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**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****116th session**

Geneva, 5-8 November 2024

Item 4 (b) of the provisional agenda

**Proposals for amendments to annexes A and B of ADR:****Miscellaneous proposals****Warning vest - high visibility clothing****Transmitted by the Government of Finland\*****I. Introduction**

1. Amendments to the regulations on the construction and approval of vehicles were adopted at the last meeting (115th session, April 2024). Terminology was also changed in this context and it was therefore considered necessary to amend the instructions in writing as well. Paragraph 54 of the meeting report ECE/TRANS/WP.15/267 reads as follows:

*“The Working Party noted that the terminology used in the instructions in writing should be changed to refer to “de-energizing electrical circuits” instead of “battery master switch”. It was recalled, however, that it was not desirable to amend the instructions in writing too frequently and that it would be preferable to group this proposed amendment with other proposals for consideration in ADR 2027. The Working Party invited delegations that had already made proposals for amendments since the entry into force of the current version (ADR 2017) to resubmit these proposals at a future session.”*

2. ADR 8.1.5.2 requires a warning vest for each member of the vehicle crew. At the 101st session of the Working Party (November 2016, informal document INF.14), Finland made a proposal to replace the reference to EN 471 with a reference to EN ISO 20471. This was adopted. At the same time, the Working Party noted that the terms used for the warning vest were different in the different language versions of the ADR and that they should be harmonized, using eventually the terms used in EN ISO 20471.

3. At that time, there was no desire to make any amendments to the text, as the same term “warning vest” should also be changed in 5.4.3.4 for the instructions in writing which had been frequently amended. We wanted to wait with the amendments until the instructions would be amended for some other reason. It now appears that the term “battery master

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\* A/78/6 (Sect. 20), table 20.5.

switch” should be changed in the instructions, so the section on the warning vest can also be amended at the same time.

## II. Warning vest - high visibility clothing

4. To our understanding, the meaning of the requirement is to have appropriate warning clothing - or rather clothing that makes a person easily visible. It seems that appropriate warning clothing could be a vest or a garment covering torso and arms i.e. a jacket or a coat or any appropriate clothing. It appears that the term “high visibility clothing” is widely used and is also in the title of the standard EN ISO 20471.

## III. Proposals

5. It is proposed to amend “warning vest” to “high visibility clothing” as follows:

Amend the fourth indent in the first page of instructions in writing 5.4.3.4 to read as follows (new wording is underlined, deleted text is ~~stricken~~):

“- Put on the ~~warning vest~~ high visibility clothing and place the self-standing warning signs as appropriate;”

Amend the fourth indent in the last page of instructions in writing 5.4.3.4 to read as follows (new wording is underlined):

“- ~~a warning vest~~ high visibility clothing;”

Amend the fourth indent in 8.1.5.2 to read as follows (new wording is underlined):

“- ~~A warning vest~~ High visibility clothing (e.g. as described in the EN ISO 20471 standard);”

## IV. Justification: Safety and enforceability

6. This proposal clarifies the requirement so that the high visibility clothing does not have to be a vest. In addition, the different language versions will be harmonized. No safety issues are foreseen as the proposal clarifies the existing requirements.

## V. Sustainable Development Goals

7. This proposal promotes compliance with harmonized safety requirements for the transport of dangerous goods. It aims at enhancing the safety of the inland transport of dangerous goods and the safety at work during such transport, thus contributing to the United Nations Sustainable Development Goal 3, *Good health and well-being (Ensure healthy lives and promote well-being for all at all ages)* and Goal 8, *Decent work and economic growth (Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all)*.

## VI. Future action

8. Depending on whether the Working Party accepts this proposal, the matter is referred for information to the Joint Meeting RID/ADR/ADN or the RID standing working group. However, the RID regulations use slightly different terminology (warning clothing).

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