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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport  
of Dangerous Goods

**REPORT OF THE WORKING PARTY ON ITS SIXTY-SEVENTH SESSION  
(8-12 November 1999)**

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## REPORT OF THE WORKING PARTY ON ITS SIXTY-SEVENTH SESSION

### ATTENDANCE

1. The Working Party on the Transport of Dangerous Goods held its sixty-seventh session from 8 to 12 November 1999 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; Belgium; Bulgaria; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; Ireland; Italy; Latvia; Liechtenstein; Netherlands; Norway; Poland; Portugal; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; Ukraine; United Kingdom. The European Commission was also represented. The following intergovernmental organization was represented: Central Office for International Carriage by Rail (OCTI), along with the following non-governmental organizations: International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); European Liquefied Petroleum Gas Association (AEGPL); Liaison Committee for the Construction of Coachwork and Trailers (LCCCT); European Petroleum Industry Association (EUROPIA); International Association of the Soap, Detergent and Maintenance Products Industry (AISE); European Chemical Industry Council (CEFIC).

### ADOPTION OF THE AGENDA

Document: TRANS/WP.15/158

Informal document: INF.1

2. The Working Party adopted the agenda prepared by the secretariat with the addition of documents TRANS/WP.15/AC.1/74 and -/Add.1 to -/Add.3, -/1999/3/Rev.1, -/1999/4/Rev.1, -/1999/5, -/1999/7, -/1999/8, -/1999/10, -/1999/13, -/1999/21, -/1999/35, -/1999/36, -/1999/37, -/1999/38, -/1999/42/Add.1, -/1999/45 and ST/SG/AC.10/25/Add.1 and informal documents INF.1 to INF.36.

### RESTRUCTURING OF ADR

Informal document: INF.21 (Netherlands)

3. The representative of the Netherlands considered that Part 1 and Chapters 3.1, 3.2, 4.3, 5.4, 6.8 and 6.9 and Part 7 should be examined in minute detail by the Working Party.

4. The Chairman reminded the meeting that most of these texts had been considered in detail by the Joint Meeting and that the latter had established a drafting group for questions of text; the first session would be held in Bonn, Germany, from 16 to 19 November. He hoped that

the Working Party would concentrate on the ADR-related issues still pending and that textual details would be left to the drafting group. It was so decided and delegations noting any errors in the texts were requested to inform the secretariat.

### Part 8

Documents: TRANS/WP.15/157/Add.1 (Secretariat)  
TRANS/WP.15/1999/37 (Belgium)  
TRANS/WP.15/1999/38 (Norway)

Informal document: INF.7 (Norway)

5. The proposal by Belgium to include in Part 8 a reference to Chapters 5.3 (Marking of vehicles) and to section 8.5 (special provision S07 - respiratory protection) was adopted (see annex 1).

6. The proposal by Norway to include in provision S01 (4) of Chapter 8.5 the provisions concerning places of loading and unloading for explosive substances and articles in order to group all provisions relating to Class 1 in a single special provision was adopted. The provisions concerning loading and unloading were already to be found in Part 7, however.

7. The representative of Poland proposed that the provisions of present marginals 61 407 and 91 407 concerning places of loading and unloading and those of provision SO2 (3) should also appear in Part 8 rather than Part 7. He further noted that the provisions of 8.3.5 (Prohibition on smoking) were repeated in Part 7.

8. A member of the secretariat said that these provisions concerned both loading and unloading crews and drivers of vehicles and that it was therefore difficult to find a suitable place for them. He suggested that they should be repeated in Parts 7 and 8.

9. The Working Party agreed to leave these questions to the drafting group.

10. A member of the secretariat pointed out that, according to the precedence of hazards criteria, self-reactive liquids of Class 4.1 and pyrophoric liquids of Class 4.2 presented greater hazards than substances of Class 3 and wondered whether requirement S02 and requirement FL should not apply to these substances. The Working Party repeated the opinion expressed at the previous session that these requirements applied only to flammable gases and to substances meeting the criteria of Class 3.

11. The representative of Switzerland pointed out a mistake in the text of provision SO7 (present text of marginal 21 260). He said that combined gas/particle cartridges A1B2E1K1-P2 did not exist commercially and that the reference should be to A1B1E1K1-P1 or A2B2E2K2-P2 cartridges. This should be checked by the drafting group.

Part 9

Documents: TRANS/WP.15/157/Add.1 (Secretariat)  
TRANS/WP.15/1999/46 (OICA)

Informal documents: INF.7 (Norway)  
INF.24 (Sweden)

12. The Working Party gave Part 9 a second reading, bearing in mind the various new proposals formulated by OICA, Norway and Sweden. The amendments adopted are reproduced in annex 1.

13. With reference to OICA's proposal concerning scope (paragraph 9.1.1.1), the representatives of Norway and the Czech Republic said that dangerous goods could be carried in vehicles other than category N and O vehicles, since category M vehicles, originally designed to carry passengers, could be used to carry goods from time to time. In this case, they must conform to the braking requirements of ECE Regulation No. 13 applicable to vehicles of category M, and to the requirements for speed limitation devices if their maximum mass exceeded 12 tonnes. For the carriage of explosives in accordance with the current version of ADR they must comply with the requirements for EX/II vehicles.

14. With reference to requirements for "other vehicles", it was recalled that other than exemptions referred to in marginals 10 010 and 10 011, all vehicles carrying dangerous goods of a maximum mass greater than 12 tonnes must be equipped with a speed limitation device and must meet the relevant requirements of Regulation No. 13, according to their category. Annex 5 of Regulation No. 13 should in principle only apply to the vehicles referred to in marginal 10 221 (1), i.e. EX/II, EX/III, FL, OX and AT vehicles.

15. Where combustion heaters were concerned, the Working Party confirmed that the requirements of marginal 220 536 applied not only to heating appliances in the driver's cab and for the engines of vehicles of the types indicated in the table in marginal 220 500, but also to any combustion heater designed to heat load compartments, subject to the exceptions referred to in marginal 10 222 (2), including the heating of tanks or tank pumping equipment. The provisions confirming this interpretation would be incorporated in Chapters 9.3, 9.4, 9.5 and 9.7 of the restructured ADR, as would the provisions of marginal 10 300 (1) which had been omitted.

16. In paragraph 9.2.3.1 the Working Party adopted a new proposal by OICA drafted during the session (INF.31), according to which the official dates for the implementation of ECE Regulation No. 13 and Directive 71/320/EEC should be taken into account (see annex 1).

Other parts

Informal documents: INF.13 (Secretariat) (Part 1)  
INF.14 (Secretariat) (Part 7)  
INF.19 (Secretariat) (Chapter 3.2)  
INF.32 (Secretariat and Portugal) (Part 1)  
INF.27 (Belgium)

17. The texts prepared by the secretariat and the comments on them were studied by a drafting group and the secretariat was asked to prepare, following the session and after consideration by the Joint Meeting's drafting group (France, Germany, United Kingdom, OCTI and the ECE secretariat), a full consolidated text of the restructured ADR as an annex to the report for final review at the Joint Meeting's March 2000 session and the Working Party's May 2000 session.

18. The Working Party considered the model for table A in Chapter 3.2 as proposed by the secretariat in informal document INF.19. The Working Party agreed that:

- (a) The table should be presented on two vertical pages, as the secretariat proposed;
- (b) Each column heading should include a reference to the chapter or section in question;
- (c) The column for the hazard identification number should be on the right of the right-hand page followed by columns (1) (UN number) and (2) (Name and description) which would thus be repeated on the left and right-hand pages;
- (d) It was not necessary to repeat the column concerning labelling on the right-hand page;
- (e) Except as indicated under (b) to (d) above, the presentation suggested by the secretariat was accepted.

PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

(a) Tank-vehicles

Documents: TRANS/WP.15/1999/13 (Spain)  
TRANS/WP.15/1999/15 (Germany)  
TRANS/WP.15/1999/48 (Germany)  
TRANS/WP.15/1999/49 (Germany)  
TRANS/WP.15/1999/50 (Germany)  
TRANS/WP.15/1999/51 (Germany)  
TRANS/WP.15/1999/33 (Italy)  
TRANS/WP.15/1999/41 (Germany)

Informal documents: INF.22 (United Kingdom)  
INF.33 (Germany)

19. The representatives of Germany and Spain introduced their respective proposals which followed on from the earlier discussion (see TRANS/WP.15/157, paras. 53 to 56).

20. The representatives of Germany and France pointed out that one of the current problems was the classification of petrol for car engines in marginal 2301 3° (b) which did not correspond to its physical characteristics since vapour pressure could be greater than 110 kPa.

21. The representative of Switzerland considered that it would be useful to have a special chapter on tanks for the carriage of petroleum products in cooperation with CEN Technical Committee TC 296.

22. Several delegations said that they would like to study the new proposals by Germany at greater length; they had been distributed late and it had not been possible for them to be considered by the national experts.

23. The Chairman proposed that a decision could first be taken on the question of the minimum wall thickness of steel and aluminium tanks (tank-vehicles only), since the Working Party had already decided in principle that minimum thicknesses should be prescribed and that a decision should be taken at the present session. Since minimum thicknesses were not currently prescribed, he said that it was difficult to take a vote in accordance with rule 31 of the rules of procedure of ECE in order to determine which proposal (TRANS/WP.15/1999/13 by Spain or TRANS/WP.15/1999/50 by Germany) was furthest removed from present requirements as the proposals were very similar. He therefore suggested that a vote should be taken on the two proposals in the order in which they had been submitted and, if both votes were positive, to keep the proposal which obtained most votes. Since no delegation objected, a vote was taken as proposed.

24. The results of the vote were as follows:

- proposal by Spain: 14 votes in favour, 1 against, with 9 abstentions;
- proposal by Germany: 8 votes in favour, 4 against, with 12 abstentions.

25. The proposal by Spain was therefore adopted (see annex 1) and the representative of Spain was asked to prepare a proposal for transitional measures for the next session.

26. The representative of Germany said that he would possibly submit a proposal to the Joint Meeting for tank-containers.

27. A vote was also taken on the proposal by Germany on equivalence formulae (-/1999/49) but was not adopted (5 votes in favour, 5 against, with 14 abstentions). In view of the result of the vote and the number of abstentions, the representative of Germany said that he hoped that the question could be discussed at a forthcoming session for which he would possibly submit a new

document which would take into account the comments made and the decisions taken at the present session. He also hoped that the decision on document -/1999/51 would be postponed until another session.

28. The representative of Italy said that he would like his proposal (-/1999/33) on the design and construction of unpressurized metallic tanks to be discussed at the present session, but he noted that the approach by Germany in document -/1999/51 on other arrangements in connection with protection against damage was of interest and might call in question any decision taken on his proposal at the present session.

29. Since the representative of Germany had offered to host an informal working group in Berlin on 11 and 12 January 2000 to study these questions in depth, it was decided to postpone decisions on the documents until the next session.

30. Opinions were divided on the proposal by Germany (TRANS/WP.15/AC.1/1999/41) concerning the leakproofness test for tanks calculated in accordance with marginal 211 123 (1). It was accepted that the accidental mixing of substances as a result of leakproofness defects in inner walls between compartments would not be dangerous if only petroleum products were involved, but many tank-vehicles were from time to time required to carry in different compartments dangerous goods which were not necessarily as compatible. Surprise was expressed that a leakproofness test at 0.2 bar could cause the collapse of bulkheads - as the GT5 working group of CEN Technical Committee TC 296 claimed - when in practice the substances carried might have a vapour pressure of between 110 kPa and 150 kPa, which would in effect call in question the requirements for the construction of these tanks.

31. The Working Party confirmed that the leakproofness test did not require the experts to go into the compartments to make a visual inspection, since other methods using instruments existed.

32. The proposal by Germany was not adopted.

(b) Electrical equipment for explosive atmospheres

Informal documents: INF.2 and INF.2/Add.1 (Germany)

INF.9 (OICA)

INF.17 (CLEPA)

33. The Working Party considered the report and the proposals of the informal working group on electrical equipment for explosive atmospheres (Bonn, 13 and 14 July 1999), introduced by its chairman, Mr. M. Fokker (Netherlands), and the proposals by OICA and CLEPA on the subject.

34. Amendments to the present text of Part 9 (TRANS/WP.15/157/Add.1) adopted by the Working Party are reproduced in annex 1.

35. The representative of EUROPIA said that he would like a definition of zone 2. The chairman of the informal working group said that since a vehicle was by definition a piece of equipment in movement, it was difficult to define which parts of the vehicle came under zone 2 since this could vary depending on the circumstances. He therefore preferred to indicate what equipment would meet the requirements for zone 2.

36. The chairman of the informal working group said that although the lists of substances in IEC or EN standards did not cover all the substances listed in ADR, tank-vehicle constructors had no difficulty in identifying the electrical equipment required in accordance with these standards for specific substances, and in preparing lists of ADR substances which could be carried depending on the electrical equipment mounted on the vehicle. In practice, purchasers of vehicles could ask whether vehicles were equipped according to the most stringent standards to be sure of being able to carry the largest possible range of substances.

37. In 9.2.2.3.2 the representative of OICA said that it was unfortunate that the control device for the circuit-breaker could be installed on the outside of the vehicle since this permitted the anti-theft alarm to be switched off. The texts prepared by the working group were nevertheless kept.

38. The proposal by CLEPA concerning paragraph 9.2.2.5.2 was adopted (see annex 1).

39. The representative of Belgium wondered how loading and unloading operations could be performed at night if the electric circuits were open and there were no lighting possibilities. The chairman of the informal working group specified that Part 9 only made provision for the electrical equipment and the battery master switch which were to be installed, but that it contained no requirements concerning their use.

(c) Stability of tank-vehicles

40. Following the discussions and decisions of the previous session (see TRANS/WP.15/157, paras. 68 to 71 and annex 2 and TRANS/WP.29/1998/36), the Working Party very much regretted that the 1958 Agreement draft new regulation on uniform provisions concerning the approval of tank-vehicles of categories N and O with regard to rollover stability had still not been adopted by the WP.29 Working Party. The Working Party noted that the delay was due to administrative procedures in the European Community which was a Contracting Party to the 1958 Agreement. In practice, the new regulation could not be adopted by the Administrative Committee of the Agreement before March 2000 at earliest, and could not at best be considered as accepted before the end of 2000. It would not therefore be possible to refer to it in the 2001 version of ADR which would have to be notified to the ADR Contracting Parties not later than 1 January 2001.

41. In view of this situation, the Working Party decided to make provision for incorporating the technical requirements of section 5 of the draft regulation and technical annexes 3 and 4 in Part 9 (as an annex to Chapter 9.7) of the restructured ADR for implementation as from 1 July 2001 in ADR, if it was not possible to include a reference to the new regulation.

(d) Other proposals

(i) Proposals relating to the construction of vehicles

Document: TRANS/WP.15/1999/35 (Finland)

42. The meeting adopted the proposal that marginal 10 221 (1) should specify that in the case of demountable tanks (henceforth with a lower capacity limit of 450 litres), only vehicles carrying demountable tanks with a capacity of more than 1,000 litres were concerned (amendment reflected in the definitions of 9.1.1.1 of the restructured ADR, see annex 1).

43. For the proposal concerning the implementation of marginal 10 221, taking into account the date of registration of the vehicle, it was specified that the date of registration in marginal 10 221 was that of the first registration of the vehicle whatever the use for which it was intended at the time of the first registration, and whatever the country of registration.

44. The Working Party noted, however, that the recent decision to put forward to 31 December 2009 (rather than 31 December 1999) the final date for retrofitting in line with marginal 10 221 (1) and (2) according to paragraph 10 221 (3) was having adverse effects, since some carriers were starting to use old vehicles.

45. The representative of Finland had prepared a new proposal (INF.34) which specified that the provisions of marginal 10 221 (1) and (2) would apply to all vehicles receiving an ADR certificate of approval for the first time after 30 June 2001, whatever the date of registration of the vehicle. This proposal was adopted by a majority (amendment reflected in 9.2.1 of the restructured ADR, see annex 1).

Document: TRANS/WP.15/1999/53 (France)

Informal document: INF.26 (Sweden)

46. The Working Party adopted the principle of the introduction of transitional measures applicable to the construction of vehicles, which would be the subject of section 1.6.6 of the restructured ADR. The transitional periods to be scheduled should, however, be considered for each series of amendments to the provisions in force.

(ii) Class 7

Document: TRANS/WP.15/1999/22 (Netherlands)

47. The representative of the Netherlands introduced his proposal to exempt radiographers and other professionals carrying only their work equipment containing radioactive materials of Class 7 from ADR provisions on basic and specialized training.

48. The Working Party noted that another proposal concerning the equipment used by radiographers had also been transmitted to the secretariat by the European Federation for Non-Destructive Testing and that it had been considered by the Joint Meeting's Group of Experts on Class 7. The conclusion had been that this other proposal, concerning substantive amendments, should initially have been submitted to IAEA.

49. After the discussion of the proposal which showed that opinions were divided, the representative of the Netherlands asked that the Working Party should take a decision as to whether it would agree that the derogation concerning the special training referred to in marginal 71 315 (4) could be extended to the basic training.

50. Following a vote, the proposal by the Netherlands was not adopted.

Document: TRANS/WP.15/1999/47 (France)

51. This proposal was withdrawn.

(iii) Miscellaneous other proposals

#### Extinguishers

Documents: TRANS/WP.15/1999/30 (France)  
TRANS/WP.15/1999/42 (Germany)

Informal documents: INF.23 (Belgium)  
INF.18 (IRU)

52. The proposal by France was adopted, on the understanding that the date of validity should be indicated by the month and the year (see annex 1).

53. Following a discussion on the proposal by Germany, which was supported by some delegations but contested by others, particularly as regards the need to provide for two fire-fighting appliances and the annual inspections requirement, the representative of Germany said that he would submit a new proposal.

#### Transitional measures for tank-vehicles

Document: TRANS/WP.15/1999/36 (Spain)

54. The Working Party agreed in principle that the transitional provisions concerning tank-vehicles should be revised and clarified and invited the representative of Spain to submit a new proposal which would also take account of the work of the Joint Meeting (Section 1.6.3 of Part 1 of the restructured RID/ADR).

Section 8.3.3

Document: TRANS/WP.15/1999/39 (Norway)

55. The proposal to delete section 8.3.8 (marginal 10 507) was adopted, since this requirement appeared difficult to interpret and non-essential.

Marginals 52 414 and 41 414

Document: TRANS/WP.15/1999/40 (Germany)

Informal document: INF.3 (Germany)

56. Since this proposal to bring marginal 52 414 (2) into line with marginal 41 414 (2) seemed to have been covered by the proposal by the secretariat for Part 7 (TRANS/WP.15/AC.1/1999/37, special provision CV21), the representative of Germany said that he would look at the question again and possibly submit a new proposal, bearing the restructuring in mind.

57. Similarly, for informal document INF.3 (account to be taken of danger label No. 6.2 in marginal 41 403 (21) and 52 403 (2)), the representative of Germany would check whether the concern expressed in this informal document had not already been addressed in Part 7, section 7.5.2.

Marginal 10 011

Document: TRANS/WP.15/1999/44 (United Kingdom)

58. The representative of the United Kingdom withdrew his proposals (A) and (C) in view of the fact that they could be taken into account by the drafting group. He withdrew proposal (B) since paragraph 1.4.2.1.1 (b) satisfactorily settled the problem raised.

Standardization of the orange plates

Document: TRANS/WP.15/1999/45 (Spain)

Informal document: INF.36 (Germany)

59. The Working Party gave a favourable reception to the proposal to standardize the orange plates but did not take a decision on the solution preferred (CEN or ISO standard or rules of the 1958 Agreement). It was pointed out that the IMDG Code permitted similar plates. The representative of Germany said that he would submit an informal document on the subject.

60. In view of the proposal by Germany the representative of Spain withdrew his proposal to make WP.29 responsible for establishing the technical rules for the orange plates.

61. A new joint proposal by Spain and Germany would be submitted at the next session.

Retro-reflective contour markings or markings with strips

Document: TRANS/WP.15/1999/43 (European Commission)

Informal document: INF.10 (OICA)

62. The Working Party welcomed the fact that the European Commission should have submitted this proposal directly so as to avoid duplication of work and divergences between Directive 96/55/EC and ADR.

63. This proposal to prescribe retro-reflective markings was, however, supported by only three delegations. The majority of the Working Party considered that the arguments were not convincing in terms of improved safety, and were furthermore not backed by statistics. The proposal was not therefore adopted.

PROGRAMME OF WORK

Document: TRANS/WP.15/1999/52

64. The Working Party adopted the programme of work for 2000-2004 suggested by the secretariat in accordance with the instructions of the Inland Transport Committee, subject to the modification of the dates scheduled for the restructuring of ADR and RID (1 July 2001 for entry into force and 2001 for the publication of ADR) (see annex 2).

65. The Working Party confirmed the decision of the Joint Meeting that the restructured ADR should enter into force on 1 July 2001 with a transitional period of 18 months from 1 July 2001 to 31 December 2002. It was noted, however, that other proposals might be made for the transitional dates for Class 7.

66. The Working Party also noted that ICAO would apply the new provisions, particularly for Class 7, without transitional measures as from 1 January 2001 and that the restructured IMDG Code should be applicable as from 1 January 2001 but that the transitional periods had not yet been decided.

67. The representative of IRU referred to the 1958 Agreement which had become an international agreement and suggested that ADR should also have international scope and that its geographical extension should be included in the programme of work in the near future.

68. It was noted that the Agreement was open in principle to all countries members of the United Nations entitled to take part in the work of ECE under article 11 of its terms of reference, that certain countries of North Africa had expressed an interest in becoming Contracting Parties and that the members of ESCAP were intending to adopt the United Nations Model Regulations and the requirements of ADR for their national requirements and their international trade operations. An official amendment of the Agreement to endorse this development could therefore be envisaged as from 2001 and the Working Party would come back to it when it considered its next year's programme of work.

69. The Working Party also noted that the SC.1 Working Party had proposed to the Inland Transport Committee that an ad hoc group should be established on safety in tunnels, comprising WP.15 experts. OECD was also preparing recommendations on the harmonization of provisions concerning the carriage of dangerous goods in tunnels. The recommendations it formulated should perhaps be considered to see whether they could serve as a basis for a harmonization of conditions for passage through tunnels in accordance with ADR.

70. The scheduled meeting dates for 2000 were as follows:

- 17-21 January (WP.15/AC.2 Meeting of Experts, third session)
- 14-24 March (Joint Meeting, Geneva)
- 5-19 May (WP.15 Working Party, sixty-eighth session)
- 22-26 May (Diplomatic Conference, adoption of the ADN Agreement)
- 3-14 July (Sub-Committee of Experts on the Transport of Dangerous Goods - ECOSOC)
- 11-15 September (Joint Meeting, Bern)
- 13-17 November (WP.15 Working Party, sixty-ninth session)
- 4-13 December (Committee of Experts on the Transport of Dangerous Goods - ECOSOC).

71. The Working Party's May session would essentially be devoted to the restructuring, but new proposals for amendments (for entry into force in 2003) might be submitted.

72. The deadlines for the submission of documents for the forthcoming sessions of the Joint Meeting and the Working Party were 15 December 1999 and 18 February 2000, respectively.

## ELECTIONS

73. On the proposal of Germany, supported by Norway and Italy, the Working Party re-elected Mr. J. Franco (Portugal) as Chairman and Mrs. A. Roumier (France) as Vice-Chairman for the year 2000.

## ANY OTHER BUSINESS

Documents: TRANS/WP.15/1999/54 (Austria)  
TRANS/WP.15/1999/55 (France)  
TRANS/WP.15/1999/56 (Lithuania)

Informal document: INF.25 (Sweden)

74. The Working Party took note of the notifications under marginal 10 599 (3) of ADR which revealed a proliferation of divergent provisions concerning the regulation of passage through tunnels; it would be advisable to harmonize the situation, as paragraph 69 above stressed.

75. The Working Party expressed its concern at the notification by Lithuania which without any justification implied more stringent constraints than provided by ADR for the carriage of a large number of dangerous goods. The Working Party considered that this notification was contrary to the spirit and letter of the Agreement and requested the secretariat to convey its concern to the Government of Lithuania.

76. The representative of the European Commission said that as a candidate to the European Union Lithuania had committed itself to bringing its national regulations into line with ADR and would therefore have to abandon these additional discriminatory requirements in the event of its accession to the European Union.

77. The representative of IRU announced, subsequent to discussions at previous sessions concerning problems relating to international transport operations to the Russian Federation or in transit through that country, that the list of substances for which a special permit was required by its authorities had become shorter.

78. The representative of the Russian Federation said that a notification on the subject would be transmitted to the Bureau of the Inland Transport Committee and added that the special permits required by the authorities in his country were justified by the bilateral agreements it had concluded with 25 other European countries.

79. The secretariat pointed out that, pursuant to article 4, paragraph (3) of the ADR Agreement, Contracting Parties only retained the right to arrange bilateral or multilateral

agreements among themselves if such agreements specified conditions less stringent than those laid down in Annexes A and B, which was not the case if those agreements provided for special authorizations. Article 4 (3) moreover required Contracting Parties to notify the United Nations Secretariat of bilateral or multilateral agreements concluded between Contracting Parties to ADR, which the Secretariat would communicate to the other Contracting Parties. No notification had been received to date in this regard.

#### ADOPTION OF THE REPORT

80. The Working Party adopted the report on its sixty-seventh session together with its annexes.

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Annex 1

## DRAFT AMENDMENTS TO ANNEXES A AND B OF ADR

(Texts adopted by the Working Party)

Part 1 of the restructured ADR

Text of documents INF.13 and INF.32

Amend section 1.6.6 (Part 1) to read:

“1.6.6 Transitional measures for the construction of vehicles

1.6.6.1 As regards the construction of base vehicles, the requirements in force on [31 December (year n)] shall remain applicable until [30 June (year n + 1)]”.

(Ref: TRANS/WP.15/1999/53 and INF.26).

For the consolidated text of Part 1 of the restructured ADR see TRANS/WP.15/159/Add.1.

Chapter 6.8 of the restructured ADR

NOTE: The text of this chapter was submitted to the RID/ADR/ADN Joint Meeting for a final reading under the symbol TRANS/WP.15/AC.1/2000/3.

Paragraph 6.8.2.1.19, end, add the following text for tank-vehicles (fixed or demountable tanks):

“Except in cases for which 6.8.2.1.21 provides, the thickness of walls, bottoms and tank covers with protection against damage in accordance with 6.8.2.1.20 (a) or (b) shall not be less than the values given in the table below.

	Minimum thickness of walls, bottoms and covers			
Diameter of shell	STAINLESS AUSTENITIC STEELS	OTHER STEELS	ALUMINIUM ALLOYS	PURE ALUMINIUM OF 99.80%
≤ 1.80 m	2.5 mm	3 mm	4 mm	6 mm
> 1.80 m	3 mm	4 mm	5 mm	8 mm

Part 8

Text of document TRANS/WP.15/157/Add.1 with the following amendments:

Insert the following new paragraph:

“8.1.3 Marking and labelling

Transport units carrying dangerous goods shall be marked and labelled in conformity with Chapter 5.3.”

Renumber the following sections as 8.1.4 and 8.1.5.

8.1.3.3 (New 8.1.4.3)

End of the sentence, amend to read:

“... and an inscription indicating the expiry date (month, year)”.

8.1.4 (b) (New 8.1.5 (b))

Add a fourth subparagraph to read:

“- if special provision SO7 applies according to the indication in column [19] of Table A of Chapter 3.2, a respiratory protective device in conformity with this special provision (see Chapter 8.5)”.

8.3.8 Delete.

8.5 SO1 (4), amend to read:

“(4) Places of loading and unloading

(a) Loading or unloading of substances and articles of Class 1 shall not take place in a public place in a built-up area without special permission from the competent authorities;

(b) Loading or unloading of substances and articles of Class 1 in a public place elsewhere than in a built-up area without prior notice thereof having been given to the competent authorities shall be prohibited, unless operations are urgently necessary for reasons of safety;

(c) If, for any reason, handling operations have to be carried out in a public place, then substances and articles of different kinds shall be separated according to the labels;

- (d) When vehicles carrying substances and articles of Class 1 are obliged to stop for loading or unloading operations in a public place, a distance of at least 50 m shall be maintained between the stationary vehicles.”

S07 Replace “A1B2E1K1-P2” by “A1B1E1K1-P1 or A2B2E2K2-P2”.

## Part 9

Text of document TRANS/WP.15/157/Add.1 with the following amendments:

9.1.1.1 Insert a new paragraph to read:

“9.1.1.1 Scope

The provisions of Part 9 shall apply to vehicles of categories N and O, as defined in Annex 7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3), 1/ intended for the transport of dangerous goods.”

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1/ Document of the United Nations Economic Commission for Europe, TRANS/WP.29/78/Rev.1, as amended.

Re-number the following paragraphs accordingly.

9.1.1.2 Delete the definition of “ECE Regulation” and transfer it to Part 1.

Amend the definition of “vehicle” and “base vehicle” to read:

“Vehicle”: means any vehicle, whether complete (e.g. one stage built vans, lorries, tractors, trailers), incomplete (e.g. chassis, chassis-cab, trailer-chassis), or completed (e.g. chassis-cab fitted with a bodywork), intended for the transport of dangerous goods by road.

“Base vehicle”: means a chassis-cab vehicle, a tractor for semi-trailer, a trailer-chassis or a trailer with a self-supporting body intended for the transport of dangerous goods, to which Chapter 9.2 applies.

Definitions of “Other” and “Vehicle type”, delete.

Definitions of FL, OX and AT vehicles, insert “of more than 1,000 litres capacity” after “demountable tanks”.

9.1.2.1 Heading, “single approval” (concerns the English text only).

9.1.2.1 The first two paragraphs and the Note comprise 9.1.2.1.1.

9.1.2.1.4 Replace “Essais d'étanchéité” by “Epreuves d'étanchéité” (concerns the French text only).

9.1.2.1.5 Replace “leurs dimensions” by “ses dimensions” and “rosé” by “rose” (concerns the French text only).

In the “Certificate of approval for vehicles carrying certain dangerous goods” delete Notes 1 and 2 and the title (which appears twice). Replace the reference to marginals in the certificate by references to paragraph numbers.

9.1.2.2.1 After “ECE Regulation No. 105 2” read: “or Directive 98/91/EC provided that the requirements of the said Regulation or the said Directive correspond to those of Chapter 9.2 of this Part. This type approval ...” (remainder unchanged).

Insert “or completed” after “the complete”.

9.1.2.2.2 Read:

“When the base vehicle has been type-approved, compliance with paragraph 9.2.4.7.2 shall be verified on the completed vehicle.”

<p><u>Note</u>: Add the transitional measures relating to the certificate of approval to Part 1.</p>
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9.2.1 Amend to read:

“Base vehicles of EX/II, EX/III, FL, OX and AT vehicles shall comply with the requirements of this Chapter, according to the table below.

For vehicles other than of EX/II, EX/III, FL, OX and AT:

- the requirements of paragraph 9.2.3.1 are applicable to all vehicles first registered after 30 June 1997;
- the requirements of section 9.2.5 are applicable to all motor vehicles with a maximum mass exceeding 12 tonnes registered after 31 December 1987”.

In the table and relevant notes:

- Delete the column “Other vehicle” and replace it with a column entitled “Remarks” comprising the existing footnotes.

Replace the section of the table concerning electrical equipment as follows:

		VEHICLE				
		EX/II	EX/III	AT	FL	OX
9.2.2	ELECTRICAL EQUIPMENT					
9.2.2.2	Wiring		X	X a/	X	X
9.2.2.3	Battery master switch					
9.2.2.3.1			X		X	
9.2.2.3.2			X		X	
9.2.2.3.3					X	
9.2.2.3.4			X		X	
9.2.2.4	Batteries	X	X		X	
9.2.2.5	Permanently energized circuits					
9.2.2.5.1					X	
9.2.2.5.2			X			
9.2.2.6	Electrical installation at rear of cab		X		X	

- note b), delete; notes c) to g) become b) to f)

- note a), correct date

“... after 1 July 1997” becomes “... after 30 June 1997”.

- Note b) (former note c)), end, add the following:

“Applicable to all vehicles which are first approved in accordance with section 9.1.2 after 30 June 2001 regardless of the date on which they were first registered.”

- Include all the notes in a column headed “Comments”.

- Table, bring the English version into line with the French version.

9.2.2.3.1 Amend “possible” to “practicable”.

9.2.2.3.2 Beginning, amend to read:

“A control device to facilitate the disconnect/reconnect functions of the switch ...”.

End, add the following sentence:

“Additional control devices may be installed provided they are distinctively marked and protected against inadvertent operation”.

9.2.2.5 Delete the present text.

9.2.2.6 Replace by the following:

“9.2.2.5 Permanently energized circuits

9.2.2.5.1 (a) Those parts of the electrical installation including the leads which must remain energized when the battery master switch is open, shall be suitable for use in hazardous areas. Such equipment shall meet the general requirements of IEC 60079, 8/ parts 0 and 14 and the additional requirements applicable from IEC 60079, parts 1, 2, 5, 6, 7, 11, 15 or 18. 7/

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7/ As an alternative, the general requirements of EN 50014 and the additional requirements of EN 50015, 50016, 50017, 50018, 50019, 50020 or 50028 may be used.

8/ The requirements of IEC 60079 part 14 do not take precedence over the requirements of this Part.

(b) For the application of IEC 60079 part 14, 7/ the following classification shall be used:

Permanently energized electrical equipment including the leads which is not subject to paragraphs 9.2.2.3 and 9.2.2.4 shall meet the requirements for Zone 1 for electrical equipment in general or meet the requirements for Zone 2 for electrical equipment situated in the driver's cab. The requirements for explosion group IIC, temperature class T6 shall be met.

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7/ As an alternative, the general requirements of EN 50014 and the additional requirements of EN 50015, 50016, 50017, 50018, 50019, 50020 or 50028 may be used.”

9.2.2.5.2 “Bypass connections to the battery master switch for electrical equipment which must remain energized when the battery master switch is open shall be protected against overheating by suitable means, such as a fuse, a circuit breaker or a safety barrier (current limiter).”

9.2.2.7, etc. Renumber as 9.2.2.6, 9.2.2.3.1 to 9.2.2.7.

9.2.3.1 Amend paragraph 9.2.3.1 to read:

“In addition to the following technical provisions, ... shall fulfil all relevant technical requirements of ECE Regulation No. 13 or Directive 71/320/EEC, as amended, in accordance with the dates of application specified therein”.

9.2.4.4 Amend to read:

“The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. In the case of EX/II and EX/III vehicles the engine shall be of compression-ignition construction.”

9.2.4.5 Last sentence, delete.

9.2.4.7.7 Add a paragraph 9.2.4.7.7 to read:

“9.2.4.7.7 For combustion heaters designed to heat tanks or load compartments:

- (a) The switch may be installed outside the driver’s cabin;
- (b) The device may be switched off from outside the load compartment; and
- (c) It is not necessary to prove that the heat exchanger is resistant to the reduced afterrunning cycle.”

9.3 Amend the heading to read:

“ADDITIONAL REQUIREMENTS CONCERNING COMPLETE OR COMPLETED EX/II OR EX/III VEHICLES”

9.3.2 Add the following text:

“Combustion heaters shall meet the relevant requirements of paragraph 9.2.4.7. No fuel tanks, power sources, combustion air or heating air intakes as well as exhaust tube outlets required for the operation of the combustion heater shall be installed in the load compartment. It shall be ensured that the heating air outlet cannot be blocked by cargo. The temperature to which packages are heated must not exceed 50° C. Heating devices installed inside the load compartments shall be designed so as to prevent the ignition of an explosive atmosphere under operating conditions.”

9.3.5 Add two new paragraphs to read:

“Load compartment and engine

9.3.5 The engine shall be placed forward of the front wall of the load compartment; it may nevertheless be placed under the load compartment, provided this is done in such a way that any excess heat does not constitute a hazard to the load by raising the temperature on the inner surface of the load compartment above 80° C.

Load compartment and exhaust system

9.3.6 The exhaust system of EX/II and EX/III vehicles or other parts of these complete or completed vehicles shall be so constructed and situated that any excess heat shall not constitute a hazard to the load by raising the temperature on the inner surface of the load compartment above 80° C.”

9.3.7 Add the following new section:

“9.3.7 Electrical equipment

9.3.7.1 The electrical installation on EX/III vehicles shall meet the requirements of paragraphs 9.2.2.2, 9.2.2.3, 9.2.2.4, 9.2.2.5.2 and 9.2.2.6.

9.3.7.2 The rated voltage of the electrical system shall not exceed 24V.

9.3.7.3 The electrical installation in the load compartment shall be dust-protected (at least IP54 or equivalent) or, in the case of Compatibility Group J, at least IP65 (e.g. flame-proof Ex.d).”

9.4, 9.5, 9.6 and 9.7

Add in the headings of the chapters “complete or completed” before “vehicles”.

9.4 Add the following text:

“9.4.1 Combustion heaters shall meet the relevant requirements of paragraph 9.2.4.7.

9.4.2 If the vehicle is intended for the carriage of dangerous goods for which a label of models Nos. 1, 3, 4.1, 4.3, 5.1 or 5.2 is prescribed, no fuel tanks, power sources, combustion air or heating air intakes as well as exhaust tube outlets required for the operation of the combustion heater shall be

installed in the load compartment. It shall be ensured that the heating air outlet cannot be blocked by cargo. The temperature to which packages are heated must not exceed 50° C. Heating devices installed inside the load compartments shall be designed so as to prevent the ignition of an explosive atmosphere under operating conditions.”

Number the present text 9.4.3.

9.5 Add the following requirement:

“Combustion heaters shall meet the relevant requirements of paragraph 9.2.4.7.”

9.7 Chapter headings, add “with a capacity of more than 1,000 litres” after “demountable tanks”.

9.7.1.3 Delete the entire subsection.

9.7.2.2 Insert “and of MEGCs” after “battery-vehicles”.

Replace “shells” by “tanks”.

9.7.3.1 Delete text in square brackets.

Insert “and battery-vehicles” after “tank-vehicles”.

Insert “portable tanks or MEGCs” after “tank-containers”.

9.7.4.1 Delete paragraph numbering.

Delete last sentence beginning: “Shells shall be provided ...”.

Add the following note:

“Note: see also 6.9.1.2 and 6.9.2.14.3”.

Delete all of the text in square brackets (note by the secretariat and paragraph 9.7.4.2).

9.7.5 Add paragraph numbering 9.7.5.1 to the present text.

Add a paragraph 9.7.5.2 to read:

“9.7.5.2 In addition, tank-vehicles with fixed tanks with a capacity of more than 3,000 litres intended for the carriage of dangerous goods in

the liquid or molten state, and tanks tested with a pressure of less than 4 bar, shall comply with the [following: ... text of document TRANS/WP.29/1998/36] requirements [contained in ECE legislation ...] [contained in the document of the United Nations Economic Commission for Europe with the symbol TRANS/WP.29/1998/36] for lateral stability. The requirements are applicable to tank-vehicles which are first put into service as from 1 January 2002.”

9.7.7 Add the following paragraph:

“9.7.7 Combustion heaters

Cumbustion heaters shall meet the relevant requirements of paragraph 9.2.4.7.”

9.7.8 (New section)

“9.7.8 Electrical equipment

9.7.8.1 The electrical installation on FL vehicles for which an approval according to paragraph 9.1.2 is required shall meet the requirements of paragraphs 9.2.2.2, 9.2.2.3, 9.2.2.4, 9.2.2.5.1 and 9.2.2.6.

NOTE: For transitional provisions, see also section 1.6.6.

9.7.8.2 Electrical equipment on FL vehicles, situated in areas where an explosive atmosphere is, or may be expected to be, present in such quantities as to require special precautions, shall be suitable for use in a hazardous area. Such equipment shall meet the general requirements of IEC 60079 parts 0 and 14 and the additional requirements applicable from IEC 60079 parts 1, 2, 5, 6, 7, 11 or 18. 7/ The requirements for the relevant gas group according to the substances to be carried shall be met.

For the application of IEC 60079 part 14, 7/ the following classification shall be used:

ZONE 0

Inside tank compartments, fittings for filling and discharge and vapour recovery lines.

## ZONE 1

Inside cabinets for equipment used for loading and unloading and within 0.5 m of venting devices and pressure relief safety valves.

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7/ As an alternative, the general requirements of EN 50014 and the additional requirements of EN 50015, 50016, 50017, 50018, 50019, 50020 or 50028 may be used.

- 9.7.8.3 Permanent energized electrical equipment, including the leads, which is situated outside Zones 0 and 1 shall meet the requirements for Zone 1 for electrical equipment in general or meet the requirements for Zone 2 electrical equipment situated in the driver's cab. The requirements for the relevant gas group according to the substances to be carried shall be met.”
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Annex 2

DRAFT PROGRAMME OF WORK 2000-2004

PROGRAMME ACTIVITY 02.7: TRANSPORT OF DANGEROUS GOODS

Regulations on the transport of dangerous goods by road, rail, inland waterway and combined transport

Priority: 1

Description: Consideration of regulations and technical questions concerning the international carriage of dangerous goods in the region.

Preparation of new international agreements and harmonization of existing agreements in this field to enhance safety at the same time as facilitating trade, in cooperation with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods.

Work to be undertaken:

- (1) By the Working Party on the Transport of Dangerous Goods (WP.15)

CONTINUING ACTIVITIES

- (a) Consideration of proposed amendments relating expressly to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and relating to administrative and technical questions pertaining to its implementation and the national and international implementation of its Annexes, to ensure the necessary updating of legislation and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by road throughout Europe (Continuing) (WP.15).

**Outputs expected**

**Adoption of a set of draft amendments to Annexes A and B of ADR by the end of 2001 for entry into force on 1 January 2003, and by the end of 2003 for entry into force on 1 January 2005.**

**Publication of revised consolidated editions of ADR in 2002 and 2004.**

**Priority: 1**

- (b) Consideration of proposed amendments relating expressly to the European Provisions concerning the International Carriage of Dangerous Goods by Inland

Waterway and pertaining to administrative and technical questions concerning their implementation, in order to ensure the necessary updating of those provisions and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by inland waterway throughout Europe (Continuing) (WP.15/AC.2).

**Outputs expected:**

**Adoption of amendments to the European Provisions in 2000, 2001, 2002, 2003 and 2004.**

**Priority: 2**

- (c) Harmonization of the provisions of ADR, ADN and the International Regulations concerning the Carriage of Dangerous Goods by Rail (RID), on the basis of the United Nations Recommendations on the Transport of Dangerous Goods, and consideration of proposed amendments to the provisions common to ADR, RID and ADN in order to harmonize regulations governing the various modes of inland transport throughout Europe, in accordance with the provisions recommended by the United Nations for worldwide application to all transport modes, so as to facilitate multimodal transport and international trade under safety conditions in keeping with each mode of transport (Continuing) (WP.15/AC.1).

**Outputs expected**

**Adoption of draft amendments to ADR, RID and ADN by the end of 2001 for entry into force on 1 January 2003 and by the end of 2003 for entry into force on 1 January 2005.**

**Priority: 1**

ACTIVITIES OF A LIMITED DURATION

- (d) Restructuring of ADR, RID and ADN to make implementation of their provisions easier for all parties having to apply them and thus improve safety; rationalizing and facilitating future updates of them through regular updating of the Model Regulations annexed to the United Nations Recommendations on the Transport of Dangerous Goods, so as to avoid duplication by rationalization of methods of work (WP.15, WP.15/AC.1 and WP.15/AC.2).

**Outputs expected**

**Adoption of the restructured ADR and RID in 2000 for entry into force on 1 July 2001. Publication of the restructured ADR in 2001.**

**Adoption of the restructured ADN in 2001.**

**Priority: 1**

- (2) By a diplomatic Conference for consideration and adoption of the draft ADN Agreement

ACTIVITIES OF A LIMITED DURATION

Consideration of the draft ADN Agreement prepared by the ad hoc Working Group for the elaboration of a draft ADN agreement.

**Output expected: Adoption of the ADN Agreement in 2000.**

**Priority: 1**

- (3) By the Inland Transport Committee

Follow-up to the implementation of the Convention on Civil Liability for Damage Caused during the Carriage of Dangerous Goods by Road, Rail and Inland Navigation (CRTD) (Continuing).

**Output expected: [to be completed by the Inland Transport Committee]**

**Priority: [to be determined by the  
Inland Transport  
Committee]**

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