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Report of the Working Party on its 105th session

held in Geneva from 6 to 9 November 2018

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 105th session from 6 to 9 November 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, Czechia, Denmark, Finland, France, Georgia, Germany, Greece, Hungary, Italy, Latvia, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.
3. Representatives from Algeria, Egypt, Jordan, Lebanon, Morocco, the State of Palestine and Tunisia took part in the session in accordance with paragraph 11 of the terms of reference of the Economic Commission for Europe. Tunisia and Morocco took part in the session as full members in respect of questions relating to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), in accordance with article 1 (b) of the rules of procedure of the Working Party.
4. The European Union was represented.
5. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).
6. The following non-governmental organizations was represented: European Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (ECFD) and International Road Transport Union (IRU). The EuroMed project was also represented.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/243 and Add.1 (Secretariat)

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

7. 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.33.

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

Document: ECE/TRANS/274 (Secretariat)

8. The Working Party noted that the Bureau of the Inland Transport Committee (ITC) will consider, during its next session on 29 and 30 November 2018, the comments received on the ITC draft strategy until 2030. Once cleared by the Bureau, the revised draft strategy will be submitted for decision to the ITC restricted session, to be held on 19 February 2019. It was noted that the secretariat was expecting a high-level participation to that session in support of the ITC strategy.

9. The Working Party also noted that, as a result of the reform of the United Nations Planning and budget cycle, a number of changes are expected as from 2020, both on its structure and on its contents. For instance, the program plan and performance will be prepared on an annual basis (and not on a 2-year basis as it was the case until now), will include post and non-post resource requirements, and will be focused on deliverables (instead of “expected accomplishments and indicators”) as a better way to measure success. The secretariat will continue to keep the Working Party informed of these developments.

10. The Working Party was informed that the report of the Inland Transport Committee on its eightieth session was available on the UNECE website in English, French and Russian.

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 and Protocol of amendment of 1993

Informal documents: INF.15 and INF.16 (Secretariat)

11. The Working Party welcomed the accession of Nigeria to ADR (depository notification C.N.506.2018.TREATIES-XI.B.14), which brought the number of contracting parties to 51.

12. The Working Party noted that the amendments adopted in the preceding two years (ECE/TRANS/WP.15/240 and Corr.1 and ECE/TRANS/WP.15/240/Add.1) had been proposed to the Contracting Parties by the Government of Portugal and had been deemed to be accepted for entry into force on 1 January 2019 (depository notification C.N.304.2018.TREATIES-XI.B.14 of 1 July 2018 and C.N.488.2018.TREATIES-XI-B.14 of 14 October 2018).

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

B. Change of the current title of the ADR

Informal documents: INF.19 (Austria) and INF.24 (Secretariat)

14. The Working Party was informed that, following its discussions at the 104th session regarding the change of the current title of the ADR (see ECE/TRANS/WP.15/242, paragraphs 45 to 49), the Government of Portugal has requested the United Nations Secretary General, in accordance with paragraph 1 of article 13 of the ADR, to convene a Conference of the Contracting Parties to the ADR, to be held during the 106th session of the Working Party (13-17 May 2019).

15. It was noted that the secretariat had transmitted the request of Portugal to all the Contracting Parties and that convening this conference is subject to the expression of concurrence of at least one-fourth of the Contracting Parties (13 contracting parties) within a period of four months following the notification by the secretariat. For organisational reasons, and in order to be able to convene the conference during the 106th session of the Working Party, the secretariat invited the countries that support the proposal to send their letters of concurrence as soon as possible and in any case, not later than 13 February 2019.

16. The Working Party noted the concerns expressed by Austria in informal document INF.19 but did not support the proposal to delay the process to amend the title of the ADR. It was noted that the agreement was open for accession to non-ECE countries, that removing the word "European" from its title would be consistent with this fact and would facilitate accession of countries for which this mention represented an obstacle. It was also noted that the General Assembly, in its Resolution A/RES/72/271 of 12 April 2018 on improving road safety, reaffirmed the role and importance of ADR as one of the United Nations legal

instruments contributing to road safety facilitation at the global, regional and national levels and encouraged Member States that have not yet done so to consider becoming Contracting Parties.

17. On the concerns expressed by Austria regarding decision making within WP.15, the Working Party considered that rule 35 of its rules of procedure could be revised at any time, if deemed necessary.

C. EuroMed Transport Project

Informal document: INF.33 (EuroMed)

18. The representative of the EuroMed project presented the various activities carried out to harmonize the national and international regulations of the partner countries following the model of the ADR.

19. The representatives of Algeria, Egypt, Jordan, Lebanon and the State of Palestine presented the activities currently under way in their respective countries in view to a future accession to ADR. The representatives of Tunisia and Morocco provided an update on the status of implementation of the Agreement in their countries.

20. The Working Party noted with satisfaction the efforts made by the countries participating to this project and welcomed the support of EuroMed in assisting them towards accession to and implementation of ADR. It was also noted that the unavailability of ADR in Arabic was a major challenge for accession in some countries. The Working Party took note of the ongoing discussions between EuroMed, the Economic and Social Commission for Western Asia (ESCWA) and the Linguistic Services of the Office of the United Nations in Geneva, for an agreement to translate the ADR into Arabic and welcomed this initiative as it would facilitate accession of some countries.

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

A. Amendments proposed by the Joint Meeting at its spring and autumn 2018 sessions

Documents: ECE/TRANS/WP.15/AC.1/150, annex IV (Secretariat)
ECE/TRANS/WP.15/AC.1/152 and Add.1 (Secretariat)

Informal documents : INF.21 and Add.1 (Secretariat)

21. The amendment related to Chapter 6.8 in ECE/TRANS/WP.15/AC.1/150, annex IV was adopted between brackets for entry into force on 1 January 2021, with a correction of the footnote reference to take into account the numbering in ADR 2019 (see annex I). The Working Party noted that the work on standards related to 6.8.2.1.18 was still ongoing and considered an adoption between brackets at this stage preferable.

22. The Working Party adopted the draft amendments for standards proposed by the Joint Meeting for entry into force on 1 January 2021, as presented in annex I of informal document INF.21/Add.1 (see annex I).

23. The Guideline for the application of EN 12972 proposed by the Joint Meeting and reproduced in annex II of informal document INF.21/Add.1 was adopted (see annex II). The Working Party requested the secretariat to publish this guideline on the UNECE website to encourage the application of the provisions of EN 12972: 2018 as soon as possible.

24. The Working Party also adopted the draft amendments in annex III of informal document INF.21/Add.1, already adopted by the Joint Meeting for entry into force on 1 January 2021 (see annex I).

B. Other issues

Document: ECE/TRANS/WP.15/AC.1/152 (Secretariat)

Informal documents: INF.21 and INF.27 (Secretariat)

25. The Working Party took note of the outcome of the discussions of the Joint Meeting reproduced in informal document INF.21 in particular those related to references to “competent authority” which were entrusted to an informal working group.

26. Noting that parts 8 and 9 were specific to ADR, the Working Party considered that the work on the references for these parts should continue within the Working Party, taking into account the outcome of the Joint Meeting informal working group.

27. The Working Party requested the secretariat to submit informal document INF.27 as an official document for the next session.

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

A. Construction and approval of vehicles

1. First inspection waiver for EX/II, EX/III, FL and AT vehicles and MEMU type-approved in accordance with 9.1.2.2 and for which a declaration of conformity with the requirements of chapters 9.2 to 9.8 has been issued

Document: ECE/TRANS/WP.15/2018/7 (United Kingdom)

Informal document: INF.25 (United Kingdom)

28. Although the results of the test conducted in the United Kingdom were positive, the delegations that took the floor were not in favour of allowing the competent authorities to waive the first inspection of EX, FL and AT vehicles and MEMUs until the first anniversary inspection as is the case for tractors of semi-trailers type-approved for which a declaration of conformity was issued. Most considered that the first inspection often allows to detect and correct non-conformity as regards the equipment of these vehicles.

29. In view of the comments made, the representative of United Kingdom withdrew his proposal.

2. Implementation of the requirements of 9.2.2.2.1 of ADR on cables

Document: ECE/TRANS/WP.15/2018/8 (France)

30. It was recognised that the ISO standards for the conformity of cables used in the different electric circuits introduced in ADR 2017 improved the safety of vehicles. Some delegations agreed however that these ISO standards posed problems of implementation since it could be difficult to get cables conforming to these standards in certain countries and because it was difficult to verify the compliance of the installed cables as certified cables without marking were difficult to identify. Another problem is that these cables were not used in all standard vehicles converted later for ADR purposes. Other delegates considered that the transitional period had been sufficient to implement these provisions. The Working Party

regretted that representatives of the manufacturers were not present for this discussion. The representative of France will coordinate with other countries where problems of implementation were raised and might submit a proposal in the future.

3. Use of electric and hybrid electric vehicles for the carriage of dangerous goods

Informal document: INF.13 (Netherlands)

31. The Working Party strongly supported the analysis made by Netherlands in informal document INF.13 and concurred with him on the need to start addressing the issues related to the increased development and use of electric vehicles.

32. Some delegations considered that some of the issues raised in the document went beyond the scope of the Working Party and should be addressed by the World Forum for Harmonization of Vehicle Regulations (WP.29). Based on the outcome of the work at WP.29 level, the Working Party could consider whether there would be specific additional aspects applicable to vehicles destined for carriage of dangerous goods that would need to be addressed separately.

33. The representative of the Netherlands invited all delegations to provide feedback on the information and issues raised in informal document INF.13 and said that he would continue to improve and update the annexes based on the comments made.

B. Miscellaneous proposals

1. Correction to footnote b of the instructions in writing (5.4.3.4)

Document: ECE/TRANS/WP.15/2018/5 (Germany)

34. Some delegations supported the proposal. Others considered that the equipment referred to in footnote b might not be needed in the case of lithium batteries. Some others recalled, in addition, that when the new instructions in writing were introduced in the ADR, there was an understanding that it would not be desirable to amend them too frequently.

35. The representative of Romania informed the Working Party that the informal working group established within the Joint Meeting on the definition of “risk” and “hazard/danger” will submit an official document to the spring 2019 session of the Joint Meeting and that the work of this group will include proposals of amendments to the instructions in writing for RID/ADR/ADN.

36. The representative of Germany took note of the comments made and informed the Working Party that she would keep in touch with Romania and would consider submitting a revised proposal.

2. Layout of the ADR training certificate in accordance with 8.2.2.8.3 in conjunction with 8.2.2.8.5 of ADR – admissibility of additional information on the back

Document: ECE/TRANS/WP.15/2018/6 (Germany)

37. There was support for the two options proposed by Germany with a preference for option 2. Some delegations preferred to allow only the repetition of the certificate number and to forbid the possibility of adding other additional information. In addition, some stressed the importance of allowing a sufficient transitional period for the implementation of this new provision to allow existing certificates to be used until the end of their five-year validity.

38. The representative of Austria mentioned that he would support the possibility of adding item No 11 on the back of the certificate only if it remained optional, in which case the transitional period would not be necessary.

39. The representative of Germany welcomed the support to the proposal and said that she would revise it in light of the comments made and submit an official document for the 106th session.

3. Amendment to the text of 9.1.3.2

Document: ECE/TRANS/WP.15/2018/10 (Belarus)

40. The Working Party adopted the corrections to the Russian text of the ADR proposed by Belarus¹.

4. Amendment to the text of 6.8.2.5.1

Document: ECE/TRANS/WP.15/2018/11 (Belarus)

41. Several delegations expressed the wish to keep this discussion on hold at the level of the Working Party and to entrust the work to the Working Group on Tanks of the Joint Meeting since this amendment would apply to all modes of transport. The representative of Belarus said he would submit a proposal to the spring 2019 session of the Joint Meeting.

5. Clarification of the scope of 9.1.3.4

Informal document: INF.3 (Switzerland)

42. The Working Party considered the amendment proposed by Switzerland to clarify the meaning of the second sentence of 9.1.3.4. Some delegations were in favour of the proposal and suggested to amend the last sentence to allow two months, instead of one month currently, for the technical inspection before the last nominal expiry date. The representative of the United Kingdom opposed to the proposal. Others thought it might be necessary to bring this discussion at the level of the Joint Meeting.

43. The representative of Switzerland took note of the comments made and said that he would submit a revised proposal in the future.

6. Exemption of fire-fighting equipment for the carriage of Class 7 excepted packages with limited activity levels by post services

Informal document: INF.4 (Switzerland)

44. Most delegations that took the floor were not in favour of the proposal. They considered that a fire inside a vehicle cannot be excluded and that carrying a fire-extinguisher of 2 kg inside the vehicle was not a problem.

45. It was recalled that the requirement for fire-fighting equipment was applicable to all vehicles carrying dangerous goods, irrespective of the nature of the dangerous goods transported. Several delegations noted that special provision S5 applied to all types of transports of excepted packages and not only to transport by post and they were not in favour of extending the exemption to all cases.

46. Others considered that the exemption could be addressed at national level. The representative of Switzerland indicated however that this would not solve the problem currently encountered during multimodal carriage of these packages and therefore considered that it would be preferable to find a solution addressing carriage by all modes. He informed the Working Party that he would consider submitting a formal proposal in the future.

¹ Note by the secretariat: After the session the secretariat was informed that the correction had already been taken into account in the Russian version of the 2019 edition of ADR.

7. Online refresher training for drivers of dangerous goods

Informal document: INF.7 (IRU)

47. The delegations that took the floor shared their experience with online training and e-learning and the feedback received from their competent authorities. There was a common understanding that the use of new training technologies could be beneficial for the drivers, especially in allowing more flexibility when learning but that it should be combined with the presence of a teacher. The representatives of Tunisia and EuroMed raised the attention of the Working Party to the difficulties to provide online e-learning training for drivers in some countries and to the challenges that might be encountered if mandatory provisions on online and e-learning were integrated into ADR.

48. Some delegations pointed out that this topic had been discussed at several occasions both at the Working Party and the Joint Meeting levels and invited IRU to submit a formal proposal to the spring 2019 session of the Joint Meeting including clear definitions of e-learning and authentication.

8. Proposal to add a footnote to the table in 1.1.3.2 to define Nm³

Informal document: INF.8 (United Kingdom)

49. Several delegations considered the proposal of the United Kingdom justified but the representative of France suggested that the definition should be added in 1.2.2 where the units used are defined. The Working Party invited the representative of the United Kingdom to submit an official document for the 106th session.

9. UN 3316 Chemical and first aid kits transport category

Informal document: INF.9 (United Kingdom)

50. Several delegations took the floor to express their support for this proposal. However, it was noted by the representative of Austria that the solution proposed by the United Kingdom would result in having kits with dangerous goods to which no packing group is allocated to transport category 2, when the same kits with an article would be allocated to transport category 3.

51. The Working Party confirmed that the proposal could not be considered as a correction to the 2019 edition of ADR and invited the representative of the United Kingdom to submit a document to the spring 2019 session of the Joint Meeting.

10. More than one trailer (or semi-trailer) in transport unit (8.1.1)

Informal document: INF.12 (Finland and Sweden)

52. Some delegations were not in favour of the proposal to introduce provisions in ADR to allow more than one trailer (or semi-trailer) in a transport unit for the transport of dangerous goods. Others were in favour. Some considered however that this should not be allowed in particular for tank trailers. Some also were of the view that these vehicle combinations should remain exceptional and limited to national traffic.

53. The representatives of Finland and Sweden took note of the comments made and said that they would consider the best way to further pursue this work.

11. ADR driver training certificates from Contracting Parties

Informal document: INF.18 (Austria)

54. The Working Party reminded the contracting Parties of their obligations to provide the minimum information on the competent authorities and their models of driver certificates for publication on the UNECE website to ensure mutual administrative support between contracting Parties. It was noted that it was the responsibility of Contracting Parties to ensure that the driver's certificates submitted to the secretariat for publication on the UNECE website were in conformity with the provisions in 8.2.2.8.

12. Clarification of the tunnel restriction code for UN3363

Informal document: INF.29 (Germany)

55. Due to the late submission of this informal document, several delegations were not in a position to make any decision on the proposed amendment. It was noted that more time for consideration of this proposal was needed. The representative of Germany informed the Working Party that she will submit a formal proposal to the 106th session.

VII. Interpretation of ADR (agenda item 6)**1. Proposal for clarification of the terminology in 1.1.3.1 (c)**

Informal document: INF.5 (Georgia)

56. The delegations that took the floor considered that transport of dangerous goods to or returns from working sites (for example building or civil engineering sites) by the workers who use them is exempted. Carriage undertaken by enterprises for their own supply or external or internal distribution, e.g. with dedicated drivers and vehicles, does not fall within the scope of this exemption.

57. The representative of Switzerland informed the Working Party that he will share the interpretation used at national level in his country. The Working Party invited other delegations to send their interpretations to the representative of Georgia.

58. In light of the discussions related to the publication of questions of interpretation of ADR (see paragraph 71), the representative of Georgia was invited to prepare a document for the 106th session.

2. Proposal for clarification of the terminology in 1.4.3.1.1 (e)

Informal document: INF.6 (Georgia)

59. Most of the delegations that took the floor agreed that the existing text lacked clarity and could be interpreted in different ways. Since it was also relevant to other modes of transport, the representative of Georgia was invited to submit a document to the spring 2019 session of the Joint Meeting.

3. Interpretation of 9.2.2.9 – electronic equipment in the driver's cab of FL vehicles

Informal document: INF.11 (Netherlands)

60. The Working Party noted that the questions raised by the Netherlands had already been addressed during its ninetieth session and invited him to refer to the report of that session (ECE/TRANS/WP.15/210, paragraph 20). It was also noted that work on the development of provisions for data loggers and other equipment, containing electric energy storage and production systems in use during transport, was ongoing at the Sub-Committee of Experts on

the Transport of Dangerous Goods (TDG Sub-Committee) and that it would consider several documents on this topic at its fifty-fourth session. The representative of the Netherlands was invited to contact his counterpart at the TDG Sub-Committee for further information on this subject.

4. Interpretation of paragraph 6.8.2.4.5 of ADR

Informal document: INF.22 (Russian Federation)

61. The Working Party noted that there were different translations in Russian for the terms used in English (“certificate”) and French (“attestation”) to designate the document referred to in 6.8.2.4.5, showing the results of the tests, inspections and checks carried out in accordance with 6.8.2.4.1 to 6.8.2.4.4. The Working Party did not express any objection to the proposal of the Russian Federation to accept the equivalent translations proposed in informal document INF.22 (i.e.: «свидетельство», «сертификат» or «удостоверение» approved by the competent authority) and noted that this would not entail any change to the text of the Russian version of the ADR. The corrections were included in the Russian text of ADR 2019.

5. Other documents

62. Due to the lack of time to discuss all the documents of the agenda, the representatives of the Netherlands, Switzerland and the United Kingdom agreed to postpone the discussion of informal documents INF.10, INF.20 and INF.30 to the 106th session.

VIII. Programme of work (agenda item 7)

63. The secretariat informed the Working Party that the 106th session will be held from 13 to 17 May 2019 and that the deadline for submission of documents is 15 February 2019.

64. It was noted that, subject to concurrence from 13 Contracting Parties, the Conference of the Parties to the ADR will be held on 13 May 2019, during the 106th session of the Working Party.

IX. Any other business (agenda item 8)

1. Supervision of vehicles, Chapter 8.5

Informal document: INF.14 (Sweden)

65. Several delegations welcomed the work done by Sweden but considered that more work was needed before concrete proposals of amendments to Chapter 8.5 could be developed.

66. The representative of the European Union recalled that decisions taken for ADR might have an impact on regulations addressing other modes of transport and invited the Working Party to keep this in mind during the discussions on the issues raised by Sweden.

67. The Working Party regretted the absence of a representative of IRU during the discussions on this topic as it considered that its expertise was of utmost importance.

68. After discussion, the representative of Sweden said that she would continue the work on this topic and would consider submitting an official document to the 106th session. Delegations that wished to provide further comments and answers to the questions raised in informal document INF.14 were invited to send them by e-mail to the representative of Sweden.

2. Consolidated table of the applicable provisions of Part 9 of ADR for the technical inspection of EX/II, EX/III, FL and AT vehicles and MEMUs

Document: ECE/TRANS/WP.15/2018/4 (Romania)

Informal document: INF.31 (Romania)

69. The Working Party strongly supported the results of the work carried out by Romania and requested the secretariat to publish these guidelines on the UNECE website. It was also noted that the new proposals of amendments to Part 9 should also include the consequential amendments to be integrated to the table of these guidelines.

70. It was noted that the Guidelines for completing the certificate of approval according to 9.1.3 might also need to be updated to take into account the latest revision of ADR.

3. Publication of questions of interpretation of ADR

Document: ECE/TRANS/WP.15/2018/9 (France)

71. The Working Party considered several options put forward during the discussions to improve its methods of work. It was suggested to publish the questions of interpretation of ADR on the UNECE website.

72. It was also suggested that, after consideration of interpretation issues by the Working Party, the authors of the requests for interpretation could prepare a consolidated detailed text of the outcome of the discussion for publication on the UNECE website using the paragraphs from the report of the session and any additional comments.

4. Editorial corrections to the printed versions of ADR 2019 (ECE/TRANS/275)

Informal document: INF.17/Corr.1 (secretariat)

73. The Working Party noted that the corrections to the English version of ADR 2019 listed in informal document INF.17/Corr.1 would be published as corrigendum ECE/TRANS/275/Corr.1.

5. Information concerning an event occurred during carriage of dangerous goods according to 1.8.5

Informal document: INF.23 (Italy)

74. The Working Party took note of the information provided by Italy concerning an accident involving two ADR vehicles that occurred on 6 August 2018 near Bologna. The accident resulted in one death and 95 persons injured. It was noted that it was a road accident (the vehicle did not brake on time). However, the presence of dangerous goods resulted in serious consequences and effects.

75. The representative of Italy informed the Working Party that he would seek advice from the Working Party on Brakes and Running Gear (GRRF) of the World Forum for Harmonization of Vehicle Regulations (WP.29) and the informal working group on the reduction of the risk of a BLEVE of the Joint Meeting.

76. The Working Party noted that the investigation on this accident is ongoing and that a full report in accordance with 1.8.5.2 would be transmitted to the secretariat, with a view to informing all Contracting Parties.

6. Tunnel code for UN No. 1043 in ADR 2019

Informal document: INF.28 (secretariat)

77. The secretariat informed the Working Party that in the absence of a proposal of amendment deleting the existing tunnel code in column (15) of UN No.1043, the amendment listed in the consolidated list of amendments (ECE/TRANS/WP.15/240) to add “(-)” at the bottom of this was not taken into consideration in the 2019 edition of ADR in English, French and Russian.

7. Outcome of the second informal working group on “clarification of 9.3.4.2 of ADR”

Informal document: INF.32 (Germany)

78. The Working Party took note of the conclusions of the informal working group held in Bonn on 1 and 2 October 2018 and noted that the minutes of the meeting would be submitted for consideration of the Joint Meeting at its spring 2019 session.

8. Tribute to Mr. José Alberto Franco

79. The Working Party was informed that its Chairman will reach the mandatory age of retirement at the end of 2019 and was participating in a session of the Working Party for the last time.

80. The Working Party warmly thanked him for the work done during his twenty-three years as Chairman and three years as Vice-Chairman and for his long-standing cooperation with delegates and with the secretariat. While regretting his departure, the Working Party expressed him best wishes for a long and happy retirement.

X. Election of officers for 2019 (agenda item 9)

81. On a proposal from the representative of Romania, the Working Party elected Ms. Ariane Roumier (France) as Chair and Mr. Alfonso Simoni as Vice-Chair for 2019.

XI. Adoption of the report (agenda item 10)

82. The Working Party adopted the report on its 105th 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 2021

Chapter 1.4

1.4.3.3 (e) Delete "maximum" (twice).

(Reference document: Informal document INF.21/Add.1)

Chapter 1.6

1.6.2.16 Add the following new paragraph:

"1.6.2.16 The requirements of NOTE 3 of 6.2.3.5.1 applicable until 31 December 2020 may continue to be applied until 31 December 2022."

(Reference document: Informal document INF.21/Add.1)

1.6.3.100 Merge the two existing paragraphs under the title, renumber them as 1.6.3.100.1 and add the following new subparagraph 1.6.3.100.2:

"1.6.3.100.2 FRP tanks constructed before 1 July 2021 in accordance with the requirements in force up to 31 December 2020 but which do not, however, meet the requirements for the marking of the tank code of 6.9.6.1 applicable as from 1 January 2021 may continue to be marked in accordance with the requirements applicable up to 31 December 2020 until the next periodic inspection after 1 July 2021."

(Reference document: Informal document INF.21/Add.1)

Chapter 1.8

1.8.5.1 After "carrier" add ", unloader".

(Reference document: Informal document INF.21/Add.1)

Chapter 2.1

2.1.3.4.3 Add the following new paragraph:

"2.1.3.4.3 Used articles, e.g. transformers and condensers, containing a solution or mixture mentioned in 2.1.3.4.2 shall always be classified under the same entry of Class 9, provided:

- (a) they do not contain any additional dangerous components, other than polyhalogenated dibenzodioxins and dibenzofurans of Class 6.1 or components of packing group III of classes 3, 4.1, 4.2, 4.3, 5.1, 6.1 or 8, and
- (b) they do not have the hazard characteristics as indicated in 2.1.3.5.3 (a) to (g) and (i)."

(Reference document: Informal document INF.21/Add.1)

Chapter 3.2, Table A

For UN Nos. 2211 and 3314, in column (6), insert "675".

(Reference document: Informal document INF.21/Add.1)

For UN No.2683, in column (20), replace "86" by "836".

(Reference document: Informal document INF.21/Add.1)

Chapter 3.3

Special provision 386 In the first sentence, replace "2.2.41.1.17" by "2.2.41.1.21".

(Reference document: Informal document INF.21/Add.1)

Special provision 556 Delete and add "(Deleted)".

(Reference document: Informal document INF.21/Add.1)

Special provision 675 Add the following new special provision:

"675 For packages containing these dangerous goods, mixed loading with substances and articles of Class 1, with the exception of 1.4S, shall be prohibited."

(Reference document: Informal document INF.21/Add.1)

Chapter 5.3

5.3.2.3.2 After "X83", insert the following new hazard identification number 836:

"836 Corrosive or slightly corrosive substance, flammable (flash-point between 23°C and 60°C, inclusive) and toxic".

(Reference document: Informal document INF.21/Add.1)

Chapter 6.2

6.2.3.5.1 Replace NOTE 3 with the following text:

"NOTE 3: *The check of 6.2.1.6.1 (b) and the hydraulic pressure test of 6.2.1.6.1 (d) may be replaced by ultrasonic examination carried out in accordance with EN ISO 18119:[2018] for cylinders and tubes of seamless steel or seamless aluminium alloy. Notwithstanding clause B.1 of this standard, all cylinders and tubes whose wall thickness is less than the minimum design thickness shall be rejected."*

(Reference document: Informal document INF.21/Add.1)

6.2.6.1.5 Amend the first sentence to read as follows:

"The internal pressure of aerosol dispensers at 50 °C shall exceed neither two-thirds of the test pressure nor 1.2 MPa (12 bar) when using flammable liquefied gases, 1.32 MPa (13.2 bar) when using non-flammable liquefied gases, and 1.5 MPa (15 bar) when using non-flammable compressed or dissolved gases."

(Reference document: Informal document INF.21/Add.1)

6.2.4.1 Amend the table as follows:

(a) Under “for design and construction”:

- In column (2), insert the following note against the references to directives 84/525/EEC, 84/526/EEC and 84/527/EEC:

***NOTE:** Notwithstanding the repeal of the directives 84/525/EEC, 84/526/EEC and 84/527/EEC as published in the Official Journal of the European Communities No. L300 of 19.11.1984 the annexes of these directives remain applicable as standards for design, construction and initial inspection and test for gas cylinders. These annexes may be found at: <https://eur-lex.europa.eu/oj/direct-access.html>".*

- For “EN 12807:2008”, in column (4), replace the existing text with “Between 1 January 2009 and 31 December 2022”.
- After the existing row for “EN 12807:2008” add the following new entry:

EN 12807:[2019]	LPG equipment and accessories - Transportable refillable brazed steel cylinders for liquefied petroleum gas (LPG) - Design and construction	6.2.3.1 and 6.2.3.4	Until further notice	
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(b) Under “for closures”:

- For “EN ISO 17871:2015”, in column (4), replace the existing text with “Between 1 January 2017 and 31 December 2021”.
- After the existing row for “EN ISO 17871:2015” add the following new entry:

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	
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(Reference document: Informal document INF.21/Add.1)

6.2.4.2 Amend the table as follows:

- For “EN 1968:2002 +A1:2005 (except annex B)”, in column (3), replace the existing text with “Until 31 December 2022”.
- For “EN 1802:2002 (except annex B)”, in column (3), replace the existing text with “Until 31 December 2022”.
- After the existing row for “EN 1802:2002 (except annex B), add the following new entry:

EN ISO 18119:[2018]	Gas cylinders - Seamless steel and seamless aluminium-alloy gas cylinders and tubes - Periodic inspection and testing <i>NOTE: Notwithstanding clause B.1 of this standard, all cylinders and tubes whose wall thickness is less than the minimum design wall thickness shall be rejected.</i>		Mandatorily from 1 January 2023	
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- For “EN 1440:2016 (except annex C)”, in column (3), replace the existing text with “Until 31 December 2021”.
- After the existing row for “EN 1440:2016 (except annex C)”, add the following new entry:

EN 1440:2016 + A1:2018 (except	LPG equipment and accessories – Transportable refillable traditional welded and brazed steel Liquefied Petroleum Gas (LPG)		Mandatorily from 1 January 2022	
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Annex C)	cylinders – Periodic inspection	
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- For “EN 16728:2016 (except clause 3.5, Annex F and Annex G)”, in column (3), replace the existing text with “Until 31 December 2021”.
- After the existing row for “EN 16728:2016 (except clause 3.5, Annex F and Annex G)”, add the following new entry:

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 2022
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(Reference document: Informal document INF.21/Add.1)

Chapter 6.8

[6.8.2.1.18 Add the following sentence at the end of footnote 3:

"However the cross section of shells according to 6.8.2.1.14 (a) may contain recesses or protrusions such as sumps, cut-outs or recessed manhole constructions. They may be constructed of flat or shaped (concave or convex) sheet metal. Dents and other unintended deformations shall not be regarded as recesses or protrusions."]

(Reference document: ECE/TRANS/WP.15/AC.1/150, Annex IV, as amended)

6.8.2.6.1 Amend the table as follows:

(a) Under “**for design and construction of tanks**”:

- For “EN 14025:2013+A1:2016 (except Annex B)”, in column (4), replace the existing text with “Between 1 January 2017 and 31 December 2021”.
- After the existing row for “EN 14025:2013+A1:2016 (except Annex B)”, add the following new entries:

EN 14025:2018	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction <i>NOTE: Materials of shells shall at least be attested by a type 3.1 certificate issued in accordance with standard EN 10204.</i>	6.8.2.1 and 6.8.3.1	Until further notice	
EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.3	Mandatorily from 1 January 2022	

- For “EN 12493:2013+A1:2014+AC:2015 (except Annex C)”, in column (4), replace the existing text with “Between 1 January 2017 and 31 December 2022”.
- After the existing row for “EN 12493:2013+A1:2014+AC:2015 (except annex C)”, add the following new entry:

EN 12493:2013+ A2:2018 (except Annex C)	LPG equipment and accessories - Welded steel pressure vessels for LPG road tankers - Design and manufacture	6.8.2.1, 6.8.2.5 6.8.3.1, 6.8.3.5 6.8.5.1 to 6.8.5.3	Until further notice	
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(b) Under “**For equipment**”:

- For “EN 13317:2002+A1:2006”, in column (4), replace the existing text with “Between 1 January 2009 and 31 December 2021”.
- After the existing row for “EN 13317:2002+A1:2006” add the following new entry:

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	
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(Reference document: Informal document INF.21/Add.1)

6.8.2.6.2 For “EN 12972:2007”, in column (4), replace the existing text with “Until 30 June 2021”.

- Add the following new entry to the table after the entry for “EN 12972:2007”:

EN 12972:2018	Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks	6.8.2.4 6.8.3.4	Mandatorily from 1 July 2021	
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(Reference document: Informal document INF.21/Add.1)

6.8.4 (d) In TT11, in the paragraph after the Table, replace “EN 14025:2013 + A1:2016” by “EN 14025:2018” and replace “EN 12493:2013+A1:2014+AC:2015” by “EN 12493:2013+A2:2018”.

(Reference document: Informal document INF.21/Add.1)

6.8.3.4.12 Replace “6.8.3.4.6” by “6.8.2.4.2 and 6.8.2.4.3”.

(Reference document: Informal document INF.21/Add.1)

Chapter 6.9

6.9.6.1 At the end of the second indent, replace “,” with “;” and add a new third indent to read as follows:

- “- where a tank code is required in accordance with 6.8.2.5.2, the second part of the tank code shall indicate the highest value of the calculation pressure for the substance(s) permitted for carriage according to the type approval certificate.”.

(Reference document: Informal document INF.21/Add.1)

Annex II

Guideline for the application of EN 12972 (Tanks for transport of dangerous goods - Testing, inspection and marking of metallic tanks) for compliance with RID/ADR

In order to comply with the requirements of ADR, EN 12972:2007 referenced in 6.8.2.6.2 of ADR needs to be applied together with the requirements of ADR in 1.1.5.

EN 12972:2018 has been published and it has been decided that this standard will be referenced in the 2021 edition of ADR.

To aid compliance with and consistent application of the 2019 edition of ADR, competent authorities are encouraged to approve the use of EN 12972:2018 for testing and inspection of tanks according to ADR 6.8.2.7 paragraph 3 as soon as possible, but no later than 1 January 2020.

(Reference document: Informal document INF.21/Add.1)

