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Working Party on the Transport of Dangerous Goods

Report of the Working Group on its ninety-seventh session

held in Geneva from 3 to 6 November 2014

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its ninety-seventh session from 3 to 6 November 2014 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, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Turkey 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 Association for Coal and Lignite (EURACOAL), European Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (ECFD), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), International Association for Natural Gas Vehicles (NGV Global), International Dangerous Goods and Containers Association (IDGCA), International Organisation of Motor Vehicle Manufacturers (OICA) and International Road Transport Union (IRU).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/225 and Add.1 (Secretariat)

Informal documents: INF.1, INF.2, INF.17 (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.25.

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

Document: ECE/TRANS/240

7. The Working Party noted the conclusions of the Committee relating to its seventy-sixth session.
8. The Working Party noted that the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units adopted by the Inland Transport Committee at its seventy-sixth session had also been adopted by the IMO Maritime Safety Committee and remained to be approved only by ILO.

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

A. Status of the Agreement

Informal document: INF.18 (Secretariat)

9. The Working Party noted that the amendments adopted over the previous two years (ECE/TRANS/WP.15/222 and Corr.1 and 2 and ECE/TRANS/WP.15/222/Add.1 and Corr.1) had been proposed to the Contracting Parties by the Government of Portugal and were deemed to be accepted for entry into force on 1 January 2015 (Depositary Notifications CN.664.2014-Treaties of 1 July 2014 and CN.664.2014-Treaties of 7 October 2014).

B. Protocol of amendment of 1993

Document: ECE/TRANS/240, paragraph 72

10. 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. The Working Party noted that the Inland Transport Committee had, at its seventy-sixth session, urged those countries to take the necessary measures to ratify or accede to the Protocol in order to enable it to enter into effect. The Working Party supported that request.

V. Interpretation of ADR (agenda item 4)

A. Standardization of individual practical exercises in accordance with 8.2.2.3.8

Document: ECE/TRANS/WP.15/2014/11 (Belgium)

11. At the request of the representative of Belgium, several delegations had submitted explanations of the way that individual practical exercises in accordance with 8.2.2.3.8 were organized in their countries.

12. Some delegations thought it would be useful to give more detail of the requirements for the practical exercises in ADR.

13. Other delegations considered that the absence of detail in the requirements made them flexible enough to take account of other situations that may arise and that it would be preferable to draft a good practice guide for training bodies.

14. The representative of Belgium thanked the delegations who shared information or suggestions on ways forward (e.g. a questionnaire) and indicated he would take this into consideration for possible future action.

B. Special provision 664 (g)

Informal document: INF.14 (Luxembourg)

15. In respect of the labelling of the means of containment of additives under special provision 664, the Working Party confirmed that:

- When additives are contained in a compartment of the tank, the rules for placarding and marking set out in chapter 5.3 of ADR shall apply;
- When additives are contained in packaging that may be connected to the additive device, the rules on marking and labelling of the package set out in chapter 5.2 of ADR shall apply;
- However, when additives are contained in means of containment which are permanently fixed to the exterior of the tank or tank-vehicle, in accordance with special provision 664, subparagraph (g), no labelling is required for such means of containment.

16. It was recalled that the latter provision had been adopted taking particular account of the small capacity of such means of containment and the fact that additional labelling would not provide any information of use to the emergency services in the event of an accident compared to the information required on the tank for the dangerous goods contained therein.

C. Exemption under 1.1.3.1 (a)

Document: ECE/TRANS/WP.15/2014/10 (Switzerland)

17. Most of the delegations that took the floor considered that the current wording of 1.1.3.1 (a) was clear and that, for dangerous goods packaged for retail sale the exemptions were not only applicable to the driver during transport but also to all members of the same family or group of individuals travelling in the same vehicle. They also considered private transport of dangerous goods packaged for retail sale on behalf of others under this exemption.

18. Other delegations considered however, that 1.1.3.1 (a) in its current wording could lead to large groups taking on excessive quantities of goods. It could therefore be useful to set reasonable and practical limits for any dangerous goods that might enter into the scope of 1.1.3.1 (a).

19. The Working Party invited the representative of Switzerland to continue discussions on the subject within the Joint Meeting so that, if necessary, a harmonized approach could be adopted for RID, ADR and ADN.

D. Exemption in special provision 375 for environmentally hazardous substances of UN Nos. 3077 and 3082

Informal documents: INF.6 (Switzerland)
INF.15 (CEFIC/AISE/CEPE)

20. Most delegations that took the floor considered that the exemptions provided under ADR were proposed as options, and that participants could decide not to apply them. It was, however, recognized that there were certain exceptions which in their current wording could be interpreted as being mandatory, for example special provision 375.

21. As the question will be discussed at the next session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods, the representative of Switzerland was invited to raise the matter at the next session, in the light of the Sub-Committee's conclusions.

E. Equipment for handling dangerous goods fixed to vehicles for the carriage of dangerous goods in demountable tanks, tank-containers, portable tanks or MEGCs

Informal document: INF.12 and -/Add.1 (Netherlands)

22. On seeing the photograph of the equipment concerned, the delegations that spoke were of the opinion that the type of service equipment concerned, which was intended for connection to the tank other than during carriage, did not need to be considered in the type approval of the carrying vehicle or the type approval of the tank. The tank must meet the requirements of chapter 6.7 or 6.8, as appropriate, and the carrying vehicle must be an approved FL vehicle. The service equipment must not be connected to the tank during carriage and must meet current regulations for pressure equipment in the country of use (Pressure Equipment Directive 97/23/CE for the European Union). For clarity reasons, the photograph was submitted as an addendum to informal document INF.12.

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

Documents: ECE/TRANS/WP.15/AC.1/134/Add.1, paras. 32 to 42, and -/Add.2 (Secretariat)

23. The amendments to annexes A and B of ADR entering into force on 1 January 2017 that had been adopted by the Joint Meeting at its spring 2014 session were approved by the Working Party (see annex I).

24. The Working Party noted that the amendment to the standard EN 12943 that the Joint Meeting had proposed to add in the table in 6.8.2.6.1 for entry into force on 1 January 2015 had not been retained because it had not been published in May 2014. The Working Party wished to have the opinion of the Working Group on standards of the Joint Meeting on how to reference the amended standard for entry into force on 1 January 2017 (dates of application and withdrawal for EN 12493:2013 and EN 12493:2013 + A1:2014).

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

A. Construction and approval of vehicles

1. Use of Liquefied Petroleum Gas (LPG) and Compressed Natural Gas (CNG) as fuel for vehicles carrying dangerous goods

Documents: ECE/TRANS/WP.15/2014/16 (AEGPL and NGV Global)

Informal documents: INF.13 and INF.24 (AEGPL), INF.23 (NGV Global)

25. The Working Party welcomed the information provided by AEGPL and NGV Global on the use of LPG and CNG as fuel for vehicles.

26. However, several delegations pointed out that, due to the late release of informal documents INF.23 and INF.24, which had only been made available during the session, they had not had the time to study them in detail or to hold discussions on the information at national level and therefore were not in a position to adopt the proposals to amend Chapter 9.2 in order to include provisions relating to the use of LPG and CNG as fuel for vehicles carrying dangerous goods.

27. Several delegations considered that more justification was needed as regards the possible interaction of the gas fuels with the dangerous goods load in case of an incident, for example in terms of the risks to the tanks in the event of a fire in or around the fuel cylinders. Some delegations were however supportive of the proposal as presented.

28. Several delegations also recalled that work was still going on under WP.29 on the technical requirements for the use of the gases as fuel, specifically in respect of the periodic inspection of pressure relief valves and the direction of discharging the pressure relief devices of CNG containers, and that the result of that work could lead to changes to the proposal contained in document ECE/TRANS/WP.15/2014/16.

29. The Working Party invited the representatives of AEGPL and NGV Global to supplement their proposal on the basis of the questions and comments put during the meeting with a view to its consideration at a future meeting during the biennium. Those delegations that so wished were invited to transmit their comments in writing to the representatives of AEGPL and NGV Global.

2. Guidelines for the certificate of approval in accordance with 9.1.3 of ADR

Document: ECE/TRANS/WP.15/2014/18 (France)

Informal document: INF.8/Rev.1 (France)

30. The Working Party adopted the revised version of the guidelines for the certificate of approval in accordance with 9.1.3 of ADR as proposed in informal document INF.8/Rev.1 with some modifications (see annex II). In particular, the Working Party preferred that the reference in the guidelines to "vacuum-operated waste tank-vehicle" should appear in item 11 rather than in item 6.

31. The Working Party requested the secretariat to publish these guidelines on the UNECE website.

32. It was questioned whether for EX/III vehicles the designation EX/II could be kept in item 7 of the certificate. The Working Party invited delegations to provide information on how they dealt with this question at a national level at a future session.

33. The Working Party confirmed that the guidelines were not prescriptive in character and that their revision did not affect certificates already issued or being issued on the basis of the former version of the guidelines contained in TRANS/WP.15/165.

B. Miscellaneous proposals

1. Corrections to annexes A and B of ADR as modified by the amendments entering into force on 1 January 2015

Documents: ECE/TRANS/WP.15/2014/12 and ECE/TRANS/WP.15/2014/13 (Secretariat)

Informal documents: INF.4, INF.9, INF.20 (Secretariat)

34. The Working Party adopted the corrections proposed by the secretariat and requested it to take the necessary steps to publish a corrigendum as soon as possible (see annex III).

2. Transitional measure for dangerous goods safety advisers as regards special provision 664

Document: ECE/TRANS/WP.15/2014/8 (Switzerland)

35. The Working Party considered that safety advisers whose certificates were restricted to petroleum products in accordance with the third indent of 1.8.3.13 and who worked for companies having or using tanks equipped with additive devices in accordance with special provision 664 should be able to continue working as advisers, even if the companies for which they were declared used additives of UN Nos. 1993 and 3082.

36. Since relatively few countries use the option to deliver safety adviser certificates with a restricted scope in accordance with 1.8.3.13, several delegations considered that the problem could be resolved at the national level or through a multilateral agreement.

37. The representative of Switzerland withdrew his proposal.

3. Uranium hexafluoride entries

Document: ECE/TRANS/WP.15/2014/9 (Switzerland)

Informal document: INF.16 (Sweden)

38. As document ECE/TRANS/WP.15/2014/9 had been withdrawn, the subject was not discussed.

4. Continued use of fixed tanks (tank-vehicles), demountable tanks and battery-vehicles in accordance with the transitional provisions in 1.6.3.1, 1.6.3.2 and 1.6.3.3 of ADR

Document: ECE/TRANS/WP.15/2014/14 (Germany)

Informal document: INF.21 (EIGA)

39. The Working Party considered that certain points should be developed further before it could take a position on the introduction of provisions to impose time limits on the use of the tanks covered by the transitional measures of 1.6.3.1, 1.6.3.2 and 1.6.3.3. It expressed the wish that work should continue in the Joint Meeting's working group on tanks, based on a new proposal supported by more detailed technical arguments. Delegations that expressed reservations and any delegation that so desired could also send their comments in writing to the secretariat, for information to the working group on tanks.

5. Amendment to special provision TC8 of ADR 6.8.4 for the carriage in tanks of UN 0331 Explosive, blasting, type B

Document: ECE/TRANS/WP.15/2014/15 (Germany)

40. The proposal of Germany was adopted with an amendment (see annex I).

6. Proposal for flexible bulk containers

Documents: ECE/TRANS/WP.15/AC.1/132/Add.2 (Secretariat)

ECE/TRANS/WP.15/AC.1/136 (Secretariat)

ECE/TRANS/WP.15/2014/17 (IDGCA)

41. The amendments concerning flexible bulk containers adopted by the Joint Meeting at its autumn 2013 session were endorsed by the Working Party for entry into force on 1 January 2017 with some changes resulting from the decision of the Joint Meeting at its Spring 2014 session to transfer the definitions from chapter 6.11 to section 1.2.1 (see annex I).

42. The proposal of IDGCA to add requirements concerning vehicle equipment was adopted with some amendments (see annex I).

7. 1.4.2.2 Carrier obligations

Informal document: INF.7 (Romania)

43. Most delegations who took the floor preferred option 2 of proposal 2. The representative of Romania would present an official proposal at the next session.

8. Elevated temperature substance mark

Informal document: INF.11 (France)

44. The Working Party was not in favour of adding a new transitional measure for the application of the new requirements of 5.3.3 enlarging the scope of the elevated temperature substance mark and considered that the general transitional period provided for in 1.6.1.1 was adequate.

45. The proposal was withdrawn.

9. Tunnel codes when carriage in tank-vehicles is not authorised

Informal document: INF.19 (Secretariat)

46. The Working Party adopted the proposed amendments as corrections and asked the secretariat to take the necessary steps so that they could be included in the next corrigendum (see annex III).

10. Correction

Informal document: INF.22 (Romania)

47. The Working Party adopted the correction proposed for the footnote to table 1 of the model certificate in 9.1.3.5 and asked the secretariat to take the necessary steps so that it could be included in the next corrigendum (see annex III).

48. The Working Party noted that this correction did not have any consequences for certificates already issued or being issued.

VIII. Programme of work (agenda item 7)

49. The agenda items for the next session would be:

- Adoption of the agenda;
- Seventy-seventh session of the Inland Transport Committee;
- Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues;
- Interpretation of ADR;
- Work of the RID/ADR/ADN Joint Meeting;
- Proposals for amendments to Annexes A and B of ADR;
- Programme of work;
- Any other business;
- Adoption of the report.

IX. Election of officers for 2015 (agenda item 8)

50. As proposed by the representative of Germany and supported by the representative of the Netherlands, the Working Party reelected Mr. J. A. Franco (Portugal) and Ms. A. Roumier (France) respectively as Chairperson and Vice- Chairperson for the year 2015.

X. Any other business (agenda item 9)

A. Active driver assistance systems

Informal documents: INF.3 and INF.25 (Israel)

51. The Working Party thanked the delegation of Israel for its presentation of active driver assistance systems and of their possible development in connection with the safe transport of dangerous goods. It welcomed the benefits that such systems could produce in the field of road safety in general.

52. The Working Party considered, however, that the appropriate body to discuss such systems was the World Forum for Harmonization of Vehicle Regulations (WP.29), which had the opportunity to set requirements for such systems and which had already begun work on the subject. Once such work was finalized, the Working Party could possibly consider the suitability of adding requirements for the use of such systems in ADR.

B. Bulk carriage of coal

Document: ECE/TRANS/WP.15/AC.1/2014/47 (Poland)

Informal document: INF.5 (Secretariat)

Informal documents of the spring 2014 session of the RID/ADR/ADN Joint Meeting:
INF.24 (ECFD) and INF.29 (Secretariat)

53. The Working Party noted that the ADN Safety Committee and the RID Committee of Experts' standing working group had adopted provisions to exempt, under certain conditions, the carriage of hard coal, anthracite and coke through the use of a new special provision.

54. EURACOAL would present a document at the next session to include equivalent provisions for road transport in ADR.

55. The representative of Poland pointed out that a multilateral agreement on the issue was under development and would be circulated for signature among Contracting Parties soon.

56. It was suggested that the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods could decide on the doubts raised in respect of classifying coal and the possible need to adopt additional provisions for the intermodal carriage of coal.

57. The Working Party requested the secretariat to make the documents presented at this session available to the Sub-Committee.

C. Address of CGA

Informal document: INF.10 (Secretariat)

58. The Working Party noted the new address of CGA and asked the secretariat to update the address in the definitions in 1.2.1 of ADR (see annex I).

D. Translations of the instructions in writing

59. A member of the secretariat recalled that the model of the instructions in writing had been modified by the amendments that would enter into force on 1 January 2015 and said that the secretariat would publish the amended versions in English, French and Russian on the UNECE website. In line with the decision of the Working Party at its ninety-fifth session, ADR contracting parties were invited to send their official translations of the instructions in writing to the secretariat for dissemination through the UNECE website.

E. ADR road map for accession and implementation

60. The representative of the IRU indicated that his organization was preparing a translation of the road map into Spanish with the aim of disseminating it in South America where certain countries had expressed an interest in ADR.

F. Informal working group on electrical vehicle systems

61. The Working Party noted that the next meeting of the informal working group on electrical vehicle systems would be held in The Hague on 13 and 14 January 2015.

XI. Adoption of the report (agenda item 10)

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

Annex I

Draft amendments to annexes A and B of ADR for entry into force on 1 January 2017

Chapter 1.2

1.2.1 Under the definition of "CGA", amend the address in brackets to read as follows: "(CGA, 14501 George Carter Way, Suite 103, Chantilly, VA 20151, United States of America)".

(Reference document: informal document INF.10)

1.2.1 Under the definition of "Bulk container", insert the following definition:

"Flexible bulk container" means a flexible container with a capacity not exceeding 15 m³ and includes liners and attached handling devices and service equipment;".

1.2.1 Insert in alphabetical order:

"Flexible bulk container", see "Bulk container";"

"Holding time" means the time that will elapse from the establishment of the initial filling condition until the pressure has risen due to heat influx to the lowest set pressure of the pressure limiting devices (s) of tanks intended for the carriage of refrigerated liquefied gases.

NOTE: For portable tanks, see 6.7.4.1."

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

Chapter 1.6

1.6.4 Add a new transitional measure to read as follows:

"1.6.4.47 Tank containers for refrigerated liquefied gases constructed before 1 July 2017 in accordance with the requirements in force up to 31 December 2016 but which do not conform to the requirements of 6.8.3.4.10, 6.8.3.4.11 and 6.8.3.5.4 applicable from 1 January 2017 may continue to be used until the next inspection after 1 July 2017. Until this time, to meet the requirements of 4.3.3.5 and 5.4.1.2.2(d), the actual holding times may be estimated without recourse to the reference holding time."

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

Chapter 3.2

For UN Nos. 1334, 1350, 1454, 1474, 1486, 1498, 1499, 1942, 2067, 2213, 3077, 3377 and 3378 P III, in column (10) add "BK3".

(Reference document: ECE/TRANS/WP.15/AC.1/132/Add.2, Part C)

Chapter 4.3

4.3.3 Insert a new paragraph 4.3.3.5 on the right hand side of the page to read as follows:

“4.3.3.5

The actual holding time shall be determined for each journey of a tank-container carrying a refrigerated liquefied gas on the basis of the following:

- (a) The reference holding time for the refrigerated liquefied gas to be carried (see 6.8.3.4.10) as indicated on the plate referred to in 6.8.3.5.4;
- (b) The actual filling density;
- (c) The actual filling pressure;
- (d) The lowest set pressure of the pressure limiting device(s);
- (e) The deterioration of the insulation⁴.

NOTE: ISO 21014:2006 ‘Cryogenic vessels – Cryogenic insulation performance’ details methods of determining the insulation performance of cryogenic vessels and provides a method of calculating the holding time.

The date (or time) by which the actual holding time will be exceeded shall be provided on the transport document (see 5.4.1.2.2. (d)).

Tanks shall not be offered for carriage:

- (a) In an ullage condition liable to produce an unacceptable hydraulic force due to surge within the shell;
- (b) When leaking;
- (c) When damaged to such an extent that the integrity of the tank or its lifting or securing arrangements may be affected;
- (d) Unless the service equipment has been examined and found to be in good working order;
- (e) Unless the actual holding time for the refrigerated liquefied gas being carried has been determined;
- (f) Unless the duration of carriage, after taking into consideration any delays which might be encountered, does not exceed the actual holding time;
- (g) Unless the pressure is steady and has been lowered to a level such that the actual holding time may be achieved⁴.

⁴. “Guidance is provided in the European Industrial Gases Association (EIGA) document “Methods to prevent the premature activation of relief devices on tanks” available at www.eiga.eu.”

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

Chapter 5.4

5.4.1.2.2(c) Amend to read as follows:

“(c) (Reserved)”.

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

5.4.1.2.2(d) Amend to read as follows:

“(d) In the case of tank-containers carrying refrigerated liquefied gases the consignor shall enter in the transport document the date (or time) by which the actual holding time will be exceeded.”.

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

Chapter 6.2

6.2.4.1 Amend the Table, under "for design and construction", as follows:

– For standard "EN 14140:2003 + A1:2006", in column (4), replace "Until further notice" by "Between 1 January 2009 and 31 December 2018".

– After standard "EN 14140:2003 + A1:2006", insert the following new row:

EN 14140: [2014]	LPG Equipment and accessories – Transportable refillable welded steel cylinders for LPG – Alternative design and construction	6.2.3.1 and 6.2.3.4	Until further notice	
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In the Table, under "for closures", add the following row:

EN 13175: [2014]	LPG Equipment and accessories – Specification and testing for Liquefied Petroleum Gas (LPG) pressure vessel valves and fittings	6.2.3.1 and 6.2.3.3	Until further notice	
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(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.2, annex III)

Chapter 6.8

6.8.2.6.1 Amend the Table under "for tanks for gases of Class 2" as follows:

– At the end, add the following row:

EN 13175: [2014]	LPG Equipment and accessories – Specification and testing for Liquefied Petroleum Gas (LPG) pressure vessel valves and fittings	6.8.2.1.1, 6.8.2.2, 6.8.2.4.1 and 6.8.3.2.3	Until further notice	
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(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.2, annex III)

6.8.2.6.2 At the end, add the following row:

EN 14334:[2014]	LPG equipment and accessories – Inspection and testing of LPG road tankers	6.8.2.4 (except 6.8.2.4.1), 6.8.3.4.2 and 6.8.3.4.9	Until further notice	
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(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.2, annex III)

6.8.3.2.15 Insert a new last sentence to read as follows: “For type testing of the effectiveness of the insulation system, see 6.8.3.4.11.”.

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

6.8.3.4 Insert two new paragraphs 6.8.3.4.10 and 6.8.3.4.11 on the right hand side of the page to read as follows:

“6.8.3.4.10

“Holding times for tank-containers carrying refrigerated liquefied gases

The reference holding time for tank-containers carrying refrigerated liquefied gases shall be determined on the basis of the following:

- (a) The effectiveness of the insulation system, determined in accordance with 6.8.3.4.11;
- (b) The lowest set pressure of the pressure limiting device(s);
- (c) The initial filling conditions;
- (d) An assumed ambient temperature of 30 °C;
- (e) The physical properties of the individual refrigerated liquefied gas intended to be carried.

6.8.3.4.11

The effectiveness of the insulation system (heat influx in Watts) shall be determined by type testing the tank-containers. This test shall consist of either:

- (a) A constant pressure test (for example at atmospheric pressure) during which the loss of refrigerated liquefied gas is measured over a period of time;

or

- (b) A closed system test during which the rise in pressure in the shell is measured over a period of time.

When performing the constant pressure test, variations in atmospheric pressure shall be taken into account. When performing either tests corrections shall be made for any variation of the ambient temperature from the assumed ambient temperature reference value of 30 °C.

NOTE: ISO 21014:2006 ‘Cryogenic vessels — Cryogenic insulation performance’ details methods of determining the insulation performance of cryogenic vessels and provides a method of calculating the holding time.”.

6.8.3.4 Renumber existing paragraphs 6.8.3.4.10 to 6.8.3.4.16 as 6.8.3.4.12 to 6.8.3.4.18 respectively.

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

6.8.3.5.4 On the right hand side of the page, after the first indent, add two new indents to read as follows:

- “- reference holding time (in days or hours) *for each gas*¹³;
- *the associated* initial pressures (in bar gauge or kPa gauge)¹³.”

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

6.8.3.6 For standard "EN 13807:2003", in column (3), replace "6.8.3.4.10 to 6.8.3.4.12" by "6.8.3.4.12 to 6.8.3.4.14".

(Reference document: ECE/TRANS/WP.15/AC.1/134/Add.1)

6.8.4, TC8 (a) At the end insert the following sentence: “The shells may be designed for an external design pressure of not less than 5 kPa (0.05 bar).”

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

Chapter 6.11

(Reference document: ECE/TRANS/WP.15/AC.1/132/Add.2, Part C)

6.11.1 Add the following new definition:

"Flexible bulk container means a flexible container with a capacity not exceeding 15 m³ and includes liners and attached handling devices and service equipment".

6.11.2.3 In the table add the following new row:

Flexible bulk container	BK3
-------------------------	-----

Add a new section 6.11.5 to read as follows:

6.11.5 Requirements for the design, construction, inspection and testing of BK3 flexible bulk containers

6.11.5.1 Design and construction requirements

6.11.5.1.1 Flexible bulk containers shall be sift-proof.

6.11.5.1.2 Flexible bulk containers shall be completely closed to prevent the release of contents.

6.11.5.1.3 Flexible bulk containers shall be waterproof.

6.11.5.1.4 Parts of the flexible bulk container which are in direct contact with dangerous goods:

- (a) shall not be affected or significantly weakened by those dangerous goods;
- (b) shall not cause a dangerous effect, e.g. catalysing a reaction or reacting with the dangerous goods; and
- (c) shall not allow permeation of the dangerous goods that could constitute a danger under normal conditions of carriage.

6.11.5.2 Service equipment and handling devices

6.11.5.2.1 Filling and discharge devices shall be so constructed as to be protected against damage during carriage and handling. The filling and discharge devices shall be secured against unintended opening.

6.11.5.2.2 Slings of the flexible bulk container, if fitted, shall withstand pressure and dynamic forces, which can appear in normal conditions of handling and carriage.

6.11.5.2.3 The handling devices shall be strong enough to withstand repeated use.

6.11.5.3 Inspection and testing

6.11.5.3.1 The design type of each flexible bulk container shall be tested as provided for in 6.11.5 in accordance with procedures established by the competent authority allowing the allocation of the mark and shall be approved by this competent authority.

6.11.5.3.2 Tests shall also be repeated after each modification of the design type, which alters the design, material or manner of construction of a flexible bulk container.

6.11.5.3.3 Tests shall be carried out on flexible bulk containers prepared as for carriage. Flexible bulk containers shall be filled to the maximum mass at which they may be used and the contents shall be evenly distributed. The substances to be carried in the flexible bulk container may be replaced by other substances except where this would invalidate the results of the test. When another substance is used it shall have the same physical characteristics (mass, grain size, etc.) as the substance to be carried. It is permissible to use additives, such as bags of lead shot, to achieve the requisite total mass of the flexible bulk container so long as they are placed so that the test results are not affected.

6.11.5.3.4 Flexible bulk containers shall be manufactured and tested under a quality assurance programme which satisfies the competent authority, in order to ensure that each manufactured flexible bulk container meets the requirements of this Chapter.

6.11.5.3.5 *Drop test*

6.11.5.3.5.1 Applicability

For all types of flexible bulk containers, as a design type test.

6.11.5.3.5.2 Preparation for testing

The flexible bulk container shall be filled to its maximum permissible gross mass.

6.11.5.3.5.3 Method of testing

The flexible bulk container shall be dropped onto a target surface that is non-resilient and horizontal. The target surface shall be:

- (a) Integral and massive enough to be immovable;
- (b) Flat with a surface kept free from local defects capable of influencing the test results;
- (c) Rigid enough to be non-deformable under test conditions and not liable to become damaged by the tests; and
- (d) Sufficiently large to ensure that the test flexible bulk container falls entirely upon the surface.

Following the drop, the flexible bulk container shall be restored to the upright position for observation.

6.11.5.3.5.4 Drop height shall be:

Packing group III: 0.8 m

6.11.5.3.5.5 Criteria for passing the test

- (a) There shall be no loss of contents. A slight discharge, e.g. from closures or stitch holes, upon impact shall not be considered to be a failure of the flexible bulk container provided that no further leakage occurs after the container has been restored to the upright position;

(b) There shall be no damage, which renders the flexible bulk container unsafe to be carried for salvage or for disposal.

6.11.5.3.6 *Top lift test*

6.11.5.3.6.1 Applicability

For all types of flexible bulk containers as a design type test.

6.11.5.3.6.2 Preparation for testing

Flexible bulk containers shall be filled to six times the maximum net mass, the load being evenly distributed.

6.11.5.3.6.3 Method of testing

A flexible bulk container shall be lifted in the manner for which it is designed until clear of the floor and maintained in that position for a period of five minutes.

6.11.5.3.6.4 Criteria for passing the test

There shall be no damage to the flexible bulk container or its lifting devices which renders the flexible bulk container unsafe for carriage or handling, and no loss of contents.

6.11.5.3.7 *Topple test*

6.11.5.3.7.1 Applicability

For all types of flexible bulk containers as a design type test.

6.11.5.3.7.2 Preparation for testing

The flexible bulk container shall be filled to its maximum permissible gross mass.

6.11.5.3.7.3 Method of testing

Flexible bulk container shall be toppled onto any part of its top by lifting the side furthest from the drop edge upon a target surface that is non-resilient and horizontal. The target surface shall be:

- (a) Integral and massive enough to be immovable;
- (b) Flat with a surface kept free from local defects capable of influencing the test results;
- (c) Rigid enough to be non-deformable under test conditions and not liable to become damaged by the tests; and
- (d) Sufficiently large to ensure that the tested flexible bulk container falls entirely upon the surface.

6.11.5.3.7.4 For all flexible bulk containers, the topple height is specified as follows:

Packing group III: 0.8 m

6.11.5.3.7.5 Criterion for passing the test

There shall be no loss of contents. A slight discharge, e.g. from closures or stitch holes, upon impact shall not be considered to be a failure of the flexible bulk container provided that no further leakage occurs.

6.11.5.3.8 *Righting test*

6.11.5.3.8.1 Applicability

For all types of flexible bulk containers designed to be lifted by the top or side part, as a design type test.

6.11.5.3.8.2 Preparation for testing

The flexible bulk container shall be filled to not less than 95% of its capacity and to its maximum permissible gross mass.

6.11.5.3.8.3 Method of testing

The flexible bulk container, lying on its side, shall be lifted at a speed of at least 0.1 m/s to an upright position, clear of the floor, by no more than half of the lifting devices.

6.11.5.3.8.4 Criterion for passing the test

There shall be no damage to the flexible bulk container or its lifting devices which renders the flexible bulk container unsafe for carriage or handling.

6.11.5.3.9 *Tear test*

6.11.5.3.9.1 Applicability

For all types of flexible bulk containers as a design type test.

6.11.5.3.9.2 Preparation for testing

The flexible bulk container shall be filled to its maximum permissible gross mass.

6.11.5.3.9.3 Method of testing

With the flexible bulk container placed on the ground, a 300 mm cut shall be made, completely penetrating all layers of the flexible bulk container on a wall of a wide face. The cut shall be made at a 45° angle to the principal axis of the flexible bulk container, halfway between the bottom surface and the top level of the contents. The flexible bulk container shall then be subjected to a uniformly distributed superimposed load equivalent to twice the maximum gross mass. The load must be applied for at least fifteen minutes. A flexible bulk container which is designed to be lifted from the top or the side shall, after removal of the superimposed load, be lifted clear of the floor and maintained in that position for a period of fifteen minutes.

6.11.5.3.9.4 Criterion for passing the test

The cut shall not propagate more than 25% of its original length.

6.11.5.3.10 *Stacking test*

6.11.5.3.10.1 Applicability

For all types of flexible bulk containers as a design type test.

6.11.5.3.10.2 Preparation for testing

The flexible bulk container shall be filled to its maximum permissible gross mass.

6.11.5.3.10.3 Method of testing

The flexible bulk container shall be subjected to a force applied to its top surface that is four times the design load-carrying capacity for 24 hours.

6.11.5.3.10.4 Criterion for passing the test

There shall be no loss of contents during the test or after removal of the load.

6.11.5.4 *Test report*

6.11.5.4.1 A test report containing at least the following particulars shall be drawn up and shall be available to the users of the flexible bulk container:

1. Name and address of the test facility;

2. Name and address of applicant (where appropriate);
3. Unique test report identification;
4. Date of the test report;
5. Manufacturer of the flexible bulk container;
6. Description of the flexible bulk container design type (e.g. dimensions, materials, closures, thickness, etc) and/or photograph(s);
7. Maximum capacity/maximum permissible gross mass;
8. Characteristics of test contents, e.g. particle size for solids;
9. Test descriptions and results;
10. The test report shall be signed with the name and status of the signatory.

6.11.5.4.2 The test report shall contain statements that the flexible bulk container prepared as for carriage was tested in accordance with the appropriate provisions of this Chapter and that the use of other containment methods or components may render it invalid. A copy of the test report shall be available to the competent authority.

6.11.5.5 Marking

6.11.5.5.1 Each flexible bulk container manufactured and intended for use according to the provisions of ADR shall bear markings that are durable, legible and placed in a location so as to be readily visible. Letters, numerals and symbols shall be at least 24 mm high and shall show:

- (a) The United Nations packaging symbol



This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapters 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11 ;

- (b) The code BK3;
- (c) A capital letter designating the packing group(s) for which the design type has been approved:
- Z for packing group III only;
- (d) The month and year (last two digits) of manufacture;
- (e) The character(s) identifying the country authorizing the allocation of the mark; as indicated by the distinguishing sign for motor vehicles in international traffic^{1x};
- (f) The name or symbol of the manufacturer and other identification of the flexible bulk container as specified by the competent authority;
- (g) The stacking test load in kg;
- (h) The maximum permissible gross mass in kg.

^x

Distinguishing sign for motor vehicles in international traffic prescribed in the Vienna Convention on Road Traffic (1968).

Marking shall be applied in the sequence shown in (a) to (h); each element of the marking, required in these subparagraphs, shall be clearly separated, e.g. by a slash or space and presented in a way that ensures that all of the parts of the mark are easily identified.

6.11.5.5.2 *Example of marking*



BK3/Z/11 09
RUS/NTT/MK-14-10
56000/14000".

Consequential amendment:

6.1.3.1 (a) (i), 6.2.2.7.2 (a), 6.2.2.9.2 (a), 6.3.4.2 (a), 6.5.2.1.1 (a), 6.6.3.1 (a), 6.7.2.20.1 (c) (i), 6.7.3.16.1 (c) (i), 6.7.4.15.1 (c) (i), 6.7.5.13.1 (c) (i) Amend the second sentence to read as follows: "This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11."

(Reference document: ECE/TRANS/WP.15/AC.1/132/Add.2, Part C)

Chapter 7.3

(Reference document: ECE/TRANS/WP.15/AC.1/132/Add.2, Part C)

7.3.2.1 In the second sentence (existing first sentence), replace "codes BK1 and BK2" by "codes BK1, BK2 and BK3". After the description of the meaning of BK1 and BK2, insert:

"BK3: Carriage in flexible bulk containers is permitted".

7.3.2.9 and 7.3.2.10 Add the following new sub-sections to read as follows:

7.3.2.9 Goods of Class 9

7.3.2.9.1 For UN 3509, only closed bulk containers (code BK2) may be used. Bulk containers shall be made leak tight or fitted with a leak tight and puncture resistant sealed liner or bag, and shall have a means of retaining any free liquid that might escape during carriage, e.g. absorbent material. Packagings, discarded, empty, uncleaned with residues of Class 5.1 may be carried in bulk containers which have been so constructed or adapted that the goods cannot come into contact with wood or any other combustible material.

7.3.2.10 Use of flexible bulk containers

7.3.2.10.1 Before a flexible bulk container is filled it shall be visually examined to ensure it is structurally serviceable, its textile slings, load-bearing structure straps, body fabric, lock device parts including metal and textile parts are free from protrusions or damage and that inner liners are free from rips, tears or any damage.

7.3.2.10.2 For flexible bulk containers, the period of use permitted for the carriage of dangerous goods shall be two years from the date of manufacture of the flexible bulk container.

7.3.2.10.3 A venting device shall be fitted if a dangerous accumulation of gases may develop within the flexible bulk container. The vent shall be so designed that the penetration of foreign substances or ingress of water is prevented under normal conditions of carriage."

7.3.2.10.4 Flexible bulk containers shall be filled in such a way that when loaded the ratio of height to width does not exceed 1,1. The maximum gross mass of the flexible bulk containers shall not exceed 14 tonnes.”.

(Reference document: ECE/TRANS/WP.15/AC.1/132/Add.2, Part C)

Chapter 7.5

Insert a new 7.5.7.6 to read as follows:

“7.5.7.6 *Loading of flexible bulk containers*

7.5.7.6.1 Flexible bulk containers shall be carried within a vehicle or container with rigid sides and ends that extend at least two-thirds of the height of the flexible bulk container. The vehicles used for carriage shall be equipped with a vehicle stability function approved in accordance with ECE Regulation No. 13¹.

NOTE: *When loading flexible bulk containers in a vehicle or container particular attention shall be paid to the guidance on the handling and stowage of dangerous goods referred to in 7.5.7.1 and to the IMO/ILO/UNECE Guidelines for Packing Cargo Transport Units (CTUs).*

7.5.7.6.2 Flexible bulk containers shall be secured by suitable means capable of restraining them in the vehicle or container in a manner that will prevent any movement during carriage which would change the position of the flexible bulk container or cause it to be damaged. Movement of the flexible bulk containers may also be prevented by filling any voids by the use of dunnage or by blocking and bracing. Where restraints such as banding or straps are used, these shall not be over-tightened to cause damage or deformation to the flexible bulk containers.

7.5.7.6.3 Flexible bulk containers shall not be stacked.”.

¹ *ECE Regulation No. 13 (Uniform provisions concerning the approval of vehicles of categories M, N and O with regards to braking).*

(Reference document: ECE/TRANS/WP.15/AC.1/132/Add.2, Part C and ECE/TRANS/WP.15/2014/17 as amended for 7.5.7.6.1)

Chapter 9.1

9.1.3.1 After “(certificate of ADR approval)”, add the following footnote 4:

“⁴ *Guidelines for completing the certificate of approval may be consulted on the website of the secretariat of the United Nations Economic Commission for Europe(<http://www.unece.org/trans/danger/danger.htm>).*”

(Reference documents: ECE/TRANS/WP.15/2014/18 and informal document INF.8/Rev.1)

Annex II

Guidelines for completing the certificate of approval according to 9.1.3 of ADR

The numbered boxes of the form for the certificate of approval for vehicles carrying dangerous goods for which the model is shown in 9.1.3.5 should be filled in as follows.

It shall be drawn up in the language or one of the languages of the country issuing it. If that language is not English, French or German, the title of the certificate of approval and any remarks under No. 11 shall also be drawn up in English, French or German.

1. Certificate No.

A number to be allocated by the issuing authority.

2. Vehicle manufacturer

To be taken from the registration document(s) or the vehicle plate.

3. Vehicle Identification No.

To be taken from the registration document(s) and be checked on the vehicle.

4. Registration number

To be taken from the registration document(s). If the vehicle is still not registered at the date of issuing the certificate of approval this box should stay empty for the time being until the vehicle is registered.

5. Name and business address of carrier, operator or owner

6. Description of vehicle

According to footnote 1 of the certificate, the descriptions should follow the definitions for power-driven vehicles and for trailers of categories N and O as defined in paragraph 2 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) or in Directive 2007/46/EC.

Description of motor vehicles according to R.E.3

Maximum mass (Mm)	Power-driven vehicles of category N	Véhicule à moteur de catégorie N	Kraftfahrzeuge der Klasse N
$Mm \leq 3.5t$	Category N ₁	Catégorie N ₁	Klasse N ₁
$3.5t < Mm \leq 12t$	Category N ₂	Catégorie N ₂	Klasse N ₂
$Mm > 12t$	Category N ₃	Catégorie N ₃	Klasse N ₃

Description of motor vehicles according to Directive 2007/46/EC

Maximum mass (Mm)	Motor vehicles of category N	Véhicules à moteur de catégorie N	Kraftfahrzeuge der Klasse N
$Mm \leq 3.5t$	Lorry N ₁	Camion N ₁	Lastkraftwagen N ₁
$3.5t < Mm \leq 12t$	Lorry N ₂	Camion N ₂	Lastkraftwagen N ₂
$Mm > 12t$	Lorry N ₃	Camion N ₃	Lastkraftwagen N ₃
$Mm \leq 3.5t$	Road tractor N ₁	Tracteur <i>routier</i> N ₁	Strassenzugmaschine N ₁
$3.5t < Mm \leq 12t$	Road tractor N ₂	Tracteur <i>routier</i> N ₂	Strassenzugmaschine N ₂
$Mm > 12t$	Road tractor N ₃	Tracteur <i>routier</i> N ₃	Strassenzugmaschine N ₃
$Mn \leq 3.5t$	Tractor <i>unit</i> for semi-trailer N ₁	<i>Unité de traction</i> de semi-remorque N ₁	Sattelzugmaschine N ₁
$3.5t < Mm \leq 12t$	Tractor <i>unit</i> for semi-trailer N ₂	<i>Unité de traction</i> de semi-remorque N ₂	Sattelzugmaschine N ₂
$Mm > 12t$	Tractor <i>unit</i> for semi-trailer N ₃	<i>Unité de traction</i> de semi-remorque N ₃	Sattelzugmaschine N ₃

Description of trailers

Maximum Mass	Trailers	Remorques	Anhänger
$Mm \leq 0.75t$	Drawbar trailer O ₁ / Full trailer O ₁ *	Remorque à timon d'attelage O ₁	Deichselanhänger O ₁
$0.75t < Mm \leq 3.5t$	Drawbar trailer O ₂ / Full trailer O ₂ *	Remorque à timon d'attelage O ₂	Deichselanhänger O ₂
$3.5t < Mm \leq 10t$	Drawbar trailer O ₃ / Full trailer O ₃ *	Remorque à timon d'attelage O ₃	Deichselanhänger O ₃
$Mm > 10t$	Drawbar trailer O ₄ / Full trailer O ₄ *	Remorque à timon d'attelage O ₄	Deichselanhänger O ₄
$Mm \leq 0.75t$	Semi-trailer O ₁	Semi-remorque O ₁	Sattelanhängen O ₁
$0.75t < Mm \leq 3.5t$	Semi-trailer O ₂	Semi-remorque O ₂	Sattelanhängen O ₂
$3.5t < Mm \leq 10t$	Semi-trailer O ₃	Semi-remorque O ₃	Sattelanhängen O ₃
$Mm > 10t$	Semi-trailer O ₄	Semi-remorque O ₄	Sattelanhängen O ₄
$Mm \leq 0.75t$	Centre-axle trailer O ₁	Remorque à essieu central O ₁	Zentralachsanhänger O ₁
$0.75t < Mm \leq 3.5t$	Centre-axle trailer O ₂	Remorque à essieu central O ₂	Zentralachsanhänger O ₂
$3.5t < Mm \leq 10t$	Centre-axle trailer O ₃	Remorque à essieu central O ₃	Zentralachsanhänger O ₃
$Mm > 10t$	Centre-axle trailer O ₄	Remorque à essieu central O ₄	Zentralachsanhänger O ₄

* Full trailer is the wording of R.E.3.

7. Vehicle designation(s) according to 9.1.1.2 of ADR

To prevent unauthorized changes to the certificate all the designations which are not appropriate should be struck out.

More than one vehicle designation may be appropriate. For example a vehicle which complies with the requirements for FL vehicles automatically fulfils the AT requirements. In this case, both designations should be mentioned in the certificate.

The data in No. 7 in combination with the entries in No. 10 set the standard for the goods which may be carried by a vehicle.

8. Endurance braking system

“Not applicable” should be marked on the certificates of vehicles for which the provisions for endurance braking systems are not applicable.

Example : For trailers and motor vehicles because of their low maximum mass or the low mass for towing a trailer in accordance with Note (b) in the table of 9.2.1.

In other cases the second line of No. 8 should be marked and the appropriate value should be entered. In some countries the registration/in service maximum permissible mass exceeds 44 tonnes, but according to 2.3.1.5 of ECE Regulation No. 13, Annex 5, the value of 44t is considered to be sufficient even if the total maximum mass of the combination is higher than 44t. (See footnote 4 of the certificate.)

Example: The maximum mass of a combination is 50 tonnes (according to national law). The effectiveness of the endurance braking system is sufficient for a maximum permissible mass of 44t. In accordance with 2.3.1.5 of ECE Regulation No. 13, Annex 5, the combination may be operated at 50t.

9. Description of the fixed tank(s)/battery-vehicle

To be taken from the type approval of the tank, the last inspection certificate of the tank or the tank plate.

10. Dangerous goods authorized for carriage

For vehicles other than EX/II, EX/III vehicles or vehicles with fixed tank or battery-vehicles no entry is required in No. 10. These vehicles (e.g. tractors for semi-trailer) may be used for the carriage of the goods according to the vehicle designations under No. 7.

10.1 In accordance with 9.3.7.3 for the electrical equipment in the load compartments of EX/II and EX/III vehicles, compliance with IP65 is required if the vehicle is intended for the carriage of explosives of compatibility group J. For other explosives the electrical equipment in the load compartment shall comply with IP 54.

10.2 For tank-vehicles and battery-vehicles one of two possibilities should be chosen by marking the appropriate:

- Either a reference to the tank-code in No. 9.5 and any special provision TC and TE in No. 9.6; or
- The list of substances by Class, UN number and, if necessary, packing group and proper shipping name.

11. Remarks

Space for remarks.

Examples:

- the remark “vacuum-operated waste tank-vehicle” in accordance with 9.1.3.3;
- the date of the next required inspection of the tank may be inserted;
- for vehicles intended for the carriage of explosive substances in tanks in compliance with 9.7.9, the following remark may be included “Vehicle in compliance with 9.7.9 of ADR for the carriage of explosive substances in tanks.

12. Valid until

Enter the day of expiry as well as the place and date of issue. The certificate should be stamped and signed by the issuing authority.

13. Extensions of validity

As for No. 12 above.

(Reference documents: ECE/TRANS/WP.15/2014/18 and informal document INF.8/Rev.1 as amended)

Annex III

Corrections to annexes A and B of ADR as modified by the amendments entering into force on 1 January 2015

1.6.1.28, 1.8.6.4.1 (twice), 1.8.6.8 (twice), 6.2.2.11 (three times), 6.2.3.6.1 (three times) and 6.8.4 TA4 and TT9

Not applicable to English

Chapter 1.6, 1.6.1.32

Not applicable to English

(Reference document: ECE/TRANS/WP.15/2014/13)

Chapter 2.2, 2.2.7.2.4.1.3 (c)

Not applicable to English

(Reference document: informal document INF.20)

Chapter 3.2, Table A, UN Nos. 1687, 1700, 2016, 2017, column (15)

For D/E read E

(Reference document: informal document INF.19)

Chapter 3.2, Table A, UN No. 2212, column (6)

Insert 542

(Reference document: informal document INF.4)

Chapter 3.2, Table A, UN No. 2590, column (6)

Delete 542

(Reference document: informal document INF.4)

Chapter 3.2, Table A, UN Nos. 3132 PGI and 3135 PGI, column (15)

For B/E read E

(Reference document: informal document INF.19)

Chapter 3.2, Table A, UN No. 3315, column (15)

For C/E read E

(Reference document: informal document INF.19)

Chapter 4.1, 4.1.4.1, P200, Table footnote, heading of Directive 84/527/ECE

Not applicable to English

(Reference document: informal document INF.20)

Chapter 5.2, 5.2.1.7.5

For 5.1.5.2.1, 6.4.22.1 to 6.4.22.4, 6.4.23.4 to 6.4.23.7 and 6.4.24.2 read 1.6.6.2.1, 5.1.5.2.1, 6.4.22.1 to 6.4.22.4 and 6.4.23.4 to 6.4.23.7

(Reference document: informal document INF.9)

Chapter 5.3, 5.3.1.7.1

Not applicable to English

(Reference document: ECE/TRANS/WP.15/2014/13)

Chapter 5.5, 5.5.3.7.1

Not applicable to English

(Reference document: informal document INF.20)

Chapter 6.2, 6.2.6.3.1.2

Not applicable to English

(Reference document: informal document INF.20)

Chapter 6.4, Table 6.4.11.2, table footnote a

Not applicable to English

(Reference document: informal document INF.20)

Chapter 6.4, 6.4.23.2

Not applicable to English

(Reference document: informal document INF.20)

Chapter 6.4, 6.4.23.4 (e)

Not applicable to English

(Reference document: informal document INF.20)

Chapter 6.7, 6.7.4.14.10

Delete , 6.7.4.14.5

(Reference document: informal document INF.20)

Chapter 8.1, 8.1.5.3

For EN 141 read EN 14387:2004 + A1:2008

(Reference document: ECE/TRANS/WP.15/2014/12)

Chapter 9.1, 9.1.3.5 Table footnote 1

Delete Annex 7 of

(Reference document: informal document INF.22)