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Report of the Working Party on the Transport of Dangerous Goods on its eighty-seventh session (2–6 November 2009)

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its eighty-seventh session from 2 to 6 November 2009, with Mr. J.A. Franco (Portugal) as Chairperson and Ms. A. Roumier (France) as Vice-Chairperson.

2. Representatives from the following countries took part in the session: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Hungary, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland and United Kingdom. The European Commission was represented. The following intergovernmental organization was represented: Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were represented: European Chemical Industry Council (CEFIC), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), International Association of the Body and Trailer Building Industry (CLCCR), International Federation of Freight Forwarders Associations (FIATA), International Organization of Motor Vehicle Manufacturers (OICA) and International Road Transport Union (IRU).

II. Adoption of the agenda (item 1 of the provisional agenda)

Documents: ECE/TRANS/WP.15/202 and Add.1

Informal documents: INF.1, INF.2/Rev.1 and INF.3 (Secretariat)

3. 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 to 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

4. The Working Party again expressed regret that 12 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Kazakhstan, Malta, Morocco, Montenegro, Serbia, the former Yugoslav Republic of Macedonia, Tunisia and Ukraine) had still not deposited the legal instruments required for the Protocol to enter into force, and encouraged those countries to take the necessary measures to ratify or accede to the Protocol in order to enable it to enter into effect.

IV. Interpretation of ADR (agenda item 3)

Informal document: INF.20 (Italy)

5. The Working Party confirmed that it was not necessary to reintroduce the requirement to include the inscription "Load not exceeding the exemption limits prescribed in 1.1.3.6" in the transport document, as had been required under ADR until 31 December 2006.

6. The Working Party recalled that the information in question was superfluous, since the note in 5.4.1.1.1 (f) required the total quantity of dangerous goods for each transport category to be indicated, in the case of intended application of 1.1.3.6. However, consignors were free to add the information to the transport document if they considered it necessary.

7. While the Working Party acknowledged that the deletion of that inscription might have caused problems for the inspection authorities, it considered that the matter should be covered in the training provided to the inspection authorities, and that the training should take account of any changes made to ADR.

Informal document: INF.26 (Poland)

8. The Working Party confirmed that, under 8.1.4.1 (c), the minimum total capacity of the extinguishers required under 8.1.4.1 (b) applied, regardless of the number of extinguishers per transport unit, and included the capacity of the extinguisher required under 8.1.4.1 (a).

9. The Working Party acknowledged, however, that the current wording of 8.1.4.1 could lead to problems of interpretation and that the wording should be revised in the future, on the basis of a proposed amendment.

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

Documents: ECE/TRANS/WP.15/AC.1/114/Add.1 (Amendments adopted by the Joint Meeting at its March 2009 session)
ECE/TRANS/WP.15/AC.1/2009/16/Add.1
ECE/TRANS/WP.15/AC.1/116/Add.1 (Amendments adopted by the Joint Meeting at its September 2009 session)

Informal document: INF.11 (Secretariat)

A. General

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

B. Specific issues

1. Obligations of the unloader

11. The Working Party confirmed that the bracketed text in 1.4.3.7.1 (b) was necessary in addition to the provisions relating to unloading in 7.5.1.3, as 7.5.1.3 did not apply to the handling of packagings. The text was therefore adopted with editorial changes (see annex I).

12. The Working Party took note of the proposal by the secretariat to align the different language versions of ADR in respect of the use of the terms “verify” or “ascertain” in 1.4.2.2.1 (a).

13. Several delegations pointed out that such terms were perhaps not used appropriately in other paragraphs of Chapter 1.4, and that the chapter could benefit from a full editorial review in the future.

2. Conformity assessment procedures for gas cartridges

14. Noting that the reference proposed in square brackets in 1.8.8.2.1 was not in keeping with the technical documentation cited, the Working Party decided not to keep the reference (see annex I).

15. The Working Party invited the Joint Meeting to take up the item at a future session in order to define precisely what kind of technical documentation was required for each type of gas cartridge.

3. Limited quantities

16. As the provisions of 9.1.1, 9.2.1 and 9.4.1 were not mandatory for carriage in limited quantities under the present ADR requirements, the Working Party did not approve their inclusion in the list of provisions applicable, as from 1 January 2011, to carriage in limited quantities. Paragraph 3.4.1 (i) was therefore deleted (see annex I).

17. The note under 3.4.12 corresponded to a text adopted by the Working Party at its eighty-fifth session in connection with 3.4.13 of the ADR in force. However, as the provisions of the present 3.4.13 would not remain in Chapter 3.4 as applicable as from 1 January 2011, the note was deleted (see annex I).

4. Tunnel restriction codes

Informal documents: INF.9 (Switzerland)
INF.27 (United Kingdom)
INF.31 (Secretariat)

18. In view of the amendments adopted to take account of the risk of inhalation toxicity of tetranitromethane (UN No. 1510), tetranitromethane needed to be listed under class 6.1 instead of class 5.1. Although the risk of inhalation toxicity was considered preponderant in the classification of that substance, the risk posed by its combustive nature required more severe restrictions on carriage in tanks in tunnels. The Working Party therefore adopted code B/D for it (see annex 1).

19. The other tunnel restriction codes proposed in document ECE/TRANS/WP.15/AC.1/2009/16/Add.1 were confirmed by the Working Party, which approved the principle of assigning a code (C/D) to all the substances for which special provision 354 was specified in Table A, column (6), of Chapter 3.2 (or a code (D) for substances not authorized for transport in tanks).

20. The Working Party adopted the corresponding amendments to 1.9.5.2.2 (see annex I).

21. The proposal by Switzerland to amend the tunnel restriction code also for substances to which portable tank instructions T20 or T22 were assigned, but for which special provision 354 was not specified, was not adopted.

22. The list of such substances should be brought to the attention of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods so that it could decide whether special provision 354 should also be assigned to them.

5. Transitional measures

Informal documents: INF.5 (Belgium)
INF.13 (Sweden)

23. The proposal by Belgium to bring transitional measure 1.6.2.5 into line with new transitional measures 1.6.3.38 and 1.6.4.39 was adopted (see annex I).

24. The proposal by Sweden to modify the time limit for the construction of tanks to which transitional measures 1.6.3.39 and 1.6.4.40 applied and to correct the reference to the relevant paragraph under 6.8.2.2.3 was adopted (see annex I).

25. However, the Working Party did not wish to review the decision taken by the RID/ADR/ADN Joint Meeting concerning the duration of the transitional measures, without the matter being discussed beforehand by the Joint Meeting.

26. Likewise, the introduction of new transitional measures concerning venting systems in order to comply with the second paragraph of 6.8.2.2.3 required prior discussion by the Joint Meeting.

6. Tank codes for toxic by inhalation substances

Informal documents: INF.22, 28 and 30 (France)

27. The Working Party adopted the proposal by France to amend the tank code assigned to UN Nos. 1092, 1238, 1239 and 1244 to take into consideration the principle adopted by the Joint Meeting to assign tank code L15CH to toxic by inhalation substances to which portable tank instruction T22 was assigned (see annex I).

28. The Working Party adopted the proposal by France to introduce transitional measures connected with the modification of tank codes for toxic by inhalation substances, as set out in informal document INF.30 and amended during the session (see annex I).

7. Packing instruction P203 (Cryogenic receptacles)

Informal document: INF.23 (Belgium)

29. The Working Party did not adopt the proposal by Belgium to revoke the decision of the Joint Meeting to delete from P203 the provisions specific to RID/ADR/ADN relating to the periodic inspection of closed cryogenic receptacles.

30. As the Joint Meeting had agreed to that deletion out of concern for harmonization with the Model Regulations for the transport of dangerous goods, delegations that so desired were invited to submit any new proposals in that regard to the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

31. A member of the secretariat said that the amendments adopted concerning packaging instruction P203 would perhaps require a corresponding amendment to transitional measure 1.6.2.1, or even the addition of a new transitional measure to take into account possible new construction requirements.

8. Standards

Informal document: INF.7 (CEN)

32. The Working Party adopted the amendment proposed by CEN concerning the dates of application of standard EN 12807:2001 for new type approvals and the latest date for withdrawal of existing type approvals (see annex I).

33. The representative of Germany confirmed that it was acceptable to introduce a reference to standard ISO 3924 in 2.3.3.2 to determine the initial boiling point and that special provision 649 could be deleted as a result.

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

A. Miscellaneous proposals

1. Driver training

Documents: ECE/TRANS/WP.15/2009/14 (United Kingdom)
ECE/TRANS/WP.15/2009/16 (Ireland)

Informal documents: INF.8 and Add.1 and INF.14 (Sweden)
INF.16A and INF.16B (Belgium)
INF.18 (Switzerland)
INF.21 (Ireland)
INF.24 (Belgium)
INF.25 (Denmark)
INF.34 (Finland)
INF.35 and Corr.1 (Secretariat)

34. The Working Party agreed some changes to the amendments to Chapter 8.2 previously adopted at its eighty-sixth session, along with additional amendments specifically to take into account the following decisions (see annex I).

35. As the terms “basic training” and “specialization” covered “restricted basic training” and “restricted specialization”, the Working Party agreed not to repeat the term “restricted” in the provisions applying to both complete and restricted training.

36. The Working Party adopted the following principle, according to which specializations would be valid until the expiry date of the basic training certificate in effect at the time when such specializations were obtained (para. 8.2.2.8.2).

37. The Working Party modified the minimum duration of refresher training for individual courses (para. 8.2.2.5.3).

38. The Working Party adopted the Belgian proposal according to which the dimensions of the certificate should not figure on the model presented under 8.2.2.8.5, but decided to maintain the reference to ISO 7810:2003 ID-1 in the description of the certificate (para. 8.2.2.8.3).

39. At the request of Switzerland and Finland, the Working Party introduced into 8.2.2.8.4 the possibility of using several official languages on the same certificate.

40. The Working Party adopted the Finnish proposal to add a new field to the certificate, for the identification of the issuing body (para. 8.2.2.8.5).

41. The Working Party adopted the proposal of the United Kingdom to include a photograph on the certificates (para. 8.2.2.8.5).

42. For user-friendliness, the Working Party adopted the principle of including “Valid to” before the certificate’s validity date. To limit translation problems and avoid unnecessary complication of the certificate, the descriptions of the other numbered fields would not be reproduced directly on the certificate. Only the corresponding data would be inserted (para. 8.2.2.8.5).

43. Responding to a request by Romania concerning the reading by the control authorities of data on the certificate when such data was written in an alphabet the authorities were unable to read, the Chairperson pointed out that the control authorities

should apply the same procedures as those already in force for existing identity and transport documents.

44. Based on the proposal by the United Kingdom to amend the deadline for application, the Working Party adopted a transitional measure to allow the use of existing certificates until 31 December 2012 while the equipment and procedures to issue the new model of certificates were being set up. A request by Belgium to extend the transitional period until at least 31 December 2013 was not adopted.

45. The Working Party wished to have more time to study the additional proposals contained in informal document INF.8, from Sweden. Such proposals could be studied at the next session on the basis of an official proposal.

46. The secretariat noted that the Working Party would like all such additional amendments relating to driver training adopted at the next session to enter into force on 1 January 2011. At the next session, the texts should be available for possible adoption in the three working languages, and the Working Party should adopt them without significant amendment so that they could be taken into consideration in the list of amendments to be submitted for notification.

2. Standards

Informal documents: INF.7 (CEN)
INF.19 (Switzerland)

47. The Working Party adopted the CEN proposal to update the standards referred to in 8.1.4.3 except the references to standards EN 3-8:2007/AC:2007, EN 3-9:2007/AC:2007 and EN 3-10:2009, which would remain in square brackets for consideration by the Working Party on Standards of the Joint Meeting (see annex I).

48. The Working Party invited the secretariat to request CEN to promptly submit a copy of the standards concerned to the Working Party on Standards of the Joint Meeting for consideration before the March 2010 session and recalled that when ADR made a standard mandatory it should be made available to the Contracting Parties and that they should be kept informed of modifications to such standards.

3. Instructions in writing

Documents: ECE/TRANS/WP.15/2009/10 (EIGA)
ECE/TRANS/WP.15/2009/17 (CEFIC)

Informal document: INF.17 (Switzerland)

49. The Working Party partially adopted the CEFIC proposal as amended during the session to take into account the problems raised in the EIGA document and in the informal document from Switzerland (see annex I).

50. Several delegations regretted that the instructions in writing were being amended only a few months after their entry into force and emphasized that it would not be desirable to amend them regularly.

51. The representative of France pointed out that it might be necessary to establish a transitional measure to allow the use of the instructions in writing applicable until 31 December 2010. Delegations which so wished could submit a proposal in that regard at the next session.

4. Transitional measures

Informal document: INF.36 (France and secretariat)

52. The proposal to amend the transitional measures was adopted (see annex I).

B. Construction and approval of vehicles

Document: ECE/TRANS/WP.15/2009/18 (France)

53. The Working Party adopted the proposal by France to update and simplify the comments in the table of 9.2.1 dealing with anti-lock braking systems and endurance braking systems (see annex I).

54. The Working Party adopted the proposal by France to add a new transitional measure to allow the continued use of trailers fitted with a category B anti-lock braking system until the category A requirement was introduced in ADR (see annex I).

VII. Restrictions on the circulation of vehicles in road tunnels (agenda item 6)

A. Restrictions on the carriage of dangerous goods packed in limited quantities

Document: ECE/TRANS/WP.15/2009/12 (Switzerland)

55. Several delegations supported Switzerland's proposal to require restrictions on the carriage through road tunnels – in accordance with Chapter 3.4 – of dangerous goods packed in limited quantities, marked in accordance with paragraph 3.4.15 as applicable as from 1 January 2011.

56. However, other delegations said that they did not wish to adopt such restrictions. The representative of the United Kingdom recalled his country's reservations concerning the risk assessment previously submitted to the Working Party in that regard.

57. The Working Party invited the representative of Switzerland to continue his work and to consider the different means available to solve the practical problems of application.

B. Status of the categorization of tunnels

Informal document: INF.10 (CEFIC, CEPE, FECC and AISE)

58. At the joint request of several professional organizations, several delegations reported on progress made in their countries in categorizing the tunnels to which they applied restrictions on the carriage of dangerous goods, as set out in 1.9.5.

59. Following problems of interpretation noted in Portugal, the Chairperson recalled that categorization of tunnels under 1.9.5 of ADR was independent of the obligations of European Union Governments arising from European Directive 2004/54/EC. He invited the European Commission Directorate-General responsible for road infrastructure safety to send a note to member States of the European Union drawing their attention to that point.

60. It was recalled that information relating to the categorization of tunnels should be transmitted as soon as possible to the secretariat so that it could be made available to users

on the ECE website before 31 December 2009, the deadline for entry into force of restrictions under 1.9.5.

61. Regarding the request made in informal document INF.10, a member of the secretariat said that it was not desirable, for the time being, to present restrictions on circulation in tunnels separately from other restrictions on circulation on the ECE website. The secretariat proposed that restrictions relating to tunnels should initially be put on separate lines, but left on the same page of the website.

VIII. Programme of work (agenda item 8)

A. Programme of work for 2010–2014

Document: ECE/TRANS/WP.15/2009/13 (Secretariat)

62. The Working Party adopted the programme of work for 2010–2014 as prepared by the secretariat (see annex II).

B. Biennial evaluations

Informal document: INF.4/Rev.1 (Secretariat)

63. The Working Party adopted the first two sets of performance indicators as set out in document ECE/TRANS/WP.15/2007/21 (see annex III).

64. As for the third set of performance indicators, the Chairperson would decide, with the assistance of the secretariat, what information could be transmitted to the Inland Transport Committee on the basis of replies to the questionnaire. In particular, questions to which less than half of ADR Contracting Parties had sent usable answers would not be included.

C. 2011 amendments

65. 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 2011 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 Chairperson would be responsible for transmitting to the depositary through his Government. The notification would have to be issued no later than 1 July 2010, with a reference to 1 January 2011 as the scheduled date of entry into force. That document would be circulated under the symbol ECE/TRANS/WP.15/204.

66. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2011 sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

D. Pending documents

67. At the request of Switzerland, document ECE/TRANS/WP.15/2009/15 had been withdrawn and document ECE/TRANS/WP.15/2009/11 and informal document INF.6 relating thereto were kept on the agenda for the next session.

68. The Working Party invited FEA and the Netherlands to transmit informal documents INF.12 and INF.33 to the Joint Meeting for consideration at its March 2010 session.

69. Informal document INF.15 from Sweden would be submitted at the next session of the Working Party as an official document.

70. The delegations concerned would inform the secretariat if they wished to submit informal documents that had not been discussed for inclusion on the agenda for the next session as official documents.

IX. Election of officers (agenda item 10)

71. On the proposal of the representative of Germany, the Working Party re-elected Mr. J.A. Franco (Portugal) as Chairperson and Ms. A. Roumier (France) as Vice-Chairperson for 2010.

X. Adoption of the report (agenda item 11)

72. The Working Party adopted the report of its eighty-seventh 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 2011

Document ECE/TRANS/WP.15/AC.1/114/Add.1 adopted with the following modifications:

- 6.2.4.1 In the table, under “for design and construction”, for “EN 12807:2001 (except annex A)”, amend column (4) to read “Between 1 January 2005 and 31 December 2010” and amend column (5) to read “31 December 2012”.

(Reference document: informal document INF.7)

- 6.2.5 In the French text, in the first paragraph, delete “énumérée” et “énumérées”.

Document ECE/TRANS/WP.15/AC.1/2009/16/Add.1 adopted as amended according to ECE/TRANS/WP.15/AC.1/116/Add.1 with the following modifications:

- 2.3.3.2 Delete the consequential amendment.

(Replaces the amendment in document ECE/TRANS/WP.15/116/Add.1)

- 3.2.1 Table A

In the amendment to UN 1510, column (15), delete “[‘C/D’]”.

In the amendment to UN 3166, in the French text, delete “et dans la colonne (6), ajouter 356”.

After the amendment to UN 3359, add the following text:

“Consequential amendment: in 2.2.9.3, for code M11, amend the proper shipping name for UN 3359 to read ‘FUMIGATED CARGO TRANSPORT UNIT’.”

For the new entry 3487, PG III, in the French text, in column (2), replace “, CORROSIF EN MÉLANGE HYDRATÉ” with “EN MÉLANGE HYDRATÉ, CORROSIF”.

Document ECE/TRANS/WP.15/AC.1/116/Add.1 adopted with the following modifications:

- 1.4.3.7.1 (a) In the French text, replace “vérifier” by “s’assurer que”.
- (b) In the last sentence, delete the square brackets and replace “unloading shall not be carried out” with “ascertain that unloading is not carried out”.

Renumber transitional measures 1.6.4.36 and 1.6.4.37 as 1.6.4.39 and 1.6.4.40.

- 1.6.3.39 and 1.6.4.40 Replace “1 January” with “1 July” and “second paragraph” with “third paragraph”.

(Reference document: informal document INF.13)

- 1.8.8.2.1 In the first sentence, replace “the technical documentation” with “a technical documentation” and delete the text between square brackets.
- 1.8.8.2.4 In the French text, replace “certificat de modèle type” with “certificat d’examen du type”.
- 3.2.1 Table A
- In the amendment “For UN Nos. 3381, 3383, 3385, 3387 and 3389, replace ‘L10CH’ with ‘L15CH’ in column (12).”, insert “1092, 1238, 1239, 1244,” before “3381”.
- (Reference document: informal document INF.28)*
- 3.4.1 Delete sub-paragraph (i) between square brackets.
- 3.4.12 Delete the Note between square brackets.
- 4.1.4.1 P200 In the French text, in new paragraph (12), paragraph 2.1, insert “de remplissage” after “centres”.
- 5.4.1.1.18 In the last sentence, in the text between brackets, delete “chapter”.
- 5.4.1.2.1 (g) In the last sentence of the second paragraph, delete “German, English, French or Italian/” and “in German, English, French or Italian/”.
- 5.4.2 After the amendment to the heading, add the following text:
- “Consequential amendment: in 8.1.2.1 (a), replace ‘the container packing certificate’ with ‘the large container or vehicle packing certificate’.”*

Other amendments

Chapter 1.6

- 1.6.1 Add the following new transitional measure:
- “1.6.1.21 Contracting Parties may continue to issue certificates of driver’s training conforming to the model applicable until 31 December 2010, instead of those conforming to the requirements of 8.2.2.8.5, until 31 December 2012. Such certificates may continue in use to the end of their five year validity.”
- (Reference document: ECE/TRANS/WP.15/2009/14 as amended)*
- 1.6.2.5 At the end, add “unless restricted by a specific transitional measure”.
- (Reference document: informal document INF.5)*
- 1.6.3 Add the following new transitional measure:
- “1.6.3.40 For toxic by inhalation substances of UN Nos. 1092, 1238, 1239, 1244, 1251, 1510, 1580, 1810, 1834, 1838, 2474, 2486, 2668, 3381, 3383, 3385, 3387 and 3389, the tank code specified in column (12) of Table A of Chapter 3.2 applicable up to 31 December 2010 may continue to be applied until 31 December 2016 for fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2011.”
- 1.6.4 Add the following new transitional measure:
- “1.6.4.41 For toxic by inhalation substances of UN Nos. 1092, 1238, 1239, 1244, 1251, 1510, 1580, 1810, 1834, 1838, 2474, 2486, 2668, 3381, 3383, 3385, 3387 and 3389, the tank code specified in column (12) of Table A of Chapter 3.2

applicable up to 31 December 2010 may continue to be applied until 31 December 2016 for tank-containers constructed before 1 July 2011.”

(Reference document: informal document INF.30 as amended)

1.6.5.4 Replace “31 December 2008” with “31 December 2010” and “31 March 2010” with “31 March 2012”.

Add the following new transitional measure:

“1.6.5.12 Trailers first registered (or taken into service if registration was not mandatory) before 1 July 1995 equipped with anti-lock braking system in compliance with ECE Regulation No. 13, 06 series of amendments but which do not comply with the technical requirements for category A anti-lock braking system may still be used.”

(Reference document: ECE/TRANS/WP.15/2009/18)

Chapter 1.9

1.9.5.2.2 Tunnel category B, add a new row for dangerous goods carried in tanks to read:

“Class 6.1: UN No. 1510”.

Tunnel category C, for dangerous goods carried in tanks, Class 6.1, add “, except UN No. 1510” after “Packing group I”.

Tunnel category D, first part of the table, amend the text for Class 6.1 to read as follows:

“Class 6.1: Packing Group I for classification codes TF1 and TFC; and Toxic by inhalation entries for which special provision 354 is assigned in column (6) of Table A of Chapter 3.2 and toxic by inhalation entries of UN Nos. 3381 to 3390;”.

(Reference document: informal document INF.31)

Chapter 3.3

SP649 Amend to read as follows:

“~~649~~ (*Deleted*)”.

Consequential amendment: In Table A of Chapter 3.2, delete 649 wherever this code appears in column (6) (applies to UN Nos. 1267, 1268 and 3295).

Chapter 5.4

5.4.3.4 Amend the second page of the model for instructions in writing as follows:

In the first row of the table, replace the first label with label model No. 1 of 5.2.2.2.2.

In the sixth row, delete the third sentence in column (3).

In the seventh row, insert “solid” before “desensitized explosives” in column (1). In column (2), in the third sentence, add “or self-ignition” after “vapours”. At the end, add the following new sentence: “Risk of explosion of desensitized explosives after loss of desensitizer.” Delete the text in column (3).

In the eighth row, in column (2), in the first sentence, replace “Risk of spontaneous combustion” with “Risk of fire by spontaneous combustion”.

Amend the third page of the model for instructions in writing as follows:

In the first row, amend the first sentence in column (2) to read as follows: “Risk of vigorous reaction, ignition and explosion in contact with combustible or flammable substances.” Delete the second sentence in column (2).

In the second row, in column (2), add “or self-ignition” after “vapours”.

In the third row, in column (2), amend the first sentence to read as follows: “Risk of intoxication by inhalation, skin contact or ingestion.” In the second sentence, replace “and” by “or”.



In the fourth row, in column (2), add “May cause serious disease in humans or animals.” after “Risk of infection.” In the last sentence, replace “and” by “or”.

In the seventh row, in column (2), amend the first sentence to read as follows: “Risk of burns by corrosion”. Add the following new third sentence: “Spilled substance may evolve corrosive vapours.” In the last sentence, replace “and” by “or”. Delete the text in column (3).

In the eighth row, in column (2), in the last sentence, replace “and” by “or”. Delete the text in column (3).

On the fourth page of the model, at the beginning, add the following new table:

Additional guidance to members of the vehicle crew on the hazard characteristics of dangerous goods, indicated by marks or warning signs, and on actions subject to prevailing circumstances

Mark or warning sign (1)	Hazard characteristics (2)	Additional guidance (3)
 Environmentally hazardous substances	Risk to the aquatic environment or the sewerage system	
 Elevated temperature substances	Risk of burns by heat	Avoid contact with hot parts of the transport unit and the spilled substance

Under “equipment for personal and general protection”, in the first sentence under the heading, delete “for all danger label numbers”. In the last indent, delete “made of plastics”. Amend footnote c to read as follows: “c Only required for solids and liquids with danger label numbers 3, 4.1, 4.3, 8 or 9.”

(Reference document: ECE/TRANS/WP.15/2009/17 as amended)

Chapter 6.8

6.8.2.7 In the last sentence, replace “as referred to” with “referenced”.

Chapter 8.1

8.1.4.3 Amend the first paragraph to read as follows:

“The portable fire extinguishers shall be suitable for use on a vehicle and shall comply with the relevant requirements of EN 3 Portable fire extinguishers, Parts 7 [to 10] (EN 3-7:1996+A1:2007[, EN 3-8:2007/AC:2007, EN 3-9:2007/AC:2007, EN 3-10:2009]).”

(Reference document: informal document INF.7)

8.1.5.2 In the first sentence, delete “for all danger label numbers”.

8.1.5.3 In the last indent, delete “made of plastics”. Amend footnote 4 to read as follows: “4 Only required for solids and liquids with danger label numbers 3, 4.1, 4.3, 8 or 9.”

(Reference document: ECE/TRANS/WP.15/2009/17 as amended)

Chapter 8.2

8.2.1.2 At the end, add the following two new sentences: “The competent authority may approve basic training courses limited to specific dangerous goods or to a specific class or classes. These restricted basic training courses shall not be provided for drivers of vehicles referred to in 8.2.1.4.”

(Replaces the amendment to 8.2.1.2 in ECE/TRANS/WP.15/201, Annex I)

8.2.1.3 At the end, add the following two new sentences: “The competent authority may approve tank specialization training courses limited to specific dangerous goods or to a specific class or classes. These restricted tank specialization training courses shall not be provided for drivers of vehicles referred to in 8.2.1.4.”

(Replaces the amendment to 8.2.1.3 in ECE/TRANS/WP.15/201, Annex I)

8.2.1.5 Amend to read as follows:

“8.2.1.5 *(Deleted)*”.

(Replaces the amendment to 8.2.1.5 in ECE/TRANS/WP.15/201, Annex I)

8.2.1.6 In the French text, replace “Les cours initiaux ou de recyclage de formation de base et les cours initiaux ou de recyclage de spécialisation” with “Les cours de formation de base initiale ou de recyclage et les cours de spécialisation initiale ou de recyclage”.

8.2.2.5.2 Amend to read as follows:

“8.2.2.5.2 *(Deleted)*”.

8.2.2.5.3 Amend to read as follows:

“8.2.2.5.3 The duration of the refresher training including individual practical exercises shall be of at least two days for comprehensive training courses, or at least one half the duration allocated to the corresponding initial basic or initial specialization courses as specified in 8.2.2.4.1 for individual courses.

A driver may replace a refresher training course and examination with the corresponding initial training course and examination.”

(Reference document: ECE/TRANS/WP.15/2009/16 as amended)

8.2.2.7.1 Amend the heading to read “Examinations for the initial basic training course”.

8.2.2.7.1.1 Insert “training” before “course”.

8.2.2.7.2 In the heading, insert “training” before “courses”.

8.2.2.7.2.1 Insert “training” before “course” (twice).

(Replaces the amendments to 8.2.2.7.1 to 8.2.2.7.2.1 in ECE/TRANS/WP.15/201, Annex I)

8.2.2.8.2 Amend to read as follows:

“8.2.2.8.2 The date of validity of a driver’s certificate shall be five years from the date the driver passes an initial basic or initial comprehensive training examination.

The certificate shall be renewed if the driver furnishes proof of participation in refresher training in accordance with 8.2.2.5 and has passed an examination in accordance with 8.2.2.7.3 in the twelve months before the date of expiry of the certificate. The competent authority shall issue a new certificate, valid for five years, the period of validity of which shall begin with the date of expiry of the previous certificate.

Where a driver extends the scope of his certificate during its period of validity, by meeting the requirements of 8.2.2.8.1 (b) and (c), the period of validity of a new certificate shall remain that of the previous certificate. When a driver has passed a specialization training examination, the specialization shall be valid until the date of expiry of the certificate.”

(Reference document: informal document INF.21 as amended)

8.2.2.8.4 Insert a new paragraph 8.2.2.8.4 to read as follows:

“8.2.2.8.4 The certificate shall be prepared in the language(s) or one of the languages of the country of the competent authority which issued the certificate and, if none of these languages is English, French or German, also in English, French or German.”

(Replaces the amendment to 8.2.2.8.4 in ECE/TRANS/WP.15/201, annex I)

8.2.2.8.5 Insert a new paragraph 8.2.2.8.5 to read as follows:

“8.2.2.8.5 *Model for the training certificate for drivers of vehicles carrying dangerous goods*

ADR DRIVER TRAINING CERTIFICATE	
**	
<i>Front</i>	1. (CERTIFICATE NO.) *
	2. (SURNAME)*
	3. (OTHER NAME(S))*
	4. (DATE OF BIRTH dd/mm/yyyy)*
(Insert driver photograph)	5. (NATIONALITY)*
*	6. (DRIVER SIGNATURE)*
	7. (ISSUING BODY)*
	8. VALID TO: (dd/mm/yyyy)*

Back

VALID FOR CLASS(ES) OR UN Nos.:	
TANKS	OTHER THAN TANKS
9. (Enter Class or UN Number(s))*	10. (Enter Class or UN Number(s))*
11. National comments:	

* Replace the text with appropriate data.

** Distinguishing sign used on vehicles in international traffic (for Parties to the 1968 Convention on Road Traffic or the 1949 Convention on Road Traffic, as notified to the Secretary-General of the United Nations in accordance with respectively article 45 (4) or annex 4 of these conventions)."

(Reference document: ECE/TRANS/WP.15/2009/14 as amended, replaces the amendment to 8.2.2.8.5 in ECE/TRANS/WP.15/201, annex I)

Chapter 9.2

9.2.1.1 In the table, amend the rows under "9.2.3 BRAKING EQUIPMENT" to read as follows:

Technical specifications	Vehicles					Comments
	EX/II	EX/III	AT	FL	OX	
9.2.3 Braking equipment						
9.2.3.1 General provisions	X	X	X	X	X	
Anti-lock braking system		X ^b	X ^b	X ^b	X ^b	^b Applicable to motor vehicles (tractors and rigid vehicles) with a maximum mass exceeding 16 tonnes and motor vehicles authorized to tow trailers (i.e. full-trailers, semi-trailers and centre axle-trailers) with a maximum mass exceeding 10 tonnes. Motor vehicles shall be equipped with a category 1 anti-lock braking system. Applicable to trailers (i.e. full-trailers, semi-trailers and centre axle-trailers) with a maximum mass exceeding 10 tonnes. Trailers shall be equipped with a category A anti-lock braking system.
Endurance braking system		X ^c	X ^c	X ^c	X ^c	^c Applicable to motor vehicles with a maximum mass exceeding 16 tonnes or authorized to tow a trailer with a maximum mass exceeding 10 tonnes. The endurance braking system shall be of type IIA.

Under “9.2.4 PREVENTION OF FIRE RISKS”, renumber table notes e and f as notes d and e.

(Reference document: ECE/TRANS/WP.15/2009/18)

Annex II

Draft programme of work for 2010–2014

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 Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals of the Economic and Social Council.

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 2011 for entry into force on 1 January 2013, and by the end of 2013 for entry into force on 1 January 2015.

Publication of revised consolidated editions of ADR in 2010, 2012 and 2014 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 2010, 2012 and 2014 for submission to the ADN Administrative Committee.

Publication of revised consolidated editions of ADN in 2010, 2012 and 2014. 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 2011 for entry into force on 1 January 2013 and by the end of 2013 for entry into force on 1 January 2015.

Priority: 1

Annex III

Biennial evaluation

Expected accomplishments

Adoption of amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (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), respectively, amendments to the International Regulations concerning the Carriage of Dangerous Goods by Rail (RID) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), 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

- (a) 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 European Union and European Environment Agency countries by 1 July 2009, reflecting, inter alia, the 2007 UN Recommendations on the Transport of Dangerous Goods, Model Regulations (15th revised edition).

Objective: 2008–2009: One list of amendments to each agreement

Current performance: 2008–2009: Two lists of amendments to RID and ADR
One list of amendments to ADN

- (b) Publication of consolidated 2009 revised edition of ADR and ADN before end 2008.

Objective: 2008–2009: One ADR, one ADN

Current performance: 2008–2009: One ADR, one ADN
