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Working Party on the Transport
of Dangerous Goods

REPORT OF THE WORKING PARTY ON ITS SIXTY-FOURTH SESSION
(4-8 May 1998)

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DRAFT REPORT OF THE WORKING PARTY
ON ITS SIXTY-FOURTH SESSION

ATTENDANCE

1. The Working Party on the Transport of Dangerous Goods held its sixty-fourth session from 4 to 8 May 1998, with Mr. J. Franco (Portugal) as Chairman and Mrs. A. Roumier (France) as Vice-Chairman. Representatives of the following countries participated in its work: Austria; Bulgaria; Czech Republic; Denmark; Estonia; Finland; France; Germany; Greece; Hungary; Ireland; Italy; Latvia; Netherlands; Norway; Poland; Portugal; Romania; Slovenia; Spain; Sweden; Switzerland; Ukraine; United Kingdom. The following non-governmental organizations were also represented: International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); Liaison Committee of Coachwork and Trailer Builders (CLCCR); European Liquefied Petroleum Gas Association (AEGPL); European Petroleum Industry Association (EUROPIA); International Association of the Soap, Detergent and Maintenance Products Industry (AISE); European Portable Tank Association (EPTA); International Federation of Freight Forwarders Associations (FIATA); Liaison Committee for the Manufacture of Automobile Equipment and Spare Parts (CLEPA).

OPENING OF THE SESSION

2. The Director of the Transport Division, Mr. J. Capel Ferrer, welcomed the participants. He drew the Working Party's attention to the Inland Transport Committee's guidelines concerning the transport of dangerous goods and the follow-up to the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997).

3. He informed the meeting that in view of the increasing importance of the work of the Dangerous Goods Unit and the support given to it by ECE member States, in the context of the reform of ECE, he had proposed that the Unit should be upgraded to a section, incorporating the transport of dangerous goods and other special cargoes, and that the Head of the Unit, i.e. the Secretary of the Working Party, should be promoted to the post of Head of the new section. His proposal was accepted.

4. With regard to the vacant P2 post, he informed the Working Party that despite the internal regulations currently applicable to recruitment, whereby it was normally not possible to recruit temporary personnel to vacant posts, he had obtained an exception for this post as from 1 June for a period of six months. The good news, however, was offset by the bad news that the Unit's other P2 post would become vacant in the near future following the promotion of the present incumbent to another ECE post. He had requested, and also hoped to obtain, an exception for temporary recruitment to this post too and asked delegations to inform the secretariat if they had proposals to make in this regard. He observed that it would in any case be necessary to await the organization of national competitive examinations in 1999 to fill these posts permanently. Lastly, he said that because the level of the posts concerned (P2) was very low, the problem of the above-mentioned second P2 post was liable to recur in the future since young staff members starting at that level quickly sought promotion to a higher level.

ADOPTION OF THE AGENDA

Document: TRANS/WP.15/152

Informal document: INF.1

5. The Working Party adopted the agenda prepared by the secretariat. Additional informal documents listed in informal document INF.1 would be considered, as necessary, on a case-by-case basis under the agenda item in question.

SIXTIETH SESSION OF THE INLAND TRANSPORT COMMITTEE

Documents: ECE/TRANS/125, paragraphs 110 to 117 and 137 to 145
ECE/TRANS/125/Add.1

6. The Working Party took note of the report of the Inland Transport Committee on its sixtieth session, and in particular the paragraphs concerning its work. It agreed to come back to the issues raised during discussion of the relevant agenda item.

STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR) AND RELATED ISSUES (STATUS OF THE AGREEMENT, PROTOCOL OF AMENDMENT, COMPETENT AUTHORITIES, SPECIAL AGREEMENTS)

Status of the Agreement

7. The representative of Ireland announced that his country intended to become a Contracting Party to ADR before the end of the summer of 1998.

Special agreements

Document: TRANS/WP.15/1998/2 (Secretariat)

8. The Working Party took note of the complete list (updated to 1 February 1998) of the special agreements concluded under marginals 2010 (Annex A) and 10 602 (Annex B).

9. A member of the secretariat invited delegations to check the special agreements concerning Class 2 and to indicate those which were no longer relevant.

10. He reminded the Working Party that the temporary derogations issued before 1 January 1998 would no longer be valid after 31 December 1998, unless they were renewed, and that the temporary derogations granted as from 1 January 1995 were valid for not more than five years.

11. The representative of France requested that the signatories of multilateral agreements should directly inform all the Contracting Parties by simultaneously submitting a copy of the signed agreement to the initiating country, to the competent authorities of all the other Contracting Parties and to the secretariat.

12. A member of the secretariat reminded participants that the procedure had been decided by the Working Party at its fifty-ninth session and could be found in annex 2 of document TRANS/WP.15/142. He said that the proposal by France would improve the practical aspects of the situation, and that in this case paragraph (5) of the procedure should be amended to make provision for a signatory country simultaneously submitting a copy not only to the secretariat and to the initiating country but also to all the other Contracting Parties.

List of competent authorities

Documents: TRANS/WP.15/1998/3
INF.17 (France)

13. The secretariat requested the competent authorities of ADR to check their respective addresses and to communicate any changes to it.

Notifications in accordance with marginal 10 599

Documents: TRANS/WP.15/1997/6 and -/1998/6 (Finland)
TRANS/WP.15/1997/32 (Norway)
TRANS/WP.15/1997/33 (Switzerland)

14. The Working Party was informed of the notifications received in accordance with marginal 10 599.

15. The representative of Norway said that he would provide the countries concerned with a road map which was currently distributed to road hauliers at the borders to inform them of special measures applicable to road journeys in Norway.

1993 Protocol of amendment

16. The Working Party urged Contracting Parties to ADR which had not yet deposited the instruments for the entry into force of the Protocol of 28 October 1993 amending articles 1 (a), 14 (1) and 14 (3)(b) of ADR (Belarus, Belgium, Bosnia and Herzegovina, Croatia, Germany, Greece, Lithuania, Romania, former Yugoslav Republic of Macedonia and Yugoslavia) to initiate the required procedures without delay.

Implementation of ADR on the territories of the Russian Federation

Informal document: INF.2 (Finland)

17. The representatives of Finland, Poland and IRU explained the problems which arose for the international carriage of dangerous goods to the Russian Federation or in transit through the Russian Federation. Several Republics of the Russian Federation had established special rules in addition to the provisions of ADR, applicable to international transport but conflicting with article 2 of ADR which provided that dangerous goods not barred from carriage by Annex A should be authorized subject to compliance

with the conditions of Annexes A and B. The Republics in question imposed more stringent conditions for which Annexes A and B did not provide, namely:

unscheduled prohibitions;

written authorizations for each consignment and for each substance;

certificates of approval for all vehicles (although such certificates could only be required for vehicles of types FL, OX, AT, EX II and EX III).

18. These additional provisions not only conflicted with ADR, but curbed economic development insofar as they hindered the movement of vehicles, blocked vehicles at borders, increased transport costs and penalized companies whose successful operation depended on regular supplies of raw materials.

19. It was recalled that at its last session the Inland Transport Committee had noted with regret that certain States had implemented measures of this type, which conflicted with Inland Transport Committee resolution No. 217 of 4 February 1971. This resolution recommended that the Governments concerned, in order to forestall the difficulties which could arise from a wide range of national provisions applicable to international transport, should only apply the provisions of marginal 10 599 in cases where it was deemed indispensable and should endeavour in such cases to avoid introducing provisions which would involve applications for authorization for each transport operation concerned. Marginal 10 599 had in any case been amended since then to establish precisely cases where additional national provisions could be issued, and requested Contracting Parties to inform the United Nations Secretariat accordingly.

20. The Working Party expressed its concern at this situation in the Russian Federation and noted with satisfaction that the secretariat, through the Transport Division's regional advisor, had brought the problem to the attention of the Ministry of Transport of the Russian Federation and was expecting a clarification in June 1998.

Official languages of the Contracting Parties to ADR

21. The representative of the United Kingdom said that she would like to have a list of official languages in each of the countries which were Contracting Parties to ADR with a view to the implementation of marginal 10 385. The secretariat was requested to prepare a document for the purpose.

Interpretation of marginals 2XX1a

Informal document: INF.12 (Switzerland)

22. The Working Party considered the amendments proposed in document INF.12 to be superfluous and did not share the concern of the Government of Switzerland, which the Government of Austria had also expressed, regarding the interpretation of the marginals in respect of the obligation of a transport document for dangerous goods packed in limited quantities. The Working Party considered that the texts of marginals XX1a already clearly indicated that, apart from the conditions specified in the 2XX1a marginals,

none of the provisions of Annexes A and B applicable to the class, naturally including the general requirements, applied to carriage performed according to these marginals. Should these texts not prove to be sufficiently clear, however, the Working Party would consider a suitable amendment at the next session on the basis of written proposals.

IMPROVEMENT OF METHODS OF WORK

Documents: TRANS/WP.15/145, para. 124
TRANS/WP.15/147, paras. 82 to 85
TRANS/WP.15/150, para. 76
TRANS/WP.15/1998/7 (Netherlands)
Rules of procedure of the Working Party WP.15

Informal document: INF.9 (EPTA) Comments on document TRANS/WP.15/1998/7

23. After an exchange of views on the draft rules of procedure prepared by the Netherlands, the Working Party was of the opinion that it might be too ambitious to draw up a complete set of rules of procedure at the current session. The rules of procedure of the Economic Commission for Europe already applied mutatis mutandis to the Working Party's deliberations and completing a separate set of rules of procedure might be a lengthy and delicate process requiring submission to the Inland Transport Committee and the Commission itself for consideration if the new rules of procedure were to depart from the basic rules laid down in the mandate of the Economic Commission for Europe and the Charter of the United Nations.

24. It was, in addition, difficult to establish rules governing the periodicity of sessions or limiting the Working Party's mandate in too restrictive a manner, as these rules were ultimately contingent on the programme of work and might therefore be changed at each session of the Inland Transport Committee.

25. The Working Party decided to consider first the rules proposed by the Netherlands which aimed at improving the efficiency of the work without contravening the current rules of procedure of the Economic Commission for Europe and the rules established by the General Assembly, but to make them more specific and gear them to the goal of improving methods of work, for example where documentation was concerned.

26. On the basis of the proposals contained in chapter V of document TRANS/WP.15/1998/7, the Working Party adopted rules concerning the documentation to be submitted at its future sessions and the agenda for the last session of an amendment period (see annex 1).

27. The Working Party also adopted the Netherlands proposal, i.e. that the Working Party should endorse the decisions of the Joint Meeting in principle, but reserved the right not to accept certain decisions. In such cases the points on which it had not been possible to reach agreement, together with the appropriate arguments, should be brought to the attention of the Joint Meeting for subsequent discussion.

28. The representative of OCTI said that the RID Committee of Experts had a tacit agreement to abide by the decisions of the Joint Meeting; in cases where it disagreed with those decisions, the RID Committee of Experts adopted the

texts produced by the Joint Meeting and brought the points on which it disagreed to the latter's attention. He also emphasized the fact that the RID Committee of Experts did its best to take diverging decisions by WP.15 into account when WP.15 sessions were held before those of the Committee.

29. A member of the ECE secretariat pointed out that there were in theory two different approaches, one which consisted in deferring completely to the decisions of the Joint Meeting and the other which consisted in preserving the independence of each body. He also noted that the RID Committee of Experts did at times depart from texts adopted by the Joint Meeting. The ideal solution for purposes of harmonization would clearly be to abide by the decisions of the Joint Meeting, but it was obviously for each of the bodies concerned, when they disagreed with those decisions, to take the appropriate decision for the transport mode concerned and aim for a balance between the need for harmonization and the needs of the transport mode in question.

30. The Working Party said that it would like the various rules and principles adopted at the current session also to be applicable to the deliberations of the RID Committee of Experts, and the representative of the Netherlands promised to make a proposal to the Committee to that effect.

RESTRUCTURING OF ADR

31. A member of the secretariat gave a progress report on the work of restructuring. Consideration of Part 2 (Classification) of the restructured RID/ADR had been concluded, and the discussions under way on Parts 1, 4, 5 and 6 would continue at the following session of the Working Group on the Restructuring of RID (Würzburg, Germany, 18-22 May 1998).

32. The secretariat was also planning several documents, in particular on chapters 4.3, 5.3, 5.4 and Parts 11 and 12.

33. The Working Party expressed satisfaction with the progress made and noted that the September session of the Joint Meeting and the November session of the Working Party promised to be very active in this area.

TANK-VEHICLES

Stability of tank-vehicles

Documents: TRANS/WP.29/GRRF/1997/8 and -/Add.1
TRANS/WP.15/1997/22 (Secretariat)
TRANS/WP.15/R.431

Informal documents

34. The Working Party noted that the draft regulation on "Uniform provisions concerning the approval of tank-vehicles of categories N and O with regard to rollover stability" had been adopted by the Meeting of Experts on Brakes and Running Gear (GRRF) of the Working Party on the Construction of Vehicles (WP.29) and that it would be submitted to the Working Party (WP.29) for final adoption in June 1998.

35. Recalling that the draft regulation had been prepared at its request, the Working Party congratulated the GRRF Meeting of Experts on the quality of its work.

36. The representative of OICA considered that the WP.15 Working Party should specify clearly the type of vehicles to which this regulation might apply; in his opinion, most of the current tank-vehicles intended for the carriage of petroleum products would meet its requirements, but that was not the case of other vehicles, particularly tank-vehicles intended for the carriage of gases. He considered that in view of the thickness of the tank walls, such vehicles would be more resistant to accidents if they overturned.

37. Several delegations were of the opinion that this was a general problem of road safety and that the objective of the regulation should be to prevent rollover whatever goods were being carried, and that it was therefore unnecessary to make provision for special cases.

38. Delegations with special comments on the provisions of the regulation were requested to transmit them directly to the WP.29 Working Party. Once the regulation was finally adopted, provision should be made for means of amending marginal 211 128 in order to include a reference to it.

39. OICA was requested to submit substantiated written proposals concerning the scope if it considered that there might be difficulties in implementing the regulation.

Report of the informal working group on the construction of tanks

Documents: TRANS/WP.15/R.405 (Italy), TRANS/WP.15/R.429, -/R.430, -/R.433 (Germany), TRANS/WP.15/1997/3 (Spain), TRANS/WP.15/1998/4 (Germany)

Informal documents: INF.6 (Report of the informal working group), INF.24 (Germany)

40. The Working Party took note of the report of the Paris informal working group (11-13 February 1998), and in particular the discussions on the rear protection of tanks (marginal 10 220 (1)), tanks with a polycentric cross-section (marginal 211 127 (5) (b) 4), the formula for the equivalent thickness of shells (marginals 21X 127 (3) and (4)) and the safety of equipment fitted on the upper part of the shell.

41. Following lengthy discussions on each of these topics, the Working Party agreed that they should be reconsidered by an informal working group (to be organized by Germany) before the next session.

42. With reference to the rear protection of vehicles, Germany submitted a new proposal (INF.24) which should be considered by the informal working group.

43. For tanks with a polycentric cross-section, Italy's proposal (-/R.405) remained on the agenda and Germany would at a future date submit a new proposal on tank design.

44. The Working Party adopted the principle of introducing minimum wall thickness requirements for steel or aluminium tanks, since the elaboration of a new formula of equivalent thickness was likely to take a great deal of time.

Spain kept the second part of its proposal in document -/1997/3 and offered to prepare a new document to introduce specific requirements for minimum thicknesses in Appendix B.1a, on the basis of the proposals made by the Paris working group.

45. Opinions were divided on how to handle the question and the representative of Italy was invited to submit a document for the next session and to put proposals to the standardization bodies.

46. The representative of Germany said that he would organize a further session of the informal working group in Bonn or Cologne from 18 to 20 August 1998.

Reference to standard Pr EN 12493

Document: TRANS/WP.15/1997/10 (AEGPL)

47. The proposal to add a new marginal 211 223 to be used to determine the thickness of the cylindrical wall and of the ends and cover plates of tanks intended for the carriage of liquefied petroleum gases in accordance with future standard EN 12493 was referred to the next session.

48. The representative of AEGPL was requested to ensure that the most recent version of the draft standard was transmitted to all delegations prior to the session. He was also asked to prepare a document bringing out any fundamental differences between the requirements of the standard and the provisions of ADR. The presence of a representative of CEN would also be an asset.

49. The representative of the European Commission said that in the case of EN standards presenting what were referred to as type "A" divergences, it would be possible for the ADR directive to refer only to certain parts of the standard.

OTHER QUESTIONS PENDING

Reference to ECE Regulation No. 105 (1958 Agreement)

Document: TRANS/WP.15/151 (Secretariat)

Informal documents: INF.5 (Secretariat), INF.13 (OICA), INF.15 (Secretariat)

50. The Working Party noted that the secretariat had prepared a list of amendments to ECE Regulation No. 105 concerning the approval of vehicles intended for the carriage of dangerous goods, for consideration by the WP.29 Working Party at its June 1998 session (INF.5, TRANS/WP.29/1998/39).

51. It also noted that these amendments, bringing Regulation No. 105 into line with the provisions of Appendix B.2 of ADR could not, for procedural reasons, enter into force on 1 January 1999; the WP.29 Working Party would,

however, recommend that the administrations concerned should implement these amendments as from 1 January 1999 even if they were not yet in force.

52. The GRSG Meeting of Experts had already made comments (see INF.15) on the amendments. It had considered that it was not always possible to verify conformity with the requirements of marginals 220 533, 220 534 and 220 536 (2) at the time of the type approval of the basic vehicle since the verification could only be carried out on a complete vehicle fitted with a load compartment. The GRSG Meeting of Experts did not consider it appropriate to refer to directive 78/548/EEC in marginal 220 536 before the directive had been officially amended.

53. The Working Party agreed to amend marginal 10 281, to add a marginal 11 281 and to delete the reference to the directive in order to take the comments of the GRSG Meeting of Experts into account (see annex 2).

Type FL

54. On the proposal of France (INF.22), the Working Party decided to amend the wording for type FL in marginal 220 301 in order to take into account the amendments to marginals 10 220 (2) and 10 251 (a) exempting vehicles intended for the carriage of diesel fuel in accordance with standard EN 590: 1993, gas-oil or heating oil (light) (identification number 1202), having a flash-point defined in standard EN 590: 1993, from the requirements of Appendix B.2 applicable to FL vehicles.

Combustion heating

Marginal 220 536 (3) (b)

55. Since OICA wished to amend paragraph (b) of marginal 220 536 (3) to include deliberate stopping of the engine, the Working Party invited its representative to submit a substantiated proposal in writing for the next session.

Marginals 2009 and 10 063

Document: TRANS/WP.15/1997/4 (Austria)

56. The proposal by Austria was aimed at restricting the scope of marginals 2009 (a) and 10 603 (a) in order to limit the quantities of dangerous goods that could be carried by private individuals under the exemptions contained in those marginals.

57. Several delegations entered reservations with regard to this proposal and expressed doubts as to the efficiency of the requirement proposed, which seemed contrary to the spirit of the exemption. Since the proposal had also been submitted to the Joint Meeting (TRANS/WP.15/AC.1/1997/17), the representative of Austria was asked to check it and if necessary to add to it, taking into account all possible situations, particularly in the case of the transport of gas by private individuals.

Instructions in writing for the driver - marginal 10 385 (4)

Document: TRANS/WP.15/1997/17 (Norway)

Informal document: INF.14 (OICA)

58. With a view to facilitating the identification by the emergency services of where the instructions in writing were located in the vehicle cab, the Working Party adopted an amendment to paragraph (4) of marginal 10 385 (see annex 2).

Schedules 1 to 4, marginal 2704

Document: TRANS/WP.15/1997/24 (Switzerland)

59. A member of the secretariat explained the inconsistency of the reference to marginal 2702 in schedules 1 to 4 of marginal 2704. It had originally been intended to make provision for marking the UN number on exempted packages in marginal 2702 (see TRANS/WP.15/126/Add.10) but this decision had been reversed (see TRANS/WP.15/AC.1/54, para. 137 and TRANS/WP.15/128/Add.5) without remembering to amend accordingly the references contained in schedules 1 to 4, which had become unnecessary. The proposal by Switzerland to correct the schedules was adopted (see annex 2).

Transitional periods for vehicles intended for the carriage of substances of marginal 2301, 61E (c) and marginal 2901, 20E (c)

Documents: TRANS/WP.15/1997/26 (Switzerland and Belgium) and -/27
(Switzerland)

60. The Working Party adopted the principle of introducing transitional measures for vehicles intended for the carriage of elevated temperature substances which carried tanks benefiting from the transitional provisions contained in marginals 21X 381 and 21X 980. As a result, new marginals 10 606 and 10 607 were introduced (see annex 2).

61. The Working Party confirmed that the transitional provisions to be included in marginals 21X 381 and 21X 980 concerned not only provisions relating to tank construction but also provisions relating to tank testing.

Means of telecommunication, marginal 10 260

Documents: TRANS/WP.15/1997/29 (France)
TRANS/WP.15/1998/8 (EPTA)

Informal document: INF.19 (FIATA)

62. The representative of France explained that her proposal to equip transport units with telecommunication devices applied only to the most dangerous substances, carried in significant quantities.

63. Several delegations drew attention to practical problems such as the difficulty of covering the entire geographical area of ADR with such means of telecommunication and the difficulties of communication in the languages of the countries of transit.

64. Others considered that this requirement would not improve safety sufficiently to justify the costs it would occasion for carriers.

65. Other delegations were in favour of the principle, but some considered that it should take the form of a recommendation, whatever the substances carried, rather than a requirement.

66. The representative of France said that she would submit a new proposal at the next session and that she was open to suggestions with regard to the substances to be targeted.

67. The representative of FIATA said that he would redraft his proposal in informal document INF.19.

Marginal 10 385

Document: TRANS/WP.15/1997/30 (CEFIC)

68. The Working Party was informed that CEFIC had withdrawn its proposal.

PROGRAMME OF WORK

69. The Working Party took note of the various sessions to be held in 1998 and early 1999, as follows:

Ad Hoc Working Group for the Elaboration of a draft European Agreement on the International Carriage of Dangerous Goods by Inland Waterway (seventh session) (AC.6): 2-5 June 1998

Sub-Committee of Experts on the Transport of Dangerous Goods (fifteenth session) (ECOSOC): 29 June-10 July 1998

RID/ADR/ADN Joint Meeting: 15-25 September 1998 (possibly with a working group on 14 September)

Ad Hoc Working Group for the Elaboration of a draft European Agreement on the International Carriage of Dangerous Goods by Inland Waterway (eighth session) (AC.6): 12-14 October 1998

Working Party on the Transport of Dangerous Goods (sixty-fifth session) (WP.15): 16-20 November 1998

Committee of Experts on the Transport of Dangerous Goods (twentieth session) (ECOSOC): 7-16 December 1998

Meeting of Experts on the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN) (WP.15/AC.2): 11-15 January 1999.

70. The following agenda was adopted for the sixty-fifth session:
1. Adoption of the agenda
 2. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues
 3. Improvement of methods of work*
 4. Restructuring of ADR
 5. Proposals for amendments to Annexes A and B of ADR
 - (a) Tank-vehicles
 - (b) Electrical equipment for explosive atmospheres
 - (c) Stability of tank-vehicles
 - (d) Other proposals
 6. Follow-up to the Regional Conference on Transport and the Environment
 7. Programme of work
 8. Elections
 9. Any other business
 10. Adoption of the report.

ANY OTHER BUSINESS

71. The Working Party took note of documents TRANS/WP.15/1998/1 and -/5 (Germany) and informal document INF.10 (AISE). These documents would be discussed at the next session.

Clarification of marginal 2002 (3) (a)

Informal document: INF.3 (IRU)

72. The Working Party confirmed that paragraph (a) of marginal 2002 (3) did not mean that the required information concerning all the dangerous goods loaded on the same vehicle must be included in a single transport document.

*Subject to the submission of written proposals within the deadline.

The information required in this paragraph could be included in several documents, particularly when several consignments were involved, as the paragraph in fact indicated (multiple consignees).

Amendments adopted at the sixty-third session

Document: TRANS/WP.15/151

73. The Working Party took note of document TRANS/WP.15/151 which comprised three sections: corrections (1997) to Annexes A and B of ADR, amendments (1997) to Annexes A and B and ADR and draft amendments (1999) to Annexes A and B of ADR.

74. The Working Party adopted a number of drafting changes which had been transmitted to the secretariat (see annex 2).

75. The Working Party did not adopt a verbal proposal by Germany to bring ADR into line with RID in order to include transitional provisions for the new requirements of the calculation of the capacity of emergency pressure-relief devices for tanks intended for the carriage of self-reactive substances and organic peroxides.

76. The Chairman informed the Working Party that the Government of Portugal would submit the draft amendments and the additional changes and amendments adopted at the current session to the Secretary-General as an official proposal of amendments to Annexes A and B of ADR in accordance with the procedure set out in article 14 of the Agreement.

Follow-up to the Regional Conference on Transport and the Environment

Document: TRANS/WP.15/AC.1/1998/5 (Secretariat)

77. The Working Party took note of the information concerning the conclusions of the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997) and the Inland Transport Committee's request that the issue should be placed on the agenda of its subsidiary bodies which were requested to give some thought as to how to contribute to the follow-up.

78. The Working Party noted that the Conference had invited ECE, through its appropriate bodies, to promote the objectives and the implementation of the measures contained in its texts, and in particular to promote the safety of the transport of dangerous goods internationally, and to organize seminars and/or educational programmes for carriers as well as training courses, especially for countries in transition.

79. It was decided to place this item on the agenda for the next session and invite countries interested in organizing or contributing to organizing such activities to make themselves known and, if appropriate, to put forward proposals.

Personnel resources in the Transport Division

80. Having been informed of the problems of recruitment for the two vacant P2 posts, the Working Party drew attention to the need to fill these posts

immediately in some form or another, in view of the extremely heavy programme of work of all the bodies involved in the transport of dangerous goods, so as to enable these bodies to meet the deadlines established in their programmes.

ADOPTION OF THE REPORT

81. The Working Party adopted the report and the annexes thereto.

Annex 1

Rules for improvement of methods of work

Rules for adoption of draft amendments adopted by the RID/ADR/ADN Joint Meeting

Draft amendments adopted by the RID/ADR/ADN Joint Meeting should be endorsed by the Working Party. If the Working Party decides not to endorse such amendments, this decision shall be brought to the attention of the Joint Meeting together with arguments justifying the decision, for further consideration by the Joint Meeting.

Rule concerning the agenda of the Working Party at the last session of an amendment period

At the last (November) session of an amendment period, WP.15 shall consider the texts of all amendments adopted at previous meetings of WP.15 and the Joint Meeting.

In addition to the amendments adopted, new documents may only be included on the agenda of this last session if they:

- relate to modifications of the amended text
- bring the Annexes into line with other international agreements concerning the transport of dangerous goods.

Other new proposals will only be accepted in exceptional circumstances and with the agreement of WP.15 at that session.

Rules concerning the documentation to be submitted to the Working Party on the Transport of Dangerous Goods

Official documentation

1. Documents to be considered under each item of the agenda of a session shall be transmitted as early as possible in order to be received by the secretariat at the latest 12 weeks before the opening of the session or, if transmitted simultaneously in English, French and Russian, at the latest 6 weeks before the opening of the session.

2. They shall be transmitted by one of the following methods in order of preference:

1. E-mail
2. Mail, hard copy accompanied by a diskette
3. Mail, hard copy.

They shall not be faxed.

3. Documents, including working group reports, shall be kept as short and concise as possible and should not exceed 20 pages in length, except in

exceptional cases where lengthy parts of regulatory texts or recommendations are subject to draft amendment proposals.

4. All documents containing proposals of amendments to regulatory texts or recommendations shall be presented in the standard format set out in the appendix to these rules and shall include a brief summary and, where applicable, a justification addressing the following concerns:

Safety: What are the safety implications?

Feasibility: Which economic sector or public service is concerned by the proposed amendment?

What are the consequences in terms of advantages and disadvantages? Is a transitional period required?

Enforceability: Once implemented, can the changes be observed or monitored?

This rule does not apply in the case of editorial amendments, amendments proposed by a working group or amendments proposed with a view to harmonization with the United Nations Recommendations on the Transport of Dangerous Goods or other regulatory texts.

5. The secretariat may decide:

(a) To postpone until the following session documents that have not been received 12 weeks prior to the opening of the session;

(b) To translate only parts of documents exceeding 20 pages in length in order not to delay their distribution, when they contain lengthy explanatory technical annexes or tables which are not intended to be included in the regulations or recommendations.

(c) To return the document to the author when its presentation does not conform to the format of the appendix to these rules. In such a case, the document may be redrafted according to the presentation required in rule 4, provided that the revised version is received by the secretariat at the latest 10 weeks prior to the opening of the session; if this is not the case the document will however be distributed in its initial form.

Informal documentation

6. Documents which have not been received by the secretariat 12 weeks prior to the session may also be submitted for discussion at the session as "INF" (informal) documents, provided that:

(a) They contain specific comments on or additional information to a new document listed on the provisional agenda and could not therefore be submitted within the deadline; or

(b) They are of a purely informative nature and do not require any action from the Working Party; or

(c) They are intended to correct obvious mistakes in existing texts;
or

(d) Their aim is clarification of the interpretation of existing texts; or

(e) They contain the report of an informal working group referred to in the provisional agenda.

7. Informal documents shall be assigned an "INF" number by the secretariat, which shall be communicated to the author of the document who may circulate advance copies to other delegations. Authors of informal documents shall indicate clearly on the document the title of the document, the official document to which it relates, if any, and the agenda item under which it should be considered.

8. The secretariat shall reproduce informal documents it has received four weeks prior to the opening of a session in the original language(s) of submission, and shall be distributed to delegations at the opening of the session.

9. Informal documents which have not been received four weeks prior to the session shall not be reproduced by the secretariat. Delegations wishing to submit such late informal documents shall send a copy to the secretariat by e-mail or fax. The secretariat shall allocate an INF number which shall be communicated to the author who shall reproduce 100 copies of the document for distribution to other delegations at the opening of the session.

10. Other documents may be circulated to delegations during the session, e.g. informal documents which do not relate to any agenda item, advance copies of future proposals, etc. Such documents shall not be assigned an INF number; they shall be reproduced and circulated by the author only and not by the secretariat, and shall not be discussed during the session, unless otherwise decided by the Working Party.

APPENDIX: Standard format for documents

TITLE OF AGENDA ITEM

Title of proposal, setting out the questionSubmitted by ...

SUMMARY

Analytical summary: This description outlines the proposed objective (amendment, information only)

Action to be taken: A reference is made to the marginals of ADR to be amended

Related documents: Other key documents are listed.

Introduction

Background/developments, which urgently justify the amendment of ADR/...

Proposal

Description of the proposed amendment, incl.: the amended text of marginals and consequential amendments.

Justification

Safety: What are the safety implications?

Feasibility: Which economic sector or public service is concerned by the proposed amendment?

What are the consequences in terms of the advantages and disadvantages?

Is a transitional period required?

Enforceability: Once implemented, can the amendments be observed or monitored?

Number and dates of the session.

Number of the agenda item.

Annex 2

Draft amendments to Annexes A and B of ADR for entry
into force on 1 January 1999

1. Modifications to Part 3 (Draft 1999 amendments) of
document TRANS/WP.15/151

Marginal

- 2201 2°A (The modification does not apply to the English version)
- 2°F 1965: Replace "Insert after MIXTURE A0" with "Insert after MIXTURE A:"
- Replace "Insert after MIXTURE B:" with "Insert before MIXTURE B:"
- Replace "Insert before 1965:" with "Insert after 1965:"
- 6°A NOTE 1: Replace "a gas or a mixture of compressed gases" with: "a compressed gas or a mixture of compressed gases".
- 2201a (3), 2301a (7), 2401a (3), 2471a (2), 2501a (2), 2551a (2), 2601a (3), 2801a (6) and 2901a (2)
- In subparagraphs (a) and (b): Delete the comma after "therein".
- Footnote: (The modification does not apply to the English version)
- 2250 2°A The second line to be inserted for identification number 3220, should read: "(1), (2), (3), (5)/-/3.6/10/0.72/g".
- 2300 (9) Amend the beginning to read:
- "Nitroglycerin mixture desensitized, liquid, flammable, with not more than 30% nitroglycerin, by mass which has been ..."
(remainder unchanged).
- 2482 (4) Insert "1411" before "lithium aluminium hydride, ethereal,"
- 2650 (8) Amend the end of the paragraph to read as follows: "... specified by the competent authority of the country of origin 5/."
- For "Insert a new footnote 4/ as follows:" read "Insert new footnotes 4/ and 5/ as follows:".
- Add a new footnote 5/:
- "5/ If the country of origin is not a contracting party to ADR, the competent authority of the first ADR country reached by the consignment."
- 3510 (3) Replace at the end "static load testing" with "the stacking test of marginal 3555".
- 10 281 At the end of the amended paragraph, add:

"When the base vehicle has been type-approved in accordance with this marginal, compliance with marginal 220 536 (2) shall be verified on the completed vehicle."

In footnote 6/, delete "are listed in document TRANS/WP.29/1998/39 and"

10 316 (1) (The modification does not apply to the English version)

11 108 Add: "Delete '(1)' before the remaining paragraph".

41 105 (8) (c) (The modification does not apply to the English version)

52 105 (6) (c) (The modification does not apply to the English version)

215 131 (The modification does not apply to the English version)

220 536 Replace the text of paragraph (1) by "[reserved]".

Delete footnote 4/.

2. Additional draft amendments to Annexes A and B of ADR (Draft 1999 amendments)

Marginal

2704 In Schedules 1 to 4, paragraph 8., replace the phrase "See marginal 2702." by "No provisions."

2901a (4) Amend the last two sentences of paragraph (4) to read:

"The apparatus shall, however, be packed in conformity with marginal 2905 (1)(a). Each package shall be marked according to paragraph (2) above."

10 385 (4) Amend to read as follows:

"These instructions shall be kept readily identifiable in the driver's cab."

10 507 Delete, at the beginning of marginal 10 507:

"Without prejudice to the measures prescribed in marginal 10 505 above,".

Add the following new marginals 10 606 and 10 607:

"10 606 Tank-vehicles, vehicles carrying demountable tanks and vehicles intended for the carriage of tank-containers registered before 1 January 1995, which were used, before that date, for the carriage of substances of marginal 2301, 61° (c) and which do not fully comply with the requirements

of marginals 10 220, 10 221, 10 251 and 10 261 may continue to be used until 31 December 2004.
When a certificate of approval is required in accordance with marginal 10 282 (2), this certificate shall bear a mention indicating that the vehicle has been approved on the basis of marginal 10 606.

- 10 607** Tank-vehicles, vehicles carrying demountable tanks and vehicles intended for the carriage of tank-containers registered before 1 January 1997, which were used, before that date, for the carriage of substances of marginal 2901, 20° (c) and which do not fully comply with the requirements of marginals 10 220, 10 221, 10 251 and 10 261 may continue to be used until 31 December 2006.
When a certificate of approval is required in accordance with marginal 10 282 (2), this certificate shall bear a mention indicating that the vehicle has been approved on the basis of marginal 10 607.”
- 11 205** (1) Replace “transport units of Types II and III” with “EX/II and EX/III transport units”.
- (3) Replace “type III transport unit” and “type II transport unit” with “EX/II transport unit” and “EX/III transport unit” respectively.
- 11 251** Replace “Transport units of types II and III” with “EX/II and EX/III transport units”.
- 11 281** Insert the following new marginal:
- “Type approval of vehicles**
- 11 281** For EX/II and EX/III vehicles of which the base vehicle has been type approved in accordance with marginal 10 281, compliance with marginals 220 553 and 220 534 shall be verified on the completed vehicle.”
- 11 282** Replace “Type II and Type III” with “EX/II and EX/III”.
- 220 301** In the designation for “FL” after “61° C or below”, insert: “(with the exception of diesel fuel complying with standard EN 590: 1993, gas oil, and heating oil (light) - identification number 1202 - with a flashpoint as specified in standard EN 590: 1993)”.

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