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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

### Report of the Working Group on its ninety-eighth session

held in Geneva from 4 to 6 May 2015

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## **I. Attendance**

1. The Working Party on the Transport of Dangerous Goods held its ninety-eighth session from 4 to 6 May 2015 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, the Czech Republic, Denmark, Finland, France, Germany, Ireland, Italy, Lithuania, Luxembourg, Malta, the Netherlands, Norway, Poland, Portugal, Romania, the Russian Federation, Spain, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Ukraine and the 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 Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (ECFD), European Liquefied Petroleum Gas Association (AEGPL), International Association for Natural Gas Vehicles (NGV Global) and International Road Transport Union (IRU).

## **II. Adoption of the agenda (agenda item 1)**

*Documents:* ECE/TRANS/WP.15/227 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.18.

## **III. Seventy-seventh session of the Inland Transport Committee (agenda item 2)**

*Informal document:* INF.18 (Secretariat)

7. The Working Party noted the main decisions relating to the Committee's work taken during its seventy-seventh session.

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

### **A. Status of the Agreement and of the Protocol of amendment of 1993**

8. The Working Party noted that there were no new contracting parties to ADR and 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 amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR to enter into force. It pointed out that the Protocol needed to enter into force particularly to

harmonize the definition of a vehicle given in ADR with that given in the other international regulations, such as the Vienna Convention. The Working Party 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. Corrections to ADR 2015**

9. The Working Party noted that the corrections to ADR adopted at the ninety-seventh session had been deemed to be accepted (C.N.158.2015.TREATIES of 13 March 2015) (see also ECE/TRANS/WP.15/226, paras. 34 and 46 and annex III).

## **V. Interpretation of ADR (agenda item 4)**

### **A. Transport of tank vehicles on low bed vehicles and trailers**

*Informal document:* INF.14 (Austria)

10. Several delegations that took the floor were of the opinion that there was no exemption in ADR for the carriage of empty uncleaned tank vehicles on low bed vehicles or trailers. The provisions of ADR thus applied but there was no specific provision in ADR for such low bed vehicles. Some delegations said that their countries had specific provisions for such carriage at national level.

11. Several delegations said that, under 1.1.3.1 (d), it might be possible to exempt them from the provisions of ADR in the case of emergency transportation. One delegation said however that 1.1.3.1 (d) was difficult to apply in its current wording and the concept of an emergency situation was open to interpretation.

12. The representative of Austria could submit a proposal at the next session to clarify the situation.

### **B. Vehicles fitted with hooklifts**

*Informal document:* INF.17 (Norway)

13. Several delegations took the floor on the issue and the Working Party noted that the questions from the representative of Norway, which had been submitted late, required more reflection. The Working Party preferred to postpone the discussion on the issue to a future session, possibly after a prior discussion within the Working Group on Tanks of the Joint Meeting.

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

### **A. Texts adopted by the Joint Meeting at its autumn 2014 session**

*Document:* ECE/TRANS/WP.15/AC.1/136, annex II (Secretariat)

14. The amendments to annexes A and B of ADR entering into force on 1 January 2017 that had been adopted by the Joint Meeting at its autumn 2014 session were approved by the Working Party (see annex I).

## **B. Amendments and corrections proposed by the Joint Meeting at its spring 2015 session**

*Informal document:* INF.13 (Secretariat)

### **1. Welding of the means of containment of additive devices in accordance with special provision 664**

15. Notwithstanding the last sentence of special provision 664, subparagraph (a) (ii), the Working Party confirmed that welding of the means of containment of additive devices permanently attached to the outside of the tank or to the tank-vehicle must be carried out in accordance with the first paragraph of 6.8.2.1.23, except that other suitable methods could be applied to confirm the quality of the welding.

16. The corresponding amendment proposed by the working group on tanks of the Joint Meeting was adopted (see annex I).

### **2. Reference to standard EN 12493:2013 + A1:2014 (except annex C)**

17. The Working Party adopted the amendments proposed by the Joint Meeting to introduce a reference to standard EN 12493:2013 + A1:2014 (except annex C) in ADR.

18. Noting that the unamended version of the standard, as referenced in ADR 2015, was not available on the market, the Working Party invited the relevant authorities to approve forthwith the use of the standard EN 12493:2013 + A1:2014 (except annex C) in accordance with 6.8.2.7.

### **3. Classification of mercurous chloride**

19. The Working Party confirmed the need to amend without delay special provision 529, which was contrary to the decision taken by the Sub-Committee of Experts on the Transport of Dangerous Goods at its fortieth session, namely that mercurous chloride should be carried as a substance belonging to Division 6.1, packing group III, but considering that that compound was not carried in large quantities at the international level, it should be classified under UN No. 2025, MERCURY COMPOUND, SOLID, N.O.S. (see ST/SG/AC.10/C.3/80, para. 14).

20. The Working Party adopted the corresponding amendments (see annex II) and noted that those changes had already been adopted as corrections to RID 2015 (Corrigendum 2 to the printed RID 2015 edition). It requested the representative of Portugal, through his Government, to put forward the proposed amendment according to the procedure under article 14 (3) of ADR.

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

### **A. Construction and approval of vehicles**

#### **1. Use of Liquefied Natural Gas (LNG), Liquefied Petroleum Gas (LPG) and Compressed Natural Gas (CNG) as fuel for vehicles carrying dangerous goods**

*Documents:* ECE/TRANS/WP.15/2015/4 (Germany) and ECE/TRANS/WP.15/2015/6 (AEGPL/NGV Global)

*Informal documents:* INF.3 (Sweden), INF.4 (NGV Global), INF.12 (NGV Global), INF.15 (AEGPL) and INF.16 (AEGPL)

21. The Working Party noted that the informal documents submitted by NGV Global and AEGPL at the current session partly answered the questions raised by Germany and Sweden. However, several delegations requested more time to study those documents, particularly informal document INF.12, which had been made available shortly before the session.

22. The Working Party invited the representatives of AEGPL and NGV Global to submit a revised proposal at the next session. The proposal should address outstanding issues and would include a revised proposal of amendments to respond to the comments made in session or in the intersessional period.

23. Delegations wishing to cooperate in this work were requested to contact the representative of AEGPL, who would coordinate exchanges on the subject in an informal working group by correspondence.

## **2. Proposed corrections**

*Informal document:* INF.9 (Romania)

24. The Working Party adopted the changes proposed by the representative of Romania as amendments (see annex II). It invited the representative of Portugal to add the amendments to the proposal for amendments which would be transmitted through his Government, in accordance with the procedure set out in article 14 (3) of ADR (see para. 20).

## **B. Miscellaneous proposals**

### **1. Carrier obligations**

*Document:* ECE/TRANS/WP.15/2015/1 (Romania)

25. Proposal 1 of Romania, as modified after discussion, was adopted by majority vote (see annex I).

26. Proposal 2 was adopted by majority vote (see annex I).

### **2. Tunnel restriction code for solid and liquid environmentally hazardous substances (UN Nos. 3077 and 3082)**

*Document:* ECE/TRANS/WP.15/2015/2 (CEFIC and CEPE)

27. The proposal of CEFIC and CEPE was adopted by unanimous vote (see annex I).

### **3. Editorial change to 1.9.5.2.2**

*Informal document:* INF.10 (United Kingdom)

28. Several delegations were of the view that the proposal of the United Kingdom could improve the current wording of the description of category E in 1.9.5.2.2. The representative of the United Kingdom was invited to present the proposed change as a formal document at the next session.

### **4. Clarification of special provision 664**

*Document:* ECE/TRANS/WP.15/2015/3 (Switzerland)

*Informal document:* INF.8 (Romania)

29. The Working Party confirmed and clarified the interpretation made at the previous session that when additives were contained in packagings that could be connected to additive devices, the rules on marking and labelling of the packages set out in Chapter 5.2 of ADR should apply and the packagings were subject to the applicable provisions of ADR for the goods concerned.

30. In the light of that clarification, the representative of Switzerland withdrew his document.

#### **5. Proposal for a correction to the title of special provision 664, subparagraph (g)**

*Informal document:* INF.7 (Romania)

31. A member of the secretariat recalled that work had been done by the Sub-Committee of Experts on the Transport of Dangerous Goods in an effort to streamline the use of the terms “mark” and “marking” in the nineteenth edition of the UN Model Regulations and that a document would be proposed by the secretariat at the next session of the Joint Meeting to continue that streamlining effort in RID/ADR/ADN, where those terms could be used in other contexts. For example, the English term “marking” was used in Chapter 5.3 to convey *signalisation*.

32. The correction proposed by Romania could be considered at the next session in the light of the outcome of that work.

33. Meanwhile, the Working Party confirmed that special provision 664, subparagraph (g), was indeed applicable to the placarding, orange-coloured plate marking and marks covered in Chapter 5.3.

#### **6. Tunnel restriction code for UN Nos. 2814 and 2900**

*Document:* ECE/TRANS/WP.15/2015/5 (Switzerland)

34. The proposal of Switzerland was adopted by unanimous vote with an editorial change (see annex I).

#### **7. Amendments to the terminology in Chapter 1.4**

*Informal document:* INF.11 (United Kingdom)

35. As the amendments proposed by the United Kingdom related to the work under way to streamline in RID/ADR/ADN the use of the terms “mark” and “marking” (see para. 31), the representative could submit a proposal at the next session in the light of the discussions that would take place on the subject at the next session of the Joint Meeting.

### **VIII. Programme of work (agenda item 7)**

#### **A. Ninety-ninth session**

36. The ninety-ninth session of WP.15 was scheduled for 9–13 November 2015. Agenda items for the session would be the same as for the ninety-eighth session, with the addition of one item on the election of officers.

#### **B. Calendar of meetings for 2016–2017**

*Document:* ECE/TRANS/WP.15/2013/6

37. The Working Party noted that the number of meeting days had been reduced for the ninety-sixth, ninety-seventh and ninety-eighth sessions in light of the number of documents submitted for discussion.

38. The majority of the delegations that took the floor considered it necessary to maintain the frequency of the sessions during the next biennium. They also considered that the duration of the November 2016 and May 2017 sessions could be reduced. On the other hand, the number of days scheduled for the May 2016 and November 2017 sessions should remain the same. It was during the May 2016 session that corrections to the list of amendments could still be adopted if necessary, before entering into force on 1 January 2017. The November 2017 session would theoretically be the last session during which amendments could be adopted before entering into force on 1 January 2019.

39. The Working Party agreed to reduce the length of its November 2016 and May 2017 sessions to 8 half days each instead of the 10 half days originally scheduled.

## **IX. Any other business (agenda item 8)**

### **A. Report of the informal working group on the electrical system of vehicles carrying dangerous goods**

*Informal document:* INF.5 (Netherlands)

40. The Working Party welcomed the report of the informal working group on the electrical system of vehicles carrying dangerous goods and thanked the representative of the Netherlands and the other members of the informal working group for the work done.

41. The Working Party noted that the next meeting of the informal working group would take place on 2 and 3 June 2015.

42. The representative of the Netherlands took note of the comments made during the session regarding the draft amendment proposal in the annex to the report. Delegations that wished to do so were invited to transmit any further comments to the informal working group through the representative of the Netherlands, if possible by 15 May 2015.

### **B. Traffic restrictions in Catalonia**

*Informal document:* INF.6 (Spain)

43. The Working Party took note of the information transmitted by the representative of Spain on the requirement to use the routing system introduced by the Catalonian transport service to determine compulsory routes for vehicles transporting dangerous goods in Catalonia when the transport starts or ends in Catalonia. Several delegations requested that the information, together with the link to the application allowing the use of the routing system, should be published on the ECE website.

44. The representative of Spain took note of the concerns expressed by some delegations and would forward them on to the relevant authority.

## **X. Adoption of the report (agenda item 9)**

45. The Working Party adopted the report on its ninety-eighth 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 for entry into force on 1 January 2017

#### Chapter 1.4

1.4.2.2.1 (g) Amend to read as follows:

“(g) ascertain that the equipment prescribed in ADR for the vehicle, vehicle crew and certain classes is on board the vehicle.”

*(Reference document: ECE/TRANS/WP.15/2015/1 as amended)*

1.4.2.2.6 Insert a new paragraph to read as follows:

“1.4.2.2.6 The carrier shall provide the vehicle crew with the instructions in writing as prescribed in ADR.”

*(Reference document: ECE/TRANS/WP.15/2015/1 as amended)*

#### Chapter 1.9

1.9.5.2.2 For Tunnel category E, amend the paragraph before the Note to read as follows:

“Restriction for all dangerous goods other than for UN No. 2814 (first entry in Table A of Chapter 3.2)<sup>3</sup> and UN No. 2900 (first entry in Table A of Chapter 3.2)<sup>4</sup>, and other than UN Nos. 2919, 3077, 3082, 3291, 3331, 3359 and 3373 and for all dangerous goods in accordance with the provisions of Chapter 3.4 if the quantities carried exceed 8 tonnes total gross mass per transport unit.”

*(Reference documents: ECE/TRANS/WP.15/2015/2 and ECE/TRANS/WP.15/2015/5)*

#### Chapter 2.1

2.1.3.5.5, Footnote 2 Amend as follows:

Delete “(replaced by the Directive 2006/12/EC of the European Parliament and of the Council (Official Journal of the European Union No. L 114 of 27 April 2006, page 9))”.

At the end, insert: “; and Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (Official Journal of the European Union No. L312 of 22 November 2008, pages 3-30)”.

*(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)*

<sup>3</sup> INFECTIOUS SUBSTANCE, AFFECTING HUMANS

<sup>4</sup> INFECTIOUS SUBSTANCE, AFFECTING ANIMALS only

## Chapter 3.2, Table A

For UN No. 1845 Replace “NOT SUBJECT TO ADR - When used as a coolant, see 5.5.3” by “NOT SUBJECT TO ADR except for 5.5.3”.

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

For UN Nos. 2814 (first entry), 2900 (first entry), 3077 and 3082 In column (15), replace “(E)” by “(-)”.

(Reference documents: ECE/TRANS/WP.15/2015/2 and ECE/TRANS/WP.15/2015/5)

## Chapter 3.3

SP 581 Amend to read as follows:

“581 This entry covers mixtures of propadiene with 1 to 4% methylacetylene as well as the following mixtures:

Mixture	Content, % by volume			Permitted technical name for purposes of 5.4.1.1
	Methylacetylene and propadiene, not more than	Propane and propylene, not more than	C <sub>4</sub> -saturated hydrocarbons, not less than	
P1	63	24	14	“Mixture P1”
P2	48	50	5	“Mixture P2”

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

SP 658 (b) Insert “or large container” after “vehicle”.

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

SP 664 Amend the last sentence of paragraph (a) (ii) to read as follows:

“Welding shall be carried out in accordance with the first paragraph of 6.8.2.1.23, except that other suitable methods may be applied to confirm the quality of the welding.”.

(Reference document: informal document INF.13)

## Chapter 5.5

5.5.3.1.1 Amend to read as follows:

“5.5.3.1.1 This section is not applicable to substances which may be used for cooling or conditioning purposes when carried as a consignment of dangerous goods, except for the carriage of dry ice (UN No. 1845). When they are carried as a consignment, these substances shall be carried under the relevant entry of Table A of Chapter 3.2 in accordance with the associated conditions of carriage.

For UN No. 1845, the conditions of carriage specified in this section, except 5.5.3.3.1, apply for all kinds of carriage, as a coolant, conditioner, or as a consignment. For the carriage of UN No. 1845, no other provisions of ADR apply.”.

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

5.5.3.1.5 Amend the end to read as follows:

“...duration of the journey, the types of containment to be used and the gas concentration limits given in the note to 5.5.3.3.3.”

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

5.5.3.3.3 Amend to read as follows:

“5.5.3.3.3 Packages containing a coolant or conditioner shall be carried in well ventilated vehicles and containers. Marking according to 5.5.3.6 is not required in this case.

Ventilation is not required, and marking according to 5.5.3.6 is required, if:

- gas exchange between the load compartment and the driver’s cabin is prevented; or
- the load compartment is insulated, refrigerated or mechanically refrigerated equipment, for example as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) where this requirement is fulfilled.

**NOTE:** In this context “well ventilated” means there is an atmosphere where the carbon dioxide concentration is below 0.5% by volume and the oxygen concentration is above 19.5% by volume.”

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

5.5.3.6.1 Amend to read as follows:

“5.5.3.6.1 Vehicles and containers containing dangerous goods used for cooling or conditioning purposes that are not well ventilated shall be marked with a warning mark, as specified in 5.5.3.6.2, affixed at each access point in a location where it will be easily seen by persons opening or entering the vehicle or container. This mark shall remain on the vehicle or container until the following provisions are met:

- (a) The vehicle or container has been well ventilated to remove harmful concentrations of coolant or conditioner; and
- (b) The cooled or conditioned goods have been unloaded.

As long as the vehicle or container is marked, the necessary precautions have to be taken before entering it. The necessity of ventilating through the cargo doors or other means (e.g. forced ventilation) has to be evaluated and included in training of the involved persons.”

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

## Chapter 6.8

6.8.2.6.1 Restructure the Table as follows:

Delete the headings:

“For all tanks”;

“For tanks with a maximum working pressure not exceeding 50 kPa and...”;

“For tanks for gases of Class 2”; and

“For tanks intended for carriage of liquid petroleum products and...”.

Add the following headings:

“For design and construction of tanks”; and

“For equipment”.

Under “*For design and construction of tanks*”, add the lines corresponding to EN 14025:2003 + AC:2005, EN 14025:2008, EN 14025:2013, EN 13094:2004, EN 13094:2008 + AC:2008, EN 12493:2001 (except Annex C), EN 12493:2008 (except Annex C), EN 12493:2008 + A1:2012 (except Annex C), EN 12493:2013 (except Annex C), EN 13530-2:2002, EN 13530-2:2002 + A1:2004, EN 14398-2:2003 (except Table 1) and EN 14398-2:2003 + A2:2008.

Under “*For equipment*”, add the lines corresponding to EN 14432:2006, EN 14433:2006, EN 12252:2000, EN 12252:2005 + A1:2008, EN 14129:2014, EN 1626:2008 (except valve category B), EN 13082:2001, EN 13082:2008 , + A1:2012, EN 13308:2002 , EN 13314:2002 , EN 13316:2002 , EN 13317:2002 ((except for the figure and Table B.2 in Annex B)), EN 13317:2002 + A1:2006, EN 14595:2005 and EN 16257:2012.

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

6.8.2.6.1 In the table, under “For equipment”, after EN 1626:2008, add the following new line:

(1)	(2)	(3)	(4)	(5)
EN 13648-1:2008	Cryogenic vessels – Safety devices for protection against excessive pressure – Part 1: Safety valves for cryogenic service	6.8.2.4, 6.8.3.2.12 and 6.8.3.4	Until further notice	

(Reference document: ECE/TRANS/WP.15/AC.1/136, annex II)

6.8.2.6.1 Amend as follows:

For standard "EN 12493:2013", in column (4), replace "Until further notice" by "Between 1 January 2015 and 31 December 2017".

For standard "EN 12493:2013", in column (5), insert "31 December 2018".

After the standard "EN 12493:2013", insert the following new standard:

(1)	(2)	(3)	(4)	(5)
EN 12493:2013 + A1:2014 (except Annex C)	LPG equipment and accessories – Welded steel tanks for liquefied petroleum gas (LPG) – Road tankers – Design and manufacture  <i>NOTE: Road tankers is to be understood in the meaning of "fixed tanks" and "demountable tanks" as per ADR.</i>	6.8.2.1, 6.8.2.5, 6.8.3.1, 6.8.3.5, 6.8.5.1 to 6.8.5.3	Until further notice	

(Reference document: informal document INF.13)

6.8.4 TT11 Replace “EN 12493:2013” by “EN 12493:2013 + A1:2014”.

(Reference document: informal document INF.13)

## Annex II

### Draft amendments to annexes A and B of ADR (for entry into force as soon as possible)

#### Chapter 2.2

2.2.52.1.17 In the Note, amend "Manual of Tests and Criteria, Part II, Chapter 20 and sub-section 28.4" to read "Manual of Tests and Criteria, Part II, Section 20 and test series E in Section 25".

*(Reference document: informal document INF.13)*

#### Chapter 3.3

SP 529 Amend the last sentence to read "Mercurous chloride (calomel) is a substance of Class 6.1 (UN No. 2025).".

*(Reference document: informal document INF.13)*

#### Chapter 6.2

6.2.2.4 In the Table, amend the heading of the last column, "applicable for manufacture", to read "applicable".

*(Reference document: informal document INF.13)*

#### Chapter 9.1

9.1.1.1 In the first sentence, delete "Annex 7 of".

9.1.1.2 and 9.1.2.2 Not applicable to the English text.

*(Reference document: informal document INF.9)*

#### Chapter 9.2

9.2.4.7.1 Amend footnote 4 to read as follows:

<sup>4</sup> *ECE Regulation No. 122 (Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to their heating systems)*".

9.2.5 Amend footnote 5 to read as follows:

<sup>5</sup> *ECE Regulation No.89 (Uniform provisions concerning the approval of:*  
*I. Vehicles with regard to limitation of their maximum speed or their adjustable speed limitation function*  
*II. Vehicles with regard to the installation of a speed limiting device (SLD) or adjustable speed limitation device (ASLD) of an approved type*  
*III. Speed limitation devices (SLD) and adjustable speed limitation device (ASLD))*".

*(Reference document: informal document INF.9)*