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Working Party on the Transport
of Dangerous Goods

**REPORT OF THE WORKING PARTY ON ITS SIXTY-NINTH SESSION
(13-19 November 2000)**

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Annex: Texts adopted by the Working Party

TRANS/WP.15/163/Add.1

REPORT OF THE WORKING PARTY

ATTENDANCE

1. The Working Party on the Transport of Dangerous Goods held its sixty-ninth session from 13 to 19 November 2000 with Mr. J. Franco (Portugal) as Chairman and Mrs. A. Roumier (France) as Vice-Chairman. Representatives of the following countries took part in its work: Austria; Belarus; Belgium; Bulgaria; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; Ireland; Italy; Latvia; Netherlands; Norway; Poland; Portugal; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; Turkey; United Kingdom. The European Commission was also represented. The following intergovernmental organization was represented: Intergovernmental Organization for International Carriage by Rail (OTIF), along with the following non-governmental organizations: European Industrial Gases Association (EIGA); European Liquefied Petroleum Gas Association (AEGPL); European Committee for Standardization (CEN); Liaison Committee of Coachwork and Trailer Builders (CLCCR); European Association of Automotive Suppliers (CLEPA); European Conference of Fuel Distributors (CENCC); International Express Carriers Conference (IECC); European Chemical Industry Council (CEFIC); International Federation of Forwarding Agents' Associations (FIATA); International Organization of Motor Vehicle Manufacturers (OICA); International Union of Railways (UIC); International Road Transport Union (IRU).

ADOPTION OF THE AGENDA

Document: TRANS/WP.15/162

2. The Working Party adopted the agenda prepared by the secretariat with the addition of document TRANS/WP.15/AC.1/82 (Report of the RID/ADR/ADN Joint Meeting on its September 2000 session) and informal documents INF.1 to INF.30 and INF.33 to INF.38, which had been submitted late.

STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR) AND RELATED ISSUES

Status of the Agreement

Document: TRANS/WP.15/2000/1/Rev.1 (Secretariat)

Informal document: INF.23 (Secretariat)

3. The Working Party noted that Azerbaijan had acceded to the Agreement on 28 September 2000 and took note of the particulars of the competent authorities of all the Contracting Parties.

4. The Working Party also noted that the Federal Republic of Yugoslavia had been admitted by the General Assembly as a new member of the United Nations on 1 November 2000 with the name of "Yugoslavia". Since the name "Yugoslavia" referred to the former Socialist Federal Republic of Yugoslavia where the Contracting Parties were concerned, the secretariat would

check with the Office of Legal Affairs whether this new Member State of the United Nations could be considered de facto as a Contracting Party to ADR or if it would be required to submit a notification of succession as the other States derived from the former Yugoslavia had done.

Protocol of amendment 1993

5. The Working Party noted that Azerbaijan should be added to the 11 States which had still not become Contracting Parties to the 1993 Protocol. The 12 States in question (Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Croatia, Germany, Greece, Lithuania, Republic of Moldova, the former Yugoslav Republic of Macedonia, Ukraine and [Yugoslavia]) were therefore invited to deposit the legal instruments required for the Protocol to enter into force as rapidly as possible.

Notifications in accordance with marginal 10 599

Document: TRANS/WP.15/2000/13 (Spain)

6. The Working Party took note of the notification submitted by Spain and invited all Contracting Parties applying this marginal to transmit notifications or their updates to the secretariat electronically, so that they could in future be circulated on the Web site of the Transport Division of the Economic Commission for Europe.

RESTRUCTURING OF ADR

7. The Working Party welcomed the fact that a consolidated text of the draft restructured ADR was available in English and French; it had been prepared by the secretariat in the form of informal documents INF.4 and Addenda 1 to 4. These documents had been prepared on the basis of the Working Party's decisions at its last two sessions and it had been decided to consider them in the light of the new proposals or corrections contained in the informal documents and the Joint Meeting's most recent decisions (TRANS/WP.15/AC.1/82, annexes 1 and 2).

Part 1

Documents: TRANS/WP.15/159/Add.1
TRANS/WP.15/161/Add.1
INF.4 (Secretariat)
TRANS/WP.15/AC.1/82

8. The representative of Switzerland said that he was opposed to the introduction of a multiplier in 1.1.3.6.4 for articles of Class 1 of transport category 1 for which a total maximum quantity of 50 kg appeared in the footnote to the table in 1.1.3.6.3, as proposed by the Joint Meeting. In his opinion, the carriage of such articles together with other dangerous substances in quantities exceeding 20 kg was not acceptable from a safety point of view.

9. This question was put to the vote and, since no other delegations shared the opinion of Switzerland, the Working Party followed the decision taken by the Joint Meeting. The Working Party also adopted all amendments to the text of Part 1 previously adopted as proposed in annex 1 to the report of the Joint Meeting (see annex).

Informal documents: INF.15 (CEFIC)
INF.28 (Poland)

10. The Working Party agreed (by 20 votes in favour, none against, and 3 abstentions), as CEFIC and Poland proposed, that the interpretation of 1.6.1.1 providing for transitional measures of 18 months for the implementation of the restructured ADR should be as wide-ranging and as flexible as possible, which meant that:

(a) they should concern all the provisions of Annexes A and B except as otherwise provided (for example, for Class 7);

(b) the combined implementation of the provisions of the present ADR and those of the restructured ADR was permissible throughout the transitional period.

11. With regard to the new provisions of 1.8.3 concerning the safety adviser, the Working Party was reminded that the European Directive concerning the safety adviser was due to be revoked once the new provisions of ADR were applicable.

12. The Working Party agreed to come back to the transitional provisions on vehicles when Part 9 and item 4 (c) were discussed (see paragraphs 28, 31, 32, 36 and 57 to 62).

Part 2

Document: TRANS/WP.15/AC.1/80/Add.2

Informal document: INF.4 (Secretariat)

13. The Working Party noted that informal document INF.4 included amendments adopted by the Joint Meeting according to annex 1 of document TRANS/WP.15/AC.1/82. Additional corrections had been made (see annex).

14. With reference to the prohibition decided by the Joint Meeting on the carriage of fertilizer ammoniating solution with free ammonia, UN No. 1043, the decision was taken to consult the European Fertilizer Manufacturers' Federation to check whether the prohibition would cause practical problems for the industry or for agriculture. The secretariat was requested to take the results of this consultation into account in drafting the texts for this UN number.*

* Note by the secretariat: The European Fertilizer Manufacturers' Association (EFMA) informed the secretariat that the products covered by UN No. 1043 currently existed on the market and for that reason their carriage should not be prohibited. Pending the additional details which would enable the Joint Meeting to settle the question, the secretariat introduced a special provision 642 as an interim measure (see annex).

Part 3

Documents: TRANS/WP.15/AC.1/82
TRANS/WP.15/AC.1/80/Add.3
TRANS/WP.15/159/Add.2
TRANS/WP.15/159/Add.2/Rev.1 (French only)
TRANS/WP.15/161/Add.1

Informal documents: INF.4/Add.1 (Secretariat)
INF.16 (Secretariat)
INF.26 (Norway)
INF.33 (Portugal)
INF.34 (Germany)

15. The Working Party adopted the text of Part 3 prepared by the secretariat with the amendments contained in the annex.

16. The Working Party adopted the replacement of special provision 242 by provision 641 for sulphur, in accordance with the decision of the Joint Meeting; however, the amendment would be introduced immediately into texts entering into force on 1 July 2001 and not into the next series of amendments scheduled for 1 January 2003 as the Joint Meeting had suggested.

Part 4

Document: TRANS/WP.15/AC.1/82
TRANS/WP.15/159/Add.3
TRANS/WP.15/159/Add.3/Corr.1 (French only)
TRANS/WP.15/AC.1/80/Add.4 and -/Corr.1
TRANS/WP.15/AC.1/80/Add.5
TRANS/WP.15/161/Add.1

Informal document: INF.4/Add.2 (Secretariat)

17. The Working Party adopted the texts prepared by the secretariat, including the amendments from the Joint Meeting (TRANS/WP.15/AC.1/82, annexes 1 and 2), with some additional amendments (see annex).

18. The representative of Germany said that the use of plastics IBCs in accordance with instruction IBC 02 for substances such as nitric acid (UN No. 2031) should be limited to two years as for plastics packagings. He was requested to prepare a written proposal for the Joint Meeting if he considered it necessary.

Part 5

Documents: TRANS/WP.15/AC.1/82
TRANS/WP.15/159/Add.4
TRANS/WP.15/AC.1/80/Add.6
TRANS/WP.15/161/Add.1

Informal documents: INF.4/Add.2 (Secretariat)
INF.5 (Austria)
INF.7 (UIC)
INF.13 (Austria)
INF.35 (IRU)
INF.36 (Secretariat)

19. The Working Party adopted the proposal by Austria (INF.13) to include the current requirements of marginals 11 500 (6) and 71 500 (1) of ADR in 5.3.1.7.4.
20. The proposal by UIC (INF.7) to prescribe the same placarding for swap bodies used in combined rail/road transport as for large containers was a follow-up to the Joint Meeting's discussions on the subject (TRANS/WP.15/AC.1/82, paras. 56 and 57).
21. IRU proposed a different text to the effect that swap bodies should be placarded like containers as soon as they arrived in the terminals.
22. Following a discussion in which a number of delegations said that they would have liked a more detailed discussion of the proposals in 2001, the Working Party adopted the UIC proposal by 16 votes in favour and none against (see annex).
23. On the basis of a proposal by Austria (INF.5), amended during the meeting, the Working Party adopted amendments to 5.4.1.1.1 (g) and 5.4.1.2.1 (a) with the intention of grouping requirements specific to Class 1 at the same point (see annex).

Part 6

Documents: TRANS/WP.15/AC.1/82
TRANS/WP.15/159/Add.5, -/Add.6, -/Add.7, -/Add.8, -/Add.9 and -/Add.12
TRANS/WP.15/AC.1/80/Add.7, -/Add.8, -/Add.8/Corr.1 and -/Add.9
TRANS/WP.15/161/Add.1

Informal documents: INF.4/Add.3 (Secretariat)
INF.25 (Secretariat)
INF.18 (EIGA)

24. The amendments to the consolidated text (INF.4/Add.3) on the basis of the corrections of INF.25 and the decisions of the Joint Meeting can be found in the annex.

25. The proposal by EIGA (INF.18) to amend 6.8.3.2.5 in order to reflect the current situation of ADR was adopted (see annex).

Parts 7, 8 and 9

Documents: TRANS/WP.15/159/Add.10 and -/Add.11
TRANS/WP.15/161/Add.1

Informal documents: INF.4/Add.4 (Secretariat)
INF.37 (Germany)

26. The Working Party reviewed the texts adopted previously and inserted the corrections mentioned in the annex.

Certificate of approval

Informal documents: INF.6, INF.6/Rev.1, INF.6/Rev.2, INF.14 (Germany) (Report of the informal working group, Stuttgart, 4-5 October 2000)

27. The Working Party considered the informal working group's proposal for a new certificate of approval for vehicles to replace the B3 certificate. A drafting group revised the proposed model (INF.6/Rev.1 and INF.6/Rev.2); the new certificate finally adopted is reproduced in the annex.

28. It would be possible to continue to use the old B3 certificates until 31 December 2003.

29. The representative of Germany said that he would submit new proposals at the next session with a view to a harmonized interpretation of how to complete the certificate of approval.

30. Some delegations proposed that the requirement of a pink diagonal stripe should be deleted. Others opposed this proposal since the pink diagonal stripe enabled inspectors to identify rapidly the certificate of approval in the set of documents habitually carried on board the vehicle. The Working Party decided to keep the requirement. The Working Party also kept paragraph 9.1.2.1.5 as it stood since proposals to standardize the presentation of the certificate should be submitted as written proposals if they were deemed necessary.

31. The Working Party agreed that it would not be necessary to indicate the tank code in section 9.5 of the certificate when assignment to a tank code had not yet taken place under the transitional provisions in 1.6.3.18. In that case, the substances which could be carried should be listed in section 10.2 of the certificate.

32. The Working Party adopted an amendment to 1.6.5.1 whereby the certificate of approval for vehicles carrying tank-containers benefiting from the transitional measures of this paragraph could continue to conform to the present model B3 certificate until 31 December 2004 (see annex).

Other questions concerning Class 9

33. The representative of Norway considered that paragraphs 9.5.2 and 9.7.7.2 were unnecessary, since it was not possible to envisage that fuel tanks, energy sources, combustion air or heating air intakes or exhaust pipe outlets could be installed in a load compartment for solid bulk goods or in a tank.

34. A member of the secretariat recalled that the secretariat had placed these texts in square brackets in the texts submitted at the last two sessions precisely because these requirements - taken from present marginal 10 300 - seemed inappropriate, but that the Working Party had decided to keep them.

35. The representative of Germany said that tank-vehicles and solid bulk vehicles could, in addition to the tank or skip for solid bulk goods, include a load compartment for packages. In view of these explanations, the Working Party agreed to keep these paragraphs.*

Informal document: INF.38 (Germany)

36. The representative of Germany asked that provision should be made for transitional measures for the application of 9.7.3, because in his opinion the present means of attaching tanks to vehicles did not comply with this requirement. He was invited to submit a written proposal at the next session since the interpretation of marginals 211 127 and 212 127 by the Working Group in the context of the restructuring was that these marginals applied to means of attaching tanks overall, both when attachments depended on the tank and when they depended on the vehicle.

Informal documents: INF.9 and INF.29 (Secretariat)

37. The Working Party welcomed the fact that the WP.29 Working Party was envisaging the revision of ECE Regulation No. 105 to bring it into line with ADR and include dates of application and transitional measures corresponding to those of ADR. The Working Party further noted that ECE Regulation No. 13 was also being revised for the same reasons, but that OICA had drafted proposals which departed from 9.2.3.3.2 of the restructured ADR.

* Note by the secretariat: The Working Party may possibly wish to come back to this question at its next session. The secretariat considers that a tank-vehicle (or a solid bulk vehicle) which also includes a load compartment for packages should conform to the various applicable chapters, for example, 9.4 and 9.7. If the only argument for the conservation of these paragraphs was the possible presence of a load compartment for packages in these vehicles, the text of 9.5.2 should be revised to include labels of models Nos. 1, 1.4, 1.5, 1.6, 3 and 5.2, and the text of 9.7.7.2 to include model No. 1.4 (compatibility group S).

PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Document: TRANS/WP.15/2000/11/Rev.1 (Germany)

Miscellaneous proposals

Paragraph 1.1.3.1

Document: TRANS/WP.15/2000/16 (CEFIC)

38. Several delegations said that they were in favour of amending paragraph 1.1.3.1 in order to take account of the needs of craftsmen, farmers and retail merchants who had to carry small quantities. Some delegations thought, however, that these cases could be covered in paragraph 1.1.3.1 (c). Some also thought that the CEFIC proposal went too far with regard to exemptions.

39. The representative of the European Commission said that Directive 94/55/EC would be amended to enable Governments to take measures in respect of domestic traffic to settle problems of that kind, but that it would naturally be desirable for a harmonized solution to be found in ADR.

40. CEFIC was invited to submit new proposals in view of the discussion.

Particulars in the transport document

Document: TRANS/WP.15/2000/6 (Germany)

41. Opinions were divided on the various proposals for simplification submitted by Germany. Some delegations admitted that it might be necessary to simplify procedures for short-distance delivery transport operations, but the legal framework of ADR covered international transport operations which in general involved long distances. It had also been pointed out that the indication of whether a tank was empty or full was important for the emergency services, and that particulars regarding quantities were important for determining whether vehicles could take certain regulated routes (tunnels, for example) or in applying requirements relating to the supervision of vehicles, etc.

42. The representative of Germany said that the problems to be solved mainly concerned delivery and that it might be useful to organize a session for a specific informal group on such questions. He said that he would submit a new proposal.

Orange-coloured plates

Document: TRANS/WP.15/2000/8 (Germany)

Informal document: INF.17 (CTIF)

43. Several delegations said that if marginal 10 500 (6) was to be amended, it would first of all be necessary to prepare a standard or full and detailed statutory requirements for the specifications of the orange-coloured plates. It would also be necessary to ensure that, if tests were required, they could be carried out without difficulty in countries which were ADR Contracting Parties.

44. The representative of Germany said that he would prepare a proposal with detailed specifications.

Carriage of substances of Class 9 in closed or sheeted vehicles

Document: TRANS/WP.15/2000/14 (Germany)

45. The representative of Germany requested that the Joint Meeting should consider this proposal.

Other proposals

Document: TRANS/WP.15/2000/11/Rev.1 (Germany)

46. The first proposal contained in the document (amendment of marginal 41 414 (2) (7.5.11 of the restructured ADR)) was adopted (see annex). The other two proposals would be discussed at the next session.

47. The following documents were postponed until the next session: TRANS/WP.15/2000/5, -/2000/11/Rev.1, -/2000/14, -/2000/17 and -/2000/18, INF.3, INF.10, INF.22 and INF.24.

Tank-vehicles

Fitting of safety valves to pressurized tanks

Document: TRANS/WP.15/2000/12 (AEGPL)

48. The representative of AEGPL pointed out that the requirements of Chapter 6.8 did not permit safety valves of sufficient capacity to be fitted on large-capacity pressurized ADR tanks, contrary to the requirements for portable tanks in Chapter 6.7, and he therefore proposed that certain provisions of Chapter 6.7 should be included in Chapter 6.8.

49. Several delegations supported this proposal, particularly because of the risks of explosion when large tanks were exposed to fire. Others considered that the requirements for ADR tanks

were simpler than those for United Nations portable tanks and expressed reservations as to the interpretation of the provisions for the calculation of the delivery capacity of safety valves for United Nations tanks.

50. AEGPL was asked to submit a fuller proposal to the Joint Meeting.

Equivalent thickness, alternative arrangements

Documents: TRANS/WP.15/1999/15 (Germany)
TRANS/WP.15/1999/33 (Italy)
TRANS/WP.15/1999/48 (Germany)
TRANS/WP.15/1999/49 (Germany)
TRANS/WP.15/1999/51 (Germany)
TRANS/WP.15/161/Add.2

Informal document: INF.20 (United Kingdom)
INF.4/Add.3 (Secretariat)

51. The representative of the United Kingdom expressed surprise that Chapter 6.8 (para. 6.8.2.1.18) did not reflect exactly the provisions of document TRANS/WP.15/2000/10 adopted at the last session (TRANS/WP.15/161, paras. 83 to 85), with regard to the minimum equivalent thickness formula, since the figure 456 in the numerator of the fraction had been replaced by 464. He therefore requested that the formula should be replaced by that contained in document TRANS/WP.15/2000/10, that the concept of reference steel should not be used and that the R_{m0} value of $360/\text{mm}^2$ should be reintroduced as the minimum breaking strength as in the present marginal 211 127.

52. A member of the secretariat explained that it had been mentioned at the last session that corrections should be made to document TRANS/WP.15/2000/10 and that the representative of Germany was to transmit them to the secretariat.

53. The representative of Germany said that the formula had had to be corrected because the present requirements of RID/ADR had been modified. The concept of reference steel had been introduced and this steel had a tensile strength of 370 N/mm^2 and not 360. Since the value of the numerator in the equivalence formula was derived directly from the tensile strength, it had been necessary to correct it.

54. The Working Party confirmed that the definitions of Chapter 1.2 and the formulae introduced into Chapter 6.8 were correct.

55. With reference to the other questions still to be discussed in the documents on the agenda, particularly the question of alternative arrangements, the representative of Germany recalled that it had been planned at the last session to organize a technical working group (see TRANS/WP.15/161/Add.2); in his opinion, this group should work under the auspices of the Joint Meeting. He therefore announced that the Government of Germany would invite interested experts to take part in a first session of the working group in late January 2001.

56. The Working Party agreed that these documents would remain pending while awaiting the results of the work of the technical group in question.

Transitional measures for tanks in the restructured ADR

Informal documents: INF.2 (France)
INF.21 (CLCCR)

57. The Working Party discussed at length the question of transitional measures for tanks. France proposed that any new tank built after 1 January 2002 should conform to the new requirements. Some delegations considered that this 6-month period was not in keeping with the decision taken at the start of the session for as wide-ranging and flexible application as possible of the general transitional period of 18 months. CLCCR proposed a two-year period.

58. CLCCR's proposal was rejected by 16 votes against and 3 votes in favour. The 18-month period was adopted by 18 votes in favour and 4 against.

59. Some delegations said that the deadline for the upgrading of tank approvals and markings should be brought into line accordingly; this could be done after six years for fixed tanks and five years for tank-containers when they underwent the periodic test. Others thought that it was an administrative procedure which could take place outside the context of periodic tests, or during the periodic inspection, and that it was therefore unnecessary to modify the dates currently scheduled. The Working Party decided, however, to bring the dates into line (11 votes in favour, and 7 against).

60. The representative of Germany (INF.30) wondered why the text of 6.8.2.5.2 made no provision for the marking of the tank code on fixed and demountable tanks (other than for gases), while provision was made for marking the tank code on tank-wagons and tank-containers. It was proposed that the text should be rectified and the marking required.

61. A member of the secretariat said that it was not a mistake and that this difference had been intended by the working group which had finalized Chapter 6.8. Several delegations reminded the meeting that the tank code must be included in the certificate of approval and that it was not therefore necessary that it should appear on fixed tanks. The Working Party decided, by 9 votes against marking tank-vehicles and 7 votes in favour, to leave the text as it stood.

Transitional measures for tank-vehicles

Document: TRANS/WP.15/2000/7 (Spain)

62. The representative of Spain said that he would submit a new proposal which would take the new structure of ADR into account with a view to ADR 2003.

Work of CEN

Informal document: INF.27 (CEN)

63. The Working Party took note of the state of progress of CEN's work on standards for tank-vehicles intended for the carriage of liquefied petroleum gas (EN 12 252:2000 and pr EN 12493).

Revision of Part 9 of the restructured ADR

Document: TRANS/WP.15/2000/15 (Italy)

64. The representative of Italy asked that discussion of this document should be postponed until the next session.

SAFETY IN ROAD TUNNELS

Work of the Organisation for Economic Co-operation and Development (OECD) and the Permanent International Association of Road Congresses (PIARC)

65. The Working Party was informed about the work of OECD and PIARC concerning the carriage of dangerous goods in tunnels, and particularly the recommendations which would be made concerning risk assessment relating to the carriage of dangerous goods in road tunnels, the definition of groups of cargoes of dangerous goods for the purpose of restricting traffic in road tunnels, decision-making methodologies, risk-reduction measures, etc.

66. The Working Party noted in particular that the OECD/PIARC Group would like to see the harmonized implementation of the system proposed worldwide in the context of domestic and international regulations, particularly through ADR, and the participation of WP.15 experts in the finalization of a cargo grouping system.

67. Several delegations welcomed the work done and stressed the importance of harmonization, recalling the difficulties and obstacles faced by traffic in connection with the implementation of restrictive domestic measures in accordance with marginal 10 599 of ADR. The introduction of a grouping system and a reference in section 1.9 of the restructured ADR to risk-assessment and decision-making models might make it possible to lessen these difficulties, at least in the case of tunnels.

68. It was recalled that requirements for road signs and signals already existed where the prohibition of the traffic of vehicles carrying dangerous goods was concerned.

69. This question could be discussed in greater depth on the basis of specific proposals. The representative of the United Kingdom said that he was intending to prepare one and possibly to bring together an informal group in the summer of 2001.

70. In view of the discussion the representative of IECC, recalling the debate on notifications under marginal 10 599 (paragraph 6 of this report), said that participants in road transport should

be familiar with all local restrictions on traffic in all countries which were Contracting Parties to ADR. He hoped that when the final OECD/PIARC report was published, the WP.15 Working Party or the Inland Transport Committee would give a rapid and favourable reply to this request in its programme of work. He stressed that meanwhile it was essential for industry that the Governments of Contracting Parties to ADR should notify the ECE secretariat of all restrictions on vehicle traffic applied locally under marginal 10 599, without exception, whether they related to traffic in tunnels or were applied for other reasons.

Ad Hoc Multidisciplinary Group of Experts on Safety in Tunnels

Document: TRANS/AC.7/2 and -/AC.7/4 (Reports of the first two sessions of the Ad Hoc Multidisciplinary Group, Geneva, 10-11 July and 10-11 October 2000).

71. The Working Party took note of the reports of the AC.7 Ad Hoc Group.

EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAYS (ADN)

Documents: ECE/TRANS/ADN/CONF.10 and -/Add.1

72. The Working Party noted with satisfaction that the ADN Agreement, adopted on 25 May, had already been signed by seven countries (Bulgaria, Croatia, Czech Republic, France, Germany, Italy and Slovakia) subject to ratification.

73. The Working Party also noted that the Annexes to the Agreement were being restructured on the model of the restructured ADR.

PROGRAMME OF WORK

74. The Working Party noted the following dates scheduled for meetings in 2001:

Joint Meeting of Experts on the annexed Regulations to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (WP.15/AC.2) (Fourth session)	16-19 January 2001
Working Party on the Transport of Dangerous Goods (WP.15) (Seventieth session)	7-11 May 2001
RID/ADR/ADN Joint Meeting	28 May-1 June 2001 (Bern)
Sub-Committee of Experts on the Transport of Dangerous Goods	2-6 July 2001
Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (ECOSOC)	9-11 July 2001

RID/ADR/ADN Joint Meeting	10-14 September 2001
Working Party on the Transport of Dangerous Goods (WP.15)	5-9 November 2001
Sub-Committee of Experts on the Transport of Dangerous Goods (ECOSOC)	3-12 December 2001
Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	12-14 December 2001

75. The agenda for the seventieth session will include questions concerning ADR (status of the Agreement, special agreements, notifications, etc.), proposals for amendments to Annexes A and B of ADR (pending or new), any corrections to the Annexes of the restructured ADR, and safety in road tunnels.

ELECTION OF OFFICERS FOR 2001

76. At the proposal of the representative of Spain, supported by the representatives of Germany, Italy and Norway, Mr. J. Franco (Portugal) was re-elected Chairman and Mrs. A. Roumier (France) was re-elected Vice-Chairman for 2001.

ANY OTHER BUSINESS

Informal document: INF.12 (Permanent International Vinegar Committee)

77. The Working Party noted the application of the Permanent International Vinegar Committee to participate in its work as an observer but suggested that, since this was a specific issue, the Permanent Committee should put forward a request to the Joint Meeting for an amendment to RID and ADR.

Informal document: INF.11 (Union of European Chambers of Commerce and Industry) (UECC)

78. The Working Party noted the request of UECC for a harmonized interpretation and application of the provisions concerning the safety adviser. The Working Party pointed out that these provisions would only enter into force for ADR on 1 July 2001 with a transitional period of 18 months and provisions for exemption clearly set out in Part 1. For the time being, the problem rather arose in the context of the implementation of the European Directive on the safety adviser.

Cooperation with industry

Informal document: INF.8 (Secretariat)

79. The Working Party took note of the request by the Inland Transport Committee to assess its links with industry. The Working Party stressed that its work directly concerned various sectors of the economy (chemical and agro-food industries, energy sector, construction of packagings, tanks and vehicles, transport). The non-governmental organizations representing

these milieux were numerous and took an active share in the work of the Working Party. In general, the Working Party was receptive to any application to participate by new organizations concerned by the regulations which wished to express their opinion. Close and regular cooperation with those organizations made it possible to improve safety and at the same time ensure that the regulations could genuinely be implemented.

Sequence of particulars in the transport document

Informal document: INF.19 (Secretariat)

80. The Working Party noted that the Sub-Committee of Experts on the Transport of Dangerous Goods had adopted a new sequence of particulars in the transport document for the United Nations Model Regulations and that this sequence corresponded to that of RID and ADR. This decision was still to be endorsed, however, by the Committee of Experts at its twenty-first session (4-13 December 2000); proposals had already been formulated by some delegations so that the sequence currently prescribed by the United Nations Model Regulations, the IMDG Code and the ICAO Technical Instructions would not be modified.

Adoption of the new Annexes A and B to ADR, publication of the restructured ADR

81. The Working Party formally adopted as a whole the new Annexes A and B to the restructured ADR in accordance with the decisions taken at the present session, and requested the secretariat to prepare immediately a consolidated text of these Annexes in French and English so that, as was customary, the Government of Portugal, which chaired the Working Party, could transmit it to the Secretary-General of the United Nations as an official proposal for an amendment to enter into force on 1 July 2001. The Working Party also requested the secretariat to prepare as rapidly as possible a publication with the full text of the Agreement and its restructured Annexes, in French, English and Russian, so that these texts would be available to the general public before the official entry into force of the amendments.

82. The representative of the United Kingdom said that he would prepare an introduction to the new publication, on the model of the introduction he had prepared for the current version, with the addition of a table of concordance between the present marginals and the paragraphs of the restructured ADR.

83. The representative of Norway pointed out that the lengthy work of restructuring in progress since 1993 had only been possible with the substantial continuing support and dedication of the secretariat, and he welcomed in particular efforts in recent months to complete the work within the given time. The Working Party endorsed his statement and expressed its gratitude for the work achieved.

TRIBUTE TO MR. K. RIDDER

84. The Working Party was informed that the representative of Germany, Mr. K. Ridder, Chairman of the WP.15/AC.2 Meeting of Experts, would retire in 2001. It expressed its gratitude to him for his contribution to the safety of the carriage of dangerous goods over a period of more than 30 years, and wished him a long and happy retirement.

ADOPTION OF THE REPORT

85. The Working Party adopted the report of its sixty-ninth session together with its annex on the basis of a draft prepared by the secretariat.
