



Economic and Social Council

Distr.: General
11 June 2014
Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Report of the Working Group on its ninety-sixth session

held in Geneva from 6 to 9 May 2014

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its ninety-sixth session from 6 to 9 May 2014 with Mr. J.A. Franco (Portugal) as Chairperson and Ms. A. Roumier (France) as Vice-Chairperson.
2. Representatives from the following countries took part in the session: Austria, Belgium, Bulgaria, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Sweden, Switzerland, 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 Liquefied Petroleum Gas Association (AEGPL), European Conference of Fuel Distributors (ECFD), International Dangerous Goods and Containers Association (IDGCA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU).

II. Opening of the session

6. Ms. Eva Molnar, Director of the United Nations Economic Commission for Europe (UNECE) Transport Division, welcoming the participants, informed the Working Party that the United Nations Economic Commission for Europe Executive Committee had expressed its support and appreciation for the work done by all its Working Parties, due to its positive impact on businesses and people's daily lives. Ms. Molnar also mentioned that an increasing number of non-UNECE member countries were showing an interest in applying UNECE legal instruments and that in that context the "Road Map for accession and implementation of ADR" had been very well received. Finally, she mentioned that a "Treaty Day seminar" to be held at United Nations Headquarters in New York on 5 June, was being organized in cooperation with the Office of Legal Affairs. The seminar would address questions regarding accession to legal instruments and participation in meetings of the relevant intergovernmental bodies and would focus on road safety from three different perspectives: the Vienna Conventions on road traffic rules and signs and signals, transport of dangerous goods and vehicle construction regulations.

III Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/223 and Add.1 (Secretariat)

Informal documents: INF.1, INF.2 and INF 6 (Secretariat)

7. The Working Party adopted the provisional agenda prepared by the secretariat as amended by informal documents INF.2 and INF.6 to take account of informal documents INF.1 to INF.36.

IV. Seventy-sixth session of the Inland Transport Committee (agenda item 2)

8. As the report of the Inland Transport Committee on its seventy-sixth session was unavailable, the item would be taken up at the next session of the Working Party.

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

9. The Working Party noted that there were no new contracting parties to ADR and 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 force.

VI. Interpretation of ADR (agenda item 4)

A. Implementation of 8.2.2.7.1.6 of ADR - possibility of introducing a distance form of the examination

Document: ECE/TRANS/WP.15/2014/3 (Russian Federation)

10. The Working Party confirmed that the proposal to introduce an electronic and a distance form of the examination for drivers was in conformity with the existing provisions of ADR provided that adequate identification and supervision of the candidate was ensured. It also confirmed that the word "writing" included electronic input.

11. The representative of Switzerland suggested that the interpretation provided in the previous paragraph could be included in ADR as a footnote in the future.

12. The representative of Germany informed the meeting that he was preparing a document for the next session of the RID/ADR/ADN Joint Meeting seeking to clarify the situation of examinations using electronic means for the different modes of transport and invited the delegation of the Russian Federation to take part in the discussions at that session. The representative of the United Kingdom recommended that the Working Party consider strengthening the provisions on supervision of examinations.

B. Maximum authorised weights of vehicles carrying dangerous goods

Informal document: INF.15 (Ireland)

13. In response to the question as to whether a vehicle carrying dangerous goods on a national basis which exceeded the weight of 44 tonnes could be used even though the endurance braking system fitted to the vehicle had only been tested and approved for 44 tonnes, the Working Party confirmed that such vehicles could be used and that the guidelines on this subject given in section 8 of Annex 4 of the report of the seventieth session of WP.15 (ECE/TRANS/165, dated 28 May 2001) were still valid.

14. The secretariat was requested to make the guidelines more visible on the website and the Working Party decided to update them at the next session. The representative of the United Kingdom also proposed that some elements of the guidelines be directly

incorporated into ADR in the future. It was pointed out that the guidelines on endurance braking systems made reference to 9.2.3.3.2 (e), a paragraph that no longer existed in ADR.

C. Portable lighting apparatus when dangerous goods are carried in accordance with 1.1.3.6

Informal document: INF.29 (Finland)

15. In response to the question as to whether portable lighting apparatus was required when dangerous goods were carried in accordance with 1.1.3.6, it was confirmed that there was no such requirement but that if such apparatus was voluntarily used it should meet all the requirements outlined in ADR, i.e. paragraphs 8.3.4 and 8.5, S2, as applicable, including being of a type that could not ignite any flammable vapours or gases that might have penetrated into the interior of the vehicle. The representative of Romania felt there was a need to conduct a comprehensive revision of the provisions of 1.1.3.6.

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

Document: ECE/TRANS/WP.15/AC.1/134 and Adds 1-2

Informal documents: INF.5/Rev.1, -/Corr.1 (Secretariat) and INF.28 (France)

A. Amendments proposed by the Joint Meeting at its spring 2014 session

16. The Working Party considered the amendments in sections I and II of INF.5/Rev.1. The amendments were adopted for entry into force on 1 January 2015, subject to a few modifications (see annex I). The Working Party noted that these modifications would also be brought to the attention of the RID Committee of Experts at its next session.

17. In relation to the amendments to paragraph 4.5.2.6, the expert from Germany mentioned that a Multilateral Agreement was under development and would be circulated for signature among Contracting Parties soon.

18. The Working Party noted that certain references to standards had been left in square brackets in informal document INF.5/Rev.1 because they were to be published in May or June 2014. The Working Party agreed to include these references as adopted texts (i.e. without square brackets) in ECE/TRANS/WP.15/222/Add.1. If the standards had not been published by 15 June 2014, the secretariat was requested to issue a corrigendum to ECE/TRANS/WP.15/222/Add.1 deleting these references.*

19. The amendment to the reference to EN 1626:2008 in 6.2.4.1 and 6.8.2.6.1 as proposed in INF.28 was adopted (see annex I).

20. The first paragraph of TT11 in 6.8.4 (d) was adopted as amended following a proposal by the representative of Belgium (see annex I).

21. The revised text of 1.1.3.3 (c) in informal document INF.34 presented by the representative of the European Union that made reference to the definition of non-road mobile machinery in the Consolidated Resolution on the Construction of Vehicles (R.E.3) as well as in Article 2 of Directive 97/68/EC was adopted (see annex I)

* *Note by the secretariat: the CEN secretariat informed the UNECE secretariat that standards EN ISO 14246:2014, EN ISO 10297:2014 and EN 12493:2013 + A1:2014 will not be published by 15 June 2014. Thus they have not been included in the list of amendments for 2015.*

22. During the discussion of INF.5/Rev.1 several delegations raised concerns about the use of references in ADR texts to regulations that did not apply to all ADR Contracting Parties, such as European Union Directives. Even when such references were intended to clarify the scope of ADR, the lack of an official translation posed a problem for competent authorities.

B. Specific issues

1. Additive devices – transitional provision for ADR 2015

Informal documents: INF.12 (Belgium) and INF.21 (Switzerland)

23. The Working Party agreed to the amendments to the first sentence of 1.6.3.44 in proposal 1 in the document from Belgium with some additional modifications. With regard to the second sentence, the representative of Germany requested clarification on the interpretation of the phrase "...with the agreement of the competent authorities in the countries of use" in the case of a vehicle being used in different countries. The Working Party agreed that this meant that the agreement of all the competent authorities of all countries of use should be granted. The representative of Germany suggested replacing "countries of use" by "countries of registration". However, it was noted by several representatives that this would not work for demountable tanks and ultimately "countries of use" was kept as previously adopted.

24. As regards the amendments to SP 664 (f) in proposal 2 in informal document INF.12, some delegations considered that safety advisers were expected to have more advanced knowledge than drivers and therefore did not agree to exempt them from the requirement of additional training for the carriage of additives. After some discussion, the representative of Belgium withdrew the proposal.

2. Update of 1.8.3.13

Informal document: INF.35 (United Kingdom)

25. The Working Party adopted the proposal by the United Kingdom in informal document INF.35 to delete the last sentence of 1.8.3.13 regarding dangerous goods safety adviser certificates issued before 1 January 2009 which was obsolete (see annex I).

3. Correction au 5.2.2.1.11.1

Informal document: INF.16 (Sweden)

26. Correction to the amendment for 5.2.2.1.11.1 as proposed in ECE/TRANS/WP.15/222 was adopted (see annex I).

4. Flexible bulk containers (FBC)

Informal documents: INF.33 and -/Add.1 (IDGCA)
INF.24 (Germany)

27. The Working Party welcomed the information from IDGCA on the results of the tests performed on flexible bulk containers (FBC). The representative of IDGCA addressed questions concerning the reasons behind the different stacking test results for FBCs subject to the same test, the testing conditions and the characteristics of the FBCs tested. However, several experts pointed out that due to the late release of the documents which had only been made available during the session, they had not had the time to either study them in detail or to consult other national experts and therefore they were not in a position to decide on allowing the use of flexible bulk containers as from 1 January 2015 at this point.

28. It was questioned whether the Working Party should adopt amendments to Part 6 and postpone adoption of those for Part 7. Several representatives were of the opinion that the amendments should be adopted as a package, because it made little sense to have testing provisions if transport was not allowed.

29. The proposal in informal document INF.24 to require vehicles used for carriage of flexible bulk containers to be equipped with an electronic stability control system approved in accordance with ECE Regulation No. 13 was in general favourably received. The representative of Switzerland, however, indicated that the presence of such systems did not constitute an exemption from the obligation to ensure the stability of vehicles carrying dangerous goods.

30. Put to a vote, the Working Party decided by a majority to postpone the decision on the amendments related to flexible bulk containers until the next session to give delegations more time to consider the test data supplied by IDGCA. It was stressed that all the proposed amendments, additional requirements for vehicles and additional test results if available should be submitted in time to be issued as official documents.

VIII. Proposals for amendments to annexes A and B of ADR (agenda item 6)

A. Construction and approval of vehicles

1. Use of Liquefied Natural Gas as fuel for vehicles carrying dangerous goods

Document: ECE/TRANS/WP.15/2014/2 (Netherlands)

Informal documents: INF.11 (Germany), INF.22 (Romania), INF.25 (Netherlands), INF.26 (AEGPL) and INF.32 (Belgium)

31. The Secretary of the World Forum for Harmonization of Vehicle Regulations (WP.29), informed the Working Party about the latest developments concerning ECE Regulation No. 110 which dealt with vehicles powered by liquefied natural gas (LNG) and the work on such vehicles conducted by the Working Party on General Safety Provisions (GRSG) of WP.29. The latest amendments to Regulation No. 110 would enter into force on 10 June 2014 and the transitional provisions for the 01 series of amendments for the same Regulation would end on 15 July 2014.

32. The Working Party had a comprehensive discussion on the use of LNG as fuel for vehicles carrying dangerous goods. Some countries felt that more justification was required before a decision could be taken and that a scientific hazard identification study with regard to the dangerous goods carried should be conducted. The majority of countries, however, agreed that Regulation No. 110 provided a sufficiently high level of safety for the transport of dangerous goods and that the use of LNG as fuel could be allowed.

33. It was agreed by majority vote to adopt the amendments to 9.2.4.3 for ADR 17 as proposed by the Netherlands and amended by INF.22 from Romania and the amendments to 9.2.4.4 with the deletion of the sentence that made reference to liquid petroleum gas (LPG) and compressed natural gas (CNG) (see annex II). A proposal to delete the reference to fuels with a flashpoint above 55°C, in order to allow dual fuel systems to continue in use for EX/II and EX/III vehicles, when put to the vote, was not supported. Transitional provisions proposed by the Netherlands with a revised date of 1 July 2017 were also adopted by majority vote (see annex II).

34. AEGPL agreed to come back with a formal proposal regarding the use of LPG and CNG at the next session.

35. As concerns informal document INF.32, it was agreed to include LNG in the scope of Special Provision 660 in the amendments for ADR 2015 (see annex I). The second issue concerning the labelling of LNG cylinders when installed in a vehicle was recognized by the Working Party but considered a general issue best addressed in GRSG of WP.29.

2. Type approval of vehicles and their components

Document: ECE/TRANS/WP.15/2014/5 (European Union)

36. The representative of the European Union explained that a decision to simplify type approval legislation outlined in Regulation (EC) 661/2009 meant that 49 Directives would be repealed from 1 November 2014 and that consequently references to those Directives in annexes A and B of ADR had to be deleted or revised. The Working Party adopted the amendments proposed for 2015 with some changes (see annex I).

3. O3 and O4 trailers

Informal document: INF.14 (United Kingdom)

37. The Working Party adopted the proposal to replace the reference in 8.3.8 to "an O3 or O4 trailer" by "a trailer with a maximum mass exceeding 3.5 tonnes" since there was no definition of such trailers in ADR (see annex I). The representative of OICA pointed out that the reference to R.E.3 in the footnote to 9.1.1.1 should be updated to read "ECE/TRANS/WP.29/78/Rev.3". The Working Party adopted that correction (see annex I).

B. Miscellaneous proposals

1. Carriage of goods of UN Nos. 1745, 1746 and 2495 in pressure drums

Document: ECE/TRANS/WP.15/2014/1 (France)

38. The Working Party adopted the corrections to Table 3 of P200 (as regards transport in pressure drums for UN Nos. 1745, 1746 and 2495) for the French version of the ADR for 2015 (see annex I).

2. Guidance on the stowage 7.5.7.1

Document: ECE/TRANS/WP.15/2014/4 (IRU)

39. There was no support for the proposal to add a reference to the IRU Guidelines on Safe Load Securing for Road Transport in the footnote to 7.5.7.1.

40. The representative of the European Union considered that the statement in the document regarding a "lack of consistency of the re-launched Cargo Securing Expert Group of the EU Commission" was not justified and expressed a serious reservation regarding the proposal of IRU which he felt was not consistent with the ongoing work in the Cargo Securing Expert Group which associated representatives from both industry and public authorities.

3. Marking of tank-vehicles carrying fuels

Document: ECE/TRANS/WP.15/2014/6 (France)

Informal documents: INF.20 (Spain) and INF.27 (Finland)

41. Although there was some support for the proposal, the representative of France was of the opinion that before taking a decision it would be desirable to seek the advice of the International Association of Fire and Rescue Services (CTIF) on this matter. The Working Party shared this view and invited national delegations to share information on their current

practices when dealing with emergency interventions and firefighting techniques for the fuels in question.

4. Reference to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTUs)

Document: ECE/TRANS/WP.15/2014/7 (Secretariat)

Informal document: INF.3 (Secretariat)

42. The Working Party noted that the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTUs) had been endorsed by the Inland Transport Committee at its seventy-sixth session in February 2014.

43. Although there was no opposition to including a reference to the Code in the ADR as proposed in paragraph 5 of document ECE/TRANS/WP.15/2014/7, the Working Party decided to defer consideration of this question pending formal endorsement of the Code by the IMO Maritime Safety Committee and the ILO Governing body (in May and in October-November 2014 respectively).

44. Following a comment made by the representative of Belgium, the Working Party agreed that before taking any decision, some consideration should be given to the functional responsibilities of the parties involved in the supply chain defined in Chapter 4 of the Code to check that they did not conflict with those defined in Chapter 1.4 of the ADR.

5. Exemption of electric energy storage systems for vehicles and their equipment

Document: ECE/TRANS/WP.15/AC.1/2014/27 (Switzerland)

Informal document: INF.7 (Switzerland)

45. This issue had been submitted to the spring session of the RID/ADR/ADN Joint Meeting but had not been dealt with because of a lack of time. The proposal in informal document INF.7 was to extend the exemption in 1.1.3.7, currently only applicable to lithium batteries, to other electric energy storage and production systems. A few countries had reservations about the proposal and felt that it would be more appropriate to conclude the discussions in the RID/ADR/ADN Joint Meeting since all modes of transport were concerned. The Working Party noted that these modifications would also be brought to the attention of the RID Committee of Experts at its next session. When put to the vote, the proposal with a number of modifications was adopted by a majority (see annex I). It was also agreed to bring this decision to the attention of the ADN Safety Committee.

6. Instructions in writing

Informal documents: INF.8 and INF.9 (IRU)

46. It was agreed to change the wording on the first page of the French version of the instructions in writing from "déclencher le système de freinage" to "actionner le système de freinage" (see annex I).

47. The Working Party did not agree to the proposal in informal document INF.9 to revoke its decision to modify the instructions in writing made at its last session, thereby keeping the contents of 5.4.3.4 and 8.1.5 the same. Following concerns raised about roadside checks, the Working Party confirmed that the standards referred to under the provisions for equipment for personal protection were given by way of example and not in a prescriptive sense.

7. Smoking prohibition

Informal document: INF.13 (Luxembourg)

48. The proposal was to extend the prohibition on smoking to the use of electronic cigarettes which also posed a risk of ignition during the handling of dangerous goods. A few countries felt that the existing prohibition of smoking already covered electronic cigarettes or that the issue could be resolved by a statement in the report of the session but the majority agreed that there was a need to mention electronic cigarettes and other similar devices explicitly because of the possibility that users did not consider themselves as smokers. The proposed amendments to 7.5.9, 8.3.5, 8.5 and 5.4.3.4 were adopted by majority vote with a number of changes (see annex I).

8. Draft corrections to be included in the addendum to the consolidated list of amendments

Informal document: INF.17 (Secretariat)

49. The Working Party adopted the corrections proposed by the secretariat which should be added to the list of amendments for entry into force on 1 January 2015. It was pointed out that the amendment in the English text to MP20 in 4.1.10 also applied to MP18 and MP23 and that in the French text the amendment to 7.3.2.6.1 (b) also applied to 7.3.2.6.1 (a) and (e) (see annex I).

50. A longer list of proposed corrections to the Russian text had been presented by the Russian Federation and was transmitted to the translation services for action as deemed appropriate.

9. Editorial differences

Informal document: INF.18 (Italy)

51. The representative of Italy was invited to submit an official proposal to the next session of the RID/ADR/ADN Joint Meeting stating what changes were required.

10. Amendments to ADR for entry into force on 1 January 2015: pending issue, tunnel code for UN No. 3507

Informal documents: INF.19 (Secretariat)

52. The proposal to assign tunnel code "C" for UN No. 3507 was not adopted, with a majority of countries abstaining in the vote, which caused the representative of Switzerland to question how issues that concerned only a few countries could be dealt with under the current voting rules. The proposal made orally by the Netherlands to assign tunnel code "D" was adopted (see annex I).

11. Corrections to the amendments to ADR for entry into force on 1 January 2015

Informal document: INF.23 (Secretariat)

53. The Working Party adopted the correction proposed by the secretariat to the amendment to 6.5.2.2.2 in document ECE/TRANS/WP.15/222. It would be added to the list of amendments for entry into force on 1 January 2015 (see annex I).

12. Exemption for the liquids used to reduce exhaust gases dangerous for the environment

Informal document: INF.30 (Switzerland)

54. The Working Party recognised the problem raised in the document and asked for more information on the substances concerned. The representative of Switzerland was invited to submit an official document on the subject to the next session of the RID/ADR/ADN Joint Meeting since the other modes of transport might also be concerned.

13. Updating of a standard

Informal document: INF.31 (EIGA)

55. The proposal to add a reference to the new standard ISO 7866:2012 for aluminium gas cylinders which had already been accepted for the United Nations Recommendations on the Transport of Dangerous Goods was also accepted for the 2015 version of ADR (see annex I).

14. Corrections to the table of precedence of hazards

Informal document: INF.36 (Ireland)

56. The proposal was not adopted. The Working Party confirmed that the table of precedence of hazards in ADR 2013 was correct. It was also noted that changes to texts coming from the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, had to be first discussed and adopted by the United Nations Subcommittee of Experts on the Transport of Dangerous Goods.

IX. Programme of work (agenda item 7)

57. The ninety-seventh session of WP.15 had been scheduled for 3-7 November 2014. The agenda items for that session would be the same as at the present session with the addition of an item on the election of officers.

X. Any other business (agenda item 8)**A. Report of the informal working group on electrical vehicle systems**

Informal document: INF.4 (Netherlands)

58. The Working Party welcomed the report and thanked the representative of the Netherlands and the other members of the informal working group for the work done so far. It approved the approach taken by the informal working group and agreed that the mandate could be broadened to cover other issues in Part 9 of ADR.

59. Members of the Working Party expressed their support in principle for many of the issues raised in annex 1 to the document and agreed that more input from experts including national explosives experts was necessary. The proposed amendment to 9.2.2.6.3 was judged to require further work.

60. It was suggested to extend the invitation to the next meeting of the informal working group to experts outside WP.15, including those from GRSG and other WP.29 Working Parties.

B. Changes to Table B

Informal document: INF.10 (Secretariat)

61. The Working Party took note of the changes to Table B adopted by the RID/ADR/ADN Joint Meeting at its September 2013 session (ECE/TRANS/WP.15/AC.1/2013/31/Add.1).

C. Amendments for the 2015 version of ADR

62. Amendments adopted at previous sessions for entry into force on 1 January 2015 had already been circulated in document ECE/TRANS/WP.15/222. The Working Party

asked the secretariat to circulate the amendments adopted at the current session which were also intended for enter into force on 1 January 2015 as a corrigendum (ECE/TRANS/WP.15/222/Corr.1) in the case of those that modified previously adopted amendments, and as an addendum (ECE/TRANS/WP.15/222/Add.1) for new amendments.

63. The Chairperson was asked to transmit all amendments to the Secretary-General through his Government so that they could be notified by the Secretary-General to ADR Contracting Parties on 1 July 2014 for acceptance in accordance with the procedure set out in article 14 of ADR.

XI. Adoption of the report (agenda item 9)

64. The Working Party adopted the report on its ninety-sixth 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 adopted by the Working Party for entry into force on 1 January 2015

The amendments adopted to modify or supplement the amendments adopted at the previous session (see ECE/TRANS/WP.15/222) were made available during the session in documents ECE/TRANS/WP.15/2010/CRP.2 and Adds.1-4.

Amendments which modify those previously adopted are reproduced in document ECE/TRANS/WP.15/222/Corr.1.

New amendments are reproduced in document ECE/TRANS/WP.15/222/Add.1.

Annex II

Draft amendments to annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2017

1.6.5 Insert the following transitional measures to read as follows:

"1.6.5.16 EX/II, EX/III, FL and OX vehicles registered before 1 July 2017, fitted with fuel tanks not approved according to ECE Regulation No. 34 may still be used."

"1.6.5.17 FL and OX vehicles registered before 1 July 2017, fitted with a LNG fuel system, not fully in compliance with ECE Regulation No. 110, may still be used with the approval of the competent authority of the country of registration, if an equal level of safety can be demonstrated."

(Reference document: ECE/TRANS/WP.15/2014/2 as amended)

9.2.4.3 Amend subsection 9.2.4.3 to read as follows:

"9.2.4.3 Fuel tanks

The fuel tanks supplying the engine of the vehicle shall meet the following requirements:

- (a) In the event of any leakage in the normal operating conditions of the vehicle, the fuel shall not come into contact with hot parts of the vehicle or of the load;
- (b) Fuel tanks for liquid fuels shall comply with ECE Regulation No. 346. Fuel tanks containing petrol shall be equipped with an effective flame trap at the filler opening or with a closure enabling the opening to be kept hermetically sealed.

⁶ *ECE Regulation No. 34 (Uniform provisions concerning the approval of vehicles with regard to the prevention of fire risks)."*

Renumber existing footnotes accordingly.

(Reference documents: ECE/TRANS/WP.15/2014/2 and informal document INF.22)

9.2.4.4 Amend subsection 9.2.4.4 to read:

"9.2.4.4 Engine

The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. The use of liquefied natural gas (LNG) as fuel shall be permitted only if the specific components for LNG are approved according ECE Regulation No. 1107 and their installation on the vehicle complies with the technical requirements of ECE Regulation No.1107. In the case of EX/II and EX/III vehicles the engine shall be of compression-ignition construction using only fuels with a flashpoint above 55 °C.

⁷ *ECE Regulation No. 110 (Uniform provisions concerning the approval of:*

I. Specific components of motor vehicles using compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion system;

II. Vehicles with regard to the installation of specific components of an approved type for the use of compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion system.)"

Renumber existing footnotes accordingly.

(Reference documents: ECE/TRANS/WP.15/2014/2 and informal document INF.22 as amended)
