

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

113th session

Geneva, 15-17 May 2023

Item 6 of the provisional agenda

Interpretation of ADR

8 May 2023

Comments on ECE/TRANS/WP.15/2023/5 – Scope of ADR

Transmitted by the Government of Denmark

Introduction

1. Denmark wishes to inform the Working Party on our regulation of light vehicles transporting dangerous goods.

Question in ECE/TRANS/WP.15/2023/5

2. Country representatives may wish to inform the Working Party on whether or not transport of dangerous goods with cycles with an auxiliary engine with a maximum cylinder capacity of less than 50 cm³ and other transport devices not covered by ADR are regulated in their countries and how.

Danish regulation

3. Cycles with an auxiliary engine with a maximum cylinder capacity of less than 50 cm³ or propelled with an electric engine > 1000 W and ≤ 4000 W are considered covered by the Danish regulation on transport of dangerous goods.

Question in ECE/TRANS/WP.15/2023/5

4. It may also be useful to know how micro mobility vehicles such as light electric vehicles/cycles are defined and classified in ADR contracting parties and which categories are used or could be used in the future for the transport of dangerous goods.

Danish regulation

5. All motor vehicles except light electric cycles are covered by the Danish regulation on transport of dangerous goods. For light vehicles, this can be compared to the classification in Regulation (EU) 2013/168, where the Danish regulation covers all class L-vehicles except class L1e-A for the purpose of transport of dangerous goods.

6. Light cycles with an electric engine ≤ 250 W are not covered by Regulation (EU) 2013/168 and are not considered as motor vehicle for transport of dangerous goods in the Danish regulation.
