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Working Party on the Transport of Dangerous Goods

Report of the Working Party on its ninety-first session

held in Geneva from 8 to 11 November 2011

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–5	4
II. Adoption of the agenda (item 1 of the provisional agenda)	6	4
III. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 2).....	7–8	4
A. Protocol of amendment of 1993.....	7	4
B. Corrections to ADR 2011	8	5
IV. Interpretation of ADR (agenda item 3)	9–20	5
A. Use of aluminium in EX/III vehicle bodies	9	5
B. Driver training in European directives 2008/68/EC and 2003/59/EC.....	10–11	5
C. Issuance of certification of specialization	12	5
D. Temporary certificates to replace lost ones.....	13–16	5
E. Tanks authorized under both Chapters 6.7 and 6.8.....	17–18	6
F. Application of 7.5.5.2.1	19–20	6
V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4).....	21–37	6
A. General.....	21	6
B. Specific issues.....	22–37	7
1. Special provision 636	22	7
2. Packing instruction P200, paragraph (11)	23	7
3. Packing instruction P200, paragraphs (7) and (12)	24–25	7

	4. Flexible bulk containers	26–29	7
	5. Special provision 363	30–32	7
	6. Reference to standard EN 1440:2008+A1:[2012]	33	8
	7. Title of 6.2.4.2	34	8
	8. Carriage of UN No. 0331 in ADR tanks	35–37	8
VI.	Proposals for amendments to annexes A and B of ADR (agenda item 5)	38–52	8
	A. Construction and approval of vehicles	38–40	8
	1. Electrical connections	38–39	8
	2. Transitional measure 1.6.5.4	40	9
	B. Miscellaneous proposals	41–52	9
	1. Handling and stowage	41–42	9
	2. Transitional measures	43–44	9
	3. Clarification of the general training requirements of Chapter 1.3 with regard to 1.8.3 and Chapter 8.2	45	9
	4. Definitions of “ADR approval” and “AT vehicle” in 9.1.1.2	46	9
	5. Definition of “Battery-vehicle” in 1.2.1	47–48	10
	6. Introduction of a reference to section 8.2.3 in section 3.4.1, paragraph (h)	49	10
	7. Amendments to table A in Chapter 3.2 according to section 7.5.11 and Chapter 8.5	50–51	10
	8. Corrections to the French text of ADR	52	10
VII.	Road tunnel restrictions for the passage of vehicles (agenda item 6)	53–57	10
	A. Tunnel traffic restrictions for dangerous goods packed in limited quantities .	53–55	10
	B. Outcome of the Working Party on Road Traffic Safety	56–57	11
VIII.	Programme of work (agenda item 7)	58–66	11
	A. Programme of work	58–59	11
	B. Biennial evaluation	60	11
	C. Draft UNECE road map for promoting intelligent transport systems	61–62	11
	D. Draft road map on how to set up the administrative structures required for implementation of ADR	63–64	12
	E. Amendments for 2013	65–66	12
IX.	Election of officers (agenda item 8)	67	12
X.	Any other business (agenda item 9)	68–77	12
	A. Application for consultative status	68	12
	B. Notification of provisions according to 1.9.3 (b)	69	13
	C. Decade of Action for Road Safety	70–74	13
	1. UNECE action plan	70–72	13

2. ADR in Arab States	73–74	13
D. BLEVE accidents in 2011 and conclusions	75	13
E. Irregularities in the approval of tanks	76	14
F. Glossary of definitions.....	77	14
XI. Adoption of the report (agenda item 10)	78	14
Annexes		
I. Draft amendments to Annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2013.....		15
II. Draft programme of work for 2012–2013 and biennial evaluations		21
III. Draft programme of work for 2012–2016.....		22

I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its ninety-first session from 8 to 11 November 2011 under the chairmanship of Mr. J.A. Franco (Portugal) and the vice-chairmanship of Ms. A. Roumier (France).
2. Representatives from the following countries took part in the session: Austria, Belgium, Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, Germany, Italy, Kazakhstan, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine and United Kingdom.
3. The European Union was represented.
4. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).
5. The following non-governmental organizations were represented: International Association for Soaps, Detergents and Maintenance Products (AISE), European Chemical Industry Council (CEFIC), 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.15/211 and Add.1 (Secretariat)

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

6. 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.44.

III. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 2)

A. Protocol of amendment of 1993

7. The Working Party noted that 14 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, the former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) had still 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 to enable it to enter into effect.

B. Corrections to ADR 2011

Informal document: INF.20

8. The Working Party noted that the corrections to ADR 2011 adopted at the ninetieth session were deemed to be accepted (C.N.435.2011.TREATIES-2 and C.N.690.2011.TREATIES-3) (see also ECE/TRANS/WP.15/210, annex I).

IV. Interpretation of ADR (agenda item 3)

A. Use of aluminium in EX/III vehicle bodies

Document: ECE/TRANS/WP.15/2011/14 (France)

9. The Working Party confirmed that in its current wording ADR did not prohibit the use of aluminium in EX/III vehicle bodies. Aluminium was also authorized for use in numerous packing instructions for explosives.

B. Driver training in European directives 2008/68/EC and 2003/59/EC

Informal document: INF.6 (Sweden)

10. Opinions differed as to whether, in particular for the individual practical exercises called for in 8.2.2.3.8, the countries of the European Union should be able to combine certain courses called for in ADR and in practice covered by directive 2008/68/EC with some of the optional courses called for in directive 2003/59/EC. The latter addressed the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers.

11. The representative of the Netherlands, which allowed some of those courses to be combined, was asked to make a presentation to the next session explaining how that worked in practice.

C. Issuance of certification of specialization

Informal document: INF.7 (Sweden)

12. The Working Party confirmed that when a driver took a basic training course in one country and obtained specialization certification in another, it was for the competent authority of the country where the specialized certification was obtained to issue the new certificate while ensuring that the certificate for basic training was recovered.

D. Temporary certificates to replace lost ones

Informal document: INF.7 (Sweden)

13. Opinions differed as to whether it was possible to issue a certificate that did not meet the layout requirements of ADR 8.2.2.8.3 as a temporary replacement.

14. It was recalled that ADR had been amended so that the layout of the certificate would ensure a level of security that paper certificates could not provide.

15. Some delegations said that procedures already existed in every country to replace lost documentation and that misplaced training certificates could be handled under the same procedures. Specific requirements relating to such cases were not necessary in ADR.

16. The possibility was raised of establishing an international database of training certificates issued under ADR. The technical and administrative obstacles to establishing such a database, in particular relating to its management and the protection of personal data, were also mentioned. The representative of Switzerland stated that a database would be implemented in Switzerland at the national level and would be accessible to all inspection bodies.

E. Tanks authorized under both Chapters 6.7 and 6.8

Informal document: INF.26 (IRU)

17. The representative of IRU was asked to present to the working group on tanks of the RID/ADR/ADN Joint Meeting the problem of double marking of tanks authorized under both Chapter 6.7 and Chapter 6.8.

18. Some delegations pointed out, however, that even when the requirements of Chapters 4.2 and 4.3 were at variance, carriage in tank containers with dual codes was authorized, provided the conditions of Chapters 4.2 and 6.7 were met in accordance with Table A of Chapter 3.2, notwithstanding a failure to meet the conditions set out in Chapters 4.3 and 6.8, and vice versa. It was for the filler to verify that one or the other set of applicable requirements were met.

F. Application of 7.5.5.2.1

Informal document: INF.10 (France)

19. The Working Party confirmed that the provisions of 7.5.5.2.1 applied equally to carriage in a transport chain including maritime or air carriage and that paragraph 1.1.4.2 permitted no derogation from those provisions.

20. A member of the secretariat recalled that the questions of interpretation of 1.1.4.2 had already been discussed in WP.15 and the Joint Meeting and that the conclusions reached in those discussions could be consulted in documents TRANS/WP.15/AC.1/2005/68 and TRANS/WP.15/AC.1/100, paragraphs 13 to 17.

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

Documents: ECE/TRANS/WP.15/AC.1/122, annex II (amendments adopted by the Joint Meeting at its March 2011 session)
ECE/TRANS/WP.15/AC.1/2011/30/Add.1 and
ECE/TRANS/WP.15/AC.1/124/Add.1 (amendments adopted by the Joint Meeting at its September 2011 session)

Informal document: INF.8 (Secretariat)

A. General

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

B. Specific issues

1. Special provision 636

Informal document: INF.34 (Switzerland)

22. The proposal by Switzerland to restrict the application of special provision 636 to used lithium cells and batteries only when they were mixed with non-lithium cells or batteries, when put to the vote, was not adopted.

2. Packing instruction P200, paragraph (11)

Informal document: INF.29 (CEN)

23. The correction proposed by CEN to the amendment to paragraph (11) of packing instruction P200 was adopted (see annex I).

3. Packing instruction P200, paragraphs (7) and (12)

Informal document: INF.30 (CEN)

24. The proposal made by CEN on behalf of the working group on standards of the RID/ADR/ADN Joint Meeting, which restricted the reference to ISO 9162 so that it encompassed only its limitations on corrosive contaminants, was adopted (see annex I).

25. The Working Party also adopted the consequential amendments to paragraph 7 (b) of packing instruction P200 (see annex I).

4. Flexible bulk containers

26. Several delegations considered that the provisions in the UN Model Regulations for carriage of flexible bulk containers were insufficient to ensure the safety of road transport. They had to be supplemented with provisions specific to road transport, for example for stowage, operational precautions and means of transport, taking into consideration other requirements that might be applicable, for instance for heavy cargoes or oversized or overweight loads, etc.

27. In the absence of proposals for such provisions, the Working Party decided to postpone the discussion until the next two-year period, it being understood that the new texts proposed by the Joint Meeting would be presented with supplementary requirements, in particular relating to the construction of the vehicles transporting such containers, to their conditions of transport and to loading, unloading, handling and cleaning.

28. Consequently, the amendments relating to the introduction of flexible bulk containers were deleted (see annex I).

29. It was noted, however, that such a decision did not preclude domestic carriage of such containers prior to or following maritime transport on the basis of a possible national decision or in the framework of multilateral agreements.

5. Special provision 363

Informal documents: INF.12 and INF.13 (Switzerland)
INF.41 (Sweden)

30. The proposal by Switzerland to delete the amendment changing the French text of the title of 1.1.3.3 was adopted (see annex I).

31. Following a discussion on whether it was appropriate to maintain the text corresponding to special provision 363 of the UN Model Regulations in Chapter 1.1 along

with the other exemptions from ADR, the Working Party decided by a vote to transfer the text of 1.1.3.3 (c) proposed by the Joint Meeting to special provision 363.

32. The corresponding proposal to amend special provision 363, as contained in informal document INF.41, was put to the vote and was adopted with a modification (see annex I).

6. Reference to standard EN 1440:2008+A1:[2012]

33. The Working Party agreed to introduce the above standard in Chapter 6.2, subject to confirmation by the working group on standards of the Joint Meeting that the final version was to include the modifications proposed by the group and a consolidated version would be published. Pending such confirmation the corresponding line of the table in 6.2.4.2 would be kept in square brackets (see annex I).

7. Title of 6.2.4.2

34. As a result of the amendments proposed by the Joint Meeting for the table in 6.2.4.2, the Working Party adopted an amendment to the title of the last column of the table in question (see annex I).

8. Carriage of UN No. 0331 in ADR tanks

Documents: ECE/TRANS/WP.15/AC.1/2011/45 (Proposal withdrawn by CEFIC but taken up by Germany and Switzerland)

Informal documents: INF.11 (Secretariat)
INF.14 (Germany)

35. The Working Party noted that the working group on tanks of the Joint Meeting had approved the carriage of UN No. 0331 in ADR tanks and had set out the technical requirements applicable to such carriage.

36. However, the Working Party considered that in the light of the test results communicated by the representative of Germany, it could not issue an opinion on the proposal to increase the maximum authorized mass for transport to 25 tonnes, as opposed to the 16 tonnes authorized for the transport of explosives in EX/III vehicles.

37. The Working Party supported the introduction of new provisions to enable the transport of UN No. 0331 in ADR tanks while maintaining the 16 tonne limit for the quantities carried. The representative of Germany would provide a draft proposal to that effect for comment, with a view to submitting a revised proposal at the next session for possible introduction into ADR 2013.

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

A. Construction and approval of vehicles

1. Electrical connections

Document: ECE/TRANS/WP.15/2011/9 (Sweden)

Informal documents: INF.3 and INF.27 (Sweden)
INF.31 and INF.39 (France)

38. The Working Party adopted a new footnote excluding the application of standard ISO 4009, referred to in ISO 12098:2004 and ISO 7638:2003, as proposed in INF.27 (see annex I).

39. The Working Party also confirmed that the standards listed in 9.2.2.6.3 applied to connectors and not to electrical connections. The Working Party adopted the proposals to clarify the text accordingly as set out in informal document INF.39 (see annex I).

2. Transitional measure 1.6.5.4

Informal documents: INF.5/Rev.1 (Secretariat)
INF.38 (OICA)

40. The Working Party adopted the amendments to transitional measure 1.6.5.4 as proposed by OICA (see annex I).

B. Miscellaneous proposals

1. Handling and stowage

Document: ECE/TRANS/WP.15/2011/11 (IRU)

Informal document: INF.42 (Belgium)

41. The Working Party decided by a vote to introduce a reference to standard EN 12195-1:2010 in 7.5.7.1 as an acceptable standard, but not as one whose application would be mandatory as proposed by IRU.

42. Consequently, the Working Party adopted the proposal made by Belgium, contained in INF.42 (see annex I).

2. Transitional measures

Informal documents: INF.5/Rev.1 (Secretariat)
INF.33 (Switzerland)

43. The proposal to amend the transitional measures contained in 1.1.4.3 and in sections 1.6.1, 1.6.2, 1.6.3 and 1.6.4 was adopted (see annex I).

44. The Working Party confirmed that the second paragraph of special provision 1.6.3.8 did not exclusively address tanks built after 1 January 1997, and that it should be maintained, as it may prove useful if the names of gases were later modified.

3. Clarification of the general training requirements of Chapter 1.3 with regard to 1.8.3 and Chapter 8.2

Document: ECE/TRANS/WP.15/2011/13 (United Kingdom)

Informal document: INF.43 (United Kingdom/Belgium)

45. The Working Party adopted the proposal by the United Kingdom and, with editorial changes, the insertion proposed in INF.43, which was put to the vote (see annex I).

4. Definitions of “ADR approval” and “AT vehicle” in 9.1.1.2

Informal document: INF.16 (Romania)

46. The proposal by Romania on the definition of “ADR approval” was put to the vote and adopted. On an oral proposal by the representative of Sweden, which was put to a vote,

the Working Party also adopted the same amendment in respect of the definition of “AT vehicle” (see annex I).

5. Definition of “Battery-vehicle” in 1.2.1

Informal document: INF.17 (Romania)

47. Several delegations pointed out that the words “permanently fixed” adequately signified that the elements were fixed and could not be disassembled under normal conditions of use; they had not been apprised of any problem of interpretation.

48. The Working Party confirmed that the definition of battery-vehicle indeed referred to vehicles and not to transport units, and adopted an amendment to clarify the text accordingly (see annex I).

6. Introduction of a reference to section 8.2.3 in section 3.4.1, paragraph (h)

Informal document: INF.18 (Romania)

49. The proposal by Romania, put to the vote, was not adopted.

7. Amendments to Table A in Chapter 3.2 according to section 7.5.11 and Chapter 8.5

Informal document: INF.19 (Romania)

50. The Working Party took note that the representative of Romania had highlighted possible inconsistencies in the use of the terms “special provisions” and “additional provisions/requirements” and might submit a proposal for clarification at a subsequent session.

51. The delegations that addressed that point stated that in their view the use of the various terms presented no problem of interpretation and that for the time being it was not necessary to change them.

8. Corrections to the French text of ADR

Informal documents: INF.22 and 28 (Secretariat)

52. The Working Party adopted the corrections proposed by the secretariat. They would be added to the list of amendments due to enter into force on 1 January 2013.

VII. Road tunnel restrictions for the passage of vehicles (agenda item 6)

A. Tunnel traffic restrictions for dangerous goods packed in limited quantities

Document: ECE/TRANS/WP.15/2011/10 (AISE)

Informal documents: INF.9 (Switzerland)
INF.37 (United Kingdom)

53. Several delegations supported the request by the representative of AISE to resume discussions on whether to introduce restrictions into ADR 2013 for dangerous goods packed in limited quantities carried in quantities exceeding 8 tonnes.

54. After discussion, the proposal to remove the amendments adopted at the previous session was put to a vote and rejected.

55. The Working Party therefore confirmed the addition of new restrictions and adopted the consequential amendments to 8.6.3.3 and 8.6.4 based on INF.9 and INF.37 (see annex I).

B. Outcome of the Working Party on Road Traffic Safety

Informal document: INF.32 (Secretariat)

56. The Working Party noted that the Working Party on Road Traffic Safety (WP.1) had adopted proposals for amendments to the Consolidated Resolution on Road Signs and Signals (R.E.2) as contained in annex III of the report of its last session (ECE/TRANS/WP.15/210).

57. The Working Party also noted that WP.1 would remind the authorities responsible for road tunnel classification and management of the ADR Contracting Parties that they should transmit to the secretariat information concerning restrictions on the passage of vehicles carrying dangerous goods through road tunnels, in order to allow the secretariat to make that information public pursuant to paragraph 1.9.5.3.7

VIII. Programme of work (agenda item 7)

A. Programme of work

Documents: ECE/TRANS/WP.15/2011/7 and ECE/TRANS/WP.15/2011/8 (Secretariat)
ECE/TRANS/WP.15/190/Add.1

58. The Working Party adopted the programme of work for 2012–2013 (ECE/TRANS/WP.15/2011/7) and for 2012–2016 (ECE/TRANS/WP.15/2011/8) as prepared by the secretariat, with some amendments (see annexes II and III).

59. In accordance with the Guidelines for the establishment and functioning of Working Parties within UNECE (ECE/EX/1), the Working Party, after consideration of its activities, proposed to the Inland Transport Committee to renew its mandate, as set out in document ECE/TRANS/WP.15/190/Add.1, and its status for another five-year cycle as from 2013.

B. Biennial evaluation

Document: ECE/TRANS/WP.15/2011/7 (Secretariat)

60. The Working Party confirmed the results obtained for 2010–2011 and the targets and indicators of achievement as prepared by the secretariat in accordance with the decisions taken at its fifty-eighth session (see annex II).

C. Draft UNECE road map for promoting intelligent transport systems

Document: ECE/TRANS/WP.15/2011/12 (Secretariat)

Informal document: INF.44 (Secretariat)

61. The Working Party noted the progress in the draft UNECE road map for promoting intelligent transport systems, which identified 20 global actions to be undertaken to deploy intelligent transport systems, and endorsed action 12, on the transport of dangerous goods, with the addition of a reference to standardization.

62. The Working Party recalled that the current work to apply telematics to the carriage of dangerous goods, particularly in the Joint Meeting, had so far not required supplementary budgeting and could probably continue without additional resources.

D. Draft road map on how to set up the administrative structures required for implementation of ADR

Informal document: INF.35 (Secretariat)

63. The Working Party noted the framework proposed by the secretariat for a draft road map that would be prepared in accordance with the decision of the Working Party at its previous session (see ECE/TRANS/WP.15/210, paragraph 69).

64. Delegations that so desired were invited to submit any information that they deemed useful for the preparation of the road map to the secretariat by the end of January 2012.

E. Amendments for 2013

65. The Working Party requested the secretariat to prepare a checklist of all the amendments that it had adopted for entry into force on 1 January 2013 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 2012, with a reference to 1 January 2013 as the scheduled date of entry into force. That document would be circulated under the symbol ECE/TRANS/WP.15/213.

66. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2013 sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

IX. Election of officers (agenda item 8)

67. On the proposal of the representative of Germany, supported by the representative of Spain, the Working Party re-elected Mr. J.A. Franco (Portugal) as Chairperson and Ms. A. Roumier (France) as Vice-Chairperson for 2012.

X. Any other business (agenda item 9)

A. Application for consultative status

Informal document: INF.4 (Secretariat)

68. Consideration of the request for consultative status of UETR was postponed until the next session. The Working Party invited the secretariat to obtain additional information from UETR, in particular concerning its members' activities and involvement in the international carriage of dangerous goods.

B. Notification of provisions according to 1.9.3 (b)

Informal document: INF.15 (European Union)

69. The representative of the European Union wished to know the reasons why the notification of provisions according to 1.9.4 of ADR did not apply to the additional provisions for prescribed routes for the carriage of dangerous goods specified in 1.9.3 (b). Several delegations stated that such notification would pose practical problems for data collection and management. The setting up of such routes in particular was generally the responsibility of the local authorities and numerous restrictions covering carriage over short distances might apply in every region.

C. Decade of Action for Road Safety

1. UNECE action plan

Informal documents: INF.21 and INF.36 (Secretariat)

70. The Working Party was informed of the developments within ECE relating to General Assembly resolution 64/255 of 2 March 2010, which proclaimed the period 2011–2020 as the Decade of Action for Road Safety.

71. The Working Party approved the paragraphs relating to the carriage of dangerous goods of the UNECE action plan, with amendments, as presented in INF.21.

72. The Working Party took note of the report on improving global road safety prepared by the World Health Organization in consultation with the United Nations regional commissions and other partners of the United Nations Road Safety Collaboration, which was to be presented during the sixty-sixth session of the General Assembly, on 12 December 2011. The Working Party noted with interest the conclusions of the report inviting the General Assembly to call on Member States to accede to the international legal instruments of the United Nations relating to road safety, including ADR, and to apply and promote their safety provisions or regulations.

2. ADR in Arab States

Informal document: INF.40 (Secretariat)

73. The Working Party was informed of the conclusions of the seminar on international carriage of dangerous goods by road jointly organized by IRU, the Arab Union of Land Transport (AULT) and the secretariat of the League of Arab States on 23 and 24 October in Cairo in connection with the United Nations Decade of Action for Road Safety (2011–2020).

74. The Working Party welcomed the recommendations of the Council of Arab Ministers of Transport calling on States members of the Arab League that had not yet done so to accede quickly to ADR and to take the necessary measures to implement it.

D. BLEVE accidents in 2011 and conclusions

Informal document: INF.23 (Spain)

75. The Working Party noted the concerns expressed by the representative of Spain and invited him to transmit his conclusions to the working group on tanks and the informal working group on the reduction of the risk of BLEVE of the Joint Meeting.

E. Irregularities in the approval of tanks

Informal document: INF.24 (Spain)

76. The Working Party noted the concerns expressed by the representative of Spain and invited him to transmit his conclusions and any additional necessary information to the working group on tanks of the Joint Meeting.

F. Glossary of definitions

Informal document: INF.25 (Romania)

77. The Working Party welcomed the glossary resulting from the work of the informal working group on definitions of the Joint Meeting. Delegations that so desired were invited to supplement the glossary with new translations.

XI. Adoption of the report (agenda item 10)

78. The Working Party adopted the report on its ninety-first session and its annexes on the basis of a draft drawn up 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 2013

Document ECE/TRANS/WP.15/AC.1/122, annex II, adopted with the following modifications:

Chapter 3.3

Special provision 636 (b): For “together or without” read “together with or without”.

Chapter 4.3

The amendment to 4.3.4.1.3 (c) should read as follows:

“4.3.4.1.3 (c) At the end insert ‘UN No. 1402 CALCIUM CARBIDE, packing group I: code S2.65AN’.”

Document ECE/TRANS/WP.15/AC.1/2011/30/Add.1 adopted as amended according to ECE/TRANS/WP.15/AC.1/124/Add.1, with the following modifications:

Chapter 1.1

1.1.3.3 Delete the two proposed amendments.

Chapter 1.2

1.2.1 Delete the addition of a reference to flexible bulk containers in the definition for bulk containers.

Chapter 2.2

2.2.9.1.7 (e) (viii) The modification does not apply to the English text.

Chapter 3.2

Table A

For UN Nos. 1334, 1350, 1454, 1474, 1486, 1498, 1499, 1942, 2067, 2213, 3077, 3377 and 3378, entries of packing group III, delete the amendment indicating the code BK3 in column (10).

Chapter 3.3

New special provision 240: The modification does not apply to the English text.

New special provision 363: Read as follows:

“**363** This entry also applies to liquid fuels, other than those exempted according to paragraphs (a) or (b) of 1.1.3.3, above the quantity specified in column (7a) of Table A of Chapter 3.2, in means of containment integral to equipment or machinery (e.g. generators, compressors, heating units, etc.) as part of their original design type, if they meet the following requirements:

(i) The means of containment are in compliance with the construction requirements of the competent authority of the country of manufacture;*

(ii) Any valves or openings (e.g. venting devices) in the means of containment containing dangerous goods are closed during carriage;

(iii) The machinery or equipment is loaded in an orientation to prevent inadvertent leakage of dangerous goods and secured by means capable of restraining the machinery or equipment to prevent any movement during carriage which would change the orientation or cause it to be damaged;

(iv) Where the means of containment has a capacity of more than 60 litres but not more than 450 litres, the machinery or equipment is labelled on one external side in accordance with 5.2.2 and where the capacity is greater than 450 litres but not more than 1 500 litres the machinery or equipment is labelled on all four external sides in accordance with 5.2.2; and

(v) Where the means of containment has a capacity greater than 1 500 litres, the machinery or equipment is placarded on all four external sides in accordance with 5.3.1.1.1, the requirement of 5.4.1 applies and the transport document includes the following additional statement: ‘Carriage in accordance with special provision 363’.”

Chapter 3.5

3.5.1.4 The modification does not apply to the English text.

Chapter 4.1

4.1.4.1

P114 (a): The modification does not apply to the English text.

New packing instruction P207: Between the text for PP87 and that for RR6, insert the title “Special packing provision specific to RID and ADR”.

Chapter 6.11

Delete all amendments concerning Chapter 6.11 and replace consequently the amendments to 6.1.3.1 (a) (i); 6.2.2.7.2 (a); 6.2.2.9.2 (a); 6.3.4.2 (a); 6.5.2.1.1 (a); 6.6.3.1 (a); 6.7.2.20.1 (c) (i); 6.7.3.16.1 (c) (i); 6.7.4.15.1 (c) (i) and 6.7.5.13.1 (c) (i) with the addition of a footnote reading: “This symbol is also used to certify that flexible bulk containers authorized for other modes of transport comply with the requirements in Chapter 6.8 of the UN Model Regulations.”.

Chapter 7.3

Delete the amendments to 7.3.2.1, 7.3.2.4 and new subsection 7.3.2.9.

Chapter 7.5

Delete new subsection 7.5.7.6.

* For example, compliance with the relevant provisions of Directive 2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery, and amending Directive 95/16/EC (Official Journal of the European Union No. L 157 of 9 June 2006, pp. 24–86).

Document ECE/TRANS/WP.15/AC.1/124/Add.1 adopted with the following modifications:

Chapter 1.6

1.6.1.27 For “1.1.3.3 (c)” read “special provision 363 of Chapter 3.3”.

Chapter 4.1

4.1.4.1

P200 (11): For “EN 12755:2000” read “EN 12754:2001”.

P200 (12): For “ISO 9162” read “the corrosion contaminants level of ISO 9162”.

Chapter 4.3

4.3.2.2.1 (a) and (b) The modification does not apply to the English text.

Chapter 6.2

6.2.4.2 The reference to standard “EN 1440:2008 + A1:[2012] (except annexes G and H)” should be placed between square brackets.

In the third column, replace “mandatory” by “mandatorily” (twice).

Consequential amendment: Replace the title of the third column of the table with the following: “Applicable”.

Chapter 6.8

6.8.2.2.3 The modification does not apply to the English text.

Other amendments for entry into force on 1 January 2013

Chapter 1.1

1.1.4.3 Amend the text to read as follows:

“1.1.4.3 *Use of IMO type portable tanks approved for maritime transport*

IMO type portable tanks (types 1, 2, 5 and 7) which do not meet the requirements of Chapters 6.7 or 6.8, but which have been built and approved before 1 January 2003 in accordance with the provisions of the IMDG Code (amendment 29-98) may continue to be used, provided that they comply with the applicable periodic inspection and test provisions of the IMDG Code.¹ In addition, they shall meet the provisions corresponding to the instructions set out in columns (10) and (11) of Chapter 3.2 and the provisions of Chapter 4.2 of ADR. See also 4.2.0.1 of the IMDG Code.”

(Reference document: Informal document INF.5/Rev.1)

¹ The International Maritime Organization (IMO) has issued “Guidance on the Continued Use of Existing IMO Type Portable Tanks and Road Tank Vehicles for the Transport of Dangerous Goods” as circular DSC.1/Circ.12 and corrigenda. The text of this guidance can be found on the IMO website at: www.imo.org.

Chapter 1.2

1.2.1 Definition of battery-vehicle: in the first sentence, replace “to a transport unit” with “to this vehicle”.

(Reference document: Informal document INF.17)

1.2.2 NOTE 1: Amend the end of the note to read “see 1.8.3 instead of this section”.

NOTE 2: Amend the end of the note to read: “see Chapter 8.2 instead of this section”.

NOTE 4: Delete.

(Reference document: ECE/TRANS/WP.15/2011/13, as amended)

Chapter 1.6

1.6.1.1 Replace “2011” and “2010” with “2013” and “2012”, respectively.

(Reference document: Informal document INF.5/Rev.1)

1.6.1.21: Amend to read as follows:

“1.6.1.21 Training certificates for drivers conforming to the model applicable until 31 December 2010 issued by Contracting Parties until 31 December 2012 may continue to be used to the end of their five year validity instead of those conforming to the requirements of 8.2.2.8.5.”

(Reference document: Informal document INF.5/Rev.1)

1.6.2.7, 1.6.2.8, 1.6.3.15, 1.6.3.25, 1.6.3.35, 1.6.3.37, 1.6.4.17, 1.6.4.34, 1.6.4.35: Delete the text and replace with “(Deleted)”.

(Reference document: Informal document INF.5/Rev.1)

1.6.2.11 Amend to read as follows:

“1.6.2.11 Gas cartridges constructed and prepared for carriage before 1 January 2013 for which the requirements of 1.8.6, 1.8.7 or 1.8.8 for the conformity assessment of gas cartridges have not been applied may still be carried after this date, provided all the other applicable provisions of ADR are met.”

(Reference document: Informal document INF.5/Rev.1)

1.6.3.8 Delete the first paragraph.

(Reference document: Informal document INF.5/Rev.1)

1.6.5.4 Replace “2010” with “2012” and “2012” with “2014”.

(Reference document: Informal document INF.38)

Chapter 1.8

1.8.3.3 Amend the fourth indent of the second paragraph to read:

“- the proper training of the undertaking’s employees, including on the changes to the regulations, and the maintenance of records of such training;”

(Reference document: Informal document INF.43, as amended)

Chapter 7.5

7.5.7.1 Add, at the end of 7.5.7.1, the following sentence: “The requirements of this paragraph are deemed to be complied with when the cargo is secured in accordance with standard EN12195-1:2010.”

(Reference document: *Informal document INF.42*)

Chapter 8.6

8.6.4 Amend the first sentence to read as follows:

“The restrictions for passage through tunnels shall apply:

- To transport units for which marking is required by 3.4.13 subject to 3.4.14,¹ through tunnels of category E; and
- To transport units for which an orange-coloured plate marking is required according to 5.3.2, in accordance with the table below, once the tunnel restriction code to be assigned to the whole load of the transport unit has been determined.”

Renumber the NOTE as NOTE 1 and add a new NOTE 2 to read as follows:

“NOTE 2: Dangerous goods packed in limited quantities carried in containers or transport units marked in accordance with the IMDG Code are not subject to the restrictions for passage through tunnels of category E when the total gross mass of the packages containing dangerous goods packed in limited quantities does not exceed 8 tonnes per transport unit.”.

Chapter 9.1

9.1.2.2 In the definition of “AT vehicle”, paragraph (a), amend the beginning to read: “A vehicle, other than EX/III, FL or OX vehicle or than a MEMU, intended ...” (remainder unchanged).

In the definition of “ADR approval”, add the following at the end: “or as a MEMU”.

(Reference document: *Informal document INF.16*)

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 12098:2004⁴, ISO 7638:2003⁴ and EN 15207:2006, as appropriate.”

(Reference documents: *Informal documents INF.27 and INF.39*)

(Replaces the amendment in document ECE/TRANS/WP.15/206, annex II)

Corrections to the amendments in ECE/TRANS/WP.15/206, annex II:

1.6.5.14 For “6.12.3.2.1” read “6.12.3.1.2”.

¹ Or in accordance with 3.4.11 subject to 3.4.12 of ADR as applicable until 31 December 2010 if the transitional measures of 1.6.1.20 are applied.

⁴ ISO 4009, referred to in this standard, need not be applied.

Chapter 6.12

6.12.3.1.2 and 6.12.3.2.2: Replace “venting system” with “breather device”.

Corrections to the amendments in ECE/TRANS/WP.15/208, annex I:

Chapter 3.3

Special provision 584: Delete the proposed amendment (already covered by a corrigendum to ADR).

Corrections to the amendments in ECE/TRANS/WP.15/210, annex II:

Chapter 4.1

4.1.4.1:

P200 (7) (b): Amend the end of the paragraph to read “to be filled in compliance with the corrosion contaminants level of ISO 9162.”

Chapter 8.6

8.6.3.3 The text added at the end should read:

“; except if the transport unit is required to be marked in accordance with 3.4.13 subject to 3.4.14¹”.

8.6.4 Delete the amendment.

Corrections to the French text of ADR

The corrections do not apply to the English text.

¹ Or in accordance with 3.4.11 subject to 3.4.12 of ADR as applicable until 31 December 2010 if the transitional measures of 1.6.1.20 are applied.

Annex II

Draft programme of work for 2012–2013 and biennial evaluations

Draft programme of work for 2012–2013

Document ECE/TRANS/WP.15/2011/7, part II, adopted with the following modifications:

Delete the square brackets.

Under “C. Outputs/activities to be delivered in the 2012–2013 biennium”:

In the table, for “*Expected accomplishments from this cluster*”, in the last but one paragraph, delete “Additional:”.

Under “(a) *Meetings and related parliamentary documentation*”: In paragraph 11.2, at the end, replace “45 half-day meetings” with “48 half-day meetings”. In paragraph 11.3, at the end, replace “38 half-day meetings” with “36 half-day meetings”. In paragraph 11.4, at the end, replace “8 half-day meetings” with “4 half-day meetings”.

Under “(b) *Publications and other information material*”: At the end of paragraphs 11.5 and 11.6 add “(Book, CD-Rom and Internet version)”. Delete existing paragraphs 11.7 to 11.9 and add a new paragraph 11.7 to read as follows:

“11.7 Publication of information and legal data related to ADR and ADN (status of the agreement, competent authorities, instructions in writing, notifications, bilateral or multilateral agreements, special authorizations, etc.) on website.¹”

Under “(c) *Technical cooperation*”: Delete paragraph 11.10 and renumber paragraphs 11.11 and 11.12 as 11.8 and 11.9.

Biennial evaluation

Document ECE/TRANS/WP.15/2011/7, part III, adopted.

¹ <http://www.unece.org/trans/danger/danger.html>.

Annex III

Draft programme of work for 2012–2016

Document ECE/TRANS/WP.15/2011/8 adopted with the following modifications:

Amend (d), under “**Activities of limited duration**”, to read as follows:

- (d) Preparation and adoption of tools:
 - (i) To improve effective implementation of ADR by Contracting Parties, notably by promoting appropriate training of inspection authorities; and
 - (ii) To facilitate accession to ADR by new countries and to coordinate the various technical assistance and regulatory activities related to accession (WP.15).

Output expected: Adoption of a road map on how to set up the administrative structures required for implementation of ADR and to ensure appropriate training of inspection authorities, to be drafted by the secretariat, including information received from Contracting Parties and revised by the Working Party, as necessary.

Development of recommendations and/or guidelines based on this road map.

Priority: 2
