



SUSTAINABLE TRANSPORT



## **RID/ADR/ADN Joint Meeting**

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

# RID/ADR/ADN Joint Meeting on the Transport of Dangerous Goods

Context



- RID, ADR and ADN provisions are mandatory for **international transport** of dangerous goods between the Contracting Parties.
- They are also mandatory for **inland transport** within EU Member States (*under the application of EU Directive 2008/68 on the inland transport of dangerous goods as amended*). National transport represents 2/3 of the transport of DG in almost half of the EU Member States.
- Flammable liquids represent more than half of the total in volume, followed by gases and corrosives.

# RID/ADR/ADN Joint Meeting on the Transport of Dangerous Goods

Past year's achievements: Results



- Harmonization with the UN Recommendations on TDG and drafting of the 2023 common amendments to RID, ADR and ADN;
- Provisions for the use of recycled plastics;
- Provisions for recognition with DOT pressure receptacles (reciprocal provisions in US regulation) ;
- Provisions for the approval of inspections bodies and for the procedures for conformity assessment and inspections of pressure receptacles and tanks;
- New provisions for fibre-reinforced plastics (FRP) tanks;
- Adoption of requirements to reduce the risk of BLEVE (tank explosion).

# Working Party on the Transport of Dangerous Goods

Past year's achievements: Results



In 2021, WP.15 has:

- Verified and adopted the amendments proposed by the Joint Meeting and any consequences specific to ADR;
- Updated ADR specific provisions such as engine fire suppression systems for certain vehicles and clarification of the requirements on vehicles stability;
- Adopted a guideline on the application of requirements concerning the electrical equipment of vehicles;
- Adopted a revised version of the ADR road map and requested the Secretariat to publish it in electronic format to facilitate its dissemination *(it is a useful tool for promoting ADR and the work of WP.15 in countries not yet Contracting Parties and in the national administrations of countries already Contracting Parties. It also participates to the implementation of the 2030 Strategy of the ITC).*

# Working Party on the Transport of Dangerous Goods

ADR 2023



- The Secretariat has just published the basic list of amendments which will enter into force on 1 January 2023 and is already preparing the consolidated text of ADR 2023. This work will be finalized after the May 2022 session of WP.15.
- The adopted amendments ensure the harmonization of the regulation on the transport of dangerous goods between the different modes on the basis of the 22nd revised edition of the UN Recommendations on TDG.
- WP.15 requested that the ADR 2023 is published by the Secretariat sufficiently in advance in French (authentic language), English and Russian to prepare its effective implementation before the entry into force of the amendments.

# Working Party on the Transport of Dangerous Goods

Status of ADR



- 52 Contracting Parties to the Agreement concerning the international carriage of dangerous goods by road (ADR).
- Georgia has ratified the 1993 Protocol amending Article 1 (a), Article 14 (1) and Article 14 (3) of the ADR. But 12 countries have not yet deposited the required instruments for the Protocol to enter into force.

# Working Party on the Transport of Dangerous Goods

Contribution to the ITC Strategy



## ■ Rules of procedures of the Working Parties:

The WP.15 confirms that for the time being it wishes to continue applying its own rules of procedure (ECE/TRANS/WP.15/190/Add.1) which provides that any country member of the UN may participate in its activities.

Countries members of the UN wishing to accede to ADR for international transport and countries wishing to apply the ADR provisions as national regulation are invited to participate in its meetings.

## ■ Activities of the Working Party:

- The WP.15 continues to work on electrified vehicles to use them for the transport of DG.
- The WP.15 confirms that its activities are in line with the adopted strategy and that it is already giving priority to those items on its agenda that require action, are of high interest and have a significant impact on other items, in particular those relating to the interpretation and amendment of ADR, for the sake of safety and security and to ensure regulatory harmonization between modes of transport.



**SUSTAINABLE TRANSPORT**



**Thank you!**

**Claude Pfauvadel**  
Chair of the RID/ADR/ADN Joint Meeting

**Ariane Roumier**  
Chair of WP.15

**UNECE**  
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