place monitoring or individual monitoring shall be conducted; or
- (b) Is likely to exceed 6 mSv in a year, individual monitoring shall be conducted.

When individual monitoring or work place monitoring is conducted, appropriate records shall be kept.

NOTE: *For occupational exposures arising from transport activities, where it is assessed that the effective dose is most unlikely to exceed 1 mSv in a year, no special work patterns, detailed monitoring, dose assessment programmes or individual record keeping need be required.*

- 1.7.2.5 Workers (see 7.5.11, CV33 Note 3) shall be appropriately trained in radiation protection including the precautions to be observed in order to restrict their occupational exposure and the exposure of other persons who might be affected by their actions.

1.7.3 Management system

A management system based on international, national or other standards acceptable to the competent authority shall be established and implemented for all activities within the scope of ADR, as identified in 1.7.1.3, to ensure compliance with the relevant provisions of ADR. Certification that the design specification has been fully implemented shall be available to the competent authority. The manufacturer, consignor or user shall be prepared:

- (a) To provide facilities for inspection during manufacture and use; and
- (b) To demonstrate compliance with ADR to the competent authority.

Where competent authority approval is required, such approval shall take into account and be contingent upon the adequacy of the management system.

1.7.4 Special arrangement

- 1.7.4.1 Special arrangement shall mean those provisions, approved by the competent authority, under which consignments which do not satisfy all the requirements of ADR applicable to radioactive material may be transported.

NOTE: *Special arrangement is not considered to be a temporary derogation in accordance with 1.5.1.*

- 1.7.4.2 Consignments for which conformity with any provision applicable to radioactive material is impracticable shall not be transported except under special arrangement. Provided the competent authority is satisfied that conformity with the radioactive material provisions of ADR is impracticable and that the requisite standards of safety established by ADR have been demonstrated through alternative means the competent authority may approve special arrangement transport operations for single or a planned series of multiple consignments. The overall level of safety in carriage shall be at least equivalent to that which would be provided if all the applicable requirements had been met. For international consignments of this type, multilateral approval shall be required.

1.7.5 Radioactive material possessing other dangerous properties

In addition to the radioactive and fissile properties, any subsidiary hazard of the contents of the package, such as explosiveness, flammability, pyrophoricity, chemical toxicity and corrosiveness, shall also be taken into account in the documentation, packing, labelling, marking, placarding, stowage, segregation and carriage, in order to be in compliance with all relevant provisions for dangerous goods of ADR.

1.7.6 Non-compliance

1.7.6.1 In the event of non-compliance with any limit in ADR applicable to radiation level or contamination,

- (a) The consignor, consignee, carrier and any organization involved during carriage who may be affected, as appropriate, shall be informed of the non-compliance by:
 - (i) the carrier if the non-compliance is identified during carriage; or
 - (ii) the consignee if the non-compliance is identified at receipt;
- (b) The carrier, consignor or consignee, as appropriate shall:
 - (i) take immediate steps to mitigate the consequences of the non-compliance;
 - (ii) investigate the non-compliance and its causes, circumstances and consequences;
 - (iii) take appropriate action to remedy the causes and circumstances that led to the non-compliance and to prevent a recurrence of similar circumstances that led to the non-compliance; and
 - (iv) communicate to the competent authority(ies) on the causes of the non-compliance and on corrective or preventive actions taken or to be taken;
- (c) The communication of the non-compliance to the consignor and competent authority(ies), respectively, shall be made as soon as practicable and it shall be immediate whenever an emergency exposure situation has developed or is developing.

CHAPTER 1.8

CHECKS AND OTHER SUPPORT MEASURES TO ENSURE COMPLIANCE WITH SAFETY REQUIREMENTS

1.8.1 Administrative controls of dangerous goods

1.8.1.1 The competent authorities of the Contracting Parties may, on their national territory, at any time, conduct spot checks to verify whether the requirements concerning the carriage of dangerous goods have been met including, in accordance with 1.10.1.5, those concerning security measures.

These checks shall, however, be made without endangering persons, property or the environment and without major disruption of road services.

1.8.1.2 Participants in the carriage of dangerous goods (Chapter 1.4) shall, without delay, in the context of their respective obligations, provide the competent authorities and their agents with the necessary information for carrying out the checks.

1.8.1.3 The competent authorities may also, for the purposes of carrying out checks on the premises of the enterprises participating in the carriage of dangerous goods (Chapter 1.4), make inspections, consult the necessary documents and remove samples of dangerous goods or packagings for examination, provided that safety is not jeopardized thereby. The participants in the carriage of dangerous goods (Chapter 1.4) shall also make the vehicles or parts of vehicles and the equipment and installations accessible for the purpose of checking where this is possible and reasonable. They may, if they deem necessary, designate a person from the enterprise to accompany the representative of the competent authority.

1.8.1.4 If the competent authorities observe that the requirements of ADR have not been met, they may prohibit a consignment or interrupt a transport operation until the defects observed are rectified, or they may prescribe other appropriate measures. Immobilization may take place on the spot or at another place selected by the authorities for safety reasons. These measures shall not cause a major disruption in road services.

1.8.2 Mutual administrative support

1.8.2.1 The Contracting Parties shall agree on mutual administrative support for the implementation of ADR.

1.8.2.2 When a Contracting Party has reasons to observe that the safety of the carriage of dangerous goods on its territory is compromised as a result of very serious or repeated infringements by an enterprise which has its headquarters on the territory of another Contracting Party, it shall notify the competent authorities of this Contracting Party of such infringements. The competent authorities of the Contracting Party on the territory of which the very serious or repeated infringements were observed may request the competent authorities of the Contracting Party on the territory of which the enterprise has its headquarters to take appropriate measures against the offender(s). The transmission of data referring to persons shall not be permitted unless it is necessary for the prosecution of very serious or repeated infringements.

1.8.2.3 The authorities notified shall communicate to the competent authorities of the Contracting Party on the territory of which the infringements were observed, the measures which have, if necessary, been taken with respect to the enterprise.

1.8.3 Safety adviser

1.8.3.1 Each undertaking, ~~the activities of which include the consigning or the carriage of dangerous goods by road, or the related packing, loading, filling or unloading~~ ~~the activities of which include the carriage, or the related packing, loading, filling or unloading, of dangerous goods by road~~ shall appoint one or more safety advisers for the carriage of dangerous goods, responsible for helping to prevent the risks inherent in such activities with regard to persons, property and the environment.

1.8.3.2 The competent authorities of the Contracting Parties may provide that these requirements shall not apply to undertakings:

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- (a) The activities of which concern quantities in each transport unit not exceeding those referred to in 1.1.3.6, 1.7.1.4 and in Chapters 3.3, 3.4 and 3.5; or
- (b) The main or secondary activities of which are not the carriage or the related packing, filling, loading or unloading of dangerous goods but which occasionally engage in the national carriage or the related packing, filling, loading or unloading of dangerous goods posing little danger or risk of pollution.

1.8.3.3

The main task of the adviser shall be, under the responsibility of the head of the undertaking, to seek by all appropriate means and by all appropriate action, within the limits of the relevant activities of that undertaking, to facilitate the conduct of those activities in accordance with the requirements applicable and in the safest possible way.

With regard to the undertaking's activities, the adviser has the following duties in particular:

- monitoring compliance with the requirements governing the carriage of dangerous goods;
- advising his undertaking on the carriage of dangerous goods;
- preparing an annual report to the management of his undertaking or a local public authority, as appropriate, on the undertaking's activities in the carriage of dangerous goods. Such annual reports shall be preserved for five years and made available to the national authorities at their request.

The adviser's duties also include monitoring the following practices and procedures relating to the relevant activities of the undertaking:

- the procedures for compliance with the requirements governing the identification of dangerous goods being transported;
- the undertaking's practice in taking account, when purchasing means of transport, of any special requirements in connection with the dangerous goods being transported;
- the procedures for checking the equipment used in connection with the carriage, packing, filling, loading or unloading of dangerous goods;
- the proper training of the undertaking's employees, including on the changes to the regulations, and the maintenance of records of such training;
- the implementation of proper emergency procedures in the event of any accident or incident that may affect safety during the carriage, packing, filling, loading or unloading of dangerous goods;
- investigating and, where appropriate, preparing reports on serious accidents, incidents or serious infringements recorded during the carriage, packing, filling, loading or unloading of dangerous goods;
- the implementation of appropriate measures to avoid the recurrence of accidents, incidents or serious infringements;
- the account taken of the legal prescriptions and special requirements associated with the carriage of dangerous goods in the choice and use of sub-contractors or third parties;
- verification that employees involved in the consigning, carriage, packing, filling, loading or unloading of dangerous goods have detailed operational procedures and instructions;
- the introduction of measures to increase awareness of the risks inherent in the carriage, packing, filling, loading and unloading of dangerous goods;
- the implementation of verification procedures to ensure the presence on board the means of transport of the documents and safety equipment which must accompany transport and the compliance of such documents and equipment with the regulations;
- the implementation of verification procedures to ensure compliance with the requirements governing packing, filling, loading and unloading;
- the existence of the security plan indicated in 1.10.3.2.

- 1.8.3.4 The adviser may also be the head of the undertaking, a person with other duties in the undertaking, or a person not directly employed by that undertaking, provided that that person is capable of performing the duties of adviser.
- 1.8.3.5 Each undertaking concerned shall, on request, inform the competent authority or the body designated for that purpose by each Contracting Party of the identity of its adviser.
- 1.8.3.6 Whenever an accident affects persons, property or the environment or results in damage to property or the environment during carriage, packing, filling, loading or unloading carried out by the undertaking concerned, the adviser shall, after collecting all the relevant information, prepare an accident report to the management of the undertaking or to a local public authority, as appropriate. That report shall not replace any report by the management of the undertaking which might be required under any other international or national legislation.
- 1.8.3.7 An adviser shall hold a vocational training certificate, valid for transport by road. That certificate shall be issued by the competent authority or the body designated for that purpose by each Contracting Party.
- 1.8.3.8 To obtain a certificate, a candidate shall undergo training and pass an examination approved by the competent authority of the Contracting Party.
- 1.8.3.9 The main aims of the training shall be to provide candidates with sufficient knowledge of the risks inherent in the carriage, packing, filling, loading or unloading of dangerous goods, of the applicable laws, regulations and administrative provisions and of the duties listed in 1.8.3.3.
- 1.8.3.10 The examination shall be organized by the competent authority or by an examining body designated by the competent authority. The examining body shall not be a training provider.
- The examining body shall be designated in writing. This approval may be of limited duration and shall be based on the following criteria:
- competence of the examining body;
 - specifications of the form of the examinations the examining body is proposing, including, if necessary, the infrastructure and organisation of electronic examinations in accordance with 1.8.3.12.5, if these are to be carried out;
 - measures intended to ensure that examinations are impartial;
 - independence of the body from all natural or legal persons employing safety advisers.
- 1.8.3.11 The aim of the examination is to ascertain whether candidates possess the necessary level of knowledge to carry out the duties incumbent upon a safety adviser as listed in 1.8.3.3, for the purpose of obtaining the certificate prescribed in sub-section 1.8.3.7, and it shall cover at least the following subjects:
- (a) Knowledge of the types of consequences which may be caused by an accident involving dangerous goods and knowledge of the main causes of accidents;
 - (b) Requirements under national law, international conventions and agreements, with regard to the following in particular:
 - classification of dangerous goods (procedure for classifying solutions and mixtures, structure of the list of substances, classes of dangerous goods and principles for their classification, nature of dangerous goods transported, physical, chemical and toxicological properties of dangerous goods);
 - general packing provisions, provisions for tanks and tank-containers (types, code, marking, construction, initial and periodic inspection and testing);
 - marking and labelling, placarding and orange-coloured plate marking (marking and labelling of packages, placing and removal of placards and orange-coloured plates);
 - particulars in transport documents (information required);

- method of consignment and restrictions on dispatch (full load, carriage in bulk, carriage in intermediate bulk containers, carriage in containers, carriage in fixed or demountable tanks);
- transport of passengers;
- prohibitions and precautions relating to mixed loading;
- segregation of goods;
- limitation of the quantities carried and quantities exemptions;
- handling and stowage (packing, filling, loading and unloading - filling ratios -, stowage and segregation);
- cleaning and/or degassing before packing, filling, loading and after unloading;
- crews, vocational training;
- vehicle documents (transport documents, instructions in writing, vehicle approval certificate, driver training certificate, copies of any derogations, other documents);
- instructions in writing (implementation of the instructions and crew protection equipment);
- supervision requirements (parking);
- traffic regulations and restrictions;
- operational discharges or accidental leaks of pollutants;
- requirements relating to transport equipment.

1.8.3.12 *Examinations*

- 1.8.3.12.1 The examination shall consist of a written test which may be supplemented by an oral examination.
- 1.8.3.12.2 The competent authority or an examining body designated by the competent authority shall invigilate every examination. Any manipulation and deception shall be ruled out as far as possible. Authentication of the candidate shall be ensured. The use in the written test of documentation other than international or national regulations is not permitted. All examination documents shall be recorded and kept as a print-out or electronically as a file.
- 1.8.3.12.3 Electronic media may be used only if provided by the examining body. There shall be no means of a candidate introducing further data to the electronic media provided; the candidate may only answer the questions posed.
- 1.8.3.12.4 The written test shall consist of two parts:
- (a) Candidates shall receive a questionnaire. It shall include at least 20 open questions covering at least the subjects mentioned in the list in 1.8.3.11. However, multiple choice questions may be used. In this case, two multiple choice questions count as one open question. Amongst these subjects particular attention shall be paid to the following subjects:
- general preventive and safety measures;
 - classification of dangerous goods;
 - general packing provisions, including tanks, tank-containers, tank-vehicles, etc.;
 - danger marking, labelling and placardings;
 - information in transport document;
 - handling and stowage;

- crew, vocational training;
 - vehicle documents and transport certificates;
 - instructions in writing;
 - requirements concerning transport equipment;
- (b) Candidates shall undertake a case study in keeping with the duties of the adviser referred to in 1.8.3.3, in order to demonstrate that they have the necessary qualifications to fulfil the task of adviser.
- 1.8.3.12.5 Written examinations may be performed, in whole or in part, as electronic examinations, where the answers are recorded and evaluated using electronic data processing (EDP) processes, provided the following conditions are met:
- (a) The hardware and software shall be checked and accepted by the competent authority or by an examining body designated by the competent authority;
 - (b) Proper technical functioning shall be ensured. Arrangements as to whether and how the examination can be continued shall be made for a failure of the devices and applications. No aids shall be available on the input devices (e.g. electronic search function), the equipment provided according to 1.8.3.12.3 shall not allow the candidates to communicate with any other device during the examination;
 - (c) Final inputs of each candidate shall be logged. The determination of the results shall be transparent.
- 1.8.3.13 The Contracting Parties may decide that candidates who intend working for undertakings specializing in the carriage of certain types of dangerous goods need only be questioned on the substances relating to their activities. These types of goods are:
- Class 1;
 - Class 2;
 - Class 7;
 - Classes 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 6.2, 8 and 9;
 - UN Nos. 1202, 1203, 1223, 3475, and aviation fuel classified under UN Nos. 1268 or 1863.
- The certificate prescribed in 1.8.3.7 shall clearly indicate that it is only valid for one type of the dangerous goods referred to in this sub-section and on which the adviser has been questioned under the conditions defined in 1.8.3.12.
- 1.8.3.14 The competent authority or the examining body shall keep a running list of the questions that have been included in the examination.
- 1.8.3.15 The certificate prescribed in 1.8.3.7 shall take the form laid down in 1.8.3.18 and shall be recognized by all Contracting Parties.
- 1.8.3.16** *Validity and renewal of certificates*
- 1.8.3.16.1 The certificate shall be valid for five years. The period of the validity of a certificate shall be extended from the date of its expiry for five years at a time where, during the year before its expiry, its holder has passed an examination. The examination shall be approved by the competent authority.
- 1.8.3.16.2 The aim of the examination is to ascertain that the holder has the necessary knowledge to carry out the duties set out in 1.8.3.3. The knowledge required is set out in 1.8.3.11 (b) and shall include the amendments to the regulations introduced since the award of the last certificate. The examination shall be held and supervised on the same basis as in 1.8.3.10 and 1.8.3.12 to 1.8.3.14. However, holders need not undertake the case study specified in 1.8.3.12.4 (b).
- 1.8.3.17 *(Deleted)*

1.8.3.18 *Form of certificate*

Certificate of training as safety adviser for the transport of dangerous goods

Certificate No:

Distinguishing sign of the State issuing the certificate:

Surname:

Forename(s):

Date and place of birth:

Nationality:

Signature of holder:

Valid until for undertakings which transport dangerous goods and for undertakings which carry out related consigning, packing, filling, loading or unloading:

by road by rail by inland waterway

Issued by:

Date: Signature:

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.

1.8.4 **List of competent authorities and bodies designated by them**

The Contracting Parties shall communicate to the Secretariat of the United Nations Economic Commission for Europe the addresses of the authorities and bodies designated by them which are 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.

The Secretariat of the United Nations Economic Commission for Europe shall establish a list on the basis of the information received and shall keep it up-to-date. It shall communicate this list and the amendments thereto to the Contracting Parties.

1.8.5 **Notifications of occurrences involving dangerous goods**

1.8.5.1 If a serious accident or incident takes place during loading, filling, carriage or unloading of dangerous goods on the territory of a Contracting Party, the loader, filler, carrier or consignee, respectively, shall ascertain that a report conforming to the model prescribed in 1.8.5.4 is made to the competent authority of the Contracting Party concerned at the latest one month after the occurrence.

1.8.5.2 The Contracting Party shall in turn, if necessary, make a report to the Secretariat of the United Nations Economic Commission for Europe with a view to informing the other Contracting Parties.

1.8.5.3 An occurrence subject to report in accordance with 1.8.5.1 has occurred if dangerous goods were released or if there was an imminent risk of loss of product, if personal injury, material or environmental damage occurred, or if the authorities were involved and one or more of the following criteria has/have been met:

Personal injury means an occurrence in which death or injury directly relating to the dangerous goods carried has occurred, and where the injury

- (a) Requires intensive medical treatment;
- (b) Requires a stay in hospital of at least one day; or
- (c) Results in the inability to work for at least three consecutive days.

Loss of product means the release of dangerous goods

- (a) Of transport category 0 or 1 in quantities of 50 kg / 50 l or more;
- (b) Of transport category 2 in quantities of 333 kg / 333 l or more; or
- (c) Of transport category 3 or 4 in quantities of 1 000 kg / 1 000 l or more.

The loss of product criterion also applies if there was an imminent risk of loss of product in the above-mentioned quantities. As a rule, this has to be assumed if, owing to structural damage, the means of containment is no longer suitable for further carriage or if, for any other reason, a sufficient level of safety is no longer ensured (e.g. owing to distortion of tanks or containers, overturning of a tank or fire in the immediate vicinity).

If dangerous goods of Class 6.2 are involved, the obligation to report applies without quantity limitation.

In occurrences involving radioactive material, the criteria for loss of product are:

- (a) Any release of radioactive material from the packages;
- (b) Exposure leading to a breach of the limits set out in the regulations for protection of workers and members of the public against ionizing radiation (Schedule II of IAEA Safety Series No. 115 – "International Basic Safety Standards for Protection Against Ionizing Radiation and for Safety of Radiation Sources"); or
- (c) Where there is reason to believe that there has been a significant degradation in any package safety function (containment, shielding, thermal protection or criticality) that may have rendered the package unsuitable for continued carriage without additional safety measures.

NOTE: See the requirements of 7.5.11 CV33 (6) for undeliverable consignments.

Material damage or environmental damage means the release of dangerous goods, irrespective of the quantity, where the estimated amount of damage exceeds 50,000 Euros. Damage to any directly involved means of carriage containing dangerous goods and to the modal infrastructure shall not be taken into account for this purpose.

Involvement of authorities means the direct involvement of the authorities or emergency services during the occurrence involving dangerous goods and the evacuation of persons or closure of public traffic routes (roads/railways) for at least three hours owing to the danger posed by the dangerous goods.

If necessary, the competent authority may request further relevant information.

1.8.5.4 *Model for report on occurrences during the carriage of dangerous goods*

**Report on occurrences during the carriage of dangerous goods
in accordance with RID/ADR section 1.8.5**

Carrier/Railway infrastructure operator:
Address:
Contact name: Telephone: Fax:

(The competent authority shall remove this cover sheet before forwarding the report)

1. Mode	
<input type="checkbox"/> Rail Wagon number (optional)	<input type="checkbox"/> Road Vehicle registration (optional)
2. Date and location of occurrence	
Year: Month: Day: Time:	
Rail <input type="checkbox"/> Station <input type="checkbox"/> Shunting/marshalling yard <input type="checkbox"/> Loading/unloading/transshipment site Location / Country: or <input type="checkbox"/> Open line: Description of line: Kilometres:	Road <input type="checkbox"/> Built-up area <input type="checkbox"/> Loading/unloading/transshipment site <input type="checkbox"/> Open road Location / Country:
3. Topography	
<input type="checkbox"/> Gradient/incline <input type="checkbox"/> Tunnel <input type="checkbox"/> Bridge/Underpass <input type="checkbox"/> Crossing	
4. Particular weather conditions	
<input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Fog <input type="checkbox"/> Thunderstorm <input type="checkbox"/> Storm Temperature: °C	
5. Description of occurrence	
<input type="checkbox"/> Derailment/Leaving the road <input type="checkbox"/> Collision <input type="checkbox"/> Overturning/Rolling over <input type="checkbox"/> Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Loss <input type="checkbox"/> Technical fault	
Additional description of occurrence:	

1.8.6 Administrative controls for application of the conformity assessments, periodic inspections, intermediate inspections and exceptional checks described in 1.8.7

1.8.6.1 *Approval of inspection bodies*

The competent authority may approve inspection bodies for conformity assessments, periodic inspections, intermediate inspections, exceptional checks and surveillance of the in-house inspection service as specified in 1.8.7.

1.8.6.2 *Operational obligations for the competent authority, its delegate or inspection body*

1.8.6.2.1 The competent authority, its delegate or inspection body shall carry out conformity assessments, periodic inspections, intermediate inspections and exceptional checks in a proportionate manner, avoiding unnecessary burdens. The competent authority, its delegate or inspection body shall perform its activities taking into consideration the size, the sector and the structure of the undertakings involved, the relative complexity of the technology and the serial character of production.

1.8.6.2.2 Nevertheless the competent authority, its delegate or inspection body shall respect the degree of rigour and the level of protection required for the compliance of the transportable pressure equipment by the provisions of parts 4 and 6 as applicable.

1.8.6.2.3 Where a competent authority, its delegate or inspection body finds out that requirements laid down in parts 4 or 6 have not been met by the manufacturer, it shall require the manufacturer to take appropriate corrective measures and it shall not issue any type approval certificate or certificate of conformity.

1.8.6.3 *Information obligation*

Contracting Parties to ADR shall publish their national procedures for the assessment, appointment and monitoring of inspection bodies and of any changes to that information.

1.8.6.4 *Delegation of inspection tasks*

NOTE: In-house inspection services according to 1.8.7.6 are not covered by 1.8.6.4.

1.8.6.4.1 Where an inspection body uses the services of any other entity (e.g. subcontractor, subsidiary), to carry out specific tasks connected with the conformity assessment, periodic inspection, intermediate inspection or exceptional checks, this entity shall be included in the accreditation of the inspection body, or it shall be accredited separately. In the case of separate accreditation, this entity shall be duly accredited according to standard EN ISO/IEC 17025:2005 and shall be recognised by the inspection body as an independent and impartial testing laboratory in order to perform testing tasks in accordance with its accreditation, or it shall be accredited according to standard EN ISO/IEC 17020:2012 (except clause 8.1.3). The inspection body shall ensure that this entity meets the requirements set out for the tasks given to it with the same level of competence and safety as laid down for inspection bodies (see 1.8.6.8) and the inspection body shall monitor it. The inspection body shall inform the competent authority about the above mentioned arrangements.

1.8.6.4.2 The inspection body shall take full responsibility for the tasks performed by such entities wherever the tasks are performed by them.

1.8.6.4.3 The inspection body shall not delegate the whole task of conformity assessment, periodic inspection, intermediate inspection or exceptional checks. In any case, the assessment and the issue of certificates shall be carried out by the inspection body itself.

1.8.6.4.4 Activities shall not be delegated without the agreement of the applicant.

1.8.6.4.5 The inspection body shall keep at the disposal of the competent authority the relevant documents concerning the assessment of the qualifications and the work carried out by the above mentioned entities.

1.8.6.5 *Information obligations for inspection bodies*

Any inspection body shall inform the competent authority, which had approved it, of the following:

- (a) Except when the provisions of 1.8.7.2.4 apply, any refusal, restriction, suspension or withdrawal of type approval certificates;
- (b) Any circumstance(s) affecting the scope of and conditions for the approval as granted by the competent authority;
- (c) Any request for information on conformity assessment activities performed which they have received from competent authorities monitoring compliance according to 1.8.1 or 1.8.6.6;
- (d) On request, conformity assessment activities performed within the scope of their approval and any other activity performed, including delegation of tasks.

1.8.6.6 The competent authority shall ensure the monitoring of the inspection bodies and shall revoke or restrict the approval given, if it notes that an approved body is no longer in compliance with the approval and the requirements of 1.8.6.8 or does not follow the procedures specified in the provisions of ADR.

1.8.6.7 If the approval of the inspection body is revoked or restricted or if the inspection body ceased activity, the competent authority shall take the appropriate steps to ensure that the files are either processed by another inspection body or kept available.

1.8.6.8 The inspection body shall:

- (a) Have a staff with an organizational structure, capable, trained, competent and skilled, to satisfactorily perform its technical functions;
- (b) Have access to suitable and adequate facilities and equipment;
- (c) Operate in an impartial manner and be free from any influence which could prevent it from doing so;
- (d) Ensure commercial confidentiality of the commercial and proprietary activities of the manufacturer and other bodies;
- (e) Maintain clear demarcation between actual inspection body functions and unrelated functions;
- (f) Have a documented quality system;
- (g) Ensure that the tests and inspections specified in the relevant standard and in ADR are performed; and
- (h) Maintain an effective and appropriate report and record system in accordance with 1.8.7 and 1.8.8.

The inspection body shall additionally be accredited according to the standard EN ISO/IEC 17020:2012 (except clause 8.1.3), as specified in 6.2.2.11, 6.2.3.6 and TA4 and TT9 of 6.8.4.

An inspection body starting a new activity may be approved temporarily. Before temporary designation, the competent authority shall ensure that the inspection body meets the requirements of the standard EN ISO/IEC 17020:2012 (except clause 8.1.3). The inspection body shall be accredited in its first year of activity to be able to continue this new activity.

1.8.7 Procedures for conformity assessment and periodic inspection

NOTE: In this section, "relevant body" means a body assigned in 6.2.2.11 when certifying UN pressure receptacles, in 6.2.3.6 when approving non-UN pressure receptacles and in special provisions TA4 and TT9 of 6.8.4.

1.8.7.1 General provisions

1.8.7.1.1 The procedures in section 1.8.7 shall be applied according to 6.2.3.6 when approving non-UN pressure receptacles and according to TA4 and TT9 of 6.8.4 when approving tanks, battery-vehicles and MEGCs.

The procedures in section 1.8.7 may be applied according to the table in 6.2.2.11 when certifying UN pressure receptacles.

1.8.7.1.2 Each application for

- (a) The type approval in accordance with 1.8.7.2 or;
- (b) The supervision of manufacture in accordance with 1.8.7.3 and the initial inspection and test in accordance with 1.8.7.4; or
- (c) The periodic inspection, intermediate inspection and exceptional checks in accordance with 1.8.7.5

shall be lodged by the applicant with a single competent authority, its delegate or an approved inspection body of his choice.

1.8.7.1.3 The application shall include:

- (a) The name and address of the applicant;
- (b) For conformity assessment where the applicant is not the manufacturer, the name and address of the manufacturer;
- (c) A written declaration that the same application has not been lodged with any other competent authority, its delegate or inspection body;
- (d) The relevant technical documentation specified in 1.8.7.7;
- (e) A statement allowing the competent authority, its delegate or inspection body access for inspection purposes to the locations of manufacture, inspection, testing and storage and providing it with all necessary information.

1.8.7.1.4 Where the applicant can demonstrate to the satisfaction of the competent authority or its delegated inspection body conformity with 1.8.7.6 the applicant may establish an in-house inspection service which may perform part or all of the inspections and tests when specified in 6.2.2.11 or 6.2.3.6.

1.8.7.1.5 Design type approval certificates and certificates of conformity - including the technical documentation - shall be retained by the manufacturer or by the applicant for the type approval, if he is not the manufacturer, and by the inspection body, who issued the certificate, for a period of at least 20 years starting from the last date of production of products of the same type.

1.8.7.1.6 When a manufacturer or owner intends to cease operation, he shall send the documentation to the competent authority. The competent authority shall then retain the documentation for the rest of the period specified in 1.8.7.1.5.

1.8.7.2 Type approval

Type approvals authorise the manufacture of pressure receptacles, tanks, battery-vehicles or MEGCs within the period of validity of that approval.

- 1.8.7.2.1 The applicant shall:
- (a) In the case of pressure receptacles, place at the disposal of the relevant body representative samples of the production envisaged. The relevant body may request further samples if required by the test programme;
 - (b) In the case of tanks, battery-vehicles or MEGCs, give access to the prototype for type testing.

- 1.8.7.2.2 The relevant body shall:
- (a) Examine the technical documentation specified in 1.8.7.7.1 to verify that the design is in accordance with the relevant provisions of ADR, and the prototype or the prototype lot has been manufactured in conformity with the technical documentation and is representative of the design;
 - (b) Perform the examinations and witness the tests specified in ADR, to determine that the provisions have been applied and fulfilled, and the procedures adopted by the manufacturer meet the requirements;
 - (c) Check the certificate(s) issued by the materials manufacturer(s) against the relevant provisions of ADR;
 - (d) As applicable, approve the procedures for the permanent joining of parts or check that they have been previously approved, and verify that the staff undertaking the permanent joining of parts and the non-destructive tests are qualified or approved;
 - (e) Agree with the applicant the location and testing facilities where the examinations and necessary tests are to be carried out.

The relevant body shall issue a type-examination report to the applicant.

- 1.8.7.2.3 Where the type satisfies all applicable provisions, the competent authority, its delegate or the inspection body, shall issue a type approval certificate to the applicant.

This certificate shall contain:

- (a) The name and address of the issuer;
- (b) The name and address of the manufacturer and of the applicant when the applicant is not the manufacturer;
- (c) A reference to the version of ADR and standards used for the type examination;
- (d) Any requirements resulting from the examination;
- (e) The necessary data for identification of the type and variation, as defined by the relevant standard;
- (f) The reference to the type examination report(s); and
- (g) The maximum period of validity of the type approval.

A list of the relevant parts of the technical documentation shall be annexed to the certificate (see 1.8.7.7.1).

- 1.8.7.2.4 The type approval shall be valid for a maximum of ten years. If within that period the relevant technical requirements of ADR (including referenced standards) have changed so that the approved type is no longer in conformity with them, the relevant body which issued the type approval shall withdraw it and inform the holder of the type approval.

NOTE: For the ultimate dates for withdrawal of existing type approvals, see column (5) of the tables in 6.2.4 and 6.8.2.6 or 6.8.3.6 as appropriate.

If a type approval has expired or has been withdrawn, the manufacture of the pressure receptacles, tanks, battery-vehicles or MEGCs according to that type approval is no longer authorised.

In such a case, the relevant provisions concerning the use, periodic inspection and intermediate inspection of pressure receptacles, tanks, battery-vehicles or MEGCs contained in the type approval which has expired or has been withdrawn shall continue to apply to these pressure receptacles, tanks, battery-vehicles or MEGCs constructed before the expiry or the withdrawal if they may continue to be used.

They may continue to be used as long as they remain in conformity with the requirements of ADR. If they are no longer in conformity with the requirements of ADR they may continue to be used only if such use is permitted by relevant transitional measures in Chapter 1.6.

Type approvals may be renewed by a complete review and assessment for conformity with the provisions of ADR applicable at the date of renewal. Renewal is not permitted after a type approval has been withdrawn. Interim amendments of an existing type approval (e.g. for pressure receptacles minor amendments such as the addition of further sizes or volumes not affecting conformity, or for tanks see 6.8.2.3.2) do not extend or modify the original validity of the certificate.

NOTE: *The review and assessment of conformity can be done by a body other than the one which issued the original type approval.*

The issuing body shall keep all documents for the type approval (see 1.8.7.7.1) for the whole period of validity including its renewals if granted.

1.8.7.2.5 In the case of a modification of a pressure receptacle, tank, battery-vehicle or MEGC with a valid, expired or withdrawn type approval, the testing, inspection and approval are limited to the parts of the pressure receptacle, tank, battery-vehicle or MEGC that have been modified. The modification shall meet the provisions of ADR applicable at the time of the modification. For all parts of the pressure receptacle, tank, battery-vehicle or MEGC not affected by the modification, the documentation of the initial type approval remains valid.

A modification may apply to one or more pressure receptacles, tanks, battery-vehicles or MEGCs covered by a type approval.

A certificate approving the modification shall be issued to the applicant by the competent authority of any Contracting Party to ADR or by a body designated by this authority. For tanks, battery-vehicles or MEGCs, a copy shall be kept as part of the tank record.

Each application for an approval certificate for a modification shall be lodged by the applicant with a single competent authority or body designated by this authority.

1.8.7.3 *Supervision of manufacture*

1.8.7.3.1 The manufacturing process shall be subject to a survey by the relevant body to ensure the product is produced in conformity with the provisions of the type approval.

1.8.7.3.2 The applicant shall take all the necessary measures to ensure that the manufacturing process complies with the applicable provisions of ADR and of the type approval certificate and its annexes.

1.8.7.3.3 The relevant body shall:

- (a) Verify the conformity with the technical documentation specified in 1.8.7.7.2;
- (b) Verify that the manufacturing process produces products in conformity with the requirements and the documentation which apply to it;
- (c) Verify the traceability of materials and check the material certificate(s) against the specifications;
- (d) As applicable, verify that the personnel undertaking the permanent joining of parts and the non-destructive tests are qualified or approved;
- (e) Agree with the applicant on the location where the examinations and necessary tests are to be carried out; and
- (f) Record the results of its survey.

1.8.7.4 *Initial inspection and tests*

1.8.7.4.1 The applicant shall:

- (a) Affix the marks specified in ADR; and
- (b) Supply to the relevant body the technical documentation specified in 1.8.7.7.

1.8.7.4.2 The relevant body shall:

- (a) Perform the necessary examinations and tests in order to verify that the product is manufactured in accordance with the type approval and the relevant provisions;
- (b) Check the certificates supplied by the manufacturers of service equipment against the service equipment;
- (c) Issue an initial inspection and test report to the applicant relating to the detailed tests and verifications carried out and the verified technical documentation;
- (d) Draw up a written certificate of conformity of the manufacture and affix its registered mark when the manufacture satisfies the provisions; and
- (e) Check if the type approval remains valid after provisions of ADR (including referenced standards) relevant to the type approval have changed.

The certificate in (d) and report in (c) may cover a number of items of the same type (group certificate or report).

1.8.7.4.3 The certificate shall contain as a minimum:

- (a) The name and address of the relevant body;
- (b) The name and address of the manufacturer and the name and address of the applicant, if not the manufacturer;
- (c) A reference to the version of the ADR and standards used for the initial inspections and tests;
- (d) The results of the inspections and tests;
- (e) The data for identification of the inspected product(s), at least the serial number or for non refillable cylinders the batch number; and
- (f) The type approval number.

1.8.7.5 *Periodic inspection, intermediate inspection and exceptional checks*

1.8.7.5.1 The relevant body shall:

- (a) Perform the identification and verify the conformity with the documentation;
- (b) Carry out the inspections and witness the tests in order to check that the requirements are met;
- (c) Issue reports of the results of the inspections and tests, which may cover a number of items; and
- (d) Ensure that the required marks are applied.

1.8.7.5.2 Reports of periodic inspections and tests of pressure receptacles shall be retained by the applicant at least until the next periodic inspection.

NOTE: For tanks, see provisions for tank records in 4.3.2.1.7.

1.8.7.6 *Surveillance of the applicant's in-house inspection service*

1.8.7.6.1 The applicant shall:

- (a) Implement an in-house inspection service with a quality system for inspections and tests documented in 1.8.7.7.5 and subject to surveillance;
- (b) Fulfil the obligations arising out of the quality system as approved and to ensure that it remains satisfactory and efficient;
- (c) Appoint trained and competent personnel for the in-house inspection service; and
- (d) Affix the registered mark of the inspection body where appropriate.

1.8.7.6.2 The inspection body shall carry out an initial audit. If satisfactory the inspection body shall issue an authorisation for a period not exceeding three years. The following provisions shall be met:

- (a) This audit shall confirm that the inspections and tests performed on the product are in compliance with the requirements of ADR;
- (b) The inspection body may authorise the in-house inspection service of the applicant to affix the registered mark of the inspection body to each approved product;
- (c) The authorisation may be renewed after a satisfactory audit in the last year prior to the expiry. The new period of validity shall begin with the date of expiry of the authorisation; and
- (d) The auditors of the inspection body shall be competent to carry out the assessment of conformity of the product covered by the quality system.

1.8.7.6.3 The inspection body shall carry out periodic audits within the duration of the authorisation to make sure that the applicant maintains and applies the quality system. The following provisions shall be met:

- (a) A minimum of two audits shall be carried out in a 12 month period;
- (b) The inspection body may require additional visits, training, technical changes, modifications of the quality system, restrict or prohibit the inspections and tests to be done by the applicant;
- (c) The inspection body shall assess any changes in the quality system and decide whether the modified quality system will still satisfy the requirements of the initial audit or whether a full reassessment is required;
- (d) The auditors of the inspection body shall be competent to carry out the assessment of conformity of the product covered by the quality system; and
- (e) The inspection body shall provide the applicant with a visit or audit report and, if a test has taken place, with a test report.

1.8.7.6.4 In cases of non conformity with the relevant requirements the inspection body shall ensure that corrective measures are taken. If corrective measures are not taken in due time, the inspection body shall suspend or withdraw the permission for the in-house inspection service to carry out its activities. The notice of suspension or withdrawal shall be transmitted to the competent authority. A report shall be provided to the applicant giving detailed reasons for the decisions taken by the inspection body.

1.8.7.7 *Documents*

The technical documentation shall enable an assessment to be made of conformity with the relevant requirements.

1.8.7.7.1 *Documents for type approval*

The applicant shall provide as appropriate:

- (a) The list of standards used for the design and manufacture;
- (b) A description of the type including all variations;

- (c) The instructions according to the relevant column of table A of Chapter 3.2 or a list of dangerous goods to be transported for dedicated products;
- (d) A general assembly drawing or drawings;
- (e) The detailed drawings, including the dimensions used for the calculations, of the product, the service equipment, the structural equipment, the marking and/or the labelling necessary to verify the conformity;
- (f) The calculation notes, results and conclusions;
- (g) The list of the service equipment with the relevant technical data and information on the safety devices including the calculation of the relief capacity if relevant;
- (h) The list of material requested in the standard for manufacture used for every part, sub-part, lining, service and structural equipment and the corresponding material specifications or the corresponding declaration of conformity to ADR;
- (i) The approved qualification of permanent joining process;
- (j) The description of the heat treatment process(es); and
- (k) The procedures, descriptions and records of all relevant tests listed in the standards or ADR for the type approval and for the manufacture.

1.8.7.7.2 *Documents for the supervision of manufacture*

The applicant shall make available as appropriate:

- (a) The documents listed in 1.8.7.7.1;
- (b) A copy of the type approval certificate;
- (c) The manufacturing procedures including test procedures;
- (d) The manufacturing records;
- (e) The approved qualifications of permanent joining operators;
- (f) The approved qualifications of the non destructive test operators;
- (g) The reports of the destructive and non destructive tests;
- (h) The heat treatment records; and
- (i) The calibration records.

1.8.7.7.3 *Documents for initial inspection and tests*

The applicant shall make available as appropriate:

- (a) The documents listed in 1.8.7.7.1 and 1.8.7.7.2;
- (b) The material certificates of the product and any sub-parts;
- (c) The declarations of conformity and material certificates of the service equipment; and
- (d) A declaration of conformity including the description of the product and all the variations adopted from the type approval.

1.8.7.7.4 *Documents for periodic inspections, intermediate inspections and exceptional checks*

The applicant shall make available as appropriate:

- (a) For pressure receptacles, the documents specifying special requirements when the manufacturing and periodic inspections and tests standards so require;

- (b) For tanks:
 - (i) the tank record; and
 - (ii) one or more of the documents mentioned in 1.8.7.7.1 to 1.8.7.7.3.

1.8.7.7.5 *Documents for the assessment of in-house inspection service*

The applicant for in-house inspection service shall make available the quality system documentation as appropriate:

- (a) The organizational structure and responsibilities;
- (b) The relevant inspection and test, quality control, quality assurance and process operation instructions, and systematic actions that will be used;
- (c) The quality records, such as inspection reports, test data, calibration data and certificates;
- (d) The management reviews to ensure the effective operation of the quality system arising from the audits in accordance with 1.8.7.6;
- (e) The process describing how customer and regulation requirements are met;
- (f) The process for control of documents and their revision;
- (g) The procedures for dealing with non-conforming products; and
- (h) The training programmes and qualification procedures for relevant personnel.

1.8.7.8 *Products manufactured, approved, inspected and tested according to standards*

The requirements of 1.8.7.7 are considered to have been complied with if the following standards, as relevant, are applied:

Applicable subsection and paragraph	References	Title of the document
1.8.7.7.1 to 1.8.7.7.4	EN 12972:2007	Tanks for transport of dangerous goods - Testing, inspection and marking of metallic tanks

1.8.8 **Procedures for conformity assessment of gas cartridges**

When assessing the conformity of gas cartridges, one of the following procedures shall be applied:

- (a) The procedure in section 1.8.7 for non-UN pressure receptacles, with the exception of 1.8.7.5; or
- (b) The procedure in sub-sections 1.8.8.1 to 1.8.8.7.

1.8.8.1 *General provisions*

1.8.8.1.1 The supervision of manufacture shall be carried out by an Xa body and the tests as required in 6.2.6 shall be carried out either by that Xa body or by an IS-body approved by that Xa body; for definition of Xa and IS bodies see definitions in 6.2.3.6.1. Conformity assessment shall be carried out by the competent authority, its delegate or its approved inspection body of a Contracting Party to ADR.

1.8.8.1.2 By the application of 1.8.8, the applicant shall demonstrate, ensure and declare on his sole responsibility the conformity of gas cartridges with the provisions of 6.2.6 and all further applicable provisions of ADR.

1.8.8.1.3 The applicant shall

- (a) Carry out a design type examination of each type of gas cartridges (including materials to be used and variations of that type, e.g. volumes, pressures, drawings and closing and release devices) according to 1.8.8.2;

- (b) Operate an approved quality system for design, manufacture, inspection and testing according to 1.8.8.3;
- (c) Operate an approved testing regime according to 1.8.8.4 for the tests required in 6.2.6;
- (d) Apply for the approval of his quality system for supervision of manufacture and for testing to one Xa body of his choice of the Contracting Party; if the applicant is not established in a Contracting Party he shall apply to one Xa body of a Contracting Party prior to first transport into a Contracting Party;
- (e) If the gas cartridge is finally assembled from parts manufactured by the applicant by one or more other enterprise(s), provide written instructions how to assemble and fill the gas cartridges to meet the provisions of his type examination certificate.

1.8.8.1.4 Where the applicant and enterprises assembling or filling gas cartridges according to the instructions of the applicant, can demonstrate to the satisfaction of the Xa body conformity with the provisions of 1.8.7.6 excluding 1.8.7.6.1 (d) and 1.8.7.6.2 (b), they may establish an in-house inspection service which may perform part or all of the inspections and tests specified in 6.2.6.

1.8.8.2 *Design type examination*

1.8.8.2.1 The applicant shall establish a technical documentation for each type of gas cartridges including the technical standard(s) applied. If he chooses to apply a standard not referenced in 6.2.6, he shall add the standard applied to the documentation.

1.8.8.2.2 The applicant shall retain the technical documentation together with samples of that type at the disposal of the Xa body during production and afterwards for a period of minimum five years starting from the last date of production of gas cartridges according to that type examination certificate.

1.8.8.2.3 The applicant shall after careful examination issue a design type certificate which shall be valid for a maximum period of ten years; he shall add this certificate to the documentation. This certificate authorises him to produce gas cartridges of that type for that period.

1.8.8.2.4 If within that period the relevant technical requirements of ADR (including referenced standards) have changed so that the design type is no longer in conformity with them, the applicant shall withdraw his type examination certificate and inform the Xa body.

1.8.8.2.5 The applicant may after careful and complete review reissue the certificate for another period of maximum ten years.

1.8.8.3 *Supervision of manufacture*

1.8.8.3.1 The procedure of design type examination as well as the manufacturing process shall be subject to a survey by the Xa body to ensure the type certified by the applicant and the product as produced are in conformity with the provisions of the design type certificate and the applicable provisions of ADR. If 1.8.8.1.3 (e) applies, the assembling and filling enterprises shall be included in that procedure.

1.8.8.3.2 The applicant shall take all the necessary measures to ensure that the manufacturing process complies with the applicable provisions of ADR and of his design type certificate and its annexes. If 1.8.8.1.3 (e) applies, the assembling and filling enterprises shall be included in that procedure.

1.8.8.3.3 The Xa body shall:

- (a) Verify the conformity of the design type examination of the applicant and conformity of the type of gas cartridges with the technical documentation specified in 1.8.8.2;
- (b) Verify that the manufacturing process produces products in conformity with the requirements and the documentation which apply to it; if the gas cartridge is finally assembled from parts manufactured by the applicant by one or more enterprise(s), the Xa body shall also verify that the gas cartridges are in full conformity with all applicable provisions after final assembly and filling and that the instructions of the applicant are correctly applied;
- (c) Verify that the personnel undertaking the permanent joining of parts and the tests are qualified or approved;
- (d) Record the results of its surveys.

1.8.8.3.4 If the findings of the Xa body show non-conformity of the design type certificate of the applicant or the manufacturing process, he shall require appropriate corrective measures or withdrawal of the certificate from the applicant.

1.8.8.4 *Leakproofness test*

1.8.8.4.1 The applicant and enterprises finally assembling and filling gas cartridges according to the instructions of the applicant shall:

- (a) Carry out the tests required in 6.2.6;
- (b) Record the test results;
- (c) Issue a certificate of conformity only for gas cartridges, which are in full compliance with the provisions of his design type examination and the applicable provisions of ADR and have successfully passed the tests as required in 6.2.6;
- (d) Retain the documentation as specified in 1.8.8.7 during production and afterwards for a period of minimum five years from the last date of production of gas cartridges belonging to one type approval for inspection by the Xa body at random intervals;
- (e) Affix a durable and legible mark identifying the type of gas cartridge, the applicant and the date of production or batch number; where due to limited available space the mark cannot be fully applied to the body of the gas cartridge, he shall affix a durable tag with this information to the gas cartridge or place it together with a gas cartridge in an inner packaging.

1.8.8.4.2 The Xa body shall:

- (a) Perform the necessary examinations and tests at random intervals, but at least shortly after starting of manufacture of a type of gas cartridges and thereafter at least once every three years, in order to verify that the procedure for design type examination of the applicant as well as that the manufacture and testing of the product are carried out in accordance with the design type certificate and the relevant provisions;
- (b) Check the certificates supplied by the applicant;
- (c) Carry out the tests as required in 6.2.6 or approve the program of testing and the in-house inspection service to carry out the tests.

1.8.8.4.3 The certificate shall contain as a minimum:

- (a) The name and address of the applicant and, when the final assembly is not carried out by the applicant but by an enterprise or enterprises in accordance with the written instructions of the applicant, the name(s) and address(es) of these enterprises;
- (b) A reference to the version of ADR and the standard(s) used for manufacture and tests;
- (c) The result of inspections and tests;
- (d) The data for marking as required in 1.8.8.4.1 (e).

1.8.8.5 *(Reserved)*

1.8.8.6 *Surveillance of the in-house inspection service*

When the applicant or enterprise assembling or filling gas cartridges has established an in-house inspection service, the provisions of 1.8.7.6 excluding 1.8.7.6.1 (d) and 1.8.7.6.2 (b) shall be applied. The enterprise assembling or filling gas cartridges shall comply with the provisions relevant to the applicant.

1.8.8.7 *Documents*

The provisions of 1.8.7.7.1, 1.8.7.7.2, 1.8.7.7.3 and 1.8.7.7.5 shall be applied.

CHAPTER 1.9

TRANSPORT RESTRICTIONS BY THE COMPETENT AUTHORITIES

- 1.9.1 In accordance with Article 4, paragraph 1 of ADR, the entry of dangerous goods into the territory of Contracting Parties may be subject to regulations or prohibitions imposed for reasons other than safety during carriage. Such regulations or prohibitions shall be published in an appropriate form.
- 1.9.2 Subject to the provisions of 1.9.3, a Contracting Party may apply to vehicles engaged in the international carriage of dangerous goods by road on its territory certain additional provisions not included in ADR, provided that those provisions do not conflict with Article 2, paragraph 2 of the Agreement, and are contained in its domestic legislation applying equally to vehicles engaged in the domestic carriage of dangerous goods by road on the territory of that Contracting Party.
- 1.9.3 Additional provisions falling within the scope of 1.9.2 are as follows:
- (a) Additional safety requirements or restrictions concerning vehicles using certain structures such as bridges, vehicles using combined transport modes such as ferries or trains, or vehicles entering or leaving ports or other transport terminals;
 - (b) Requirements for vehicles to follow prescribed routes to avoid commercial or residential areas, environmentally sensitive areas, industrial zones containing hazardous installations or roads presenting severe physical hazards;
 - (c) Emergency requirements regarding routing or parking of vehicles carrying dangerous goods resulting from extreme weather conditions, earthquake, accident, industrial action, civil disorder or military hostilities;
 - (d) Restrictions on movement of dangerous goods traffic on certain days of the week or year.
- 1.9.4 The competent authority of the Contracting Party applying on its territory any additional provisions within the scope of 1.9.3 (a) and (d) above shall notify the secretariat of the United Nations Economic Commission for Europe of the additional provisions, which secretariat shall bring them to the attention of the Contracting Parties¹.
- 1.9.5 Tunnel restrictions**
- NOTE: Provisions concerning restrictions for the passage of vehicles through road tunnels are also included in Chapter 8.6.*
- 1.9.5.1 General provisions**
- When applying restrictions to the passage of vehicles carrying dangerous goods through tunnels, the competent authority shall assign the road tunnel to one of the tunnel categories defined in 1.9.5.2.2. Account should be taken of the tunnel characteristics, risk assessment including availability and suitability of alternative routes and modes and traffic management considerations. The same tunnel may be assigned to more than one tunnel category, e.g. depending on the hours of the day, or the day of the week etc.
- 1.9.5.2 Categorization**
- 1.9.5.2.1 The categorization shall be based on the assumption that in tunnels there are three major dangers which may cause numerous victims or serious damage to the tunnel structure:
- (a) Explosions;
 - (b) Release of toxic gas or volatile toxic liquid;
 - (c) Fires.

¹ A General Guideline for the Calculation of Risks in the Transport of Dangerous Goods by Road may be consulted on the website of the secretariat of the United Nations Economic Commission for Europe (<http://www.unece.org/trans/danger/danger.htm>).

1.9.5.2.2 The five tunnel categories are the following:

Tunnel category A:

No restrictions for the carriage of dangerous goods;

Tunnel category B:

Restriction for the carriage of dangerous goods which may lead to a very large explosion;

The following dangerous goods are considered to fulfil this criterion²:

Class 1:	Compatibility groups A and L;
Class 2:	UN No. 3529;
Class 3:	Classification code D (UN Nos. 1204, 2059, 3064, 3343, 3357 and 3379);
Class 4.1:	Classification codes D and DT; and Self-reactive substances, type B (UN Nos. 3221, 3222, 3231 and 3232);
Class 5.2:	Organic peroxides, type B (UN Nos. 3101, 3102, 3111 and 3112).
When the total net explosive mass per transport unit is greater than 1000 kg:	
Class 1:	Divisions 1.1, 1.2 and 1.5 (except compatibility groups A and L).
When carried in tanks:	
Class 2:	Classification codes F, TF and TFC;
Class 4.2:	Packing group I;
Class 4.3:	Packing group I;
Class 5.1:	Packing group I ₊ ;
Class 6.1:	UN No. 1510

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Tunnel category C:

Restriction for the carriage of dangerous goods which may lead to a very large explosion, a large explosion or a large toxic release;

The following dangerous goods are considered to fulfil this criterion²:

- the dangerous goods restricted in tunnel category B, and
- the following dangerous goods:

Class 1:	Divisions 1.1, 1.2 and 1.5 (except compatibility groups A and L); and Division 1.3 (compatibility groups H and J);
Class 7:	UN Nos. 2977 and 2978.
When the net explosive mass per transport unit is greater than 5000 kg:	
Class 1:	Division 1.3 (compatibility groups C and G).
When carried in tanks:	
Class 2:	Classification codes 2A, 2O, 3A and 3O, and classification codes containing the letter T only or letter groups TC, TO and TOC ₊ ;
Class 3:	Packing group I for classification codes FC, FT1, FT2 and FTC;
Class 6.1:	Packing group I, except UN No. 1510-1510 ;
Class 8:	Packing group I for classification codes CT1, CFT and COT.

² The assessment is based on the intrinsic dangerous properties of the goods, the type of containment and the quantity carried.

Tunnel category D:

Restriction for the carriage of dangerous goods which may lead to a very large explosion, to a large explosion, to a large toxic release or to a large fire;

The following dangerous goods are considered to fulfil this criterion²:

- the dangerous goods restricted in tunnel category C, and
- the following dangerous goods:

Class 1:	Division 1.3 (compatibility groups C and G);
Class 2:	Classification codes F, FC, T, TF, TC, TO, TFC and TOC;
Class 3:	Class 3: UN No. 3528 ;
Class 4.1:	Self-reactive substances, types C, D, E and F; and UN Nos. 2956, 3241, 3242, 3251, 3531, 3532, 3533 and 3534;
Class 5.2:	Organic peroxides, types C, D, E and F;
Class 6.1:	Packing group I for classification codes TF1, TFC and TFW and UN No.3507; and Toxic by inhalation entries for which special provision 354 is assigned in column (6) of Table A of Chapter 3.2 and toxic by inhalation entries of UN Nos. 3381 to 3390;
Class 8:	Packing group I for classification codes CT1, CFT and COT;
Class 9:	Classification codes M9 and M10.
When carried in bulk or in tanks:	
Class 3	
Class 4.2:	Packing group II;
Class 4.3:	Packing group II;
Class 6.1:	Packing group II; and Packing group III for classification code TF2;
Class 8:	Packing group I for classification codes CF1, CFT and CW1; and Packing group II for classification codes CF1 and CFT
Class 9:	Classification codes M2 and M3.

Tunnel category E:

Restriction for the carriage of all dangerous goods other than those for which ‘(-)’ is marked in Column (15) of Table A of Chapter 3.2 and for all dangerous goods in accordance with the provisions of Chapter 3.4 if the quantities carried exceed 8 tonnes total gross mass per transport unit.

NOTE: For the dangerous goods assigned to UN Nos. 2919 and 3331, restrictions to the passage through tunnels may, however, be part of the special arrangement approved by the competent authority(ies) on the basis of 1.7.4.2.

1.9.5.3 Provisions for road signs and notification of restrictions

- 1.9.5.3.1 Contracting Parties shall indicate tunnel prohibitions and alternative routes by means of signs and signals.
- 1.9.5.3.2 For this purpose, they may use signs C, 3h and D, 10a, 10b and 10c and signals according to the Vienna Convention on Road Signs and Signals (Vienna, 1968) and the European Agreement supplementing the Convention on Road Signs and Signals (Geneva, 1971) as interpreted by the Resolution on Road Signs and Signals (R.E.2) of the UNECE Inland Transport Committee Principal Working Party on Road Transport, as amended.
- 1.9.5.3.3 In order to facilitate international understanding of signs, the system of signs and signals prescribed in the Vienna Convention is based on the use of shapes, and colours characteristic of each class of signs and wherever possible, on the use of graphic symbols rather than inscriptions. Where Contracting Parties consider it necessary to modify the signs and symbols prescribed, the modifications made shall not alter their essential characteristics. Where Contracting Parties do not apply the Vienna

² The assessment is based on the intrinsic dangerous properties of the goods, the type of containment and the quantity carried.

Convention, the prescribed signs and symbols may be modified, provided that the modifications made shall not alter their essential intent.

1.9.5.3.4 Traffic signs and signals intended to prohibit access of vehicles carrying dangerous goods to road tunnels shall be affixed at a place where the choice of alternative routes is possible.

1.9.5.3.5 When access to tunnels is restricted or alternative routes are prescribed, the signs shall be displayed with additional panels as follows:

No sign: no restriction

Sign with additional panel bearing the letter B: applies to vehicles carrying dangerous goods not allowed in tunnels of category B;

Sign with additional panel bearing the letter C: applies to vehicles carrying dangerous goods not allowed in tunnels of category C;

Sign with additional panel bearing the letter D: applies to vehicles carrying dangerous goods not allowed in tunnels of category D;

Sign with additional panel bearing the letter E: applies to vehicles carrying dangerous goods not allowed in tunnels of category E.

1.9.5.3.6 Tunnel restrictions shall apply to transport units for which an orange-coloured plate marking in accordance with 5.3.2 is required, except for the carriage of dangerous goods for which ‘(-)’ is marked in Column (15) of Table A of Chapter 3.2. For the dangerous goods assigned to UN Nos. 2919 and 3331, restrictions to the passage through tunnels may, however, be part of the special arrangement approved by the competent authority(ies) on the basis of 1.7.4.2. For tunnels of category E, they shall apply also to transport units for which a marking in accordance with 3.4.13 is required or carrying containers for which a marking in accordance with 3.4.13 is required.

Tunnel restrictions shall not apply when dangerous goods are carried in accordance with 1.1.3, except when transport units carrying such goods are marked in accordance with 3.4.13 subject to 3.4.14.

1.9.5.3.7 Restrictions shall be published officially and made publicly available. Contracting Parties shall notify the secretariat of UNECE of such restrictions and the secretariat shall make this information publicly available on its website.

1.9.5.3.8 When Contracting Parties apply specific operating measures designed to reduce the risks and related to some or all vehicles using tunnels, such as declaration before entering or passage in convoys escorted by accompanying vehicles, such operating measures shall be published officially and made publicly available.

CHAPTER 1.10

SECURITY PROVISIONS

NOTE: *For the purposes of this Chapter, security means measures or precautions to be taken to minimise theft or misuse of dangerous goods that may endanger persons, property or the environment.*

1.10.1 General provisions

- 1.10.1.1 All persons engaged in the carriage of dangerous goods shall consider the security requirements set out in this Chapter commensurate with their responsibilities.
- 1.10.1.2 Dangerous goods shall only be offered for carriage to carriers that have been appropriately identified.
- 1.10.1.3 Areas within temporary storage terminals, temporary storage sites, vehicle depots, berthing areas and marshalling yards used for the temporary storage during carriage of dangerous goods shall be properly secured, well lit and, where possible and appropriate, not accessible to the general public.
- 1.10.1.4 Each member of a vehicle crew shall carry with them means of identification, which includes their photograph, during carriage of dangerous goods.
- 1.10.1.5 Safety inspections in accordance with 1.8.1 and 7.5.1.1 shall cover appropriate security measures.
- 1.10.1.6 The competent authority shall maintain up-to-date registers of all valid training certificates for drivers stipulated in 8.2.1 issued by it or by any recognized organization.

1.10.2 Security training

- 1.10.2.1 The training and the refresher training specified in Chapter 1.3 shall also include elements of security awareness. The security refresher training need not be linked to regulatory changes only.
- 1.10.2.2 Security awareness training shall address the nature of security risks, recognising security risks, methods to address and reduce such risks and actions to be taken in the event of a security breach. It shall include awareness of security plans (if appropriate) commensurate with the responsibilities and duties of individuals and their part in implementing security plans.
- 1.10.2.3 Such training shall be provided or verified upon employment in a position involving dangerous goods transport and shall be periodically supplemented with refresher training.
- 1.10.2.4 Records of all security training received shall be kept by the employer and made available to the employee or competent authority, upon request. Records shall be kept by the employer for a period of time established by the competent authority.

1.10.3 Provisions for high consequence dangerous goods

NOTE: In addition to the security provisions of ADR, competent authorities may implement further security provisions for reasons other than safety during carriage (see also Article 4, paragraph 1 of the Agreement). In order not to impede international and multimodal carriage by different explosives security marks, it is recommended that such marks be formatted consistent with an internationally harmonized standard (e.g. European Union Commission Directive 2008/43/EC).

1.10.3.1 Definition of high consequence dangerous goods

- 1.10.3.1.1 High consequence dangerous goods are those which have the potential for misuse in a terrorist event and which may, as a result, produce serious consequences such as mass casualties, mass destruction or, particularly for Class 7, mass socio-economic disruption.
- 1.10.3.1.2 High consequence dangerous goods in classes other than Class 7 are those listed in Table 1.10.3.1.2 below and carried in quantities greater than those indicated therein.

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Table 1.10.3.1.2: List of high consequence dangerous goods

Class	Division	Substance or article	Quantity		
			Tank (l) ^c	Bulk (kg) ^d	Packages (kg)
1	1.1	Explosives	a	a	0
	1.2	Explosives	a	a	0
	1.3	Compatibility group C explosives	a	a	0
	1.4	Explosives of UN Nos. 0104, 0237, 0255, 0267, 0289, 0361, 0365, 0366, 0440, 0441, 0455, 0456 and 0500	a	a	0
	1.5	Explosives	0	a	0
2		Flammable, non-toxic gases (classification codes including only letters F or FC)	3000	a	b
		Toxic gases (classification codes including letters T, TF, TC, TO, TFC or TOC) excluding aerosols	0	a	0
3		Flammable liquids of packing groups I and II	3000	a	b
		Desensitized explosives	0	a	0
4.1		Desensitized explosives	a	a	0
4.2		Packing group I substances	3000	a	b
4.3		Packing group I substances	3000	a	b
5.1		Oxidizing liquids of packing group I	3000	a	b
		Perchlorates, ammonium nitrate, ammonium nitrate fertilisers and ammonium nitrate emulsions or suspensions or gels	3000	3000	b
6.1		Toxic substances of packing group I	0	a	0
6.2		Infectious substances of Category A (UN Nos. 2814 and 2900, except for animal material)	a	0	0
8		Corrosive substances of packing group I	3000	a	b

^a Not relevant.

^b The provisions of 1.10.3 do not apply, whatever the quantity is.

^c A value indicated in this column is applicable only if carriage in tanks is authorized, in accordance with Chapter 3.2, Table A, column (10) or (12). For substances that are not authorized for carriage in tanks, the instruction in this column is not relevant.

^d A value indicated in this column is applicable only if carriage in bulk is authorized, in accordance with Chapter 3.2, Table A, column (10) or (17). For substances that are not authorized for carriage in bulk, the instruction in this column is not relevant.

1.10.3.1.3 For dangerous goods of Class 7, high consequence radioactive material is that with an activity equal to or greater than a transport security threshold of 3 000 A₂ per single package (see also 2.2.7.2.2.1) except for the following radionuclides where the transport security threshold is given in Table 1.10.3.1.3 below.

Table 1.10.3.1.3: Transport security thresholds for specific radionuclides

Element	Radionuclide	Transport security threshold (TBq)
Americium	Am-241	0.6
Gold	Au-198	2
Cadmium	Cd-109	200
Californium	Cf-252	0.2
Curium	Cm-244	0.5
Cobalt	Co-57	7
Cobalt	Co-60	0.3
Caesium	Cs-137	1
Iron	Fe-55	8000
Germanium	Ge-68	7
Gadolinium	Gd-153	10
Iridium	Ir-192	0.8
Nickel	Ni-63	600
Palladium	Pd-103	900
Promethium	Pm-147	400
Polonium	Po-210	0.6
Plutonium	Pu-238	0.6
Plutonium	Pu-239	0.6
Radium	Ra-226	0.4
Ruthenium	Ru-106	3
Selenium	Se-75	2
Strontium	Sr-90	10
Thallium	Tl-204	200
Thulium	Tm-170	200
Ytterbium	Yb-169	3

1.10.3.1.4 For mixtures of radionuclides, determination of whether or not the transport security threshold has been met or exceeded can be calculated by summing the ratios of activity present for each radionuclide divided by the transport security threshold for that radionuclide. If the sum of the fractions is less than 1, then the radioactivity threshold for the mixture has not been met nor exceeded.

This calculation can be made with the formula:

$$\sum_i \frac{A_i}{T_i} < 1$$

Where:

A_i = activity of radionuclide i that is present in a package (TBq)

T_i = transport security threshold for radionuclide i (TBq).

1.10.3.1.5 When radioactive material possesses subsidiary hazards of other classes, the criteria of table 1.10.3.1.2 shall also be taken into account (see also 1.7.5).

1.10.3.2 *Security plans*

1.10.3.2.1 Carriers, consignors and other participants specified in 1.4.2 and 1.4.3 engaged in the carriage of high consequence dangerous goods (see Table 1.10.3.1.2) or high consequence radioactive material (see 1.10.3.1.3) shall adopt, implement and comply with a security plan that addresses at least the elements specified in 1.10.3.2.2.

1.10.3.2.2 The security plan shall comprise at least the following elements:

- (a) Specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities;
- (b) Records of dangerous goods or types of dangerous goods concerned;
- (c) Review of current operations and assessment of security risks, including any stops necessary to the transport operation, the keeping of dangerous goods in the vehicle, tank or container before, during and after the journey and the intermediate temporary storage of dangerous goods during the course of intermodal transfer or transshipment between units as appropriate;
- (d) Clear statement of measures that are to be taken to reduce security risks, commensurate with the responsibilities and duties of the participant, including:
 - training;
 - security policies (e.g. response to higher threat conditions, new employee/employment verification, etc.);
 - operating practices (e.g. choice/use of routes where known, access to dangerous goods in intermediate temporary storage (as defined in (c)), proximity to vulnerable infrastructure etc.);
 - equipment and resources that are to be used to reduce security risks;
- (e) Effective and up to date procedures for reporting and dealing with security threats, breaches of security or security incidents;
- (f) Procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;
- (g) Measures to ensure the physical security of transport information contained in the security plan; and
- (h) Measures to ensure that the distribution of information relating to the transport operation contained in the security plan is limited to those who need to have it. Such measures shall not preclude the provision of information required elsewhere in ADR.

NOTE: Carriers, consignors and consignees should co-operate with each other and with competent authorities to exchange threat information, apply appropriate security measures and respond to security incidents.

1.10.3.3 Devices, equipment or arrangements to prevent the theft of the vehicle carrying high consequence dangerous goods (see Table 1.10.3.1.2) or high consequence radioactive material (see 1.10.3.1.3) and its cargo, shall be applied and measures taken to ensure that these are operational and effective at all times. The application of these protective measures shall not jeopardize emergency response.

NOTE: When appropriate and already fitted, the use of transport telemetry or other tracking methods or devices should be used to monitor the movement of high consequence dangerous goods (see Table 1.10.3.1.2) or high consequence radioactive material (see 1.10.3.1.3).

1.10.4 In accordance with the provisions of 1.1.3.6, the requirements of 1.10.1, 1.10.2, 1.10.3 and 8.1.2.1 (d) do not apply when the quantities carried in packages on a transport unit do not exceed those referred to in 1.1.3.6.3, except for UN Nos. 0029, 0030, 0059, 0065, 0073, 0104, 0237, 0255, 0267, 0288, 0289, 0290, 0360, 0361, 0364, 0365, 0366, 0439, 0440, 0441, 0455, 0456 and 0500 and except for UN Nos. 2910 and 2911 if the activity level exceeds the A₂ value (see first indent of 1.1.3.6.2). In addition, the requirements of 1.10.1, 1.10.2, 1.10.3 and 8.1.2.1 (d) do not apply when the quantities

carried in tanks or in bulk on a transport unit do not exceed those referred to in 1.1.3.6.3. In addition the provisions of this Chapter do not apply to the carriage of UN No. 2912 RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I) and UN No. 2913 RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I).

- 1.10.5 For radioactive material, the provisions of this Chapter are deemed to be complied with when the provisions of the Convention on Physical Protection of Nuclear Material¹ and the IAEA circular on "The Physical Protection of Nuclear Material and Nuclear Facilities"² are applied.

¹ *INFCIRC/274/Rev.1, IAEA, Vienna (1980).*

² *INFCIRC/225/Rev.4 (Corrected), IAEA, Vienna (1999).*

