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Working Party on the Transport of Dangerous Goods

**REPORT OF THE WORKING PARTY ON ITS EIGHTY-THIRD SESSION
(5-9 November 2007)**

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I. ATTENDANCE

1. The Working Party on the Transport of Dangerous Goods held its eighty-third session from 5 to 9 November 2007 with Mr. J. Franco (Portugal) as Chair and Ms. A. Roumier (France) as Vice-Chair. Representatives from the following countries took part in the session: Austria, Belgium, Bulgaria, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovenia, Spain, Sweden, Switzerland, Ukraine and United Kingdom. The European Commission was represented. The Intergovernmental Organization for International Carriage by Rail (OTIF) was represented, as were the following non-governmental organizations: European Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (CENCC), European Council of the Paint, Printing Ink and Artists' Colours Industry (CEPE), European Industrial Gases Association (EIGA), Global Express Association (GEA), International Federation of Freight Forwarders Associations (FIATA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), Liaison Committee of the Body and Trailer Building Industry (CLCCR) and World Road Association (PIARC).

II. ADOPTION OF THE AGENDA (agenda item 1)

Documents: ECE/TRANS/WP.15/193 and Add.1

Informal documents: INF.1, INF.2 and INF.8 (Secretariat)

2. Following a statement by the new director of the Transport Division of ECE, Ms. Eva Molnar, the Working Party adopted the provisional agenda prepared by the secretariat, as amended by informal document INF.2 to take account of informal documents INF.1-INF.36.

III. STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR) AND RELATED ISSUES (agenda item 2)

Protocol of amendment of 1993

3. The Working Party again expressed regret that 14 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Germany, Greece, Kazakhstan, Malta, Moldova, Montenegro, Morocco, Serbia, the former Yugoslav Republic of Macedonia and Ukraine) had still not deposited the legal instruments required for the Protocol to enter into effect.

4. The Working Party noted that Germany and Greece were to ratify the Protocol shortly.

IV. WORK OF THE RID/ADR/ADN JOINT MEETING (agenda item 4)

Documents: ECE/TRANS/WP.15/AC.1/106/Add.2 (Amendments adopted by the Joint Meeting at its March 2007 session)
ECE/TRANS/WP.15/AC.1/2007/30/Add.1 and
ECE/TRANS/WP.15/AC.1/108/Add.2 (Amendments adopted by the Joint Meeting at its September 2007 session)

Informal documents: INF.11 and INF.26 (Secretariat)

A. General

5. The Working Party approved the amendments adopted by the Joint Meeting, with some changes (see annex I).

B. Specific issues

1. Pressure equipment

6. It was recalled that the purpose of the new provisions in chapter 1.8 and the consequential amendments to chapters 6.2 and 6.8 was to incorporate in ADR the principles of the European Transportable Pressure Equipment Directive (TPED) while introducing changes aimed at simplifying the application of those principles.

7. Amendments were planned to TPED to reflect those changes but might not be finalized by 1 July 2009. Consequently, from that date, there could be inconsistencies in the application of ADR and of the part of TPED covering the carriage of dangerous goods.

8. In addition, delegations were concerned about the difficulties that might be encountered by countries non-members of the European Union in applying the new measures.

9. The introduction of an appropriate transitional measure could be studied at the next session.

2. Environmentally hazardous substances

10. The Working Party approved the decision of the Joint Meeting to reproduce in 2.2.9.1.10 the classification criteria for environmentally hazardous substances used in the Globally Harmonized System of Classification and Labelling of Chemicals (GHS). Other suggestions were mentioned for simplifying the text in the future, such as making a direct reference to GHS or to the Regulation of the European Parliament and of the Council on Classification, Labelling and Packaging of Substances and Mixtures, once those criteria had been incorporated in the text and were available in all languages of the United Nations and the European Union.

3. RID/ADR tank codes

Informal document: INF.21 (United Kingdom)

11. The proposal by the United Kingdom to change the tank codes for ADR tanks to reflect the amendments to the instructions for transport in portable tanks and to allocate tank codes for substances that are not yet permitted to be transported in ADR tanks was adopted (see annex I).

4. Environmentally hazardous substance mark

Informal document: INF.20 (United Kingdom)

12. The proposal by the United Kingdom to delete the reference to the minimum dimensions of the environmentally hazardous substance mark in 5.3.6.1 was adopted (see annex I).

5. Marking of transport units and containers carrying packages with dangerous goods in limited quantities

Informal documents: INF.28 and INF.30 (United Kingdom)

13. The proposal by the United Kingdom to amend paragraphs 3.4.10 (b) and 3.4.12, and to add a new paragraph 3.4.13, was adopted (see annex I).

6. Standards listed in chapter 6.2

14. It was decided to submit to the Joint Meeting at its March 2008 session a proposal for the replacement of the reference to standard EN 1975:1999 with a reference to standard prEN ISO 7866.

V. PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR (agenda item 5)

A. Miscellaneous proposals

1. Supervision of vehicles

Document: ECE/TRANS/WP.15/2007/2 (Sweden)

15. The proposal contained in paragraph 8 of document ECE/TRANS/WP.15/2007/2 was adopted, with a consequential amendment to special provision S23 (see annex I).

Document: ECE/TRANS/WP.15/2007/20 (United Kingdom)

Informal document: INF.4 (Norway)

16. The Working Party adopted the proposal by the United Kingdom to amend special provision S1 as adopted at its previous session and to delete the square brackets (see annex I).

17. The additional proposal by Norway to reduce the upper limit for goods in divisions 1.3 and 1.4 to 5 kg was put to a vote and was rejected.

2. Instructions in writing

Document: ECE/TRANS/WP.15/2007/25 (Germany)

Informal documents: INF.3 (Germany)
INF.6 (Norway)
INF.12 (Sweden)
INF.17 (Belgium)
INF.18 (EIGA)

18. Following the submission of document ECE/TRANS/WP.15/2007/25, the German delegation had received further comments from delegations and representatives of industry and the delegation suggested that a new informal working group should be set up to prepare a revised proposal for submission to the Working Party at its eighty-fourth session.

19. Several delegations said, however, that they would prefer to adopt a text at the current session.

20. After a detailed consideration of Germany's proposal, the Working Party adopted the proposed texts with a few amendments (see annex I).

21. Norway's proposal to replace the table of equipment for personal and general protection, laid out by danger label number (page 4 of the instructions in writing form), with a generic list of equipment for all vehicles was put to the vote and adopted (see annex I).

22. The Working Party adopted the proposal put forward during the session by the representative of the United Kingdom, to add an instruction on protection of the environment to the "Actions in the event of an accident or emergency" in the instructions in writing form (see annex I).

3. Safety in road tunnels

Document: ECE/TRANS/WP.15/2007/15 (Sweden)

Informal document: INF.36 (Switzerland)

23. Sweden's proposed amendments to the definitions of the restrictions in the table in chapter 8.6 and the structure of some of the tunnel restriction codes were adopted (see annex I).

24. The representatives of Switzerland and IRU regretted, however, that the structure of the tunnel restriction codes was being amended when training had already started for drivers and safety advisers in the rules applicable to traffic in tunnels.

Documents: ECE/TRANS/WP.15/2007/16 (PIARC)
ECE/TRANS/WP.15/2007/24 (France)

Informal documents: INF.19 (EIGA)
INF.31 (Sweden)

25. The representatives of the United Kingdom and the Netherlands voiced their disapproval that the principles for the application of the tunnel restriction codes were being revisited after the rules on safety in tunnels had been incorporated in ADR and were already being applied.

26. The Working Party decided nonetheless to study the proposed amendments requested by PIARC and taken up in the document submitted by France.

27. The representative of EIGA did not agree with the arguments put forward by PIARC concerning the restriction codes to be allocated to oxidizing compressed gases and to liquefied, and refrigerated liquefied, asphyxiant and oxidizing gases.

28. It was recalled that the term "tank" used in 1.9.5.2.2 covered battery-vehicles and MEGCs with tank components. It did not cover those with other components, such as cylinders or tubes.

29. Proposal 1 by France concerning oxidizing compressed gases was put to the vote and rejected.

30. Put to the vote, proposals 2-5 were adopted with amendments taking into account the new structure adopted for certain restriction codes (see annex I).

31. The proposal by Sweden to exclude UN No. 1202 from goods of class 3, packing group III, to which code D/E was intended to apply, was put to the vote and rejected.

32. The Working Party also considered and adopted the additional proposal to amend the restriction code for flammable toxic pesticides of packing group III (classification code TF2) in order to take into account the principles contained in proposal 3 (see annex I).

33. The representative of the Netherlands regretted that the decision concerning proposals 4 and 5 meant that a distinction would no longer be drawn between the specific case of substances that were toxic when inhaled and other toxic substances.

Document: ECE/TRANS/WP.15/2007/18 (AISE)

34. The proposal concerning the specific location of the tunnel restriction code within the transport document was accepted in principle.

35. The alternative proposal to amend 1.1.4.2.3, put forward by the representative of the United Kingdom, was adopted (see annex I).

Document: ECE/TRANS/WP.15/2007/19 (FEA)

Informal document: INF.33 (Poland)

36. The Working Party confirmed that the allocation of tunnel restriction codes B/D or C/D to articles of Class 2 was not appropriate since those articles were not transported in tanks. The proposal by FEA to allocate code D to such articles was adopted (see annex I).

37. In accordance with the list proposed in informal document INF.33, the same principle was accepted for substances that were not allowed to be transported in tanks (see annex I).

38. The Working Party requested the secretariat to check whether it was necessary to make the same change with regard to other goods that it was not possible or permissible to transport in tanks or in bulk.

Informal document: INF.37 (Germany)

39. The Working Party adopted the proposal by Germany since it was inappropriate to have a less stringent tunnel restriction code for corrosive substances of packing group I, classification code CFT, than for substances assigned the same UN numbers, but with classification code CT1 (see annex I).

40. The Working Party also agreed that restriction code E allocated to UN No. 2032 was inappropriate, owing to the risk of toxicity inherent in that substance. In the interest of maintaining consistency with the substances to which code CT1 had been allocated, it adopted the proposal to replace it with restriction code C/D (see annex I).

4. Training for drivers transporting 1.4S products

Document: ECE/TRANS/WP.15/2007/23 (FIATA)

Informal documents: INF.22 (Sweden)
INF.35 (FIATA)

41. The Working Party adopted the revised proposal by the representative of FIATA to exempt drivers transporting 1.4S products from the requirement to attend the specialization training courses prescribed in 8.2.1.

42. The representative of France said that it might be necessary, in future, to review the scope of the exemptions set out in 1.1.3.6 in respect of 1.4S products, given that some of those products could pose safety problems.

5. Receptacles for additives in tank-vehicles

Document: ECE/TRANS/WP.15/2007/22 (Austria)

Informal documents: INF.24 and INF.34 (Austria)

43. Several delegations recalled the importance of including requirements for the use of such devices in ADR, since they were already being used in several countries.

44. Nevertheless, there was no consensus on the proposal as a whole, and several delegations, considering those devices to be comparable to mobile explosives manufacturing units (MEMUs), proposed waiting for the outcome of the work on MEMUs.

45. It was decided to defer the discussion to the next session. The representative of Austria would inform the secretariat if he wished his revised proposal, as reproduced in document INF.34, to be submitted as an official document. Delegations which so wished were invited to send him their comments in writing.

6. Vacuum-operated waste tanks

Informal document: INF.7 (Germany)

46. The correction of the English version of the text in 9.7.2.5 was adopted and would be included in the list of amendments for entry into force in 2009 (see annex I).

7. Section 7.5.7: Handling and stowage

Informal document: INF.11 (European Commission)

47. The proposal that a non-binding reference should be added in ADR to the European Commission's code of best practice for handling and stowage was accepted with certain amendments (see annex I).

48. As consultations were still under way in the Russian Federation on the matter and the representative of Germany had expressed certain reservations regarding the content of the code, it was decided to retain the square brackets around the text until the next session.

8. Reference to Class 2 standards

Informal document: INF.16 (United Kingdom)

49. The proposal to update the reference to standard EN 10297:1999 was adopted (see annex I).

50. The proposal to amend 4.1.6.14 would be submitted to the Joint Meeting at its March 2008 session.

9. Transitional measures

Informal document: INF.29/Rev.1 (Secretariat)

51. The proposal to amend the transitional measures was adopted with certain amendments (see annex I).

10. Definition of “package”

Informal document: INF.38 (Secretariat)

52. The proposal to amend the definition of “package” was adopted (see annex I).

B. Construction and approval of vehicles

1. Use of cables for anti-lock braking systems

Document: ECE/TRANS/WP.15/2007/17 (Belgium)

53. The proposal to introduce a requirement for the use at all times of cables ensuring an electrical connection between the towing vehicle and the trailer was put to the vote and adopted with amendments (see annex I).

2. Battery master switch on EX/III vehicles

Informal document: INF.5 (Sweden)

54. The Working Party confirmed that there was a contradiction between 9.2.1 and 9.3.7.3.

55. A proposed amendment to 9.3.7.3 was adopted (see annex I).

3. Protection against flammable vapour explosions

Informal document: INF.13 (Germany)

56. The Working Party noted the outcome of work under way in Germany on the application in ADR of European directives 94/9/CE and 1999/92/CE, relating to explosion protection.

57. Delegations which so wished were invited to transmit their observations in writing to the representative of Germany, who would submit an official document on the issue at a subsequent session.

4. Electrical connectors according to 9.2.2.6.3

Informal document: INF.15 (France)

58. A brief discussion took place on the issue of whether or not the plugs ISO 3731 and ISO 1185 were in conformity with the requirements of 9.2.2.6.3 and could be used for vehicles carrying dangerous goods.

59. Delegations which so wished were invited to transmit their observations in writing to the representative of France. A proposed amendment could be submitted in due course.

VI. PROGRAMME OF WORK (agenda item 6)

A. Programme of work for 2008-2012

Document: ECE/TRANS/WP.15/2007/14 (Secretariat)

60. The Working Party adopted the programme of work for 2008-2012 as prepared by the secretariat (see annex II).

B. Biennial evaluations

Document: ECE/TRANS/WP.15/2007/21 (Secretariat)

61. The Working Party noted the secretariat's proposal on indicators and methodologies relating to its work areas which could be submitted to the Inland Transport Committee. Those parts of the proposal relating to expected accomplishments and the first two performance indicators were adopted (see annex III).

62. As for the third set of performance indicators, views were divided as to their availability and effectiveness. While the quantification of transport operations in kilometre tons and accident statistics might serve as good indicators, data in those areas could also be difficult to obtain. The square brackets were retained around this paragraph.

63. The secretariat would circulate a questionnaire to delegations to ascertain whether data were available and, if so, to collect them.

C. 2009 amendments

64. The Working Party requested the secretariat to prepare a checklist of all the amendments which it had adopted for entry into force on 1 January 2009, so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR, which, following usual practice, the Chairman would be responsible for transmitting to the depositary through his Government. The notification would have to be issued no later than 1 July 2008, with a reference to 1 January 2009 as the scheduled date of entry into force. That document would be circulated under the symbol ECE/TRANS/WP.15/195.

65. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2009 sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

VII. FIFTIETH ANNIVERSARY OF ADR (agenda item 7)

66. A round table on the issue of the effectiveness of the ECE regulations designed to enhance the safety of and to facilitate international transport, taking ADR as the model, was organized to mark the fiftieth anniversary of ADR, with contributions from:

Mr. José Alberto Franco, Chairman of WP.15, Portugal (moderator)
Mr. Alex van Meeuwen, Ambassador, Permanent Representative of Belgium to the United Nations, Chairman of ECE
Mr. Olivier Kervella, Chief, Dangerous Goods and Special Cargoes Section, Transport Division, ECE
Mr. Lance Grainger, Chairman of WP.15 from 1982 to 1987, United Kingdom
Mr. Émile Berson, Chairman of WP.15 from 1988 to 1995, France
Mr. Gustav Kafka, Deputy to the Secretary-General, OTIF
Mr. Andrei Trubitsyn, Consultant, Ministry of Transport, Russian Federation
Ms. Andrea Pearson, Policy Adviser, European Commission Directorate-General for Energy and Transport
Mr. Paul Keymolen, Director, Products Regulations, CEPE
Mr. Umberto de Pretto, Deputy Secretary-General, IRU
Ms. Eva Molnar, Director, Transport Division, ECE

67. Speakers reviewed the history of ADR since the 1950s, demonstrating its importance for heightened security, safety and environmental protection, and also its role in facilitating transport. They also underlined the importance of multimodal and cross-sectoral harmonization, the standardization of national and international transport regulations and the outlook for the future, particularly in the context of the globalization of trade and the development of Euro-Asian and Euro-African road transport links.

VIII. ANY OTHER BUSINESS (agenda item 8)

A. Draft European directive

68. The Working Party noted that the European Parliament, the European Council and the European Commission had now approved the text of the draft “consolidated” directive applicable to all land transport modes, which would rescind and supersede directives 94/55/EC and 96/49/EC, as well as directives 96/35/EC and 2000/18/EC on the appointment and vocational qualification of safety advisers. The directive was expected to be adopted at the end of January 2008.

B. Report of the informal working group on mobile explosives manufacturing units (MEMUs)

Informal document: INF.23 (Germany)

69. The Working Party noted the results achieved to date. The informal working group would hold its next meeting on 10 and 11 December 2007, in Bonn. Delegations which so wished were invited to submit their comments on the proposed texts as soon as possible.

70. Noting the wish of the informal working group that those texts would be adopted at the next session for entry into force on 1 January 2009, the secretariat recalled that the texts to be adopted should be available at the next session in the three working languages for possible adoption and that the Working Party should adopt them without significant changes so that they could be included in the list of amendments sent for notification. It was also pointed out that some amendments could have implications for ECE regulations No. 105 and No. 122 and that entry into force required coordination with the World Forum for Harmonization of Vehicle Regulations (WP.29).

C. Tributes

71. The Working Party was informed that the current session would be the last attended by Mr. Arne Johansen (Norway) and Mr. Hermann Puype (EIGA). They were thanked for their outstanding contribution to its work and wished a long and happy retirement.

72. The Working Party was also informed that Ms. Margarida Roxo (Portugal) had now commenced her new duties and that Ms. Luisa Costa (Portugal) would also be taking up her new post from 2008. It wished them every success in their new endeavours.

IX. ELECTION OF OFFICERS (agenda item 9)

73. On the proposal of the representative of Belgium, Mr. J. Franco (Portugal) was re-elected Chairman and Ms. A. Roumier (France) was re-elected Vice-Chairman for 2008.

X. ADOPTION OF THE REPORT (agenda item 10)

74. The Working Party adopted the report of its eighty-third session and its annexes on the basis of the draft prepared by the secretariat.

Annex I

Draft amendments to Annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2009

Document ECE/TRANS/WP.15/AC.1/106/Add.2 adopted with the following modifications:

1.8.7.8 In the table, the title of the document should read as follows:

“Tanks for transport of dangerous goods - Testing, inspection and marking of metallic tanks”.

(Ref. Doc.: INF.26)

6.2.2.3 The second row of the table should read as follows:

ISO 10297:2006	Transportable gas cylinders - Cylinder valves: Specification and type testing <i>NOTE: The EN version of this ISO standard fulfils the requirements and may also be used.</i>
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(Ref. Doc.: INF.16 as amended)

6.2.3.4.2 (a) In the English text, replace “manganese content is greater than 3.5%” with “magnesium content is greater than 3.5%”.

(Ref. Doc.: INF.26)

Document ECE/TRANS/WP.15/AC.1/2007/30/Add.1 adopted as amended according to ECE/TRANS/WP.15/AC.1/108/Add.2 and with the following modifications:

1.2.1 In the amendment “Delete the NOTE after the definitions of ‘Package’, ‘Packaging’, ‘Large container’ and ‘Small container’.”, delete “‘Package’”.

5.5.2.2 Replace “marking” with “warning sign”.

(Ref. Doc.: INF.26)

Document ECE/TRANS/WP.15/AC.1/108/Add.2 adopted with the following modifications:

1.1.3.7 In the French text, in the heading, replace “batteries” with “piles”.

3.4.10 (b) Insert “, on transport units with a maximum mass exceeding 12 tonnes,” after “limited quantities”.

Replace the new 3.4.12 with the following 3.4.12 and 3.4.13:

“3.4.12 The marking shall consist of ‘LTD QTY’² in black letters not less than 65 mm high on a white background.

3.4.13 Markings according to chapter 3.4 of the IMDG Code are also acceptable for carriage in a transport chain including maritime carriage.”.

(*Ref. Doc.: INF.28 and INF.30*)

5.3.6 Amend the existing text to read as follows:

“5.3.6 Environmentally hazardous substance mark

When a placard is required to be displayed in accordance with the provisions of section 5.3.1, containers, MEGCs, tank-containers, portable tanks and vehicles containing environmentally hazardous substances meeting the criteria of 2.2.9.1.10 shall be marked with the environmentally hazardous substance mark shown in 5.2.1.8.3. The provisions of section 5.3.1 concerning placards shall apply mutatis mutandis to the mark.”.

(*Ref. Doc.: INF.20*)

Amendments to the texts adopted by the WP.15 at its eighty-second session (ECE/TRANS/WP.15/192/Add.1):

In the amendments to 3.2.1, Table A, for UN 1744, delete the amendment in square brackets.

In the amendments to 4.1.4.1 P601, delete the text in square brackets (RR9).

In the amendments to Chapter 8.5:

For S1, insert “, other than those listed below” after “Division 1.4”, and “of Division 1.4” before “belonging to UN numbers.”. Delete the square brackets. Add the following new sentence at the end: “For mixed loads the lowest limit applicable to any of the substances or articles carried shall be used for the load as a whole.”.

(*Ref. Doc.: ECE/TRANS/WP.15/2007/20 as amended*)

For S23, the text should read as follows:

“**S23:** The provisions of Chapter 8.4 concerning the supervision of vehicles shall apply when this substance is carried in bulk or in tanks and when the total mass or volume in the vehicle exceeds 3,000 kg or 3,000 litres, as applicable.”.

² The letters “LTD QTY” are an abbreviation of the English words “Limited Quantity”.

Document ECE/TRANS/WP.15/2007/15 adopted.

Document ECE/TRANS/WP.15/2007/24, Proposals 2, 3, 4 and 5 adopted with the following modifications: in proposal 2, replace “(C1E)” with “(C/E)” and in proposal 3, replace “(D1E)” with “(D/E)”.

Document ECE/TRANS/WP.15/2007/25 adopted with the following modifications:

5.4.3.2, first sentence Replace “to each member of the vehicle crew in a language that he” with “to the vehicle crew in language(s) that each member”.

5.4.3.4 In the French text, replace “six pages” with “quatre pages” and adapt the layout of the model to fit in four pages.

In the first page of the model (“Actions in the event of an accident or emergency”):

In the French text, in the introductory sentence before the indents, replace “dès que possible” with “si possible”.

In the French text, amend the eighth indent to read as follows:

“– Les membres de l’équipage du véhicule ne doivent pas tenter de neutraliser les incendies qui se déclarent dans les compartiments de chargement;”.

Add a new ninth indent to read as follows:

“– Where appropriate and safe to do so, use on-board equipment to prevent leakages into the aquatic environment or the sewage system and to contain spillages;”.

In the Table “Additional guidance to members of the vehicle crew ...”:

- In the heading row, the heading for column (1) should read “Danger labels and placards”;
- In the row for label numbers 1, 1.5 and 1.6, in column (2), replace “combustion” with “intense fire/heat flux”;
- In the row for label number 1.4, in column (2), add “and fire” at the end and, in column (3), delete “but stay away from windows”;
- In the row for label number 2.1, in column (3), delete “Use emergency escape mask”;
- In the English text, in the row for label numbers 7A, 7B, 7C and 7D, in column (2), replace “incorporation” with “intake”.

Replace the table under “Equipment for personal and general protection ...” with the text of 8.1.5.2 and 8.1.5.3 as amended below, without numbering and with footnotes renumbered accordingly.

8.1.5.1 In the last sentence, replace “numbers of the danger labels” with “label numbers”.

8.1.5.2 Replace “weight” with “maximum mass”.

Renumber footnote 1 as footnote 2. In footnote 1 renumbered 2, insert “1, 1.4, 1.5, 1.6,” before “2.1”.

Amend the last two indents at the end to read as follows:

- “– a pair of protective gloves; and
- eye protection (e.g. protective goggles).”.

8.1.5.3 Amend to read as follows:

“8.1.5.3 Additional equipment required for certain classes:

- an emergency escape mask³ for each member of the vehicle crew shall be carried on board the vehicle for danger label numbers 2.3 or 6.1;
- a shovel;⁴
- a drain seal;⁴
- a collecting container made of plastics.⁴”.

(Ref. Doc.: INF.6 as amended, INF.12, INF.17 and INF.18)

Other amendments

Chapter 1.1

1.1.4.2.3 At the end, replace “except that, when additional information is required by ADR, it shall be added or entered at the appropriate place” with “provided that any additional information required by ADR is also included”.

(Ref. Doc.: ECE/TRANS/WP.15/2007/18 as amended)

³ For example an emergency escape mask with a combined gas/dust filter of the A1B1E1K1-P1 or A2B2E2K2-P2 type which is similar to that described in the EN 141 standard.

⁴ Only required for danger label numbers 3, 4.1, 4.3, 8 and 9.

Chapter 1.2

- 1.2.1 In the definition of “*Package*”, at the beginning of the last sentence, replace “The” with “Except for the carriage of radioactive material, the”. In the Note, add “, 4.1.9.1.1 and Chapter 6.4” after “2.2.7.2”.

(Ref. Doc.: INF.38)

In the definition of “*GHS*”, replace “first” with “second” and “ST/SG/AC.10/30/Rev.1” with “ST/SG/AC.10/30/Rev.2”.

In the definition of “*Manual of Tests and Criteria*”, replace “document ST/SG/AC.10/11/Rev.4/Amend.1” with “documents ST/SG/AC.10/11/Rev.4/Amend.1 and ST/SG/AC.10/11/Rev.4/Amend.2”.

In the definition of “*UN Model Regulations*”, replace “fourteenth” with “fifteenth” and “(ST/SG/AC.10/1/Rev.14)” with “(ST/SG/AC.10/1/Rev.15)”.

Chapter 1.6

- 1.6.1.1 Replace “2007” with “2009” and “2006” with “2008”.
- 1.6.1.9 Amend to read as follows:
“(Deleted)”.
- 1.6.1.12 Delete the first sentence.
- 1.6.3.18 Delete the last sentence.
- 1.6.3.21 Amend to read as follows:
“(Deleted)”.
- 1.6.3.25 Delete the first sentence.
- 1.6.4.5 Delete the first sentence.
- 1.6.4.12 Delete the second, third and last sentences.
- 1.6.4.13 Replace “as from 1 January 2003” with “from 1 January 2003 to 31 December 2006”.
- 1.6.4.15 Delete the first sentence.
- 1.6.4.16 Amend to read as follows:
“(Deleted)”.
- 1.6.4.30 Delete the first sentence.

1.6.5.4 Replace “2006” with “2008” and “31 March 2008” with “[31 March 2010]”.

1.6.5.6 Amend to read as follows:
“(Deleted)”.

(Ref. Doc.: INF.29/Rev.1 as amended)

Chapter 1.9

1.9.5.2.2 Under “Tunnel category C”, in the table, under “When carried in tanks”, for class 8, add “, CFT and COT” after “CT1”.

Under “Tunnel category D”, in the table, for class 8, add “, CFT and COT” after “CT1”.

(Ref. Doc.: INF.37 as amended)

Under “Tunnel category D”, in the table, under “When carried in bulk or in tanks”, add an additional line for class 6.1 to read as follows:

“Packing group III for classification code TF2;”.

(Ref. Doc.: ECE/TRANS/WP.15/2007/24 as amended)

Chapter 3.2

Table A

For UN Nos. 1250 and 1305, replace “L10CH” with “L4BH” in column (12) and delete all the special provisions in column (13).

For UN Nos. 2480 and 2481, add “L15CH” in column (12) and “TU14 TU15 TE19 TE21” in column (13).

For UN Nos. 2813 and 3131, packing group I, add “S10AN L10DH” in column (12) and “TU4 TU14 TU22 TE21 TM2” in column (13).

(Ref. Doc.: INF.21)

For UN No. 3375, replace “S14” with “S23” in column (19) twice.

(Ref. Doc.: ECE/TRANS/WP.15/2007/2)

In column (15), for:

– UN No. 2029, replace “(D1E)” with “(E)”.

- UN No. 2030, classification code CFT, replace “(D1E)” with “(C/D)”.
- UN No. 2032, replace “(E)” with “(C/D)”.

(Ref. Doc.: INF.37 as amended)

- Class 6.1 substances, packing group III, classification code TF2, replace “(E)” with “(D/E)”.

(Ref. Doc.: ECE/TRANS/WP.15/2007/24 as amended)

- UN Nos. 1222, 1261, 1865, 3269 and 3292, replace “(D1E)” with “(E)”.
- UN Nos. 1360, 1397, 1404, 1409, 1410, 1411, 1413, 1414, 1418, 1419, 1426, 1427, 1432, 1433, 1436, 1479, 1491, 1504, 1714, 1855, 1870, 2010, 2011, 2012, 2013, 2441, 2463, 2466, 2545, 2546, 2547, 2806, 2813, 2846, 2870, 3085, 3087, 3098, 3099, 3131, 3134, 3139, 3208 and 3209, replace “(B1E)” with “(E)”.
- UN Nos. 1057, 1911, 1950 (goods with label number 2.1), 2037 (goods with label number 2.1), 2188, 2199, 2202, 2676, 3150, 3167, 3168, 3358, 3374 and 3468, replace “(B1D)” with “(D)”.
- UN Nos. 1045, 1051, 1069, 1589, 1614, 1660, 1950 (goods with label number 2.2), 1975, 2037 (goods without label number 2.1), 2190, 2194, 2195, 2196, 2198, 2407, 2418, 2480, 2548, 3169, replace “(C1D)” with “(D)”.
- UN 3165, replace “(C1E)” with “(E)”.

(Ref. Doc.: INF.33)

Chapter 7.5

[7.5.7.1 At the end, add the following new footnote 1:

“¹ Guidance on the stowage of dangerous goods can be found in the European Best Practice Guidelines on Cargo Securing for Road Transport published by the European Commission. Other guidance is also available from competent authorities and industry bodies.”.]

(Ref. Doc.: INF.10 as amended)

Chapter 8.2

8.2.1.4 and Chapter 8.5, S1 (1), (a) and (b) Add “, other than substances and articles classified as 1.4S” after “Class 1”.

(Ref. Doc.: INF.35)

Chapter 8.3

Add a new 8.3.8 to read as follows:

“8.3.8 Use of cables

In the case of a transport unit equipped with an anti-lock braking system, consisting of a motor vehicle and an O₃ or O₄ trailer, the connections referred to in paragraph 9.2.2.6.3 shall be connecting the towing vehicle and the trailer at all times during carriage.”.

(Ref. Doc.: ECE/TRANS/WP.15/2007/17 as amended)

Chapter 9.2

9.2.2.6.3 Replace “1994” with “2004” and “1985” with “1997”.

(Ref. Doc.: INF.32)

Chapter 9.3

9.3.7.3 At the beginning, add “relevant” before “requirements”.

Chapter 9.7

9.7.2.5 In the English text, replace “tank-vehicles” with “tanks”.

(Ref. Doc.: INF.7)

Annex II

Draft programme of work for 2008-2012

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 and on the Globally Harmonized System of Classification and Labelling of Chemicals.

Work to be undertaken: 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. (Continuing) (WP.15).

Output expected: Adoption of a set of draft amendments to Annexes A and B of ADR by the end of ~~2007~~ 2009 for entry into force on 1 January ~~2009~~ 2011, and by the end of ~~2009~~ 2011 for entry into force on 1 January ~~2011~~ (2013).

Publication of revised consolidated editions of ADR in ~~2006~~ 2008, ~~2008~~ 2010 and ~~2010~~ 2012.

Priority: 1

- (b) Consideration of proposed amendments relating expressly to the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) 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).

Output expected: Adoption of a set of draft amendments to the Regulations annexed to ADN in 2006, 2007, 2008, 2009 and 2010 2008, 2010 and 2012 for application by Member States as soon as possible and for submission to the ADN Administrative Committee as soon as ADN enters into force.

Publication of revised consolidated editions of ADN in 2006 2008, 2008 2010 and 2010 2012.

Priority: 1

- (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, 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).

Output expected: Adoption of draft amendments to ADR, RID and ADN by the end of ~~2007~~ 2009 for entry into force on 1 January ~~2009~~ 2011 and by the end of ~~2009~~ 2011 for entry into force on 1 January ~~2011~~ 2013.

Priority: 1

Annex III

Biennial evaluations - UNECE Working Party on the Transport of Dangerous Goods

Excepted accomplishments

Adoption of amendments to ADR and, through joint activities carried out with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to RID and ADN respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the UN Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.

Performance indicators

1. Amendments to ADR, RID and ADN adopted in 2007 and 2008 and entered into force by 1 January 2009 for international transport and made applicable to domestic traffic in all EU and EEA countries by 1 July 2009, reflecting, inter alia, the 2007 UN Recommendations on the Transport of Dangerous Goods, Model Regulations (15th revised edition).
2. Publication of consolidated 2009 revised edition of ADR and ADN before end 2008.
3. [to be discussed by WP.15 and WP.15/AC.2] [e.g. number of drivers and dangerous goods safety advisers trained/number of training courses organized/number of driver training certificates or dangerous goods safety advisor certificates issued/number of control operations made/number of vehicles certificate issued/number of tank approval certificates issued/number of new packaging design type issued/number of ADN certificates issued/etc. in order to take account of new amendments, or a selection thereof]
