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Working Party on the Transport of Dangerous Goods

Report of the Working Group on its ninety-fifth session

held in Geneva from 4 to 8 November 2013

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its ninety-fifth session from 4 to 8 November 2013 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, Bulgaria, Czech Republic, Denmark, Finland, France, Germany, Hungary, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, 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: European Conference of Fuel Distributors (ECFD), International Association for the Body and Trailer Building Industry (CLCCR), International Dangerous Goods and Containers Association (IDGCA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/220 and Add.1 (Secretariat)

Informal documents: INF.1, 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.26.

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

Informal document: ECE/TRANS/236

7. The Working Party noted the conclusions of the Committee relating to its seventy-fifth session.

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

A. Protocol of amendment of 1993

8. The Working Party noted that there were still 15 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, Tajikistan, the former Yugoslav Republic of Macedonia, 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 force.

B. Deletion of the word “European” from the title of ADR

Informal document: INF.8 (IRU)

9. Following a request from IRU, the Working Party once again considered the proposal to delete the word “European” from the title of ADR.

10. It was recalled that ADR was open to countries other than those in ECE, and that its geographic scope had gradually been extended with the accession of ECE member countries in Central Asia and the Caucasus, and also North African countries such as Morocco and Tunisia. It was also recalled that the secretariat had, at the request of the Inland Transport Committee, drawn up a document on the procedure to follow to amend ADR so as to delete the word “European” from its title (see ECE/TRANS/2010/2).

11. The Chairperson, considering that there was still no consensus on the matter, concluded that the fast procedure suggested by the secretariat in document ECE/TRANS/2010/2 could not be applied.

V. Interpretation of ADR (agenda item 4)

Exemptions for ancillary carriage pursuant to 1.1.3.1 (c)

Informal documents: INF.6 (European Union)
INF.11 (Hungary)

12. There was no consensus on the interpretation of the expression “carriage undertaken by enterprises which is ancillary to their main activity”. The delegations that spoke on the matter confirmed that the list of activities concerned, given in 1.1.3.1 (c), was not exhaustive. However, the criteria used to determine whether or not an activity could be covered by 1.1.3.1 (c) differed depending on the country.

13. Several delegations that took the floor considered that the current provisions were clear enough and that they were sufficient for the competent authorities to decide whether or not exemptions would be valid. Others considered that the wording should be more precise, so as to avoid abuse of the exemptions in road transport.

14. It was recalled that any proposal to amend 1.1.3.1 (c) should be discussed by the Joint Meeting, as the same paragraph was also applicable in RID and ADN.

15. The Working Party could address the issue again at a later session, possibly on the basis of concrete cases presented by delegations that might wish to raise them.

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

Documents: ECE/TRANS/WP.15/AC.1/130, annex I (Amendments adopted by the Joint Meeting at its March 2013 session)
ECE/TRANS/WP.15/AC.1/2013/31/Add.1
ECE/TRANS/WP.15/AC.1/132/Add.2 (Amendments adopted by the Joint Meeting at its September 2013 session)

Informal document: INF.7/Rev.1, -/Corr.1 and -/Corr.2 (Secretariat)

A. General

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

B. Specific issues

1. Transitional provision for additive devices on tanks

17. The Working Party confirmed the reference to approval by the competent authority contained in the transitional provision of 1.6.3 recommended by the Joint Meeting.

2. Carriage in bulk of UN No. 3170

18. The AP3 additional requirement for the carriage in bulk of UN No. 3170 (packing groups II and III) was kept in square brackets, pending the outcome of the discussions in the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods at its next session.

3. Tunnel code for UN No. 3507

19. Several delegations recalled that discussions had already taken place in the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods regarding the assignment to uranium hexafluoride of subsidiary risks other than those of Class 8 and that the Sub-Committee had decided to include the question in its programme of work for 2013–2014. It was also recalled that the Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals had already been presented with the question, and that IAEA had provided data showing a toxicity hazard (see ST/SG/AC.10/C.3/84).

20. In that connection, the Working Party would like the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods to take a decision concerning the subsidiary risks that should be taken into account. The decision on the tunnel restriction code to assign to UN No. 3507 was thus delayed to the next session, and would be made on the basis of the details given by the Sub-Committee.

4. Reference to standard EN ISO 7866

21. The Working Party agreed to introduce the standard in paragraph (13) of P200, provided the standard would be available prior to the next session of the Joint Meeting. In the meantime, the reference to the standard would remain in square brackets.

5. P200

Informal document: INF.16 (Secretariat)

22. The Working Party adopted the proposed amendment to the introductory sentence to P200.

6. Flexible bulk containers

Informal document: INF.18 (IDGCA), -/Add.1 and -/Add.2

23. The representative of IDGCA said that, following discussions held in the Joint Meeting, the technical service responsible for applying ECE Regulation No. 111 in the Russian Federation had conducted a tilt table test on a vehicle loaded with a flexible bulk container measuring 2,400 mm in diameter and 1,900 mm high, and weighing 15,080 kg.

The test report was reproduced in informal document INF.18, and a film demonstrating the test was shown. On the basis of the results and an extrapolation calculated for a height of 2,500 mm, the representative of IDGCA invited the Working Party to adopt the texts that were the outcome of the Joint Meeting's work.

24. The representatives of Belgium and Germany said that the texts had been adopted provisionally and that while IDGCA had been invited to perform the test, WP.15, the RID Committee of Experts and the ADN Safety Committee had been asked to share any comments they might have on the texts at the next session of the Joint Meeting. For their own part, they were not entirely satisfied with the test results. They would have wanted a test report following the model provided under 6.8.5 of the Model Regulations (new 6.11.5 proposed for ADR). They would also have wanted the tilt table test to be carried out on a vehicle with a maximum load, i.e., with two or three containers, and with the containers loaded to the maximum height; the content (wet sand) was not representative of the dry powdery substances to be carried; it was not clear that the vehicle's rigid sidewalls were two thirds the height of the container; and the upper portion of the flexible container should have been secured during the test.

25. The representative of IDGCA recalled that the Joint Meeting itself had noted that the test in ECE Regulation No. 111 was not necessarily appropriate, as it was intended for tank vehicles. The Meeting had indicated that the test would have the aim of assessing possible stability problems, even without applying criteria for passing. It was in that spirit that the test had been performed, and the results did not suggest that there was any problem with stability. He further pointed out that flexible containers of that type had been transported carrying non-dangerous substances for 14 years in the Russian Federation and in that country's experience there had been no accidents involving vehicle rollovers. He would discuss the subject with the representatives of Belgium and Germany to obtain a better understanding of what they wanted.

26. The Working Party decided to include the proposed texts in square brackets in the adopted texts, pending the outcome of discussions at the next session of the Joint Meeting.

7. Instructions in writing

Informal document: INF.19 (Belgium)

27. The personal protection equipment that must be on board vehicles was listed in 8.1.5. The Working Party considered that it was not necessary to set it out in such detail in the instructions in writing, as indicated in 5.4.3.4.

28. The Working Party adopted the amendments to 5.4.3.4 and the transitional measure proposed by the representative of Belgium.

8. Provisions S5 and S13

Document: ECE/TRANS/WP.15/AC.1/2013/34 (United Kingdom)

29. The amendments relating to provisions S5 and S13 approved by the Joint Meeting were adopted.

9. Electrical equipment

30. The Working Party adopted the proposal of the working group on standards of the Joint Meeting, drawn up at the Joint Meeting's spring 2013 session, to delete footnote 2 relating to 9.2.2.5.1 (a) and to 9.7.8.2 and 9.7.8.3, and which referred to EN standards for electrical equipment. Those standards had been replaced by series 6 standards (EN 60079-0, EN 60079-1, etc.), which reflected the international standards of IEC, already mentioned in the paragraphs in question.

10. Electrical equipment on trailers

Document: ECE/TRANS/WP.15/2013/13 (Sweden)

31. The proposal to harmonize subsection 9.7.8.1 with subsection 9.7.8.3, as presented in option 2 of proposal 1 in the document submitted by Sweden, was adopted. Proposal 2 was therefore not discussed.

32. The Working Party considered that the issues raised in the document submitted by Sweden were worthy of further consideration and that it was necessary to study the question of electrical equipment further, taking into account technical progress and the new electronic systems.

33. It was ultimately decided to set up an informal working group, to be headed by the Netherlands, with a mandate to:

- (a) Evaluate the current requirements of Part 9 in relation to electrical equipment on vehicles;
- (b) Evaluate the interaction between Chapters 9.2, 9.3, 9.7 and 9.8, in particular in relation to the relevant requirements for the application of 9.7.8.1, as amended;
- (c) Consider whether new requirements were necessary in the light of technical progress.

34. The informal working group would meet in February 2014.

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

A. Construction and approval of vehicles

1. Chapter 9.2: Requirements for electrical connections

Document: ECE/TRANS/WP.15/2013/7 (CLCCR)

35. The Working Party adopted the proposal of CLCCR to add a reference to standard ISO 25981:2008 (Road vehicles — Connectors for the electrical connection of towing and towed vehicles — Connectors for electronically monitored charging systems with 12 V or 24 V nominal supply voltage) for the conformity of connections (see annex I).

2. Rear protection of vehicles

Document: ECE/TRANS/WP.15/2013/12 (Germany)

Informal documents: INF.5 (Germany)
INF.9 (IRU)

36. The Working Party noted the information forwarded by the German Government in response to questions posed at the previous session.

37. Several delegations referred to the reservations and comments expressed at earlier sessions regarding the introduction of new provisions on the rear protection of vehicles (see ECE/TRANS/WP.15/208, paras. 29–31).

38. The Working Party considered that it would be worthwhile to develop some points before taking a position as to whether to introduce such provisions. In particular, the Working Party recalled the need to involve the Working Party on General Safety Provisions of the World Forum for Harmonization of Vehicle Regulations and to work more closely

with the working group on tanks of the Joint Meeting so as to determine the consequences that strengthening rear protection could have on tank construction requirements. The Working Party would also like to receive further information on a cost-benefit analysis.

39. The representative of Germany said that he would provide further information at the next session.

40. The Working Party took note of the reservations expressed in the informal document submitted by IRU.

3. Type approval of vehicles and their components

Document: ECE/TRANS/WP.15/2013/16 (European Union)

41. The representative of the European Union said that he would present a revised version of his proposal at the next session.

B. Miscellaneous proposals

1. Driver training certificates

(a) Database of examples

Document: ECE/TRANS/WP.15/2013/9 (United Kingdom)

Informal document: INF.22 (Russian Federation)

42. The Working Party adopted an amendment to the proposal of the United Kingdom to add to ADR the obligation for the Contracting Parties to send the ECE secretariat model examples of certificates issued in their countries and of certificates previously issued that were still in force (see annex I).

43. The Working Party invited the Contracting Parties that had not already done so to send the ECE secretariat the contact details of the authorities competent to issue certificates, in accordance with 1.8.4.

(b) Training certificates not in line with the model in 8.2.2.8.5

Document: ECE/TRANS/WP.15/2013/14 (Switzerland)

Informal document: INF.13 (Austria)

44. The proposal of Switzerland was aimed at adopting a transitional measure for the use until the end of their validity of driver training certificates issued before 1 January 2015 that were not in line with the model in 8.2.2.8.5. The model had been applicable since 1 January 2013 for the sequence used for the presentation of dates under items 4 and 8, for the use of black letters on a white background and for the entry on the back of the certificate of numbers under items 9 and 10, introducing lists of classes.

45. At the request of the representative of Belgium, a roll-call vote was held on a motion not to adopt a transitional measure.

In favour:

Belgium, Czech Republic, Germany, Netherlands, Poland, Slovakia, Sweden, United Kingdom

Against:

Austria, France, Latvia, Lithuania, Luxembourg, Norway, Portugal, Romania, Russian Federation, Spain, Switzerland, Ukraine

Abstaining:

Denmark, Finland, Hungary, Italy, Turkey

The motion was not carried.

46. Several delegations considered that the transitional measure should apply more generally to all certificates not in line with the model under 8.2.2.8.5, applicable since 1 January 2013. That possibility was not adopted.

47. The representative of Germany proposed that the deadline for issuing the certificates affected by the transitory measure should be set at 1 January 2014. That proposal was put to a vote and adopted.

48. The Working Party adopted the proposal of Switzerland, as amended (see annex I).

49. The Working Party invited the competent authorities of the Contracting Parties to ADR to accept until the end of their validity driver training certificates issued before 1 January 2014 that were not in line with the model in ADR 8.2.2.8.5, which had been applicable since 1 January 2013 for the sequence used for the presentation of dates under items 4 and 8, for the use of black letters on a white background and for the entry on the back of the certificate of numbers under items 9 and 10, introducing the lists of classes.

2. Provision S12

Documents: ECE/TRANS/WP.15/2013/8 (Sweden and Spain)
ECE/TRANS/WP.15/2013/15 (Switzerland)

Informal documents: INF.12 (Austria)
INF.20 (Romania)

50. The Working Party voted on and adopted the proposal submitted by Sweden and Spain, as amended during the session, and aimed at exempting drivers of vehicles transporting radioactive substances of UN Nos. 2915 and 3332 from basic training courses, within the limits and in the conditions stipulated under additional requirement S12 (see annex I).

51. The alternative presented by Switzerland, aimed at replacing provision S12, and the basic training currently required, by a restricted basic training course approved by the competent authority, was not accepted.

3. Subsection 8.2.1.4

Document: ECE/TRANS/WP.15/2013/10 (Sweden and Spain)

52. The Working Party adopted the proposal submitted by Sweden and Spain to simplify the text of subsection 8.2.1.4 (see annex I).

4. Editorial and terminological amendments to 1.9.5

Document: ECE/TRANS/WP.15/2013/11 (Romania)

53. The Working Party adopted the editorial changes to 1.9.5.2.2. The proposal to amend the English text of 1.9.5.3.6 was not adopted (see annex I).

5. Traffic restrictions in tunnels

Document: ECE/TRANS/WP.15/2013/17 (Switzerland)

54. The proposal of the Government of Switzerland, to amend the first paragraph of 1.9.5.3.6 to cover cases where “(-)” was marked in Column (15) of Table A of Chapter 3.2, was adopted with some changes (see annex I).

6. Orange-coloured marking for a trailer detached from its motor vehicle

Document: ECE/TRANS/WP.15/2013/18 (France and Switzerland)

55. The proposal of the Governments of Switzerland and France, to amend the second paragraph of 5.3.2.1.1 to ensure that the tank marking of a trailer detached from its motor vehicle corresponded to the dangerous goods being transported in the trailer, was adopted as amended during the session (see annex I).

7. Transitional measures

Informal document: INF.24 (Secretariat)

56. The proposal to amend the transitional measures in sections 1.6.1 and 1.6.5 was adopted with one correction (see annex I).

57. The Working Party noted that the secretariat would prepare a proposal on the amendment of some transitional measures in sections 1.6.3 and 1.6.4, to be submitted to the RID/ADR/ADN Joint Meeting at its spring 2014 session, for consideration by the working group on tanks.

8. Proposed correction to the French text of ADR

Informal document: INF.15 (Secretariat)

58. The Working Party adopted the correction proposed by the secretariat. It would be added to the list of amendments for entry into force on 1 January 2015 (see annex I).

9. Proposed amendment to special provision 664

Informal document: INF.21 (Romania)

59. The representative of Romania was invited to forward his proposal to the RID/ADR/ADN Joint Meeting at its spring 2014 session, for consideration by the working group on tanks.

10. Use of liquefied natural gas (LNG) and compressed natural gas (CNG) in vehicles carrying dangerous goods

Informal documents: INF.10, INF.23 and INF.25 (Netherlands)

60. The Working Party took note of the technical presentation by the Netherlands on the use of liquefied natural gas (LNG) and compressed natural gas (CNG) as fuel for vehicles.

61. It was not possible to discuss the proposals contained in informal document INF.10 at this session and the representative of the Netherlands would submit an official document at the next session.

VIII. ADR road map on accession and implementation (agenda item 7)

62. The Working Party welcomed the publication of the road map and thanked the secretariat for its work.

63. It was recalled that the road map was useful not only for countries wishing to become Contracting Parties to ADR but also to existing Contracting Parties to ADR, for the implementation of ADR and observance of the rules and related administrative procedures.

64. The Working Party asked the secretariat to publish an electronic version of the road map on the ECE website as soon as possible.

IX. Programme of work (agenda item 8)

A. Calendar of meetings

Document: ECE/TRANS/WP.15/2013/6 (Secretariat)

65. The majority of delegations who spoke confirmed that, in view of the new developments envisaged in the Working Party, for example the revision of Part 9 of ADR, the incorporation of new intelligent transport systems and the organizing of information exchanges between the Contracting Parties to ADR, it was necessary to maintain the number of meetings planned for the next biennium.

B. Draft programme of work for 2014–2018

Document: ECE/TRANS/WP.15/2013/20 (Secretariat)

66. The Working Party adopted the programme of work for 2014–2018 as prepared by the secretariat, with some changes (see annex II).

C. Biennial evaluation

Document: ECE/TRANS/WP.15/2013/19 (Secretariat)

Informal document: INF.26 (Belgium)

67. The Working Party confirmed the results for 2012–2013 and the targets and indicators of achievement, as prepared by the secretariat in accordance with the decisions taken at its fifty-eighth session and as amended following the proposal of the representative of Belgium (see annex III).

D. Amendments for 2015

68. 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 2015 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 2014, with a reference to 1 January 2015 as the scheduled date of entry into force. That document would be circulated under the symbol ECE/TRANS/WP.15/222.

69. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2015 sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

E. Ninety-sixth session

70. The agenda items for the next session will be:

- Adoption of the agenda;
- Seventy-sixth session of the Inland Transport Committee;
- Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues;
- Interpretation of ADR;
- Work of the RID/ADR/ADN Joint Meeting;
- Proposals for amendments to Annexes A and B of ADR;
- Programme of work;
- Any other business;
- Adoption of the report;

X. Election of officers (agenda item 9)

71. On a proposal from the representative of Spain, supported by the representatives of Germany, Poland, Romania and Turkey, the Working Party re-elected Mr. J.A. Franco (Portugal) and Ms. A. Roumier (France) as Chairperson and Vice-Chairperson, respectively, for 2014.

XI. Any other business (agenda item 10)

A. IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTUs)

72. The Working Party noted that the Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units had finalized the draft Code of Practice. It would be submitted to the Inland Transport Committee for approval in February 2014 and to the competent bodies of the International Maritime Organization (IMO) and the International Labour Organization (ILO).¹

73. The Working Party asked the secretariat to reproduce the draft code in a document for its next session, so that it could take note of it and decide whether to include a reference to the relevant chapters of the Code in section 7.5.7 of ADR.

B. Request for consultative status

Informal document: INF.3 (VESF)

74. As the Association of European Road Milling Enterprises (VESF) was not represented at this session, consideration of its request for consultative status was postponed to a later session.

¹ The report will be made available on the ECE website; see http://www.unece.org/trans/wp24/guidelinespackingctus/session_4.html.

C. Workshop on transport of dangerous goods by road

Informal document: INF.17 (Secretariat)

75. The Working Party was informed of the outcome of the workshop on international transport of dangerous goods by road jointly organized by ECE and the Special Programme for Economies of Central Asia (SPECA) on 17 October 2013 in Kazakhstan.

D. Marks indicating changes in the published version of ADR

Document: ECE/TRANS/WP.15/AC.1/132, paras. 122–124 (Secretariat)

76. Following the discussions in the Joint Meeting, the secretariat suggested placing the revision-mode version of ADR that the secretariat prepares as reference for the translation services, on the ECE website. The Joint Meeting encouraged it to do so.

E. Industry guidelines for the safety of transport of dangerous goods by road

Informal document: INF.4 (AEGPL, AISE, CEFIC, CEPE, ECTA, EIGA, FEA, FECC, Fertilizer Europe, FIATA, IRU)

77. The Working Party noted that industry representatives had made available updated sectoral guidelines for the safety of transport of dangerous goods by road.

F. Tribute to Mr. I. Elorza Cavengt

78. The Working Party was informed of the impending retirement of Mr. I. Elorza Cavengt, for very many years a member of the Spanish delegation to the sessions of the Joint Meeting, WP.15, WP.11, the Sub-Committee of Experts on the Transport of Dangerous Goods and the DSC Sub-Committee of IMO. It wished him all the best for a long and happy retirement and thanked him warmly for his contribution to its work over many years, and particularly for his commitment and technical expertise in the working group on tanks of the RID/ADR/ADN Joint Meeting.

XII. Adoption of the report (agenda item 11)

50. The Working Party adopted the report on its ninety-fifth session and its annexes on the basis of a 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 2015

Amendments according to ECE/TRANS/WP.15/217, annex I, ECE/TRANS/WP.15/219, annex I, ECE/TRANS/WP.15/AC.1/130, annex II and ECE/TRANS/WP.15/AC.1/132/Add.2, as consolidated in informal document INF.7/Rev.1 adopted with the following modifications:

Chapter 1.2

1.2.1 In the English text, in the definitions of “Neutron radiation detector” and “Radiation detection system”, at the beginning, replace “is” by “means”.

Chapter 1.6

1.6.1.28 After “the purposes of” insert “1.8.6.8, 6.2.2.11, 6.2.3.6.1,”.

(Reference document: informal document INF.7/Rev.1/Corr.1)

Chapter 2.2

2.1.3.10 Delete the amendment that reads “2.1.3.10 Delete the last column of the Table.”

(Reference document: informal document INF.7/Rev.1/Corr.1)

2.2.7.2.4.1.3 (b) (ii) In the English text, replace “1.5.1.4” by “1.7.1.4”.

2.2.7.2.4.1.3 (b) (ii) Replace “Table 2.7.2.2.1” by “Table 2.2.7.2.2.1”.

(Reference document: informal document INF.7/Rev.1/Corr.1)

2.2.7.2.4.1.3 (d) Delete the amendment that reads “2.2.7.2.4.1.3 (d) Replace ‘Table 2.2.7.2.4.1.2’ by ‘Table 2.7.2.4.1.2’”.

(Reference document: informal document INF.7/Rev.1/Corr.1)

2.2.9.3 The modification does not apply to the English text.

Chapter 3.2, 3.2.1, table A

In the amendment to add “662” to column (6), add “1006” and delete “2455” and “3468”.

(Reference document: informal document INF.7/Rev.1/Corr.2)

Place the amendment to assign code BK3 to UN Nos. 1334, 1350, 1454, 1474, 1486, 1498, 1499, 1942, 2067, 2213, 3077, 3377 and 3378 packing group III in square brackets.

In the amendments for UN 1408, 3170, packing group II and 3170, packing group III, replace “AP3” by “[AP3]”.

In the amendment for UN 3089, packing group III, delete the square brackets.

For UN No. 3509, amend column (2) to read as follows: “PACKAGINGS, DISCARDED, EMPTY, UNCLEANED”.

Chapter 3.3

SP375 Add “per single or inner packaging” after “or less for liquids or having a net mass”.

(Reference document: informal document INF.7/Rev.1/Corr.2)

SP583, in the heading Delete “indicated by the letter R”.

(Reference document: informal document INF.7/Rev.1/Corr.1)

SP662 Amend to read as follows:

“662 Cylinders not conforming to the provisions of Chapter 6.2 which are used exclusively on board a ship or aircraft, may be carried for the purpose of filling or inspection and subsequent return, provided the cylinders are designed and constructed in accordance with a standard recognized by the competent authority of the country of approval and all the other relevant requirements of ADR are met including:

(a) The cylinders shall be carried with valve protection in conformity with 4.1.6.8;

(b) The cylinders shall be marked and labelled in conformity with 5.2.1 and 5.2.2; and

(c) All the relevant filling requirements of packing instruction P200 of 4.1.4.1 shall be complied with.

The transport document shall include the following statement: “Carriage in accordance with Special Provision 662”.

(Reference document: informal document INF.14)

Chapter 4.1

4.1.4.1, P901 In the English text, in the proposed new sentence, insert “the” after “packagings shall meet”.

4.1.4.1, P908 (1) In the English text, delete “of” after “placed inside”

4.1.4.3, LP904, second sentence The amendment does not apply to the English text.

4.1.4.3, LP904, third paragraph Amend the sentence before the list of materials, to read as follows: “For batteries and equipment containing batteries, large packagings made of:”.

4.1.4.3, LP904 (1) In the English text, delete “of” after “placed inside”.

Chapter 4.2

4.2.5.3, TP41 Amend the beginning of the first sentence to read as follows: “With the agreement of the competent authority, the 2.5 year internal examination may be waived or substituted by other test methods or inspection procedures, provided that ...”. Remainder of the sentence unchanged.

Chapter 5.4

5.4.1.1.19 The modification does not apply to the English text.

Chapter 6.2

6.2.3.5.2 Insert "(b)" after "P203 (8)".

Chapter 6.4

Amendment to the title of 6.4 should read as follows:

"In the title, replace the remainder of the sentence after 'APPROVAL OF PACKAGES' by 'FOR RADIOACTIVE MATERIAL AND FOR THE APPROVAL OF SUCH MATERIAL'".

Chapter 6.11

6.11 Place all the amendments regarding this chapter in square brackets.

Chapter 7.3

7.3.2.1 Place the second amendment in square brackets.

7.3.2.10 Place this new subsection in square brackets.

Chapter 7.5

7.5.7.6 Place all the amendments regarding this subsection in square brackets.

Chapter 9.2

9.2.2.5.1 (a), footnote 2, 9.7.8.2 and 9.7.8.3, footnote 2 Delete the amendment in square brackets.

Other amendments

Chapter 1.2

1.2.1 In the definition of "Service equipment", amend the end of subparagraph (a) to read as follows: "... heating, heat insulating and additive devices and measuring instruments;".

(Reference document: informal document INF.7/Rev.1)

Chapter 1.6

1.6.1.1 Amend to read as follows:

“1.6.1.1 Unless otherwise provided, the substances and articles of ADR may be carried until 30 June 2015 in accordance with the requirements of ADR applicable up to 31 December 2014.”

(Reference document: informal document INF.24)

1.6.1.16 Delete the transitional measure. Insert “1.6.1.16 (Deleted)”

(Reference document: informal document INF.24)

1.6.1.19 Delete the transitional measure. Insert “1.6.1.19 (Deleted)”

(Reference document: informal document INF.24)

1.6.1 Add the following new transitional measures:

“1.6.1.35 The instructions in writing in accordance with the requirements of ADR applicable up to 31 December 2014, but which do not however conform to the requirements of 5.4.3 applicable as from 1 January 2015, may continue to be used until 30 June 2017.”

(Reference document: informal document INF.19 as amended)

“1.6.1.36 Driver training certificates issued before 1 January 2014 that do not comply with the requirements under 8.2.2.8.5 applicable from 1 January 2013 in respect of the sequence used for the presentation of dates under numbers 4. and 8., the colour (white with black lettering), and the use of the numbers 9. and 10. on the back of the certificate to introduce the corresponding lists of classes for which the certificate is valid, may continue to be used until their date of expiry.”

(Reference document: ECE/TRANS/WP.15/2013/14 as amended)

1.6.3 Add the following new transitional measure:

“1.6.3.44 Fixed tanks (tank-vehicles) and demountable tanks intended for the carriage of UN Nos. 1202, 1203, 1223, 3475 and aviation fuel classified under UN Nos. 1268 or 1863, equipped with additive devices designed and constructed before 1 July 2015 in accordance with the provisions of national law, but which do not, however, conform to the construction and approval requirements of special provision 664 of Chapter 3.3 applicable as from 1 January 2015, may continue to be used with the approval of the competent authorities in the countries of use.”

(Reference document: informal document INF.7/Rev.1)

1.6.5.4 Amend to read as follows:

“1.6.5.4 As regards the construction of EX/II, EX/III, FL, OX and AT vehicles, the requirements of Part 9 in force up to 31 December 2014 may be applied until 31 March 2016.”

(Reference document: informal document INF.24 as amended)

Chapter 1.9

1.9.5.2.2 For “Tunnel category A”, replace “transport” by “carriage”.

1.9.5.2.2 For “Tunnel category B”, insert “the carriage of” before “dangerous goods”.

1.9.5.2.2 For “Tunnel category C”, insert “the carriage of” before “dangerous goods”.

1.9.5.2.2 For “Tunnel category D”, insert “the carriage of” before “dangerous goods”.

1.9.5.2.2 For “Tunnel category E”, insert “the carriage of” before “all dangerous goods”.

(Reference document: ECE/TRANS/WP.15/2013/11 as amended)

1.9.5.3.6 Amend to read as follows:

“Tunnel restrictions shall apply to transport units for which an orange-coloured plate marking in accordance with 5.3.2 is required, except for the carriage of dangerous goods for which ‘(-)’ is marked in Column (15) of Table A of Chapter 3.2. For the dangerous goods assigned to UN Nos. 2919 and 3331, restrictions to the passage through tunnels may, however, be part of the special arrangement approved by the competent authority(ies) on the basis of 1.7.4.2. For tunnels of category E, they shall apply also to transport units for which a marking in accordance with 3.4.13 is required or carrying containers for which a marking in accordance with 3.4.13 is required.

Tunnel restrictions shall not apply when dangerous goods are carried in accordance with 1.1.3, except when transport units carrying such goods are marked in accordance with 3.4.13 subject to 3.4.14³.”

(Reference documents: ECE/TRANS/WP.15/2013/11 and ECE/TRANS/WP.15/2013/17 as amended)

Chapter 3.2, table A

For UN Nos. 1202 (all entries), 1203, 1223, 1268, 1863 and 3475, add “664” in column (6).

(Reference document: informal document INF.7/Rev.1)

Chapter 3.3

Add a new special provision 664 to read as follows:

“664 When substances under this entry are carried in fixed tanks (tank-vehicles) or demountable tanks, these tanks may be equipped with additive devices.

Additive devices:

- are part of the service equipment for dispensing additives of UN No. 1202, UN No. 1993 packing group III, UN No. 3082 or non-dangerous substances during discharge of the tank;
- consist of elements such as connecting pipes and hoses, closing devices, pumps and dosing devices which are permanently connected to the emptying device of the tank’s service equipment;
- include means of containment which are an integral part of the shell, or permanently fixed to the exterior of the tank or tank-vehicle.

Alternatively, additive devices may have connectors for connecting packagings. In this latter case, the packaging itself is not considered part of the additive device.

The following requirements shall apply depending on the configuration:

- (a) Construction of the means of containment:
 - (i) As an integral part of the shell (e.g. a tank compartment), they shall meet the relevant provisions of Chapter 6.8;
 - (ii) When permanently fixed to the exterior of the tank or to the tank-vehicle, they are not subject to the construction provisions of ADR provided they comply with the following provisions:

They shall be made of a metallic material and comply with the following minimum wall thickness requirements:

| <i>Material</i> | <i>Minimum wall thickness*</i> |
|-----------------------------|--------------------------------|
| Austenitic stainless steels | 2.5 mm |
| Other steels | 3 mm |
| Aluminium alloys | 4 mm |
| Pure aluminium of 99.80% | 6 mm |

* For means of containment made with double walls, the aggregate thickness of the outer metal wall and the inner metal wall shall correspond to the wall thickness prescribed.

Welding shall be carried out in accordance with 6.8.2.1.23;

(iii) Packagings which are connectable to the additive device shall be metal packagings and meet the relevant construction requirements of Chapter 6.1, as applicable for the additive concerned;

(b) Tank approval:

For tanks equipped or intended to be equipped with additive devices, where the additive device is not included in the original type approval of the tank, the provisions of 6.8.2.3.4 shall apply;

(c) Use of means of containment and additive devices:

(i) In case of (a) (i) above, no additional requirements;

(ii) In case of (a) (ii) above, the total capacity of the means of containment shall not exceed 400 litres per vehicle;

(iii) In case of (a) (iii) above, 7.5.7.5 and 8.3.3 shall not apply. The packagings may only be connected to the additive device during discharge of the tank. During carriage, the closures and connectors shall be closed so as to be leaktight.

(d) Testing for additive devices:

The provisions of 6.8.2.4 shall apply to the additive device. However, in case of (a) (ii) above, at the time of the initial, intermediate or periodic inspection of the tank, the means of containment of the additive device shall only be subject to an external visual inspection and a leakproofness test. The leakproofness test shall be carried out at a test pressure of at least 0.2 bar;

NOTE: For the packagings described in (a) (iii) above, the relevant provisions of ADR shall apply.

(e) Transport document:

Only the information required in accordance with 5.4.1.1.1 (a) to (d) needs to be added to the transport document for the additive concerned. The following shall also be entered in the transport document: "Carriage in accordance with special provision 664";

(f) Training of drivers:

Drivers who have been trained in accordance with 8.2.1 for carriage of this substance in tanks need no additional training for the carriage of the additives;

(g) Placarding or marking:

Placarding or marking of the fixed tank (tank-vehicle) or demountable tank for the carriage of substances under this entry in accordance with Chapter 5.3 is not affected by the presence of an additive device or the additives contained therein.”

(Reference document: informal document INF.7/Rev.1 as amended for (f))

Chapter 4.1

4.1.4.1, P200 Amend the second sentence to read as follows:

“Cylinders, tubes, pressure drums and bundles of cylinders are authorised provided the special packing provisions of 4.1.6, the provisions listed below under (1) to (9) and, when referred to in the column “Special packing provisions” of tables 1, 2 or 3, the relevant special packing provisions listed below under (10), are met.”

(Reference document: informal document INF.16)

Amendments to Table in 4.1.6.15, for 4.1.6.8 (b) and (c) do not apply to the English text.

(Reference document: informal document INF.15)

Chapter 4.3

4.3.2.2.1 Amend to read as follows:

“4.3.2.2.1 The following degrees of filling shall not be exceeded in tanks intended for the carriage of liquids at ambient temperatures:

(a) For flammable substances, environmentally hazardous substances and flammable environmentally hazardous substances, without additional risks (e.g. toxicity or corrosivity), in tanks with a breather device or with safety valves (even where preceded by a bursting disc):

$$\text{Degree of filling} = \frac{100}{1 + \alpha(50 - t_F)} \% \text{ of capacity}$$

(b) For toxic or corrosive substances (whether flammable or environmentally hazardous or not) in tanks with a breather device or with safety valves (even where preceded by a bursting disc):

$$\text{Degree of filling} = \frac{98}{1 + \alpha(50 - t_F)} \% \text{ of capacity}$$

(c) For flammable substances, environmentally hazardous substances and slightly toxic or corrosive substances (whether flammable or environmentally hazardous or not) in hermetically closed tanks without a safety device:

$$\text{Degree of filling} = \frac{97}{1 + \alpha(50 - t_F)} \% \text{ of capacity}$$

(d) For highly toxic, toxic, highly corrosive or corrosive substances (whether flammable or environmentally hazardous or not) in hermetically closed tanks without a safety device:

$$\text{Degree of filling} = \frac{95}{1 + \alpha (50 - t_F)} \% \text{ of capacity} .”$$

(Reference document: informal document INF.7/Rev.1)

Chapter 5.3

5.3.2.1.1 At the end of the second paragraph, add the following new sentence:

“When tanks are marked in accordance with 5.3.2.1.3, this plate shall correspond to the most hazardous substance carried in the tank.”

(Reference document: ECE/TRANS/WP.15/2013/18 as amended)

Chapter 5.4

5.4.3.4 In the last page of “Instructions in writing according to ADR”, make the following modifications:

Under “for each member of the vehicle crew”, in the first indent, delete “(e.g. as described in the EN 471 standard)”. In the fourth indent, delete “(e.g. protective goggles)”.

Delete footnote “b” and rename current “c” as “b”.

Under “Additional equipment required for certain classes:”, amend all the references to footnote “c” to read “b”.

(Reference document: informal document INF.19)

Chapter 5.5

5.5.3.3.3 Add the following new second sentence: “This provision does not apply when such packages are carried in insulated, refrigerated or mechanically refrigerated equipment, as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP).”

(Reference document: informal document INF.7/Rev.1)

Chapter 6.8

The existing NOTE under the heading of Chapter 6.8 becomes NOTE 1. Add a new NOTE 2 to read as follows:

“**NOTE 2:** For fixed tanks (tank-vehicles) and demountable tanks with additive devices, see special provision 664 of Chapter 3.3.”

(Reference document: informal document INF.7/Rev.1)

Chapter 8.2

8.2.1.4 Amend to read as follows:

“8.2.1.4 Drivers of vehicles carrying dangerous goods of Class 1, other than substances and articles of Division 1.4, compatibility group S, or Class 7 shall attend specialization

training courses covering at least the subjects defined in 8.2.2.3.4 or 8.2.2.3.5, as applicable.”

(Reference document: ECE/TRANS/WP.15/2013/10)

8.2.2.8.6 Add a new paragraph to read as follows:

“8.2.2.8.6 Contracting Parties shall provide the UNECE secretariat with an example of the national model for any certificate intended for issue in accordance with this section, along with examples of models for certificates which are still valid. A Contracting Party may additionally provide explanatory notes. The UNECE secretariat shall make the information received available to all Contracting Parties.”

(Reference document: ECE/TRANS/WP.15/2013/9 as amended)

Chapter 8.5

8.5, S12 Amend to read as follows:

“S12 If the total number of packages containing radioactive material carried in the transport unit does not exceed 10, the sum of the transport indexes does not exceed 3 and there are no subsidiary risks, the requirements in 8.2.1 concerning the training of drivers need not be applied. However, drivers shall then receive appropriate training in the requirements governing the carriage of radioactive material, commensurate with their duties. This training shall provide them with an awareness of the radiation hazards involved in the carriage of radioactive material. Such awareness training shall be confirmed by a certificate provided by their employer. See also 8.2.3.”

(Reference documents: ECE/TRANS/WP.15/2013/8 and informal documents INF.12 and INF.20 as amended)

Chapter 9.2

9.2.2.6.3 Insert “ISO 25981:2008³,” before “ISO 12098:2004³”.

(Reference document: ECE/TRANS/WP.15/2013/7 as amended)

Chapter 9.7

9.7.8.1 Amend the first sentence to read as follows:

“9.7.8.1 The electrical installation on FL vehicles shall meet the relevant requirements of 9.2.2.2, 9.2.2.3, 9.2.2.4, 9.2.2.5.1 and 9.2.2.6.”

(Reference document: ECE/TRANS/WP.15/2013/13)

Annex II

Draft programme of work for 2014–2018

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

Priority: 1

Description:

Consideration of regulations and technical questions concerning the international carriage of dangerous goods in the region. Preparation of new international agreements and harmonization of existing agreements in this field to enhance safety at the same time as facilitating trade, in cooperation with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals.

Work to be undertaken:

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

Continuing activities

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

Output expected:

Adoption of a set of draft amendments to Annexes A and B of ADR by the end of 2015 for entry into force on 1 January 2017, and by the end of 2017 for entry into force on 1 January 2019.

Publication of revised consolidated editions of ADR in 2014, 2016 and 2018.

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 2014, 2016 and 2018 for submission to the ADN Administrative Committee.

Publication of revised consolidated editions of ADN in 2014, 2016 and 2018.

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 world-wide 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 2015 for entry into force on 1 January 2017 and by the end of 2017 for entry into force on 1 January 2019.

Priority: 1

(Reference document: ECE/TRANS/WP.15/2013/20)

Annex III

Biennial evaluation

Review of performance measures for 2012–2013 and establishment of targets for 2014–2015

| <i>Cluster</i> | <i>Expected Accomplishments</i> | <i>Indicators of Achievement</i> | <i>Actual Performance Measures</i> |
|---|---|---|--|
| 9.a. Transport of dangerous goods (UNECE) | EA 9.a. Adoption of amendments to the ADR ² and, through joint activities, with the Intergovernmental Organisation for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to the RID ³ and the ADN ⁴ respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the United Nations Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation. | IA 9.a. (a) Amendments to ADR, RID and ADN adopted in 2013 and 2014 and entered into force on 1 January 2015 for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries from 1 July 2015, reflecting, inter alia, the 2013 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (eighteenth revised edition) | Baseline 2012–2013: 1 set of amendments to each legal instrument |
| | | <p><i>Performance measures:</i> Target 2014–2015: 1 set of amendments to each legal instrument</p> <p>IA 9.a. (b) Publication of the consolidated 2015 revised editions of ADR and ADN before end 2014</p> <p><i>Performance measures:</i> Target 2014–2015: 1 ADR, 1 ADN</p> | Baseline 2012–2013: 1 ADR, 1 ADN |
| | EA 9.b. Adoption of ADR road map on accession and implementation. Development of recommendations and/or guidelines based on this road map. | IA 9.b. Road map adopted and recommendations/guidelines available. | Baseline 2012–2013: 1 road map (ADR road map on accession and implementation) and related recommendations available |
| | | <p><i>Performance measures:</i> Target: 2014–2015: Not applicable</p> | |

² European Agreement concerning the International Carriage of Dangerous Goods by Road.

³ Regulations concerning the International Carriage of Dangerous Goods by Rail.

⁴ European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

| <i>Cluster</i> | <i>Expected Accomplishments</i> | <i>Indicators of Achievement</i> | <i>Actual Performance Measures</i> |
|----------------|---|---|---------------------------------------|
| | EA 9.c. Follow-up of the implementation of the ADR road map on accession and implementation for new and existing ADR Contracting parties. | IA 9.c. ADR country information and obligatory reporting information (information on driver training certificates and information as indicated in Annex I of the road map) completed and published on UNECE website <i>Performance measures:</i> Target: 2014–2015 Information available for 75% of the Contracting parties to ADR | Baseline 2012–2013: Not applicable |

(Reference document: ECE/TRANS/WP.15/2013/19 as amended)