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Working Party on the Transport of Dangerous Goods

115th session

Geneva, 2-5 April 2024

Report of the Working Party on its 115th session

Held in Geneva from 2 to 5 April 2024

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 115th session from 2–5 April 2024, with Ms. A. Roumier (France) as Chair and Mr. A. Simoni (Italy) as Vice-Chair.
2. Representatives from the following countries took part in the session: Austria, Belgium, Czechia, Denmark, Finland, France, Georgia, Germany, Hungary, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Türkiye and United Kingdom.
3. Representatives from Zimbabwe also took part in the session, as provided for in paragraph 11 of the terms of reference of the Economic Commission for Europe.
4. The following intergovernmental organization was represented: Intergovernmental Organization for International Carriage by Rail (OTIF).
5. The following non-governmental organizations were represented: European Confederation of Fuel Distributors (ECFD), Fuels Europe, International Association of Dangerous Goods Safety Advisers (IASA), International Organization of Automobile Manufacturers (OICA), International Road Transport Union (IRU) and World Bike Industry Association (WBIA).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/266 and ECE/TRANS/WP.15/266/Add.1
(Secretariat)

Informal documents: INF.1, INF.2 and INF.5 (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.17.

III. Eighty-sixth session of the Inland Transport Committee (agenda item 2)

Documents: ECE/TRANS/WP.15/2024/9 (Secretariat), ECE/TRANS/2024/9 (Secretariat of the Inland Transport Committee), ECE/TRANS/344 (Report of the Inland Transport Committee on its eighty-sixth session) (to come)

Informal document: INF.16 (Secretariat of the Inland Transport Committee)

7. The secretariat informed the Working Party of the relevant outcomes of the latest session of the Inland Transport Committee (ITC) (20–23 February 2024).
8. The Working Party expressed its satisfaction with the approval by ITC of its terms of reference, as revised and reproduced in annex I of document ECE/TRANS/WP.15/2024/9, and with the adoption of these terms of reference by the Executive Committee of the Economic Commission for Europe at its 133rd session (25 March 2024).
9. Document ECE/TRANS/2024/9, presented at the eighty-sixth session of ITC, included the submissions of the Working Parties as part of the ITC review of their terms of reference, in accordance with the results of the 2005 reform of the Economic Commission for Europe (ECE) and the consequent guidelines for the establishment and functioning of Working Parties in ECE (ECE/EX/1). The Working Party noted that the secretariat would, on the basis of this document, carry out an intersectoral analysis and make recommendations on future priorities for the work of ITC, for consideration and possible adoption by ITC at its eighty-seventh session in 2025.

10. The Working Party noted with satisfaction that the Committee had approved its programme of work and the publication by the secretariat of the consolidated texts of ADR and ADN as they would be amended on 1 January 2025.

11. The Working Party welcomed the adoption of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport and noted that ITC had asked its relevant subsidiary bodies to align their programmes of work with this strategy. The Working Party noted that its programme of work was already contributing to the implementation of this strategy, particularly with regard to improving the vehicles used to transport dangerous goods to reduce greenhouse gas emissions.

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

A. Status of the Agreement

12. There were no changes to the status of ADR (54 contracting parties) nor to that of the Protocol of amendment of 1993 (40 contracting parties) since the last session.

B. Protocol of amendment of 1993

13. The Working Party deplored the fact that there were still 14 countries (Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino, Tajikistan and Uganda) that had not deposited the appropriate legal instrument, thereby preventing the Protocol from entering into force. The Working Party encouraged these countries to take the necessary steps to ratify or accede to the Protocol.

C. Translation of ADR into Arabic

14. The Working Party welcomed the publication of ADR 2023 in Arabic by the services of the United Nations and thanked the EuroMed Transport Support Project (TSP) for taking on the translation of this first version.

15. A member of the secretariat announced that the translation and publication of the 2025 edition in Arabic had been approved by the relevant United Nations departments. The Working Party welcomed this news as a promising step towards a permanent solution for the translation of amendments every two years and the publication of the corresponding consolidated amended versions.

V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4)

A. Pending issues

Document: ECE/TRANS/WP.15/264, annex III (Secretariat)

Informal document: INF.13 (Secretariat)

16. The draft amendments to Chapters 6.2 and 6.8 contained in annex III of the report contained in ECE/TRANS/WP.15/264 were designed to reference standards EN 14129:[2023] and EN ISO 21011:[2023] in RID/ADR. CEN indicated that the new version of EN 14129 would not be published in time to be referenced in RID/ADR 2025 and that FprEN ISO 21011 had been withdrawn from the programme of work for the time being. Consequently, the amendments to Chapters 6.2 and 6.8 of annex III to document ECE/TRANS/WP.15/264 had been withdrawn (see annex I).

B. Amendments proposed by the Joint Meeting at its spring 2024 session for entry into force on 1 January 2025

Document: ECE/TRANS/WP.15/AC.1/172 (Report of the Joint Meeting on its spring 2024 session) (Secretariat)

Informal document: INF.12 (Secretariat)

17. The Working Party considered the proposed amendments to ADR in informal document INF.12.

18. The Working Party noted that the amendment to EN ISO 17871:2020 could not be published before 1 June 2024. The draft amendments to reference this amendment were adopted for entry into force on 1 January 2027 (see annex II).

19. The Working Party adopted the other proposed amendments with some corrections for entry into force on 1 January 2025 (see annex I). The Working Party noted that the amendments would also be brought to the attention of the RID Committee of Experts.

20. The Working Party noted that the revised versions of ISO 10297 and 13322-1 and amendment A1 to EN 12972:2018 had not been published at the time of the session but were due to be published by 31 May 2024. The Working Party adopted the draft amendments to reference the standards in ADR 2025, provided that they were published before that date. If not, the amendments would not be included in the proposed amendments to be notified to the Contracting Parties on 1 July 2024 for entry into force on 1 January 2025 and would be added to the list for the attention of the Working Group on Standards of the Joint Meeting.

21. The Working Party noted that the German version of the report of the Joint Meeting¹ would also contain amendments applicable to the German version of ADR and invited German-speaking delegations to include these amendments in their translations of ADR 2025.

C. Corrections to amendments already adopted

Document: ECE/TRANS/WP.15/AC.1/172 (Report of the Joint Meeting on its spring 2024 session) (Secretariat)

Informal document: INF.12 (Secretariat)

22. The Working Party endorsed the corrections proposed in informal document INF.12 (see annex III).

D. Amendments proposed by the Joint Meeting at its spring 2024 session for entry into force on 1 January 2027

Document: ECE/TRANS/WP.15/AC.1/172 (Report of the Joint Meeting on its spring 2024 session) (Secretariat)

Informal document: INF.15 (Secretariat)

23. The Working Party endorsed the proposed amendments adopted by the Joint Meeting, as set out in informal document INF.15 (see annex II).

24. The Working Party noted that the amendment to packing instruction P200 in 4.1.4.1, to permit the interval between the periodic inspection of liquefied petroleum gas cylinders manufactured according to EN 14140 to be extended from 10 to 15 years, could be the subject of a multilateral agreement to enable contracting parties wishing to do so to implement these provisions in advance.

¹ Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2024-A.

25. With regard to the amendment to 6.8.2.4.3, the Working Party noted that the adopted provision was not a new provision but a clarification for competent authorities and their inspection services on the inspection of tanks for which the specified date for intermediate inspection had passed. The Working Party asked the secretariat to add this clarification to the page dedicated to interpretations of ADR on the website of the Economic Commission for Europe.

E. Definition of a closed vehicle

26. At its 114th session, on the basis of informal document INF.8, the Working Party considered a proposal from the Netherlands to amend the definition of “closed vehicle” in ADR. During the discussion, WP.15 had confirmed that the definition could be improved but that the subject should be discussed in the Joint Meeting to also take into account closed wagons.

27. The Working Party noted that the representative of the Netherlands had presented this question to the Joint Meeting (document ECE/TRANS/WP.15/AC.1/2024/14) and that discussions should continue at the autumn 2024 session on the basis of a detailed proposal.

28. The Working Party agreed that this new proposal should examine the consequences for current arrangements where a closed vehicle was required and provide for transitional measures, in particular to take account of the use of curtainsiders.

F. Informal working group on e-learning

29. The representative of IRU reported on the progress made by the informal working group on e-learning of the Joint Meeting. The Working Party noted that the informal working group had finalized the draft amendments to ADR. These provisions would be the subject of an official proposal at the next session of the Joint Meeting. The Working Party also noted that the informal working group would be working at its forthcoming sessions on the text for ADN.

VI. Proposals for amendments to annexes A and B of ADR (agenda item 5)

A. Construction and approval of vehicles

1. Fire suppression system for engine compartments and thermal protection of wheels

Informal documents: INF.4 and INF.9 (Spain on behalf of the informal working group on the reduction of the risk of BLEVE)

30. The Working Party welcomed the results achieved by the informal working group on the reduction of the risk of BLEVE of the Joint Meeting.

31. It supported the informal working group’s intention to submit the proposal contained in the annex to informal document INF.9 to the Working Party on General Safety Provisions (GRSG) of the World Forum for Harmonization of Vehicle Regulations (WP.29). This proposal aimed to include requirements for engine fire suppression systems for specific vehicles in UN regulations, for example in UN Regulation No. 105 or No. 107.

32. The Working Party noted that the BLEVE working group had not made provision for periodic inspection requirements for these systems, but that this point could be discussed at future meetings of the group.

33. The Working Party noted that the informal working group had also discussed the thermal protection of wheels and that discussions would continue at future meetings.

2. Battery electric vehicles and hydrogen fuelled vehicles

Document: ECE/TRANS/WP.15/2024/8 (Netherlands, on behalf of the informal working group on electrified vehicles)

Informal documents: INF.6 (Chair of the informal working group on electrified vehicles), INF.14 (OICA)

34. At its 114th session, the Working Party had adopted texts aimed at adding, in the 2025 edition of ADR, battery electric vehicles to category FL, hydrogen fuel cell vehicles to categories AT and FL, and vehicles equipped with an internal combustion engine using hydrogen as a fuel to categories AT and FL. These texts, contained in annex III of the report ECE/TRANS/WP.15/264, had been kept in square brackets for confirmation at the 115th session.

35. The informal working group on electrified vehicles proposed amendments to these texts in document ECE/TRANS/WP.15/2024/8, as supplemented and amended by informal document INF.6.

36. Proposal 1 in informal document INF.6 was not adopted. The text of 9.2.4.4.2 as set out in ECE/TRANS/WP.15/264 was maintained with one editorial change.

37. Proposal 2 of informal document INF.6 was adopted with a change to the line relating to 9.2.4.4 in the table in 9.2.1.1.

38. Proposal 3 of informal document INF.6 was adopted as the new 9.2.4.4.4.

39. Concerning proposal 4 (transitional measure 1.6.5.4), the Working Party agreed that the transitional period was only necessary for AT vehicles for which certain provisions of ADR 2023 were amended.

40. The Working Party noted that the addition of “using fuels other than hydrogen”, as proposed in ECE/TRANS/WP.15/2024/8, was intended to clarify that AT vehicles using hydrogen as a fuel would have to comply with the new provisions applicable to fuel tanks as soon as ADR 2025 came into force.

41. The Working Party adopted the texts in annex III to the report ECE/TRANS/WP.15/264 of the previous session, as amended (see annex I).

42. The representative of Luxembourg informed the Working Party of his intention to initiate a multilateral agreement to anticipate these new provisions for the approval of hydrogen fuelled vehicles as AT and FL vehicles.

43. The Working Party once again thanked the informal working group on electrified vehicles and its chair, the representative of the Netherlands, for their important work. The Working Party supported the informal working group’s proposal to continue work on developing provisions for the construction of trailers and bodywork and for EX vehicles, where appropriate.

3. Table in 9.2.1.1

Document: ECE/TRANS/WP.15/2024/7 (Netherlands)

Informal document: INF.10 (Netherlands)

44. The Working Party adopted the amendments to the table in 9.2.1.1 and a transitional measure for AT vehicles not in compliance with the provisions of 9.2.4.3.1 concerning engines, as proposed in documents ECE/TRANS/WP.15/2024/7 and INF.10, with some editorial changes and modifying the date of application to bring it into line with previous decisions on transitional measures applicable to AT vehicles (see annex I).

45. 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.

4. Circuits exempted from protection by fuse or automatic circuit breaker

Document: ECE/TRANS/WP.15/2024/4 (OICA)

46. The Working Party adopted the proposal to add the battery to the electric steering circuit to the circuits exempted in 9.2.2.3 (see annex I).

5. Application of electrical equipment in Chapter 9.7

Document: ECE/TRANS/WP.15/2024/5 (Netherlands)

47. The Working Party adopted the proposal to delete the amendment to the heading of 9.7.8 in ECE/TRANS/WP.15/265 (see annex III). It also adopted the proposed amendment to 9.7.8.1 with editorial changes (see annex I).

48. The proposed amendment to 9.7.8.2 received no support and was deleted.

6. Rear protection of vehicles

Document: ECE/TRANS/WP.15/2024/6 (United Kingdom)

49. The majority of delegations were in favour of the first option proposed by the United Kingdom, i.e. having the same minimum distance required between the tank and the bumper bar for all tanks.

50. The Working Party agreed that certain points still needed to be clarified, in particular concerning the values kept in square brackets and the references to UN Regulation No. 58.

51. The Working Party noted that the United Kingdom would present a revised proposal at the next session, taking into account the comments received.

7. Camera monitor systems on EX/III and FL vehicles

Informal document: INF.7 (Germany and Netherlands)

52. The Working Party noted that GRSG would discuss at its 127th session (15–19 April 2024) a proposal to amend UN Regulation No. 46 to resolve the problems that could arise during the approval of EX/III and FL vehicles fitted with a camera system in compliance with the requirements of this Regulation.

53. The Working Party confirmed that it would be ready to adopt consequential amendments to ADR if the proposed amendments were adopted. Most of the delegations that spoke preferred the amendments proposed in option 1 of informal document INF.7.

B. Miscellaneous proposals

1. Layout of packing instruction P200

Informal document: INF.8 (Secretariat)

54. The Working Party noted that further changes to the layout of packing instruction P200 were necessary to take account of the decisions of the Sub-Committee of Experts on the Transport of Dangerous Goods on the layout of packing instructions.

55. The Working Party adopted the proposals set out in informal document INF.8 for entry into force on 1 January 2025 (see annex I).

2. Marking of a tank-vehicle carrying UN numbers 1202, 1203 and 3475

Document: ECE/TRANS/WP.15/2024/2 (FuelsEurope)

Informal document: INF.3 (CTIF)

56. The proposal in ECE/TRANS/WP.15/2024/2 was to include only UN 3475 on compartmented tanks carrying substances under this entry and other fuels.

57. Noting that CTIF and some national fire safety services had supported this approach, the Working Party adopted the proposal for entry into force on 1 January 2025 (see annex I).

VII. Interpretation of ADR (agenda item 6)

A. Application of 1.1.3.1 (a)

Document: ECE/TRANS/WP.15/2024/3 (Finland)

58. Several delegations were of the opinion that 1.1.3.1 (a) should also apply to dangerous goods carried by passengers (private individuals) in cars and buses, such as goods in passengers' bags, shopping bags or luggage. However, some delegations considered that the exemptions in 1.1.3.1 (a) could be interpreted differently. The Working Party agreed that it would be necessary to clarify the scope of 1.1.3.1 (a) in this sense.

59. Several delegations also wanted to see quantity limits set for such carriage.

60. The representative of OTIF pointed out that RID 1.1.3.8 defined the exemptions applicable to the carriage of dangerous goods as hand luggage, registered luggage or in or on board vehicles, and the quantity limits for the application of these exemptions.

B. Provision V2 in 7.2.4

Informal document: INF.11 (United Kingdom)

61. As it involved an informal document that had been submitted late and only available in English, several delegations indicated that they would need more time to consult their experts and stakeholders on the carriage of goods of Class 1.

62. The Working Party invited the representative of the United Kingdom to submit a working document on this subject at the next session.

VIII. Circular economy, sustainable use of natural resources and Sustainable Development Goals (agenda item 7)

Informal document: INF.17 (Secretariat)

63. A member of the secretariat presented an assessment of the links indicated in the session documents between the work of the Working Party and the Sustainable Development Goals.

64. Delegations welcomed the useful information and encouraged the secretariat to keep the Working Party regularly updated.

IX. Programme of work (agenda item 8)

65. The agenda items for the next session (5–8 November 2024) would be as follows: Adoption of the agenda; Status of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues; Work of the RID/ADR/ADN Joint Meeting; Proposals for amendments to annexes A and B of ADR; Interpretation of ADR; Circular economy, sustainable use of natural resources and Sustainable Development Goals; Programme of work; Any other business; Election of officers; Adoption of the report.

66. The Working Party agreed to set aside one meeting for discussions on the standardization of ADR driver exam questions at its 116th session.

67. The deadline for submission of official documents for that session was 13 August 2024.

X. Any other business (agenda item 9)

A. Standardization of ADR driver exams

Document: ECE/TRANS/WP.15/2024/1 (IRU)

68. Most of the delegations that spoke supported the IRU proposal to standardize ADR driver exam questions. Several delegations considered that the organization of exams should also be discussed.

69. Recognizing that these developments would require considerable work, the Working Party decided to devote time at its next session to examining this issue and adopting a way forward. It invited delegations to send their comments to the representative of IRU.

B. Terms of reference, rules of procedure and working methods

Document: ECE/TRANS/WP.15/2024/9 (Secretariat)

70. Following the adoption of its terms of reference by the Executive Committee of the Economic Commission for Europe (see para. 8), the Working Party confirmed that ECE/TRANS/WP.15/2024/9 would replace ECE/TRANS/WP.15/190/Add.1 as the reference document for the organization of its next sessions as follows:

- For its terms of reference: paragraphs 1 to 4 of annex 1 to document ECE/TRANS/WP.15/2024/9;
- For its rules of procedure and the rules concerning documents to be submitted to the Working Party: annex II to document ECE/TRANS/WP.15/2024/9 and its annex and appendix;
- For its working methods: annex III of document ECE/TRANS/WP.15/2024/9.

C. Request for consultative status

Document: ECE/TRANS/WP.15/2024/10 (Secretariat)

71. The Working Group approved the WBIA request for consultative status.

D. Amendments for the 2025 edition of ADR

72. The amendments adopted at previous sessions for entry into force on 1 January 2025 were published under the symbol ECE/TRANS/WP.15/265. The Working Party requested the secretariat to publish the amendments adopted at the 115th session that were also scheduled to enter into force on 1 January 2025, in the form of a corrigendum (ECE/TRANS/WP.15/265/Corr.1) for those that modified previously adopted amendments and an addendum (ECE/TRANS/WP.15/265/Add.1) for new amendments.

73. The Chair was invited to transmit all the amendments to the Secretary-General through her Government so that they could be notified to the contracting parties to ADR on 1 July 2024 at the latest for acceptance in accordance with the procedure set out in article 14 of ADR.

E. Tribute

74. The Working Party had learned of the retirement of Ms. Barrio-Champeau, assistant in the Transport of Dangerous Goods Section. Since 2011, Ms. Barrio-Champeau had been responsible for the administrative side of organizing Working Party sessions and relations with delegates. The Working Party wished her all the best in her new life.

XI. Adoption of the report (agenda item 10)

75. The Working Party adopted the report on its 115th 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 2025

Chapter 1.6

- 1.6.5.4 Replace “(Reserved)” by “As regards the construction of AT vehicles, the requirements of Part 9 in force up to 31 December 2024 may be applied until 31 December 2026.”.

(Reference document: informal document INF.6, proposal 4)

- 1.6.5 Add the following new transitional measure:

- “1.6.5.28 Vehicles first registered (or which entered into service if registration is not mandatory) before 1 January 2027, approved as AT vehicles, not in compliance with the provisions of 9.2.4.3.1 concerning engines, may continue to be used.”

(Reference document: ECE/TRANS/WP.15/2024/7, as amended)

Chapter 4.1

- 4.1.4.1, P200 Throughout the packing instruction, including tables 1 to 3, place the footnotes directly below the packing instruction, on those pages on which they appear and renumber them sequentially, as (a) to (i).

In (5) (b), under the first and second formulas, after “where”, add a colon and start a new line after that.

In (5) (c), under the formula, after “where”, add a colon and start a new line after that.

In (10) z, under the first formula, replace “in which” by “where:” and start a new line after that. Under the second formula, after “where”, add a colon and start a new line after that.

In (10) ab, renumber (i) to (iii) as (a) to (c).

In (10) ad, renumber (i) and (ii) as (a) and (b) and renumber the list with dashes as (i) and (ii).

In (13) 2.2, renumber the list with bullets as (a) to (e).

In (13) 2.3, renumber the list with bullets as (a) to (e) and renumber the list with dashes as (i) and (ii).

(The first amendment supersedes all amendments regarding the placement and renumbering of footnotes in P200 in ECE/TRANS/WP.15/265.)

(Reference document: informal document INF.8)

Chapter 5.3

- 5.3.2.1.1 In the second paragraph, last sentence, at the end, add “or to UN 3475, as appropriate”.

(Reference document: ECE/TRANS/WP.15/2024/2, consequential amendment)

- 5.3.2.1.3 Replace “1203 or 1223” by “1203, 1223 or 3475” and amend the end of the paragraph to read as follows:

“... and the UN number prescribed:

- (a) For UN No. 3475; or
- (b) For the most hazardous substance carried, i.e. the substance with the lowest flash-point in the absence of any substance assigned to UN No. 3475.”

(Reference document: ECE/TRANS/WP.15/2024/2, editorially amended)

Chapter 9.2

- 9.2.2.3 At the end of the list, replace the period by a semicolon and add a new item to read “- From the starter battery to the electric steering equipment.”

(Reference document: ECE/TRANS/WP.15/2024/4)

- 9.2.5.1 (current 9.2.4.8.1) Replace “9.2.4.8.2 to 9.2.4.8.6” by “9.2.5.2 to 9.2.5.6”.
- 9.2.5.2 (current 9.2.4.8.2) Replace “9.2.4.3 and 9.2.4.5” by “9.2.4.2 and 9.2.4.3.2”.
- 9.2.5.4 (current 9.2.4.8.4) In the first sentence, replace “9.2.4.8.3 (b) and (c)” by “9.2.5.3 (b) and (c)”.

(Reference document: ECE/TRANS/WP.15/2024/8)

Chapter 9.3

- 9.3.2.2 Replace “9.2.4.8.1, 9.2.4.8.2, 9.2.4.8.5 and 9.2.4.8.6” by “9.2.5.1, 9.2.5.2, 9.2.5.5 and 9.2.5.6”.

(Reference document: ECE/TRANS/WP.15/2024/8)

Chapter 9.7

- 9.7.7.1 In the first paragraph, replace “9.2.4.8.1, 9.2.4.8.2, 9.2.4.8.5” by “9.2.5.1, 9.2.5.2, 9.2.5.5”.
- In the second paragraph, replace “9.2.4.8.3 and 9.2.4.8.4” by “9.2.5.3 and 9.2.5.4”.

(Reference document: ECE/TRANS/WP.15/2024/8)

- 9.7.8.1 Amend the first sentence to read “Additions to or modifications of the electrical installation on vehicles shall meet the relevant requirements of Chapter 9.2 as appropriate (see table 9.2.1.1).” Delete the second paragraph.

(Reference document: ECE/TRANS/WP.15/2024/5, as amended)

Chapter 9.8

- 9.8.6.1 Replace “9.2.4.8.1, 9.2.4.8.2, 9.2.4.8.5, 9.2.4.8.6” by “9.2.5.1, 9.2.5.2, 9.2.5.5, 9.2.5.6”.

(Reference document: ECE/TRANS/WP.15/2024/8)

Informal document INF.12, part A, adopted with the following modifications:

Remove all square brackets.

- 1.8.6.3.1 The modification does not apply to the English text.
- 6.2.4.1 Delete the amendments related to EN ISO 17871.
- 6.8.2.6.2 In the new row for “EN 12972:2018 + A1:2024”, in column (3), before “6.8.2.4” add “6.8.2.3,”.

(Consequential amendment)

6.11 Renumber 6.11.1.4 as 6.11.4.1.

Document ECE/TRANS/WP.15/264, annex III adopted with the following modifications:

1.6.5.26 Replace “[1 April 2026]” by “1 January 2027”.

1.6.5.27 Replace “[1 April 2026]” by “1 January 2027”.

The amendments to Chapter 1.8 are replaced by those in informal document INF.12.

The amendments to Chapters 6.2 and 6.8 are withdrawn.

9.2.1.1 In the second bullet point, replace “vehicles first registered after [31 March 2026]” by “vehicles using fuels other than hydrogen, first registered after 31 December 2026”.

Modify the third bullet point to read as follows:

“ • Replace the row for 9.2.4.4 by:

9.2.4.3	Internal combustion engine	X	X	X ^k	X	^k Applicable to motor vehicles first registered after 31 December 2026.
9.2.4.3.1	Engine	X	X	X ^k	X	^k Applicable to motor vehicles first registered after 31 December 2026.
9.2.4.3.2	Exhaust system	X	X		X	

”

Modify the fifth and sixth bullet points to read as follows:

“ • Replace the row for 9.2.4.6 by:

9.2.4.4	Electric power train					
9.2.4.4.1	General provisions			X	X	
9.2.4.4.2	Rechargeable electrical energy system			X ^k	X	^k Applicable to motor vehicles first registered after 31 December 2026.
9.2.4.4.3	Measures against thermal propagation				X	
9.2.4.4.4	Vehicle charging inlet				X	

”

9.2.2.1 Delete the amendment in square brackets.

9.2.4.3 In the fourth bullet point, in (e), replace “[Global Technical Regulation No.13¹⁰, Phase 2, part 7]” by “Global Technical Regulation No.13¹⁰, Amendment 1, part 7”.

9.2.4.3.1 Add a heading to read “*Engine*”. In (c), replace “[Global Technical Regulation No.13¹⁰, Phase 2]” by “Global Technical Regulation No.13¹⁰, Amendment 1”.

9.2.4.4 Transfer the first paragraph under the heading of 9.2.4.4.1 directly under the heading of 9.2.4.4.

9.2.4.4.1 In the last paragraph, at the end, add “, as amended at least by the 03 series of amendments”.

9.2.4.4.2 In the paragraph under the first note, second sentence, remove the square brackets, delete the parentheses and replace “e.g.” by “such as a”. The last amendment does not apply to the English text.

- 9.2.4.4.3 In the first sentence under the heading, replace “prevent” by “mitigate”.
Remove the sentence in square brackets.
- 9.2.4.4 Add a new 9.2.4.4.4 to read as follows:
- “9.2.4.4.4 *Vehicle charging inlet*
- The vehicle charging inlet shall be provided with thermal sensing function which limits or interrupts current transfer according to ISO 17409:2020, when the temperature exceeds component rated values or required limits by applicable product standards, see e.g. IEC 62196-3-1:2020.”
- 9.2.4.5.2 In the second sentence, replace “[Global Technical Regulation No.13¹⁰, Phase 2]” by “Global Technical Regulation No.13¹⁰, Amendment 1”.
- 9.2.4.5.3 Remove the square brackets.
- 9.2.4 In the last amendment to 9.2.4, remove the square brackets.

(Reference documents: ECE/TRANS/WP.15/2024/8, as amended, informal document INF.6, as amended, informal document INF.10, as amended, and in-session discussions)

Annex II

Draft amendments to annexes A and B of ADR for entry into force on 1 January 2027

Chapter 6.2

6.2.4.1 In the row for standard EN ISO 17871:2020, in column (4), replace “Until further notice” by “Between 1 January 2025 and 31 December 2028”. Add a new row beneath this row as follows:

(1)	(2)	(3)	(4)	(5)
EN ISO 17871:2020 + A1:[2024]	Gas cylinders – Quick-release cylinder valves – Specification and type testing	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	

(Reference document: informal document INF.12, part A)

Informal document INF.15 adopted.

Annex III

Corrections to ECE/TRANS/WP.15/265

Chapter 7.3, 7.3.3.2.7, new AP11

For EN 12972:2018 read EN 12972:2018 + A1:2024

Chapter 9.7, amendment to 9.7.8

Delete

(Reference document: ECE/TRANS/WP.15/2024/5, as amended)

Informal document INF.12, part B adopted with the following correction:

The correction does not apply to the English version.
