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Working Party on the Transport of Dangerous Goods

Eighty-eighth session
Geneva, 3–7 May 2010

Report of the Working Party on the Transport of Dangerous Goods on its eighty-eighth session,

held in Geneva from 3 to 7 May 2010

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its eighty-eighth session from 3 to 7 May 2010, 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, Czech Republic, Denmark, Finland, France, Germany, Hungary, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United Kingdom. The European Commission was represented. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF). The following non-governmental organizations were represented: European Association of Automobile Suppliers (CLEPA), 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.15/205 and Add.1

Informal documents: INF.1, INF.2/Rev.1 and INF.5 (Secretariat)

3. The Working Party adopted the provisional agenda prepared by the secretariat, as amended by informal document INF.2/Rev.1 to take account of informal documents INF.1 to INF.35.

III. Seventy-second session of the Inland Transport Committee (agenda item 2)

Documents: ECE/TRANS/2010/2 (Secretariat)
ECE/TRANS/208 (Report of the Committee)

4. The Working Party noted the conclusions of the Committee's deliberations at its seventy-second session.

5. The Working Party noted in particular that the secretariat had at the Committee's request drawn up a document concerning the procedure to follow to amend ADR so as to remove the word "European" from its title (ECE/TRANS/2010/2). Some delegations in the Committee had supported the idea of thus amending ADR. Two delegations had expressed doubts on the need for such an amendment (ECE/TRANS/208, paras. 77–78), and the Committee had therefore sent the question back to the Working Party.

6. The representative of Germany said that his Government, which had indeed expressed some doubts at the Committee session, confirmed its objection to such an amendment, as it considered that ADR had an overall legal scope specific to European road traffic, which was not necessarily applied in neighbouring countries, and that, moreover, in accordance with article 6 of ADR, countries that were not members of ECE were already able to accede to ADR.

7. The Chairperson, in the light of that objection, concluded that the fast-track procedure suggested by the secretariat in document ECE/TRANS/2010/2 could not be applied, as it presupposed that there would be a consensus among the Contracting Parties.

IV. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 3)

A. Accession

Informal document: INF.7 (Secretariat)

8. The Working Party noted with satisfaction that Turkey had acceded to ADR on 22 February 2010, and that ADR had consequently entered into force for Turkey on 22 March 2010.

B. Protocol of amendment of 1993

9. The Working Party noted that there were still 13 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Kazakhstan, Malta, Morocco, Montenegro, Serbia, Tunisia, Turkey and Ukraine) that had not deposited the legal instrument 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.

C. Corrections to ADR 2009

10. The Working Party noted that the corrections adopted at its eighty-sixth session were deemed to have been accepted (C.N.751.2009-TREATIES-5 and C.N.24.2010.TREATIES-1) (see also ECE/TRANS/WP.15/201, annex II).

V. Interpretation of ADR (agenda item 4)

A. Marking of transport of dangerous goods packed in limited quantities

Document: ECE/TRANS/WP.15/2010/9 (Switzerland)

11. Opinions diverged as to whether transport units carrying only dangerous goods in limited quantities should, under paragraph 3.4.10 (a) of ADR 2009 (3.4.13 (a) of ADR 2011), be able to bear orange plates instead of the marking foreseen for limited quantities.

12. Some delegations considered that the paragraph was intended only to avoid double marking when transport units carried limited quantities and other dangerous goods at the same time. In their view, the answer should be no, as the orange plates could mislead emergency and inspection services and pose additional problems, for example for tunnel traffic restrictions.

13. Other delegations considered that a carrier could decide not to avail itself of the authorized exemptions, whether under the provisions of Chapter 3.4 or, for example, those of 1.1.3.6. However, some of those delegations considered that the use of an orange-coloured plate implied that all the provisions of ADR should apply.

14. The representative of OTIF mentioned that the question could also be raised in respect of paragraph 3.4.10 (b).

15. The representative of Switzerland said that he would submit a proposal to amend the texts so as to avoid any ambiguous interpretation.

B. Protection of MEMU loads against tyre fires

Informal document: INF.12 (Norway)

16. The Working Party noted that the current text of 9.8.7.2 allowed the use of any metal, thus including aluminium, for the thermal shields intended to protect loads against tyre fires.

17. Most delegations were of the opinion that aluminium was not appropriate for such use. It was also noted that other materials apart from metals, such as certain composites, could be effective.

18. The representative of Norway would submit a proposed amendment at the next session.

VI. Work of the RID/ADR/ADN Joint Meeting (agenda item 5)

Informal documents: INF.20 (Secretariat)

(Reproduction of annex II of the report of the Joint Meeting on its Spring 2010 session, ECE/TRANS/WP.15/AC.1/118)

INF.16 (Secretariat)

INF.23 (CEFIC)

INF.24 (France)

19. The Working Party adopted the amendments proposed by the Joint Meeting at its Spring 2010 session for entry into force on 1 January 2011, subject to certain modifications to take account of informal documents INF.16, INF.23 and INF.24 (see annex I).

VII. Proposals for amendments to annexes A and B of ADR (agenda item 6)

A. Pending issues

1. Exemption from marking provisions for transport units containing dangerous goods packed in limited quantities

Document: ECE/TRANS/WP.15/2009/11 (Switzerland)

Informal document: INF.6 (submitted to the eighty-seventh session) (Switzerland)

20. Several delegations were in favour of the proposal by Switzerland not to require marking of transport units for dangerous goods packed in limited quantities where the quantities were below those specified in 1.1.3.6.3, given that no orange-coloured plate marking was required in such cases when the goods were not packed in limited quantities.

21. Other delegations took the view that the packaging quality was different, or else that, in the absence of any note on the transport document or any marking of the UN number on the packaging, it would be difficult to implement the provisions of 1.1.3.6.3.

22. The proposal, put to the vote, was not adopted.

2. Implementation of the new marking for transport units containing dangerous goods packed in limited quantities

Informal document: INF.8 (IRU)

23. The representative of IRU said that he had previously submitted a proposal to the Joint Meeting to require the immediate implementation, as from 1 January 2011, of the new marking for dangerous goods in limited quantities, since the old LTD QTY marking was still not mandatory up to 1 January 2011. That would avoid confusion arising from the possible use of two different markings from 1 January 2011. As that proposal had not been adopted by the Joint Meeting, he put forward a new solution taking into account the transitional periods for other modes of transport, namely mandatory implementation as from 1 January 2011 for transport units and from 1 January 2012 for containers.

24. Some delegations supported the proposal, but others wished to maintain some flexibility in that regard.

25. IRU revised its proposal in light of the comments made, to state simply that the marking provided for from 1 January 2011 could be used even in cases where the transitional measure was invoked authorizing the use until 30 June 2015 of the previous provisions of Chapter 3.4. The revised proposal was adopted (see annex I).

26. No decision was taken on the second proposal, to establish a multilateral agreement authorizing use of that marking before 1 January 2011, since the conclusion of multilateral agreements was subject to the will of the Contracting Parties. It was nevertheless pointed out that an agreement would be useful, particularly for transporters in those European Union countries that would not have transposed into national law the provisions of ADR 2011 for implementation as from 1 January 2011. In such cases, for internal transport and in the absence of a multilateral agreement, transporters would have to begin applying the marking provisions as from 1 January 2011, using only the previously prescribed marking and without the option of using the new marking.

3. Driver training

Document: ECE/TRANS/WP.15/2010/1 (France, Sweden, United Kingdom)

Informal documents: INF.4 (France, Sweden, United Kingdom)

INF.6 (Switzerland)

INF.17 (Denmark)

INF.21 (France)

INF.26 (Finland)

INF.34 (Secretariat)

27. Following the decisions taken at the previous session (ECE/TRANS/WP.15/203, paras. 34–46), the Working Party resumed discussions on driver training on the basis of proposals from France, Sweden and the United Kingdom, considering the consolidated text of Chapter 8.2 in informal document INF.4 paragraph by paragraph. The proposals were adopted except as indicated below.

28. The headings in 8.2.1 and 8.2.2 retained a reference to driver training.

29. The proposed amendment to the third sentence of 8.2.2.2, put to the vote, was not adopted. It was also agreed that it should be stated that the approval referred to was the approval provided for in 8.2.2.6.

30. The text of footnote 1 to 8.2.2.4.1 was incorporated into the body of 8.2.2.4.1.

31. The proposal to insert a reference to examinations in 8.2.2.6 was not adopted. Some delegations were concerned that such a reference might be thought to imply that

examinations could be subcontracted to bodies independent of the competent authority. Other delegations thought that could be the case. It was agreed that the question should be the subject of a separate proposal at a future session.

32. The deletion of the reference to an examination body approved by the competent authority in 8.2.2.7.1.3 was discussed at some length. The authors of the proposal explained that the examining bodies were part of the bodies designated as competent authorities under national law and therefore qualified as competent authorities under 1.2.1. The proposal was put to the vote and adopted (see annex I).

33. In the model certificate as per 8.2.2.8.5, it was decided that item 11 for national comments should be deleted, since none of the delegations present considered it useful. It was also specified that only the heading and the words “VALID TO” in item 8 should be translated into English, French or German if the language in which the certificate was issued was not one of those three languages.

34. Regarding items 9 and 10 on the certificate, it was confirmed that the class(es) or UN numbers, or a combination thereof, could be mentioned since classes and UN numbers for tanks could not be mentioned in item 9 unless they were covered by the classes and UN numbers mentioned in item 10 on transport other than in tanks.

35. The proposal by Switzerland in informal document INF.6 to add “except for classes 1 and 7” at the end of the penultimate sentence in 8.2.1.3 was not supported, whereas the proposed amendment to 8.2.2.7.1.1 was adopted (see annex I).

36. The proposal by Denmark in informal document INF.17 was intended for the addition of a new 8.2.2.7.2.4 enabling the competent authorities to adjust the number of questions in, and the duration of, the single examination for comprehensive courses, given the option of shortening the specialization training courses for classes 1 and 7. Since that proposal was new, only the principle involved was discussed, and an informal vote showed that a majority of delegations were not in favour of the proposal.

37. A vote was taken on the proposal by France, in informal document INF.21, to retain the option available under the current version of ADR of allowing the training certificate to expire on different dates for the basic training and a specialization, and a large majority of the Working Party opposed the proposal.

38. The Working Party decided to renumber certain paragraphs, in view of the number of amendments adopted, so that Chapter 8.2 would form a cohesive whole, with no paragraphs marked as “reserved” or “deleted”. The secretariat was requested to perform that task, and it prepared a draft during the session (see informal document INF.34). The final text, taking account of other amendments adopted during the session (see para. 48) would be made available on the ECE website as informal document INF.34/Rev.1 (see also annex I).

4. Orange-coloured plate marking on trailers without a motor vehicle

Document: ECE/TRANS/WP.15/2010/4 (Germany and Sweden)

39. The proposal to treat trailers without a motor vehicle as transport units under 5.3.2.1.1 so that they would bear orange-coloured plates, to ensure they would be clearly marked when separated from motor vehicles in temporary parking areas such as ports, put to the vote, was not adopted. Some delegations considered that, as far as port areas were concerned, the issue raised should be dealt with under a different legal framework.

5. Corrections and consequential amendments to be incorporated in the amendments for 2011

Informal documents: INF.9, INF.10, INF.15 and Add.1, INF.22 (Secretariat)
INF.27 (Russian Federation)

40. The amendments proposed by the secretariat were adopted (see annex I).

41. With regard to the amendment to footnote 3 relating to paragraph 6.8.2.1.18 (definition of mild steel), the Working Party agreed that the same amendment should be made to footnote 3 relating to paragraphs 6.8.2.1.19 to 6.8.2.1.21 (see annex I).

42. The representative of OTIF transmitted comments by Belgium on the deletion of transitional measures 1.6.3.25 and 1.6.4.15. The Working Party decided to retain the transitional measures, as they were still relevant for gas tanks (see annex I).

43. The Working Party adopted additional corrections to document ECE/TRANS/WP.15/204 following comments by the representative of the Russian Federation (see annex I).

B. Construction and approval of vehicles

1. Electrical connections

Document: ECE/TRANS/WP.15/2010/12 (France)

Informal documents: INF.18 (CLEPA)
INF.25 (Germany)

44. The proposal to add a reference to standard EN 15207 in 9.2.2.6.3 for electrical connections used for example for data transfer between vehicles and trailers was adopted (see annex II).

45. An appropriate transitional measure should be established for when the amendment would take effect on 1 January 2013. The representative of France was also asked to arrange for the addition of a paragraph to Chapter 9.7, as such connectors were sometimes installed on the vehicle body or the tank, not necessarily on the chassis.

2. Transitional measures relating to construction of vehicles, for 2011 amendments

Informal document: INF.11 (France)

46. After considering the French document, the Working Party concluded that it was not necessary to amend the transitional measure set out in 1.6.5.4 in document ECE/TRANS/WP.15/204, but that the transitional measure of 1.6.5.12 should apply to vehicles registered before 1 April 2012 (see annex I).

C. New proposals

1. Paragraph 1.1.3.6.2 and application of special provision S24 of Chapter 8.5

Document: ECE/TRANS/WP.15/2010/2 (Germany)

47. The Working Party agreed that special provision S24 should have been included in the list contained in paragraph 1.1.3.6.2 when the provision was added to Chapter 8.5 in 2009, and decided to correct 1.1.3.6.2 accordingly, as from 1 January 2011 (see annex I).

2. Driver training

Document: ECE/TRANS/WP.15/2010/3 (Switzerland)

Informal document: INF.28 (Switzerland)

48. The Working Party adopted by a very large majority the proposal by Switzerland to amend 8.2.2.8.2 in order to cover situations where drivers wished to take refresher courses more than a year before the expiry of the certificate. The amendment would be included in the list for 1 January 2011 (see annex I).

3. Handling and stowage of containers and tank-containers

Document: ECE/TRANS/WP.15/2010/7 (Germany)

49. The Working Party adopted in principle the proposal to broaden the scope of 7.5.7.4, currently applicable to the handling and stowage of containers only, to cover tank-containers, as proposed by Germany, as well as portable tanks and MEGCs (see annex II).

50. However, the text was placed between square brackets, as the representative of the Russian Federation had pointed out that not all of the provisions of 7.5.7.1 were applicable to the loading, stowage and unloading of containers onto and from vehicles. The wording of 7.5.7.4 should therefore be reviewed in order to disambiguate its scope.

4. Assignment of vehicle code AT to UN Nos. 1373, 1442 and 3175

Document: ECE/TRANS/WP.15/2010/8 (Germany)

51. The Working Party agreed that it was logical to assign code AT to the three numbers above, since transport in portable tanks was allowed. The amendment should take effect on 1 January 2011 (see annex I).

52. For the sake of consistency, and although it was not certain that materials covered by UN Nos. 1373 and 3175 could actually be transported in conventional RID/ADR tanks, the Working Group on Tanks of the RID/ADR/ADN Joint Meeting should be asked to assign the appropriate RID/ADR tank codes.

5. Requirements for construction and equipment for MEMUs

Document: ECE/TRANS/WP.15/2010/5 (Germany)

Informal document: INF.30 (Germany)

53. The proposal to restrict the scope of 6.12.3.1.2 and the second sentence of 6.12.3.2.2 to UN Nos. 1942 and 3375 (ammonium nitrate) only, but to require a bursting disc or other suitable means of pressure relief, approved by the competent authority, was supported in principle by a number of delegations, on the condition that the change should be accompanied by transitional measures. Some delegations said that a venting device should also be present.

54. During the discussion, a member of the secretariat asked what the competent authority in question was, because in the absence of more specific information it could be construed as being the competent authorities of all the countries affected by the international transport. The representative of Germany said that, in the context of MEMUs, the competent authority was that of the country of use, a position confirmed by some delegations. However, that did not appear logical to others, since the certificate of approval was in principle issued by the competent authority of the country of manufacture, or at least the country of registration of the vehicle, and ADR specifically addressed transport, and not the use of such vehicles for manufacturing explosives.

55. In the end the Working Party adopted the proposals made by Germany on the basis of informal document INF.30, taking into account the comments, and with some changes (see annex II).

6. Instructions in writing and other questions resulting from the work of the RID Committee of Experts

Document: ECE/TRANS/WP.15/2010/13 (OTIF)

56. The Chairperson noted that the instructions in writing had been drawn up to cover emergencies specific to road transport. While it was heartening that the RID Committee of Experts considered that similar instructions for rail transport would be useful, the situations were entirely different and it should not be imagined that strict harmonization was necessary. He also recalled that in respect of road transport those instructions were printed in extremely large quantities, and the Working Party had thus agreed to amend them as rarely as possible.

57. Some delegations considered that since the instructions were to be amended for 2011, the opportunity should be taken to make improvements, if they were justified. The Working Party thus considered point by point the proposals made by OTIF, some of which were adopted (see annex I).

58. The representative of FIATA hoped that a consolidated text could be drawn up quickly and that Governments would translate it as soon as possible and provide the translations to the secretariat.

59. The Working Party noted the procedures that OTIF would follow in disseminating information on the multilateral agreements concluded under RID. A member of the secretariat said that the explanatory letters from the initiating States could be posted on the ECE website if they were transmitted to the secretariat, but in principle it was up to initiating States, not the secretariat, to invite other States to conclude such agreements.

60. The Working Party agreed that paragraph 1.8.3.17 could be deleted; since 2003, safety advisers for road and rail transport had been certified under RID and ADR, and no longer under directives 96/35/EC and 200/18/EC (see annex I). On the other hand, for carriage by inland navigation, the Regulations annexed to ADN had become applicable only on 28 February 2009. It would therefore be appropriate to continue to recognize certificates of safety advisers issued under the directive until they were renewed under ADN (or directive 2008/68/EC).

7. Safety in road tunnels

Document: ECE/TRANS/WP.15/2010/10 (Switzerland)

61. Some delegations supported the principle of road signs to regulate the movement of vehicles carrying dangerous goods packed in limited quantities in road tunnels. However, it was pointed out that that would also require amendments to ADR, for example to 1.9.5.3.6, as ADR had so far contained no provisions for traffic restrictions in tunnels in such cases. The representative of Switzerland was, however, of the opinion that the same approach that had been used for 1.1.3.6 could be applied to 1.1.3.4 and that no other amendment to ADR seemed necessary.

62. Some delegations did not favour the idea of altering the interpretation given to the plates in the Consolidated Resolution on Road Signs and Signals (R.E.2), as those plates did not refer only to tunnels, and the Swiss proposal would result in an unwarranted increase in traffic restrictions.

63. The representative of Switzerland said that he would consider the alternative solution proposed by the representative of Finland requiring the use of the orange-coloured plates for limited quantities, rather than the current marking; if necessary, that could be discussed at the Joint Meeting. It was pointed out that tunnel restrictions were not a matter for the Joint Meeting. The orange-coloured plate was not prescribed under RID for transport in packages, and the marking for limited quantities currently envisaged for the 2011 editions of RID and of ADR was also required for maritime transport. Moreover the use of an orange-coloured plate was generally an indication of full compliance with ADR, notably in respect of driver training.

64. The representative of Switzerland said that he would consult interested delegations and organizations before drafting a new proposal.

65. As to the second proposal, on the requirement for documentation, the representative of Switzerland said that he would review the need for such a requirement since in principle the vast majority of dangerous goods that could be transported in limited quantities were assigned tunnel code E (except in certain cases, such as organic peroxides, self-reactive substances, certain flammable liquids in packing group 1 with code LQ3, aerosols and small receptacles containing gas).

8. Tunnel code in transport document for carriage of empty uncleaned packagings

Document: ECE/TRANS/WP.15/2010/11 (Sweden)

Informal document: INF.13 (Switzerland)

66. Several delegations shared the view of Switzerland that, since the regulations treated empty uncleaned packagings as dangerous goods just as though they were full, there was no reason to exempt them from the rules on passage through tunnels, except possibly in certain cases, which would need to be well justified.

67. The representative of Sweden was invited to prepare a new proposal if she wished to justify certain cases in which empty uncleaned packagings would not present a risk in tunnels.

9. Orange-coloured plate marking for trailers

Informal documents: INF.29 (Germany and Sweden)

INF.32 (Austria)

INF.35 (Austria, Germany and Sweden)

68. As the proposal made by Germany and Sweden in document ECE/TRANS/WP.15/2010/4 was not adopted, the representatives of Austria, Germany and Sweden drew up new proposals to require a trailer containing packages to display orange-coloured plates at the front when separated from its motor vehicle only when the trailer was to be transported in piggyback service, unless the trailer displayed the placards required under RID for wagons.

69. Several delegations expressed support in principle for that proposal, but it was not possible to reach a consensus on the wording, and the representatives of Austria, Germany and Sweden were invited to present a new proposal at the next session.

10. Transitional measures for orange-coloured plates

Informal document: INF.31 (France)

70. The Working Party adopted the proposed amendment to 1.6.1.8 to take account of the deletion of 1.6.1.13 (see annex I).

11. Corrections to P003 and P904 packing instructions

Informal document: INF.33 (Secretariat)

71. The Working Party adopted the corrections proposed by the secretariat (see annex I).

VIII. Road tunnel restrictions for the passage of vehicles (agenda item 7)

Informal document: INF.19 (FIATA and IRU)

72. The representatives of FIATA, IRU and CEFIC recalled that, since 1 January 2010, ADR Contracting Parties must apply road tunnel restrictions for the passage of vehicles only in accordance with the provisions of ADR, and, in addition, must, according to 1.9.5.3.7, notify such restrictions to the secretariat, which would make that information publicly available on its website. They noted that the failure of many Contracting Parties to fulfil their obligations regarding tunnel categorization, display of signs and publication of information posed numerous logistical problems.

73. Several delegations said that the authorities responsible for road traffic were not the same as those competent for ADR, and that it was not always easy to collect comprehensive nationwide information.

74. The Chairperson suggested bringing the issue to the attention of the Inland Transport Committee, which could ask the administrations concerned to transmit the information to the secretariat.

IX. Issues related to security (agenda item 8)

75. The item was not discussed, as no document had been submitted.

X. Programme of work (eighty-ninth session) (agenda item 9)

76. The Working Party agreed that the duration of the next session could be reduced to four days, and that the session would be held from 26 to 29 October 2010.

77. The agenda items would be the same as at the present session, except for the items relating to the Inland Transport Committee and security, which were removed, and an item relating to elections, which would be added.

XI. Any other business (agenda item 10)

78. A member of the secretariat said that, in view of the entry into force of the Lisbon Treaty, the definition of "EC Directive" should be reviewed.

79. The representative of Austria stressed that as many Contracting Parties as possible should be represented at the sessions because with the gradual increase in the number of Contracting Parties it would become difficult to reach a quorum if new countries acceded to ADR but did not take part in the Working Party's sessions.

80. Amendments adopted at previous sessions for entry into force on 1 January 2011 had already been circulated under the symbol ECE/TRANS/WP.15/204. The Working Party asked the secretariat to circulate amendments adopted at the current session which were also due to enter into force on 1 January 2011 as a corrigendum

(ECE/TRANS/WP.15/204/Corr.1) in the case of those which modified previously adopted amendments, and as an addendum (ECE/TRANS/WP.15/204/Add.1) for new amendments. The Chairperson was asked to transmit all amendments to the Contracting Parties through his Government for acceptance in accordance with the procedure set out in article 14 of ADR (see also ECE/TRANS/WP.15/203, para. 65).

XII. Adoption of the report (agenda item 11)

81. The Working Party adopted the report of its eighty-eighth 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

The amendments adopted modify or supplement the amendments adopted at the previous session (see ECE/TRANS/WP.15/204). They were made available during the session under the symbols ECE/TRANS/WP.15/2010/CRP.2 and Add.1 to 4.

Amendments which modify those previously adopted are reproduced in document ECE/TRANS/WP.15/204/Corr.1.

New amendments are reproduced in document ECE/TRANS/WP.15/204/Add.1.

Annex II

Draft amendments to annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2013

Chapter 1.6

1.6.5 Add a new transitional measure 1.6.5.14 to read as follows:

“1.6.5.14 MEMUs which have been approved before 1 July 2013 in accordance with the provisions of ADR in force up to 31 December 2012, but which do not conform to the requirements of 6.12.3.2.1 or 6.12.3.2.2 applicable as from 1 January 2013, may still be used.”

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

Chapter 6.12

6.12.3.1.2 Amend to read as follows:

“6.12.3.1.2 For UN Nos. 1942 and 3375, the tank shall meet the requirements of Chapters 4.3 and 6.8 concerning venting systems and, in addition, shall have bursting discs or other suitable means of emergency pressure relief, approved by the competent authority of the country of use.”

6.12.3.2.2 Amend the second sentence to read as follows: “For UN Nos. 1942 and 3375, the tank shall meet the requirements of Chapters 4.3 and 6.8 concerning venting systems and, in addition, shall have bursting discs or other suitable means of emergency pressure relief, approved by the competent authority of the country of use.”

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

Chapter 7.5

7.5.7.4 After “containers”, add “[, tank-containers, portable tanks and MEGCs]”.

(Reference document: ECE/TRANS/WP.15/2010/7 as amended)

Chapter 9.2

9.2.2.6.3 Amend to read as follows:

“9.2.2.6.3 Electrical connections

Electrical connections between motor vehicles and trailers shall have a protection degree IP54 in accordance with IEC 60529 and be designed to prevent accidental disconnection. Connections shall be in conformity with ISO 12098:2004, ISO 7638:2003 and EN 15207:2006 as appropriate.”

(Reference document: ECE/TRANS/WP.15/2010/12)