



Economic and Social Council

Distr.: General
24 May 2013
English
Original: French

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Report of the Working Party on its ninety-fourth session

held in Geneva from 14 to 16 May 2013

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its ninety-fourth session from 14 to 16 May 2013 under the chairmanship of Mr. J.A. Franco (Portugal) and the vice-chairmanship of Ms. A. Roumier (France).
2. Representatives from the following countries took part in the session: Austria, Belgium, Bulgaria, Czech Republic, Denmark, Finland, France, Germany, Hungary, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, Ukraine and United Kingdom.
3. The European Union was represented.
4. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).
5. The following non-governmental organizations were represented: European Chemical Industry Council (CEFIC), European Industrial Gases Association (EIGA), Global Express Association (GEA) and International Road Transport Union (IRU).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/218 and Add.1 (Secretariat)

Informal documents: INF.1, INF.2 and INF.13 (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.45.

III. Seventy-fifth session of the Inland Transport Committee (agenda item 2)

Informal document: INF.38 (Secretariat)

7. The Working Party noted the main decisions taken during the Committee's seventy-fifth session relating to its work.

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

A. Protocol of amendment of 1993

8. The Working Party noted that there were still 15 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, Tajikistan, the former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) that had not deposited the legal instrument required for the Protocol to enter into force, and encouraged those countries to take the necessary measures to ratify or accede to the Protocol in order to enable it to enter into effect.

9. The Working Party noted with satisfaction that a draft instrument of ratification had been submitted in the Turkish parliament and might soon be adopted.

B. Corrections to ADR 2013

10. The Working Party noted that the corrections to ADR adopted at the ninety-third session had been deemed to be accepted (C.N.207.2013.TREATIES-XI.B.14 of 1 April 2013) (see also ECE/TRANS/WP.15/217, para. 21 and annex II).

V. Interpretation of ADR (agenda item 4)

A. Types of vehicles authorized in tractor-trailer combinations

Informal document: INF.3 (Switzerland)

11. The Working Party confirmed that for a transport unit composed of a vehicle with a trailer attached, if the dangerous goods were loaded only in the vehicle it was not necessary for the trailer to be of types FL, OX or AT. For dangerous goods loaded in a tank semi-trailer or a tank trailer attached to a drawing vehicle, the drawing vehicle must be of types FL, OX or AT, depending on the goods carried. Another type of vehicle may be used, in accordance with the hierarchy in 7.4.2.

12. Most of the delegations that spoke considered that the current provisions were sufficiently clear and that it was not necessary to amend them.

B. Use of gaseous fuels for propulsion of EX, FL and OX vehicles

Informal document: INF.6 (Netherlands)

13. Most of the delegations that spoke said that the possibility of gaseous fuels being used had not been taken into consideration when the ADR requirements for vehicle motors and motor fuel tanks had been drawn up. For FL and OX vehicles, the ADR text did not explicitly prohibit such fuels, but the fuel tank requirements were apparently not suited for their use. For EX vehicles, some delegations indicated that they interpreted the provisions of 9.2.4.4 and 9.2.4.5 as prohibiting the use of fuels other than diesel, but others thought that point required clarification.

14. As the use of such fuel was expected to grow for goods transport vehicles, the Working Party agreed to raise the subject at a subsequent session, based on technical data making it possible to analyse the risks and to propose appropriate provisions, if necessary. The latest amendments to ECE Regulation No. 110, adopted by the World Forum for Harmonization of Vehicle Regulations (WP.29), should be taken into consideration.

C. Requirements for EX/III vehicles in section 9.7.9

Informal document: INF.7 (Germany)

15. The Working Party took note of the information sent to the authorities competent for ADR in Germany concerning the application of 9.7.9.

16. It was recalled that ADR 9.1.2.1 stipulated that conformity with the relevant technical requirements of Chapters 9.2 to 9.8 should be verified during the first technical inspections of the vehicles. However, the type approval of the vehicles was carried out in

conformity with ECE Regulation No. 105. Thus, it should be proposed to WP.29 that it should amend ECE Regulation No. 105 to take into consideration cases in which, in addition to the requirements of Chapter 9.2, the technical requirements of Chapters 9.3 to 9.8 were applicable to construction.

D. Electrical equipment on trailers

Informal document: INF.17 (Sweden)

17. The Working Party preferred to postpone the discussion until the next session, when it could be held on the basis of a formal document.

E. Sub-section 1.1.3.6 and carriage of chemicals under pressure

Informal document: INF.26 (Austria)

18. Several delegations confirmed that it was necessary to clarify the rules for calculating the maximum total quantity per transport unit so as to apply 1.1.3.6 to chemicals under pressure.

19. The representative of Austria, in cooperation with the representative of Belgium, would submit a proposal to that effect at the Joint Meeting, at its next session.

VI. Work of the RID/ADR/ADN Joint Meeting (agenda item 5)

A. Texts adopted by the Joint Meeting at its autumn 2012 session

Document: ECE/TRANS/WP.15/AC.1/128, annex I (Secretariat)

20. The amendments to Annexes A and B of ADR for entry into force on 1 January 2015, adopted by the Joint Meeting at its spring 2013 session, were endorsed by the Working Party, with some changes (see annex I).

B. Corrections to Annex A of ADR proposed by the Joint Meeting at its spring 2013 session

Informal document: INF.11 (Secretariat) (reproduction of annex IV to the report of the Joint Meeting on its spring 2013 session, ECE/TRANS/WP.15/AC.1/130)

21. The Working Party adopted the corrections proposed by the Joint Meeting and requested the secretariat to take the necessary steps to publish a corrigendum as soon as possible (see annex II).

22. The Working Party noted that the corrections in question had already been published in a corrigendum to RID 2013.

C. Scope of 5.5.3 and multilateral agreement M 260

Informal document: INF.32 (GEA)

23. The Working Party noted that the Joint Meeting had decided at its spring 2013 session (see ECE/TRANS/WP.15/AC.1/130) to restrict the scope of 5.5.3.6 and 5.5.3.7 to

cases where there was an actual risk of asphyxiation, a risk that would have to be assessed by the parties involved in the transport operation.

24. The Working Party also noted that the United Kingdom had initiated a multilateral agreement aimed at applying that decision as soon as possible and had invited the ADR Contracting Parties to jointly sign it before the end of the transitional period for the entry into force of ADR 2013. Several delegations stated that their Governments had taken the steps necessary to sign on to that multilateral agreement.

VII. Proposals for amendments to Annexes A and B of ADR (agenda item 6)

A. Construction and approval of vehicles

Rear protection of vehicles

Informal document: INF.20 (Germany)

25. The Working Party noted the progress made in the work initiated by Germany for the rear protection of vehicles.

26. Several delegations recalled the reservations and comments expressed at the eighty-ninth session (see also ECE/TRANS/WP.15/208, paras. 29–31).

27. The representative of Germany took note of the remarks made and would contact the representative of Germany in WP.29 to arrange for possible cooperation on that matter.

B. Miscellaneous proposals

1. Dimensions of orange-coloured plates in 5.3.2.2.1

Document: ECE/TRANS/WP.15/2013/5 (Belgium and Hungary)

28. The proposal was adopted (see annex I).

2. Provisions S11 and S12: Training for drivers of vehicles carrying radioactive material, UN No. 2915 and UN No. 3332

Informal documents: INF.5 (Spain)

INF.9/Rev.1 (Sweden)

INF.28 (Germany)

29. Several delegations confirmed that under additional requirement S12 as worded in ADR 2013, the basic training course for drivers of vehicles carrying radioactive materials under UN No. 2915 and UN No. 3332 was compulsory to the extent described therein, although such training had previously not been mandatory.

30. Most of the delegations supported in principle the proposal by Spain, as revised by Sweden. The representatives of Spain and Sweden would submit an official proposal for an amendment at the next session so as to clarify the fact that, in the conditions described in additional requirement S12, basic training was not applicable.

31. The Government of Spain would prepare a multilateral agreement.

3. Tunnel prohibitions

Informal document: INF.4 (Switzerland)

32. The representative of Switzerland said that he would consult the delegations who had spoken before preparing an official proposal aimed at stipulating in 1.9.5.3.6 the scope of application of vehicle tunnel restriction signs.

4. Marking of prohibitions on the carriage of dangerous goods in the Consolidated Resolution on Road Signs and Signals (R.E.2) and in the Vienna Convention on Road Signs and Signals

Informal document: INF.33 (Switzerland)

33. The Working Party preferred to delay the discussion of the item until the next session so that it could take place on the basis of an official document.

5. Tunnel restriction codes for UN Nos. 3478 and 3479

Informal document: INF.12 (Secretariat)

34. The Working Party confirmed that pursuant to the principle adopted at its eighty-third session (see ECE/TRANS/WP.15/194), the tunnel restriction code B/D was no longer appropriate for fuel cell cartridges of UN Nos. 3478 and 3479.

35. Consequently, the Working Party adopted the correction aimed at replacing code B/D with code D and requested that the secretariat take the necessary steps so that the correction would be taken into consideration in the next corrigendum (see annex II).

6. Proposed editorial amendments to 1.9.5

Informal document: INF.42 (Romania)

36. The Working Party preferred to postpone the discussion until the next session, when it could be held on the basis of a formal document.

7. Amendment of the reference to standard EN 13501 Part 1 in 6.12.5 and 9.3.4.2 and to the EN 141 standard in 8.1.5

Informal document: INF.8 (Sweden)

37. As the item was being addressed by the Joint Meeting at its spring 2013 session, the document was withdrawn.

VIII. Road map on how to set up the administrative structures required for implementation of ADR (agenda item 7)

38. The Working Party noted with satisfaction that the secretariat had initiated the procedures required to publish the road map as a brochure in the near future.

IX. Any other business (agenda item 9)

A. Reference marks for new amendments in ADR

Document: ECE/TRANS/WP.15/2013/2 (IRU)

39. The Working Party favoured the identification of amendments in the paper version of ADR published by the United Nations and invited the IRU representative to submit a proposal to the Joint Meeting so that a harmonized approach could be adopted for RID, ADR and ADN.

40. The Working Party also asked the secretariat to present to the Joint Meeting the various possible solutions, along with the constraints that might arise in their implementation.

B. Presentation of driver training certificates

Informal documents: INF.10 (Germany), INF.14 (Lithuania), INF.15/Rev.1 (Portugal), INF.16 (Czech Republic), INF.18 (Sweden), INF.19/Rev.1 (Spain), INF.23 (United Kingdom), INF.24 (France), INF.25 (Russian Federation), INF.27 (Austria), INF.29 (Finland), INF.30 (Denmark), INF.31 (Italy), INF.34 (Turkey), INF.35 (Switzerland), INF.36 (Hungary), INF.37 (Belgium), INF.39 (Norway), INF.40 (Poland), INF.41 (Slovakia), INF.43 (Romania), INF.44 (Netherlands)

41. The representatives of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Hungary, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United Kingdom presented to the Working Party the driver training certificates issued in their countries.

42. The Working Party confirmed or specified the following:

- The sequence used for the presentation of dates under numbers 4. and 8. should be the same as the one shown in the model for the training certificate under 8.2.2.8.5;
- The certificate should be white, with black lettering;
- The background security features may be in colour;
- The numbers 9. and 10. should be visible on the back of the certificate to introduce the corresponding lists of classes for which the certificate is valid.

43. The Working Party also noted that the holder's nationality was indicated under number 5. of the certificates that were presented either with the name of the country, the use of an adjective indicating nationality or a recognized abbreviation. The Working Party considered all those solutions acceptable.

Informal document: INF.21 (United Kingdom)

44. Most of the delegations were in favour of posting the model training certificates on the ECE website, without displaying the integrated security features.

45. The Working Party asked the representatives of the Contracting Parties to ADR to send the secretariat an example of each certificate that could be used in their countries along with an electronic image file (.jpeg or .png) of the front and back and the list of bodies authorized to issue the certificates.

C. IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTUs)

Informal document: INF.22 (Secretariat)

46. The Working Party noted with interest the work undertaken by the Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units which had produced a final draft of the Code of Practice. The Working Party asked the secretariat to inform it of the content of the Code's chapters relating to the transport of

dangerous goods and the stowage of goods in transport units so that it could decide whether to include a reference to the relevant chapters of the Code in section 7.5.7 of ADR.

X. Programme of work (agenda item 8)

A. Calendar of meetings

Document: ECE/TRANS/WP.15/2013/6 (Secretariat)

47. Views diverged as to whether it would be appropriate to reduce the number of meetings scheduled for the Working Party by reducing either the number or the length of the sessions.

48. Document ECE/TRANS/WP.15/2013/6 would be kept on the agenda of the next session.

B. Ninety-fifth session

49. The items on the agenda of the next session would be the same as at the current session. An item on elections would be added.

XI. Adoption of the report

50. The Working Party adopted the report of its ninety-fourth session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Draft amendments for entry into force on 1 January 2015

Chapter 1.1

1.1.3.3 (a) At the end of the first sentence add the following: “used or intended for use during carriage” after “or for the operation of any of its equipment”.

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I)

Chapter 1.2

1.2.1 In the definition of “Bulk container” add the following new Note at the end:

“**NOTE:** This definition only applies to bulk containers meeting the requirement of Chapter 6.11.”.

1.2.1 In the definition for “Carriage in bulk” replace “in vehicles or containers” by “in vehicles, containers or bulk containers”.

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I)

Chapter 3.2

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I as amended by ECE/TRANS/WP.15/AC.1/130)

3.2.1 Amend the explanation for column (17), Table A, to read as follows:

“Column (17) “Special provisions for carriage – Bulk”

Contains the alphanumeric code(s), starting with letters “VC”, as well as the alphanumeric code(s) starting with letters “AP”, of the applicable provisions for carriage in bulk. These are listed in 7.3.3. If no code or a reference to a specific paragraph is given, carriage in bulk is not permitted. General and additional provisions concerning the carriage in bulk are to be found in Chapters 7.1 and 7.3.

NOTE: In addition, special provisions indicated in Column (18), concerning loading, unloading and handling, shall be observed.”.

Table A:

For UN 2912: Delete “VV16” in column (17) and add “see 4.1.9.2.3” in columns (10) and (17).

For UN 2913: Delete “VV17” in column (17) and add “see 4.1.9.2.3” in columns (10) and (17).

For the entries to which only “VV1” is assigned in column (17), replace “VV1” by “VC1 VC2”.

For UN No. 1408, insert “[AP3] AP4 AP5” in column (17) after “VC1 VC2”.

For UN No. 3170 (packing group III), replace “VV1 VV5” by “VC1 VC2 [AP3] AP4 AP5”.

For UN No. 1334, replace “VV2” by “VC1 VC2 AP1”.

For the entries to which “VV4” is assigned in column (17) replace “VV4” by “VC1 VC2 AP1”.

For the entries to which “VV3” is assigned in column (17) replace “VV3” by “VC1 VC2”.

For UN No. 3170 (packing group II), insert “[AP3] AP4 AP5” after “VC1 VC2”.

For UN Nos. 2211, 3175 and 3314, insert “AP2” after “VC1 VC2”.

For the entries to which only “VV5” is assigned in column (17) with the exception of UN numbers 1396, 1398, 1418, 1436 and 2950 replace “VV5” by “[VC1] VC2 [AP3] AP4 AP5”.

For the entries UN 1396, PG III, UN 1398, UN 1418, PG III, UN 1436, PG III and UN 2950 replace “VV5” with “VC2 AP4 AP5”.

For UN No. 1405 (packing group II), replace “VV7” by “VC1 VC2 AP3 AP4 AP5”.

For UN Nos. 1405 (packing group III) and 2844, replace “VV5 VV7” by “VC1 VC2 AP3 AP4 AP5”.

For the entries to which “VV8” is assigned in column (17) replace “VV8” by “VC1 VC2 AP6 AP7”.

For the entries to which “VV9” is assigned in column (17) replace “VV9” by “VC1 VC2 AP7”.

For the entries to which “VV10” is assigned in column (17) replace “VV10” by “VC1 VC2 AP7”.

For the entries to which “VV11”, “VV12” or “VV13” is assigned in column (17) replace “VV11”, “VV12” and “VV13” by “VC3”.

For the entries to which “VV14” is assigned in column (17) replace “VV14” by “VC1 VC2 AP8”.

For the entries to which “VV15” is assigned in column (17) replace “VV15” by “VC1 VC2 AP9”.

Chapter 4.5

4.5.1.1 Amend the beginning of the second sentence to read as follows: “Wastes consisting of substances assigned to tank code L4BH in Column (12) of Table A of Chapter 3.2 or to another tank code permitted under the hierarchy in 4.3.4.1.2 may be carried ... *remainder unchanged.*”.

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I)

Add a new 4.5.1.2 to read as follows:

“4.5.1.2 Non waste substances may be carried in vacuum-operated waste tanks under the same conditions as mentioned under 4.5.1.1.”.

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I)

Chapter 5.3

5.3.2.2.1 Amend the second paragraph to read as follows:

“If the size and construction of the vehicle are such that the available surface area is insufficient to affix these orange-coloured plates, their dimensions may be reduced to a minimum of 300 mm for the base, 120 mm for the height and 10 mm for the black border. In this case, a different set of dimensions within the specified range may be used for the two orange-coloured plates specified in 5.3.2.1.1.

When reduced dimensions of orange-coloured plates are used for a packaged radioactive material carried under exclusive use, only the UN number is required and the size of the digits stipulated in 5.3.2.2.2 may be reduced to 65 mm in height and 10 mm in stroke thickness.”.

(Reference document: ECE/TRANS/WP.15/2013/5)

Chapter 6.2

6.2.4.1 In the table, under “For design and construction”, for standard “EN 14893:2006 + AC:2007” in column (4), replace “Until further notice” with “[Until 31 December 2016]”. After the standard “EN 14893:2006 + AC:2007”, add a new standard to read as follows:

(1)	(2)	(3)	(4)	(5)
[EN 14893:[2012]	LPG equipment and accessories – Transportable LPG welded steel pressure drums with a capacity between 150 and 1 000 litres	6.2.3.1 and 6.2.3.4	Until further notice]	

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I)

Chapter 6.8

6.8.2.6.1 In the table, under “For tanks for gases of Class 2”, add the following new standard to read as follows:

(1)	(2)	(3)	(4)	(5)
EN 14129:[2012]	LPG Equipment and accessories – Pressure relief valves for LPG pressure vessels	6.8.2.1.1 and 6.8.3.2.9	Until further notice	

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I)

6.8.2.6.1 In the table, under “For tanks intended for the carriage of liquid petroleum products and other dangerous substances of Class 3 which have a vapour pressure not exceeding 110 kPa at 50 °C and petrol, and which have no toxic or corrosive subsidiary hazard”, add the following new standard to read as follows:

(1)	(2)	(3)	(4)	(5)
EN 16257:2012	Tanks for the transport of dangerous goods — Service equipment — Footvalve sizes other than 100 mm dia (nom)	6.8.2.2.1 and 6.8.2.2.2	Until further notice	

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I)

Chapter 7.3

(Reference document: ECE/TRANS/WP.15/AC.1/128, annex I as amended by ECE/TRANS/WP.15/AC.1/130)

7.3.1.1 (a) Insert “or a reference to a specific paragraph” after “identified by the code BK”.

7.3.1.1 (b) Amend to read as follows:

“(b) a special provision, identified by the code VC or a reference to a specific paragraph, explicitly authorizing this mode of carriage is indicated in column (17) of Table A of Chapter 3.2 and the conditions of this special provision, together with any additional provision identified with the code(s) AP, as laid down in 7.3.3 are satisfied in addition to those of this section.”.

7.3.1.4 and 7.3.1.6 At the beginning, replace “Bulk solids” with “Substances”.

7.3.2 In the title, delete the word “Additional”.

7.3.2.1 Add the following new first sentence: “In addition to the general provisions of section 7.3.1, the provisions of this section are applicable.”.

7.3.3 Amend to read as follows:

“7.3.3 Provisions for carriage in bulk when the provisions of 7.3.1.1 (b) are applied

7.3.3.1 In addition to the general provisions of section 7.3.1, the provisions of this section are applicable, when they are shown under an entry in column (17) of Table A of Chapter 3.2. Sheeted or closed vehicles or sheeted or closed containers used under this section need not be in conformity with the requirements of Chapter 6.11. The codes VC1, VC2 and VC3 in column (17) of Table A of Chapter 3.2 have the following meanings:

VC1 Carriage in bulk in sheeted vehicles, sheeted containers or sheeted bulk containers is permitted;

VC2 Carriage in bulk in closed vehicles, closed containers or closed bulk containers is permitted;

VC3 Carriage in bulk is permitted in specially equipped vehicles or containers in accordance with standards specified by the competent authority of the country of origin. If the country of origin is not a Contracting Party to ADR, the conditions laid down shall be recognized by the competent authority of the first country Contracting Party to ADR reached by the consignment.

7.3.3.2 When the VC bulk codes are used, the following additional provisions shown in column (17) of Table A of Chapter 3.2 shall apply:

7.3.3.2.1 *Goods of Class 4.1*

AP1 Vehicles and containers shall have a metal body and where fitted the sheet shall be non-combustible.

AP2 Closed vehicles and closed containers shall have adequate ventilation.

7.3.3.2.2 *Goods of Class 4.2*

AP1 Vehicles and containers shall have a metal body and where fitted the sheet shall be non-combustible.

7.3.3.2.3 *Goods of Class 4.3*

AP3 Sheeted vehicles and sheeted containers shall be used only when the substance is in pieces (not in powder, granular, dust or ashes form).

AP4 Closed vehicles and closed containers shall be equipped with hermetically closed openings used for loading and unloading to prevent the exit of gas and exclude the ingress of moisture.

AP5 The cargo doors of the closed vehicles or closed containers shall be marked with the following in letters not less than 25 mm high:

“WARNING
NO VENTILATION
OPEN WITH CAUTION”

This shall be in a language considered appropriate by the consignor.

7.3.3.2.4 *Goods of Class 5.1*

AP6 If the vehicle or container is made of wood or other combustible material an impermeable surfacing resistant to combustion or a coating of sodium silicate or similar substance shall be provided. Sheeting shall also be impermeable and non-combustible.

AP7 Carriage in bulk shall only be as a full load.

7.3.3.2.5 *Goods of Class 6.1*

AP7 Carriage in bulk shall only be as a full load.

7.3.3.2.6 *Goods of Class 8*

AP7 Carriage in bulk shall only be as a full load.

AP8 The design of the load compartment of vehicles or containers shall take account of any residual currents and impacts from the batteries.

The load compartments of vehicles of containers shall be of steel resistant to the corrosive substances contained in the batteries. Less resistant steels may be used when there is a sufficiently great wall thickness or a plastics lining/layer resistant to the corrosive substances.

NOTE: Steel exhibiting a maximum rate of progressive reduction of 0.1 mm per year under the effects of the corrosive substances may be considered as resistant.

The load compartments of vehicles or containers shall not be loaded above the top of their walls.

Carriage is also permitted in small plastics containers which shall be capable of withstanding, when fully loaded, a drop from a height of 0.8 m onto a hard surface at -18 °C, without breakage.

7.3.3.2.7 *Goods of Class 9*

AP2 Closed vehicles and closed containers shall have adequate ventilation.

AP9 Carriage in bulk is permitted for solids (substances or mixtures, such as preparations or wastes) containing on average not more than 1 000 mg/kg of substance to which this UN number is assigned. At no point of the load shall the concentration of this substance or these substances be higher than 10 000 mg/kg.”

Annex II

Corrections to Annex A of ADR as modified by the amendments which entered into force on 1 January 2013 (Depository notification C.N.566.2012.TREATIES-XI.B.14)

Chapter 3.2

Table A, for UN Nos. 3478 and 3479, in column (15), replace “(B/D)” by “D”.

(Reference document: informal document INF.12)

Chapter 4.1

4.1.4.1, P200 (11) In the Table, in column “Title of document”, replace “(ISO 11372:2010)” by “(ISO 11372:2011)”.

(Reference document: informal document INF.11)

Chapter 6.2

6.2.4.1 In the Table, under “for design and construction”, for standard “EN 14638-3:2010/AC”, replace the reference in column (1) by “EN 14638-3:2010 + AC:2012”.

(Reference document: informal document INF.11)

Chapter 6.8

6.8.2.6.1 In the Table, under “For tanks intended for the carriage of liquid petroleum products ...”, replace “EN 13082:2008 + A1:2011”, by “EN 13082:2008 + A1:2012”.

(Reference document: informal document INF.11)
