


**Economic Commission for Europe**

## Inland Transport Committee

**Working Party on the Transport of Dangerous Goods**
**Report of the Working Party on its 104th session**

held in Geneva from 15 to 17 May 2018

## Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–5	3
II. Adoption of the agenda (agenda item 1) .....	6	3
III. Eightieth session of the Inland Transport Committee (agenda item 2) .....	7	3
IV. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 3).....	8–11	3
A. Status of the Agreement.....	8–9	3
B. Protocol of amendment of 1993.....	10–11	4
V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4).....	12–20	4
A. Pending issue .....	12	4
B. Amendments proposed by the Joint Meeting at its spring 2018 session for entry into force on 1 January 2019 (continued) .....	13–14	4
C. Corrections to document ECE/TRANS/WP.15/240 .....	15–18	4
D. References to standard EN 590:2013 + A1:2014.....	19	5
E. Guidelines for the application of EN 13094:2015 for compliance with ADR.....	20	5
VI. Proposals for amendments to annexes A and B of ADR (agenda item 5).....	21–38	5
A. Construction and approval of vehicles.....	21–29	5
1. Informal working group on clarification of 9.3.4.2.....	21–25	5
2. Speed limitation function (SLF).....	26–28	5
3. First inspection waiver for EX/II, EX/III, FL and AT vehicles and MEMUs type-approved in accordance with 9.1.2.2 and for which a declaration of conformity with the requirements of Chapter 9.2 has been issued .....	29	6



B.	Miscellaneous proposals .....	30–38	6
1.	Alignment of the wording used in the French text of 2.2.61.1.4 and 2.2.8.1.3 .....	30	6
2.	Paragraph 5.3.2.1.6 .....	31	6
3.	Requirements for precautions against electrostatic charges .....	32	6
4.	Proposal to include a Valid From date in the ADR driver training certificate (8.2.2.8.5) .....	33	6
5.	Draft amendments related to ammonium nitrate-based fertilizers for entry into force on 1 January 2019 .....	34–35	7
6.	Draft amendments related to the table of specimen labels for entry into force on 1 January 2019 .....	36–37	7
7.	Correction of footnote b to the instructions in writing .....	38	7
VII.	Interpretation of ADR (agenda item 6) .....	39–41	7
A.	Unpacked articles other than Class 1 articles: Approval by the competent authorities .....	39	7
B.	Interpretation of the terminology in 5.4.1.1.1 (f) .....	40–41	8
VIII.	Programme of work (agenda item 7) .....	42–44	8
A.	Agenda of the 105th session .....	42	8
B.	Amendments for the 2019 version of ADR .....	43–44	8
IX.	Any other business (agenda item 8) .....	45–59	8
A.	Change to the current title of ADR .....	45–49	8
B.	Future of the work of the Working Party .....	50–52	9
C.	Copying of the certificate number onto the back of the driver training certificate in accordance with 8.2.2.8.5 .....	53	9
D.	Consolidated table of the applicable requirements of Part 9 of ADR for EX/II, EX/III, FL and AT vehicles and MEMUs .....	54	9
E.	Supervision of vehicles (Chapter 8.5) .....	55–57	10
F.	Marking of transport units and containers carrying dangerous goods in limited quantities .....	58	10
G.	Change of substances filled in tank-vehicles .....	59	10
X.	Adoption of the report (agenda item 9) .....	60	10
Annexes			
I.	Draft amendments to annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2019 .....		11
II.	Guidelines for the application of EN 13094:2015 for compliance with ADR .....		12
III.	Draft amendments relating to standards EN 14025:2018 and EN 12972:2018 for entry into force as soon as possible after these standards are published .....		13
IV.	Draft amendments relating to standards EN ISO 17871:2015 + A1:2018, EN 1440:2016 + A1:2018, EN 16728:2016 + A1:2018 and EN 13317:2018 for entry into force as soon as possible after these standards are published .....		14

## I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 104th session from 15 to 17 May 2018 with Mr. J.A. Franco (Portugal) as chair and Ms. A. Roumier (France) as vice-chair.
2. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Bulgaria, Czechia, Denmark, Finland, France, Georgia, Germany, Ireland, Italy, Latvia, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Russian Federation, Sweden, Switzerland, Turkey and the 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 Conference of Fuel Distributors (ECFD) and International Road Transport Union (IRU).

## II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/WP.15/241 and Add.1 (Secretariat)

*Informal documents:* INF.1 and INF.2/Rev.1 (Secretariat)

6. The Working Party adopted the provisional agenda prepared by the secretariat, as amended by informal document INF.2/Rev.1 to take account of ECE/TRANS/WP.15/2018/240 and informal documents INF.1 to INF.28.

## III. Eightieth session of the Inland Transport Committee (agenda item 2)

*Document:* ECE/TRANS/274 (Secretariat)

*Informal document:* ITC (2018) No. 13 of the eightieth session of the Inland Transport Committee (Secretariat)

7. The secretariat informed the Working Party of the relevant outcomes of the latest session of the Inland Transport Committee (20–23 February 2018). The Working Party noted with satisfaction that the Committee had approved the results of the 2016–2017 biennial evaluation plan and adopted its programme of work for the 2018–2019 biennium. It also welcomed the publication by the secretariat of the consolidated texts of ADR and ADN as they would be amended on 1 January 2019.

## 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

8. The Working Party welcomed the accession of San Marino to ADR (depository notification C.N.8.2018.TREATIES-XI.B.14), which brought the number of Contracting Parties to 50.
9. The representatives of Georgia and Belarus informed the Working Party of the way in which ADR was implemented in their countries. The representative of Georgia said that the Government had taken the necessary measures to allow ADR to be applied to national carriage from 1 January 2019.

## **B. Protocol of amendment of 1993**

10. The Working Party welcomed the ongoing efforts made in Belarus and Tunisia towards their accession to the 1993 Protocol.

11. It encouraged the other countries that had not yet deposited the required legal instruments for the Protocol to enter into force (Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, San Marino, Tajikistan and the former Yugoslav Republic of Macedonia) to take the necessary measures to ratify or accede to it so that it could come into effect.

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

### **A. Pending issue**

*Documents:* ECE/TRANS/WP.15/AC.1/148, -/Add.1 and -/Add.2 (Secretariat)

12. The delegate of France informed the Working Party that the pending issue concerning the text of 6.8.2.1.18 had been discussed at the March 2018 session of the Joint Meeting (see ECE/TRANS/WP.15/AC.1/150/Add.1). The Joint Meeting confirmed the amendment of 6.8.2.1.18 for entry into force on 1 January 2021.

### **B. Amendments proposed by the Joint Meeting at its spring 2018 session for entry into force on 1 January 2019**

*Informal document:* INF.14 (Secretariat)

13. The Working Party adopted, with some modifications, the additional amendments proposed by the Joint Meeting for entry into force on 1 January 2019, as contained in informal document INF.14 (see annex I).<sup>1</sup>

*Informal document:* INF.26 (France)

14. The Working Party adopted the consequential amendment to the French text of 1.8.7.2.5, proposed by France (see annex I).

### **C. Corrections to document ECE/TRANS/WP.15/240**

*Informal document:* INF.15 (Secretariat)

15. The Working Party adopted the corrections proposed in informal document INF.15, with some amendments (see annex I).

*Informal documents:* INF.6, INF.7, INF.11 and INF.12 (France)

16. The Working Party adopted the corrections proposed by France in informal documents INF.6, INF.7 and INF.11, which were intended to align the French text with the English text (see annex I).

17. The correction proposed by France in informal document INF.12 in order to clarify the French text of packing instruction P801 was adopted as amended during the session (see annex I).

---

<sup>1</sup> *Note by the secretariat:* The RID/ADR/ADN Joint Meeting had adopted amendments to 6.8.2.6.1, 6.8.2.6.2 and 6.8.4 (d) (special provision TT1) aimed at introducing a reference to standards EN 14025:2018 and EN 12972:2018, for entry into force on 1 January 2019, on the condition that they would be available by 1 June 2018. The secretariat was informed that those standards would be issued only in August and July 2018, respectively. It was therefore not possible to introduce the amendments into the proposed amendments to be notified to the Contracting Parties on 1 July 2018, for entry into force on 1 January 2019. The amendments in question are reproduced in annex III to the present report and will be the subject of a separate proposal for notification in due course.

*Informal document:* INF.25 (France)

18. The corrections proposed by France with a view to clarifying the wording of 1.8.3.1 and aligning the terminology used in 1.6.1.44 with that in 1.8.3 were adopted (see annex I).

#### **D. References to standard EN 590:2013 + A1:2014**

*Informal document:* INF.19 (Germany)

19. The Working Party adopted, for entry into force on 1 January 2019, the proposal from Germany aimed at updating the references to standard EN 590 (see annex I).

#### **E. Guidelines for the application of EN 13094:2015 for compliance with ADR**

*Informal document:* INF.20 (Secretariat)

20. The Working Party confirmed that the guidelines proposed in informal document INF.20, as amended during the session, should be published on the UNECE website as soon as possible (see annex II).

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

#### **A. Construction and approval of vehicles**

##### **1. Informal working group on clarification of 9.3.4.2**

*Informal document:* INF.4 (Germany)

21. The informal working group on clarification of 9.3.4.2 met on 10 and 11 January 2018 in accordance with the mandate given to it by the Working Party (see ECE/TRANS/WP.15/239, para. 43).

22. The informal working group set itself the goal of reflecting safety requirements in ADR and formulating them in such a way as to ensure that they could be met without precluding any alternative solutions to which technological progress might give rise.

23. The Working Party thanked the informal working group for the progress made and invited it to continue its work. The informal working group could extend its work to cover the requirements applicable to special compartments of MEMUs for the transport of explosives if it received proposals on that subject.

24. The representative of Germany thanked the delegations that had taken part in the informal working group and invited countries wishing to join the group to participate in its next meeting.

25. The informal working group would meet again on 1 and 2 October 2018 in Bonn.

##### **2. Speed limitation function (SLF)**

*Informal document:* INF.10 (Russian Federation)

26. The Working Party noted that the Working Party on Brakes and Running Gear of the World Forum for Harmonization of Vehicle Regulations (WP.29) had confirmed that a vehicle equipped with a speed limitation function (SLF) could be considered to be in compliance with ADR 9.2.5 (see ECE/TRANS/WP.29/GRRF/86, para. 57).

27. The representative of Romania emphasized that the wording “bearing in mind the technological tolerance of the device”, at the end of 9.2.5, came from Directive 92/6/EEC. Directive 2002/85/EC amending Directive 92/6/EEC no longer included that wording, and it should be deleted. The Working Party agreed to delete it.

28. The Working Party adopted, as amended during the session, the proposal by the Russian Federation to amend 9.2.5, for entry into force on 1 January 2019 (see annex I).

**3. First inspection waiver for EX/II, EX/III, FL and AT vehicles and MEMUs type-approved in accordance with 9.1.2.2 and for which a declaration of conformity with the requirements of Chapter 9.2 has been issued**

*Informal document:* INF.27 (United Kingdom)

29. The representative of the United Kingdom informed the Working Party that, one year after the entry into service of the vehicles, positive results had been obtained from the tests undertaken in his country in relation to the first inspection waiver for EX/II, EX/III, FL and AT vehicles and MEMUs type-approved in accordance with 9.1.2.2 and for which a declaration of conformity with the requirements of Chapter 9.2 had been issued. He wished to defer discussion on the matter to allow the United Kingdom to present a document setting out the results of the tests at the next session.

## **B. Miscellaneous proposals**

**1. Alignment of the wording used in the French text of 2.2.61.1.4 and 2.2.8.1.3**

*Informal document:* INF.21 (Belgium)

30. The Working Party adopted the changes proposed by Belgium in order to align the wording used in the French text of 4.3.2.2.1 (c) and 5.3.2.3.2 with the existing wording of 2.2.61.1.4 and 2.2.8.1.3 (see annex I). The Working Party took note of the fact that the changes were also applicable to RID and ADN.

**2. Paragraph 5.3.2.1.6**

*Document:* ECE/TRANS/WP.15/237, annex I

31. At the 103rd session of the Working Party, Austria had proposed an amendment to the second subparagraph of 5.3.2.1.6. As the delegations that had been present had asked for more time to consider the proposal, the text had been maintained in square brackets for consideration at a subsequent session. After discussion, the delegations that took the floor considered that the current text of ADR was sufficiently clear and so did not require amendment. The proposal was not adopted.

**3. Requirements for precautions against electrostatic charges**

*Document:* ECE/TRANS/WP.15/2018/1 (Sweden)

32. Sweden presented the issue of different terms being used in ADR for descriptions of electrical connections in the requirements concerning precautions against electrostatic charges. The matter had already been raised in an informal document presented by Sweden at the 103rd session (see ECE/TRANS/WP.15/239, paras. 59 and 60). After discussion, the proposal was adopted with a consensus among the French-speaking delegations that the term “*liaison équipotentielle*” should be used instead of “*mise à terre*”. The English-speaking delegations too adopted the proposal to use the term “electrical bonding” instead of “earthing”, by consensus. The delegations of the Russian Federation and Belarus agreed on the use of the term “*Выравнивание электрических потенциалов*” instead of “*Заземление*”. The amendment would be taken into account for entry into force on 1 January 2019 (see annex I).

**4. Proposal to include a Valid From date in the ADR driver training certificate (8.2.2.8.5)**

*Document:* ECE/TRANS/WP.15/2018/2 (Malta)

33. The Working Party thanked the representative of Malta for the proposal. The delegations that took the floor said that they understood the issue raised in the official document but considered that the isolated case in question did not justify the requested

amendment, whether it were to apply to all the Contracting Parties or to be left to the discretion of each Contracting Party, as proposed by the representative of Malta. Several delegations were of the view that the proposed amendment would be difficult to implement for drivers who were undergoing specialized training. The representative of Malta withdrew the proposal.

**5. Draft amendments related to ammonium nitrate-based fertilizers, for entry into force on 1 January 2019**

*Informal document:* INF.8 (Finland)

34. The Working Party thanked the representative of Finland for raising inconsistencies in the amendments to 2.2.51.1.3 and special provision 307 in ECE/TRANS/WP.15/240 and adopted proposals 1a and 1b from informal document INF.8 submitted by Finland (see annex I).

35. The Working Party also considered and adopted the second proposal from informal document INF.8, as amended during the session (see annex I).

**6. Draft amendments related to the table of specimen labels, for entry into force on 1 January 2019**

*Informal document:* INF.17 (Finland)

36. The Working Party considered the proposal by Finland to change the position of the reference to 5.2.2.2.1.6 (d) for label model 2.1 in the table in 5.2.2.2.2, in ECE/TRANS/WP.15/240. It found the amendment useful and adopted the proposal as presented by Finland (see annex I). The proposal would also be brought to the attention of the Sub-Committee of Experts on the Transport of Dangerous Goods at its next session.

37. The representative of France also pointed out that paragraph 5.2.2.2.1.6 (d) referred to UN Nos. 1011, 1075, 1965 and 1978, while the Model Regulations referred to liquefied petroleum gases, which by definition also included UN No. 1969. On the basis of an oral proposal, the Working Party adopted an amendment to bring ADR into line with the Model Regulations (see annex I).

**7. Correction of footnote b to the instructions in writing**

*Informal document:* INF.22 (Germany)

38. Several delegations supported the proposal of Germany. Other delegations mentioned, however, that it was not desirable to amend the instructions in writing too frequently and it would be preferable to group the proposed amendment with others that could be considered during the biennium and taken into account in ADR 2021. Several delegations wondered whether the equipment mentioned in note b would be useful in the case of an accident involving lithium batteries. After considering the proposal, the Working Party considered that it had been submitted in an informal document, too late for implementation from 1 January 2019. The representative of Germany informed the Working Party that she would submit an official document to the next session.

## **VII. Interpretation of ADR (agenda item 6)**

**A. Unpackaged articles other than Class 1 articles: Approval by the competent authorities**

*Informal document:* INF.13 (Sweden)

39. The representative of Sweden raised the question of the interpretation of the term “competent authorities of the country of origin”, in 4.1.3.8. She invited the Working Party to express a view as to whether “country of origin” meant the country where the load was prepared or the country of origin of the tanks. The delegations that expressed an opinion

considered that in the case in point, the term “country of origin” meant the country of departure of the cargo.

## **B. Interpretation of the terminology in 5.4.1.1.1 (f)**

*Informal document:* INF.28 (France)

40. The representative of France said she wished to hear the Working Party’s opinion on the way quantities were expressed in the transport document, in accordance with 5.4.1.1.1 (f). The question was whether the units required under 1.1.3.6 should be used, i.e., the quantities should be expressed in volume for liquids, gross mass for articles and net mass for solids, or whether 5.4.1.1.1 (f) allowed alternatives, such as the expression of quantities of liquid in terms of mass. The delegations that expressed a view considered that 5.4.1.1.1 (f) allowed for the free choice of the appropriate units and that the information in 1.1.3.6.3 concerning the quantity applied only to exempted transport, in accordance with 1.1.3.6.

41. The representative of Belgium pointed out an inconsistency between the French and English versions of 5.4.1.1.1 (f). He was invited to submit a proposal for amendment to the next session of the Sub-Committee of Experts on the Transport of Dangerous Goods.

## **VIII. Programme of work (agenda item 7)**

### **A. Agenda of the 105th session**

42. The 105th session of the Working Party would be held from 6 to 9 November 2018. The agenda items for that session would be the same as for the 104th session, with the addition of an item on the election of officers.

### **B. Amendments for the 2019 version of ADR**

43. The amendments adopted at previous sessions for entry into force on 1 January 2019 had already been circulated in document ECE/TRANS/WP.15/240.<sup>2</sup> The Working Party asked the secretariat to send out the amendments adopted at the 104th session which were also to enter into force on 1 January 2019 in the form of a corrigendum (ECE/TRANS/WP.15/240/Corr.1) for those that modified previously adopted amendments, and as an addendum (ECE/TRANS/WP.15/240/Add.1) for new amendments.

44. The Chair was asked to transmit all amendments to the Secretary-General through his Government so that they could be notified to ADR Contracting Parties on 1 July 2018, for acceptance in accordance with the procedure set out in article 14 of ADR.

## **IX. Any other business (agenda item 8)**

### **A. Change to the current title of ADR**

*Document:* ECE/TRANS/WP.15/2018/3 (Secretariat)

<sup>2</sup> *Note by the secretariat:* In line with the decision of the Working Party at its 103rd session concerning references to standards not published before its 104th session (see ECE/TRANS/WP.15/239, para. 25), the amendments concerning references to new standards or addenda to the referenced standards (EN ISO 17871:2015+A1:2018, EN 1440:2016+A1:2018, EN 16728:2016+A1:2018 and EN 13317:2018) could not be included in the proposal of amendments to be notified to the Contracting Parties on 1 July 2018 for entry into force on 1 January 2019, as the standards and addenda in question had not been published in time. The amendments concerned are reproduced in annex IV to the present report and will be the subject of a separate proposal for notification in due course.



45. The Working Party examined the proposal to delete the word “European” from the current title of ADR on the basis of the procedure described in document ECE/TRANS/WP.15/2018/3.

46. The Chair of the Working Party called out by name each of the delegations present (23 Contracting Parties being represented) to give their view on whether the amendment was appropriate. The majority of the delegations agreed to delete the word “European” from the title. The other delegations said they had no objection to the change. The intergovernmental and non-governmental organizations that were present also supported that approach and emphasized the advantages of more countries acceding to the Agreement.

47. The Working Party requested the secretariat to quickly draw up a draft protocol of amendment with the Office of Legal Affairs, in cooperation with the officers of WP.15. The Director of the Sustainable Transport Division and the Chair of the Working Party warmly welcomed the decision by the Working Party.

48. In view of the period required for the legal procedure in accordance with article 13 of ADR, the Working Party considered that it would be most appropriate to hold the Conference of the Parties during the 106th session of the Working Party.

49. The secretariat would inform the Working Party of progress in the administrative procedures at the next session.

## **B. Future of the work of the Working Party**

*Informal document:* INF.3 (Secretariat)

50. At the request of the Working Party, the secretariat summarized the discussions at the 103rd session on the future of the Working Party and how its work could contribute to the achievement of the Sustainable Development Goals.

51. Several delegations proposed ideas to improve and develop the work of the Working Party, for example, by:

- (a) changing the frequency and length of the sessions of the Working Party; or
- (b) developing new tools to assist with implementation of ADR, such as sheets giving examples, or more visible information on the questions of interpretation raised during sessions.

52. The Chair invited the Working Party to continue thinking about how to improve its working procedures and to continue the discussion at a later date.

## **C. Copying of the certificate number onto the back of the driver training certificate, in accordance with 8.2.2.8.5**

*Informal document:* INF.5 (Germany)

53. Most of the delegations that spoke said that the addition of the certificate number on the back of the driver training certificate could be useful, but that it could not be considered as an additional security feature under 8.2.2.3. They also indicated that if an official proposal was presented at a forthcoming session, it should take into consideration the addition of transitional periods. The representative of Germany informed the Working Party that she would submit an official document at the next session and would take into account the comments received.

## **D. Consolidated table of the applicable requirements of Part 9 of ADR for EX/II, EX/III, FL and AT vehicles and MEMUs**

*Informal document:* INF.9 (Romania)

54. The delegations that took the floor considered that the document prepared by Romania could serve as a very useful guideline. They requested that the document should be submitted as an official document at the next session. Delegations wishing to do so could send their comments in writing to the representative of Romania.

## **E. Supervision of vehicles (Chapter 8.5)**

*Informal document:* INF.16 (Sweden)

55. The Working Party considered the informal document submitted by Sweden on the acceptable minimum level of supervision of vehicles. The delegation of Sweden noted that the requirements of Chapter 8.5 were not clear on the interpretation of “supervision”.

56. Several delegations shared the concerns of the Swedish delegation regarding the lack of clarity in the chapter. The delegation of Sweden reported that Sweden was already working with Norway on that question and stated that it would continue working on it. It also invited delegations to send it their comments, preferably by email.

57. The Working Party regretted that IRU was not in attendance for the discussion and expressed the wish to see its representatives take an active part at its forthcoming sessions, in particular during discussions directly related to road transport.

## **F. Marking of transport units and containers carrying dangerous goods in limited quantities**

*Informal document:* INF.23 (Switzerland)

58. The representative of Switzerland wished to draw the attention of the Working Party to the question of the marking of transport units and containers carrying dangerous goods in limited quantities. He recalled that Sweden had initially raised the subject at the Joint Meeting (see ECE/TRANS/WP.15/AC.1/150). The delegations that expressed a view did not think they were able to provide comments at the current juncture and expressed the wish to have an official document submitted to the Joint Meeting.

## **G. Change of substances filled in tank-vehicles**

*Informal document:* INF.24 (Switzerland)

59. In response to a statement by the representative of Luxembourg, the Working Party noted that the questions relating to the procedure described in the informal document from Switzerland were also discussed in the context of inland waterway transport. The Working Party invited the representatives of Switzerland and Luxembourg to exchange information with a view to presenting an official document at a forthcoming session.

## **X. Adoption of the report (agenda item 9)**

60. The Working Party adopted the report on its 104th 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 2019**

The adopted amendments modify or supplement the amendments adopted at the previous session (see ECE/TRANS/WP.15/240). They were made available during the session under the symbols ECE/TRANS/WP.15/2010/CRP.2 and Adds.1 and 2.

Amendments which modify those previously adopted are reproduced in document ECE/TRANS/WP.15/240/Corr.1.

New amendments are reproduced in document ECE/TRANS/WP.15/240/Add.1.

## Annex II

### Guidelines for the application of EN 13094:2015 for compliance with ADR

European standard EN 13094 specifies requirements for the design and construction of metallic gravity-discharge tanks intended for the carriage of substances having a vapour pressure not exceeding 110 kPa (absolute pressure) for which a tank code with letter “G” is given in Chapter 3.2 of ADR.

In order to comply with the requirements of ADR, the following amendments to EN 13094:2015 shall be made.

#### 1. Amendment of 3.1, Terms and definitions

*Delete the definition of maximum working pressure in 3.1.4.*

#### 2. Amendment of 6.4, Dynamic conditions

*In the first paragraph of 6.4.2, replace “ $P_v$ ” with “ $P_{ta}$ ”,*

where  $P_{ta}$  = static pressure (gauge pressure) in MegaPascals (MPa).

#### 3. Amendment of 6.5, Pressure conditions

##### 3.1 Amendment of 6.5.1

*Delete “(c) 1.3 times the maximum working pressure”.*

##### 3.2 Amendment of 6.5.2

*Replace “ $1.3 \times (P_{ta} + P_{ts})$ ” with “ $\max(0.2; 1.3 \times P_{ta \text{ water}}; 1.3 \times P_{ta})$ ”.*

#### 4. Amendment of annex A, A.5 Calculation method — Worksheet

##### 4.1 Amendment of A.5.2.2.1, Table A.2, Pressures

*Replace No. 2 “Maximum working pressure<sup>b</sup>,  $P_{ms}$ ” with “Opening pressure of the breather device,  $P_{ts}$ ”.*

*Delete “<sup>b</sup>  $P_{ms}$  is the maximum of  $P_{vd}$ ,  $P_{ts}$ ,  $P_d$  and  $P_r$ ”.*

##### 4.2 Amendment of A.5.2.2.2, Table A.3, Calculation pressure in service conditions

*In 4, 5, 6 and 7, replace “ $P_{ms}$ ” with “ $P_{ts}$ ”.*

##### 4.3 Amendment of A.5.6.2.1.2, Tensile stress due to pressure during transport

*In (a) Force, replace “ $P_{ms}$ ” with “ $P_{ts}$ ”.*

## Annex III

### Draft amendments relating to standards EN 14025:2018 and EN 12972:2018 for entry into force as soon as possible after these standards are published

#### A. Proposed amendments relating to standard EN 14025:2018

6.8.2.6.1 Amend the table, under “For design and construction of tanks”, as follows:

- For standard “EN 14025:2003 + A1:2006”, in column (4), replace “Until further notice” with “Between 1 January 2017 and 31 December 2020”.
- After the row for standard “EN 14025:2013 + A1:2016”, insert the following new standard:

EN 14025:2018	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction	6.8.2.1 and 6.8.3.1	Until further notice	
---------------	--	---------------------	----------------------	--

6.8.4 (d), TT11 In the paragraph after the table, replace “EN 14025:2013 + A1:2016” with “EN 14025:2018”.

#### B. Proposed amendments relating to standard EN 12972:2018

6.8.2.6.1 After the row for the new standard “EN 14025:2018”, insert the following new row:

EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.3	Mandatorily from 1 January 2021	
---------------	--	---------	---------------------------------	--

6.8.2.6.2 Amend the table as follows:

- In the entry for standard “EN 12972:2007”, in column (4), replace “Until further notice” with “Until 30 June 2019”.
- After the row for standard “EN 12972:2007”, insert the following new row:

EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.4 and 6.8.3.4	Mandatorily from 1 January 2021	
---------------	--	---------------------	---------------------------------	--

## Annex IV

### Draft amendments relating to standards EN ISO 17871:2015 + A1:2018, EN 1440:2016 + A1:2018, EN 16728:2016 + A1:2018 and EN 13317:2018 for entry into force as soon as possible after these standards are published

#### A. Proposed amendments relating to standard EN 13317:2018

6.8.2.6.1 In the table under “For equipment”, for standard “EN 13317:2002 + A1:2006”, in column (4), replace “Until further notice” with “Between 1 January 2009 and 31 December 2020”. After standard “EN 13317:2002 + A1:2006”, add the following new row:

EN 13317:2018	Tanks for transport of dangerous goods – Service equipment for tanks – Manhole cover assembly	6.8.2.2 and 6.8.2.4.1	Until further notice	
---------------	---	-----------------------	----------------------	--

#### B. Proposed amendments relating to standard EN 1440:2016 + A1:2018

6.2.4.2 For standard “EN 1440:2016 (except annex C)”, in column (3), replace “Mandatorily from 1 January 2019” with “Until 31 December 2020”. After standard “EN 1440:2016 (except annex C)”, add the following new row:

EN 1440:2016 + A1:2018 (except annex C)	LPG equipment and accessories – Transportable refillable welded and brazed steel liquefied petroleum gas (LPG) cylinders – Periodic inspection	Mandatorily from 1 January 2021
---	--	---------------------------------

#### C. Proposed amendments relating to standard EN 16728:2016 + A1:2018

6.2.4.2 For standard “EN 16728:2016 (except clause 3.5, annex F and annex G)”, in column (3), replace “Mandatorily from 1 January 2019” with “Until 31 December 2020”. After standard “EN 16728:2016 (except clause 3.5, annex F and annex G)” add the following new row:

EN 16728:2016 + A1:2018	LPG equipment and accessories – Transportable refillable LPG cylinders other than traditional welded and brazed steel cylinders – Periodic inspection	Mandatorily from 1 January 2021
-------------------------	---	---------------------------------

#### D. Proposed amendments relating to standard EN ISO 17871:2015 + A1:2018

6.2.4.1 In the table, under “For closures”, for standard “EN ISO 17871:2015”, in column (4), replace “Until further notice” with “Between 1 January 2017 and 31 December 2020”. After standard “EN ISO 17871:2015”, add the following new row:

EN ISO 17871:2015 + A1:2018	Gas cylinders – Quick-release cylinder valves – Specification and type testing	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	
-----------------------------	--	------------------------------	----------------------	--