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Working party on the Transport
of Dangerous Goods

REPORT OF THE WORKING PARTY ON ITS SIXTY-EIGHTH SESSION
(15-19 May 2000)

CONTENTS

| | <u>Paragraphs</u> |
|---|-------------------|
| Attendance | 1 |
| Adoption of the agenda | 2 - 3 |
| Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues | |
| (a) Status of the Agreement | 4 - 6 |
| (b) Protocol of amendment 1993 | 7 |
| (c) Special agreements | 8 - 9 |
| (d) Notifications in accordance with marginal 10 599 | 10 - 14 |
| Restructuring of ADR | 15 - 82 |

CONTENTS (continued)

| | <u>Paragraphs</u> |
|---|-----------------------|
| Proposals for amendments to Annexes A and B of ADR | |
| (a) Tank-vehicles | 83 - 86 |
| (b) Miscellaneous proposals..... | 87 |
| Programme of work..... | 88 |
| Any other business | 89 |
| Adoption of the report | 90 |
| Annex 1: Texts adopted for the restructured ADR (for entry into force on 1 July 2001) (List of documents adopted and relevant amendments) | TRANS/WP.15/161/Add.1 |
| Annex 2: Report of the informal group on tank-vehicles (see paragraph 83 of this report) | TRANS/WP.15/161/Add.2 |

REPORT OF THE WORKING PARTY

ATTENDANCE

1. The Working Party on the Transport of Dangerous Goods held its sixty-eighth session from 15 to 19 May 2000 with Mr. J. Franco (Portugal) as Chairman and Mrs. A. Roumier (France) as Vice-Chairman. Representatives of the following countries participated in its work: Austria; Azerbaijan; Belarus; Belgium; Bulgaria; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; Ireland; Italy; Latvia; Liechtenstein; Netherlands; Norway; Poland; Portugal; Russian Federation; Slovakia; Spain; Sweden; Switzerland; Turkey; Ukraine; United Kingdom. The European Commission was also represented. The following intergovernmental organization was represented: Intergovernmental Organization for International Carriage by Rail (OTIF), along with the following non-governmental organizations: European Aluminium Association (EAA); European Industrial Gases Association (EIGA); European Liquefied Petroleum Gas Association (AEGPL); International Chamber of Commerce (ICC); Liaison Committee of Coachwork and Trailer Builders (CLCCR); European Association of Automotive Suppliers (CLEPA); European Conference of Fuel Distributors (CENCC); European Committee for Standardization (CEN); European Chemical Industry Council (CEFIC); International Federation of Forwarding Agents' Associations (FIATA); International Organization of Motor Vehicle Manufacturers (OICA); International Road Transport Union (IRU).

ADOPTION OF THE AGENDA

Document: TRANS/WP.15/160

2. The Working Party adopted the agenda prepared by the secretariat with the addition of documents TRANS/WP.15/159/Add.11 and -/Add.12, TRANS/WP.15/AC.1/80/Add.1 to -/Add.9 (Secretariat) and TRANS/WP.15/AC.1/2000/3 (United Kingdom).

3. The Working Party also had before it informal documents INF.1 to INF.33 which were considered on a case-by-case basis in accordance with the agenda item in question.

STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR) AND RELATED ISSUES

Status of the Agreement

Document: TRANS/WP.15/2000/1 (Secretariat)

4. Delegations were invited to check the list of competent authorities and their relevant data and to give the secretariat any corrections.

Informal document: INF.11

5. The Working Party took note of depositary notification C.N.265.2000-TREATIES-1 of 4 May 2000 whereby Ukraine acceded to ADR on 1 May 2000; the Agreement would enter into force for Ukraine on 1 June 2000. This accession brought the number of Contracting Parties to 35.

6. The Working Party noted that Ireland was preparing to accede to the Agreement in the near future.

Protocol of amendment 1993

7. The Working Party invited the following 11 States which had not yet deposited the legal instruments required for the entry into force of the protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR, adopted at Geneva on 28 October 1993, to do so as rapidly as possible: Belarus, Belgium, Bosnia and Herzegovina, Croatia, Germany, Greece, Lithuania, the former Yugoslav Republic of Macedonia, Republic of Moldova, Ukraine and Yugoslavia.

Special agreements

Document: TRANS/WP.15/2000/2

8. The Working Party took note of the list of bilateral or multilateral agreements concluded under marginals 2010 and 10 602 of ADR, in force on 1 February 2000, and of the States which were Contracting Parties to them.

9. It was noted that bilateral or multilateral agreements reaching their expiry date at the end of the maximum period of validity of five years could not be extended unless the signatory States of these agreements renewed them.

Notifications in accordance with marginal 10 599

Document: TRANS/WP.15/2000/3 (Russian Federation)

10. Several delegations expressed concern at the list of dangerous goods submitted by the Government of the Russian Federation - a list further described as not exhaustive - for which a special permit was required for ADR transport operations on the territory of the Russian Federation.

11. The opinions expressed at previous sessions (see TRANS/WP.15/157, paras. 12 to 17 and TRANS/WP.15/159, paras. 77 to 79) were reiterated.

12. A representative of the Russian Federation said that this list was again under study in her country and that in the future it would probably be restricted to dangerous goods of Classes 1 and 7.

13. Several delegations welcomed this development, but they hoped that ADR transport operations in the Russian Federation could be performed just as they were on the territory of all other Contracting Parties, i.e. with no constraints other than those for which the Agreement itself and its Annexes provided.

14. At the end of the session the representative of the Russian Federation specified that, in accordance with the decisions of the Inland Transport Committee at its sixty-second session, the Government of the Russian Federation was carrying out a revision of the list of dangerous goods for which a permit was required with a view to cutting it down substantially. The Ministry of Transport was on the point of completing the work of revising the regulations for the carriage of dangerous goods in the Russian Federation which would prescribe special permits for dangerous goods of Classes 1 and 7 and would also contain provisions in accordance with marginals 10 599 and 10 602. The entry into force of these new regulations would ensure that the carriage of dangerous goods on the territory of the Russian Federation would comply with the ADR Agreement.

RESTRUCTURING OF ADR

Informal document: INF.19 (Secretariat)

15. The Working Party took note of the state of progress of the preparation of the final texts of the restructured ADR, following the decisions taken at its last session and at the session of the RID/ADR/ADN Joint Meeting of 13 to 24 March 2000, and welcomed the situation.

16. The Working Party decided to review the whole of the restructured ADR, part by part, and in particular to consider the latest decisions of the Joint Meeting as reflected in document TRANS/WP.15/AC.1/80/Add.1, the corrigendum prepared by the secretariat in document INF.15 and the new proposals relating to the texts already adopted.

Part 1

Document: TRANS/WP.15/159/Add.1 (Secretariat)

17. The amendments to document TRANS/WP.15/159/Add.1 are reproduced in annex 1.

18. The amendment to paragraph 1.1.3.6.4 proposed by the Joint Meeting was not adopted (the multiplier 50 would therefore apply to the substances referred to in footnote a/ to the table).

19. The addition of a NOTE 2 to 1.2.1 was not considered to be necessary.

Informal documents: INF.2 (IRU) and INF.20 (Germany)

20. The representative of IRU explained that the new provisions concerning the obligations of the main participants would cause difficulties for carriers since their interpretation was not always very clear and if an inspection were made it was the carrier who was liable to be penalized rather than the consignor or shipper since the inspections were carried out on the road.

21. The representatives of CEFIC and FIATA also expressed their concern with regard to the new provisions.

22. The Chairman reminded the meeting that these texts had been the subject of lengthy discussions in informal working groups and at the Joint Meeting, and that they could no longer be called in question without a specific proposal in writing. If they were to pose problems of implementation, it might be appropriate to come back to them at a later stage once they were in force, on the basis of specific examples.

23. The proposal by the Joint Meeting to add to Chapter 1.6 specific references to the editions of ADR concerned by the implementation of the transitional measures was not adopted since the secretariat pointed out that from a legal viewpoint only depositary notifications concerning an amendment were significant, while an amendment did not necessarily lead to the reissue of ADR. The year of publication moreover did not necessarily correspond to the year of the amendment and might vary depending on the language edition.

24. In 1.6.3.18 the implementation date of 1 July 2007 was confirmed. It did not correspond to the date for tank-containers (1 July 2006) since it was considered necessary that these dates should be brought into line with those of the tests to be carried out on the tanks.

25. The last sentence of 1.6.5.1 was transferred to 1.6.5.4, with a limit date of 31 December 2002 (see also TRANS/WP.15/159, para. 46 and annex 1). Although these provisions only concerned the base vehicle, putting them in a special section 1.6.6 would lead to numbering differences with RID for the following sections.

26. The Working Party adopted the transitional provisions prepared by the secretariat for fibre-reinforced plastics tanks. These provisions would be placed in section 1.6.3 since they concerned tank-vehicles only. It was further specified that these transitional measures were only valid for tanks meeting the present requirements of Appendix B.1c.

27. In 1.8.3.13 the Working Party agreed that, a priori, petroleum products classified under UN Nos. 1268 or 1863 should be treated as belonging to the same type of goods as UN Nos. 1202, 1203 and 1223. It was decided, however, to keep to the Joint Meeting's decision to delete numbers 1268 and 1863 since they were not mentioned in the relevant Directive of the Council of the European Union.

28. The model certificate (1.8.3.18) was brought into line with that of the European Directive, with no reference - in accordance with the model for general cases - to the specific types of dangerous goods. It was recalled, however, that in accordance with 1.8.3.13, the certificate should state if it was valid only for certain types of dangerous goods.

29. Following a proposal by the secretariat, it was decided to include in 1.1.3.6.3. special entries under transport category 2 for UN Nos. 3105 to 3110 of Class 5.2 and 3225 to 3230 of Class 4.1 since no specific Packing Group was mentioned for these substances in Table A of Chapter 3.2 and it would not otherwise be possible to give them the advantage of the provisions of 1.1.3.6.

30. On the proposal of FIATA (INF.24) it was decided (20 votes in favour, 1 against) to amend 1.4.3.1.2 in order to permit the shipper to rely on the information and data made available to him by other participants as to whether the dangerous goods were authorized for carriage in accordance with ADR.

31. The Working Party adopted amendments to paragraphs 1.4.2.3.1 (b) and 1.4.3.1.1 (a) on the basis of a proposal by the United Kingdom (TRANS/WP.15/AC.1/2000/3), following consideration by an ad hoc group (see INF.26), the justification being that obligations incumbent on the carrier should not be imposed on the consignee and the shipper.

32. The Working Party did not adopt the variant proposed in paragraph 1.4.2.3.3 (in the NOTE).

Part 2

Document: TRANS/WP.15/AC.1/80/Add.2 (Secretariat)

33. The Working Party adopted Part 2 as it resulted from the work of the Joint Meeting, but noted that some corrections should be made (see annex 1).

Part 3

Document: TRANS/WP.15/AC.1/80/Add.3

34. The Working Party adopted the texts proposed for Chapter 3.1, the introduction to Chapter 3.2 and Chapter 3.4, with some corrections (see annex 1).

35. The Working Party adopted Chapter 3.3 with the amendments proposed by the Joint Meeting (informal documents INF.9 and INF.34 submitted to the March 2000 Joint Meeting and document TRANS/WP.15/AC.1/80/Add.1) and some corrections (see annex 1).

Document: TRANS/WP.15/AC.1/80/Add.4 (Chapter 4.2)

36. The Working Party adopted this chapter subject to drafting amendments which the secretariat could make under the same conditions as for Chapter 6.7.

Document: TRANS/WP.15/AC.1/80/Add.5 (Chapters 4.3, 4.4 and 4.5)

37. The text of Chapters 4.3, 4.4 and 4.5 resulting from the work of the Joint Meeting was adopted with some amendments (see annex 1).

Part 5

Document: TRANS/WP.15/159/Add.4

38. The Working Party adopted the text of Chapters 5.1, 5.2, 5.4 and 5.5 with some amendments (see annex 1).

39. On the proposal of FIATA (INF.22), the Working Party decided by a large majority (20 votes in favour and 1 against) to delete section 5.4.1.3 concerning the consignor's declaration. References to this declaration, if any, should be deleted elsewhere in ADR and in Community directives, if necessary.

40. The Working Party confirmed that Chapter 5.5 should only apply to infectious substances of risk groups 3 and 4.

Document: TRANS/WP.15/AC.1/80/Add.6

41. The Working Party adopted the text of Chapter 5.3 as it resulted from the work of the Joint Meeting, including the NOTES in square brackets concerning swap bodies and the placarding of vehicles before or after a maritime journey (see also INF.18 by FIATA). Some corrections were made (see annex 1).

42. The representative of Germany proposed that swap bodies containing packages should carry placards like containers if they had to be separated from the vehicle. This proposal was not adopted since it was an inherent feature of swap bodies that they could be separated from the carrying vehicle.

43. On the proposal of FIATA it was decided to bring 5.3.1.5.1 (Placarding of vehicles carrying substances and articles of Class 1) into line with 5.3.1.5.2 (Placarding of vehicles carrying radioactive material), in other words, to prescribe the affixing of a placard on both sides and at the rear of a vehicle and not on both sides and at the rear of a transport unit.

44. The representative of Sweden pointed out that in 5.3.2.3.2, although the hazard identification number 99 contained two nines it did not indicate a danger of spontaneous violent reaction, as was the general rule. It was therefore decided to include the number 99 in the list of combinations of figures with a special meaning.

45. A proposal by Liechtenstein (INF.8) to prescribe the affixing of placards on each compartment of multi-compartment tanks, in accordance with the United Nations Model Regulations, was not adopted. It had in any case been rejected by the Joint Meeting.

46. A proposal by Poland (INF.28) to add a second NOTE at the start of the chapter indicating that special provision 633 provided for special marking for UN Nos. 2211 and 3314 was rejected.

Document: TRANS/WP.15/159/Add.6 (Chapter 6.2)

47. The Working Party adopted Chapter 6.2 prepared by the secretariat with some corrections (see annex 1).

Document: TRANS/WP.15/159/Add.7 (Chapter 6.4)

48. The Working Party adopted Chapter 6.4.

Document: TRANS/WP.15/AC.1/80/Add.7 (Chapter 6.6)

49. The Working Party adopted Chapter 6.6 as it resulted from the decisions of the Joint Meeting, with some corrections (see annex 1).

Document: TRANS/WP.15/AC.1/80/Add.8 (Chapter 6.7)

50. The secretariat said that this chapter included the full text of Chapter 6.7 of the United Nations Model Regulations, with the exception of the adaptations necessary for its incorporation in ADR, in accordance with the Joint Meeting's decision.

51. The representative of OTIF said that he had transmitted a large number of drafting changes (both for Chapter 6.7 and for Chapter 4.2) in order to bring the terminology of this chapter into line with that of Chapter 6.8. The representative of France welcomed this move.

52. A member of the secretariat said that if it was considered necessary to make drafting changes to the French text it would be advisable to do the same for the United Nations Model Regulations and to send these corrections as rapidly as possible to the IMO secretariat for the IMDG Code. The terminology used in Chapter 6.7 should be the same in the Model Regulations, the IMDG Code, RID and ADR, since it concerned the same portable tanks. He noted that some amendments had also been proposed for the English text; in his opinion these amendments could not be made without consulting the United Nations Committee of Experts.

53. The Working Party agreed that the text of these chapters should indeed be identical to those of the corresponding chapters of the United Nations Model Regulations and the IMDG Code, and requested the secretariat to make changes only when they were corrections or when such drafting changes could also be made in the other regulations.

Document: TRANS/WP.15/AC.1/80/Add.9 (Chapter 6.8)

54. The text of Chapter 6.8 resulting from the discussions of the Joint Meeting was adopted with some amendments (see annex 1).

55. The Working Party noted the information supplied by CEN (INF.23) concerning the standards for tanks in the course of preparation.

56. The representative of OTIF said that the Joint Meeting had in principle agreed to include a reference to the future standard EN 12972 which would be published very soon (see TRANS/WP.15/AC.1/80, para. 60). The representative of Germany said, however, that there were still some points to be checked.

57. The Working Party considered that it was not yet possible to include references to EN standards in paragraphs 6.2.8.6 and 6.8.3.6, the heading for which remained unchanged although the entire text had been deleted and replaced with "(reserved)".

Informal document: INF.16 (Chapter 6.9)

58. The text prepared by the secretariat for Chapter 6.9 for distribution with the symbol TRANS/WP.15/159/Add.9 was adopted. The experts on fibre-reinforced plastics tanks were asked to check a number of points in square brackets and to inform the secretariat subsequently of any corrections.

Document: TRANS/WP.15/159/Add.12 (Chapter 6.10)

59. The Working Party confirmed that this document had been adopted.

Part 7

Document: TRANS/WP.15/159/Add.10

60. The Working Party amended the text adopted previously in accordance with the decisions of the Joint Meeting, which appeared in document TRANS/WP.15/AC.1/80/Add.1 (see annex 1).

61. In 7.5.5.3 the Working Party decided to depart from the current requirements of ADR and indicate that the maximum quantity of 20,000 kg per transport unit referred to all self-reactive substances and organic peroxides loaded on the same transport unit and not those belonging to the same class.

Part 9

Informal document: INF.6 (Italy)

62. The representative of Italy said that he had prepared a proposal for a complete review of Part 9, particularly procedures for vehicle approval. He said that he was aware that this new proposal, submitted as an informal document, could give rise to lengthy discussion, and that in view of the Inland Transport Committee's instructions to leave on one side all new proposals that could slow down the work, he was withdrawing his proposal. He asked interested delegations to send him their comments and said that he would prepare an official proposal for the next session.

Document: TRANS/WP.15/159/Add.11

63. The Working Party gave Part 9 a final reading on the basis of the text adopted at the previous session; the amendments adopted are reproduced in annex 1.

64. The representative of the Netherlands said (INF.7) that, in view of the disappearance of the system of item numbers in the list of substances of ADR, it had been arranged that the model certificate of approval in 9.1.2 would possibly list all the substances that could be carried in a tank-vehicle and that these lists of substances would then be annexed to the certificate, something that was neither practical nor acceptable in his country. He therefore proposed that it should be possible to indicate only the tank code in accordance with 4.3.4.1 and the special instructions applicable in accordance with 4.3.5.

65. This question was the subject of a lengthy discussion, during which some delegations considered that in the absence of precise indications in the certificate, the owner of a tank-vehicle and the inspecting authorities would not be in a position to ascertain whether the material and equipment of the tank were compatible with the substance to be carried.

66. The principle of the proposal by the Netherlands was put to the vote and adopted. A working group would meet in Stuttgart on 18 and 19 September 2000 at the invitation of the Government of Germany (see INF.33) to finalize a new model certificate which could be used as from 1 January 2003. The model contained in 9.1.2. would be usable as from 1 July 2001. Transitional measures would be introduced so that the current certificates could continue to be used pending their progressive replacement by the new models.

67. A number of corrections and amendments were made on the basis of comments by OICA and the representative of Sweden (see annex 1).

68. The Working Party noted that paragraph 9.2.4.7.7 should not apply to the base vehicle, and it was decided that it should be transferred to the sections relating to heating devices in Chapters 9.3, 9.4, 9.5 and 9.7. Several corrections were also made to these sections (see annex 1).

69. It was decided to put the date for the mandatory implementation of ECE Regulation No.111 concerning the stability of tank-vehicles back to 1 July 2003.

70. In 9.7.3, on a proposal by the Netherlands, the Working Party decided that the requirements concerning fastenings should only apply to vehicles with fixed or demountable tanks and to battery-vehicles, but not to vehicles carrying tank-containers, portable tanks or MEGCs, as in the present edition of ADR.

Transitional provisions for Class 7

Informal documents: INF.13, INF.25 and INF.32 (Secretariat and IAEA)

71. The Working Party took note of the report of the inter-secretariat meeting (IAEA, ECE, IMO and ICAO) held in Vienna on 27 and 28 March 2000 concerning the implementation of the new IAEA Regulations for the Safe Transport of Radioactive Material (1996 edition, No. ST-1). The Working Party noted in particular the problems which would arise as from 1 January 2001 because of dates of entry into force and transitional measures which differed depending on the transport mode (entry into force for the IMDG Code on 1 January 2001 with a transitional period of one year, 1 January 2001 for the ICAO Technical Instructions with no transitional measures, 1 July 2001 for RID and ADR with 18 months of transitional measures).

72. The Working Party also noted the recommendations put forward by IAEA's TRANSSAC group at its fifth session (which was simultaneously being held in Vienna from 15 to 19 May), in particular the reduction in the length of the transitional period in RID/ADR and provision for the possibility of applying the ST-1 Regulations as from 1 January 2001.

73. The representative of the United Kingdom said that he opposed a reduction in the transitional period for Class 7 because he thought that the problems could be settled by means of a multilateral agreement covering this 18-month period, and also because this exception for Class 7 would lead to problems for other chapters, such as Chapter 1.4 (obligations of the main participants) and 1.8 (safety adviser) which would become applicable more rapidly for Class 7.

74. The Working Party, noting that IAEA considered that for safety reasons it was not desirable to permit the implementation of two different regulations at a same given period, and that the transitional period for maritime transport was scheduled up to 31 December 2001, agreed to reduce the transitional period for ADR to six months (up to 31 December 2001), except for the application of Chapter 1.4 and Chapter 1.8 of ADR to Class 7, where the transitional period would remain 18 months.

75. As regards the implementation of the ST-1 Regulations as from 1 January 2001, the Working Party noted that this could be achieved through multilateral agreements, but that since such agreements could only concern derogations from the requirements in force, it would not be possible to impose more stringent safety requirements than those already in force by this means. It would be for each Contracting Party to determine whether it wished to sign such an agreement; effective implementation all down the transport chain could be uncertain if the texts had not been published and made available to the public by 1 January 2001 in all the languages of the countries which might wish to sign the agreements.

76. The Working Party was of the opinion that the problem could be more simply resolved if ICAO provided for a transitional period of less than six months, i.e. up to 30 June 2001, or of one year, i.e. up to 31 December 2001, as in ADR and the IMDG Code for Class 7. In this case, IAEA could recommend effective implementation as from 1 July 2001 or 1 January 2002 as it considered best, and it would be possible to ensure the harmonized implementation of the various regulations. The secretariat was asked to approach ICAO along these lines.

Texts not yet available

77. The Working Party noted that the secretariat had not been able to prepare Chapters 4.1, 6.1, 6.3 and 6.5, as adopted by the Joint Meeting, for lack of time. The Working Party adopted these texts in principle and its members were requested to transmit to the secretariat any corrections that might need to be made once the texts were distributed.

78. The Working Party noted that Table A of Chapter 3.2 had been prepared by several Governments who had offered their services (Germany, France, Netherlands, United Kingdom, Italy, Norway), on the basis of decisions taken by the Joint Meeting. The consolidated text resulting from this joint effort was also adopted in principle in advance form. Any corrections should be transmitted to the secretariat once the texts were available.

79. The whole of the restructured ADR should be available in a consolidated form for formal adoption by the Working Party at its November session, on the understanding that any corrections would be transmitted to the secretariat before the end of the September Joint Meeting at latest.

Presentation of the restructured text

Informal document: INF.10 (Belgium)

80. The representative of Belgium proposed that the numbers of sections, sub-sections and paragraphs should appear separately in the margin of the text, like the present marginal numbers. Several delegations supported this proposal.

81. A member of the secretariat said that this would oblige the secretariat to reformat all the texts already prepared in French and English and that he would like first of all to assess the additional work entailed for the Transport Division as well as the time that would be needed. He said that it would also mean a considerable increase in the volume of the publication and therefore of its sales price.

82. The Working Party asked the secretariat to take responsibility for making the decision it considered appropriate, bearing in mind time and staffing constraints.

PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

(a) Tank-vehicles

Documents: TRANS/WP.15/1999/15 (Germany)
TRANS/WP.15/1999/33 (Italy)
TRANS/WP.15/1999/48 (Germany)
TRANS/WP.15/1999/49 (Germany)
TRANS/WP.15/2000/4 (Germany)
TRANS/WP.15/2000/9 (Germany)
TRANS/WP.15/2000/10 (Germany)
TRANS/WP.15/2000/12 (AEGPL)

83. An informal group met to study proposals for tank-vehicles. The report of this group can be found in annex 2 (TRANS/WP.15/161/Add.2).

84. Noting that there were no further reservations about the proposals contained in document TRANS/WP.15/2000/10 concerning the formula for the minimum equivalent wall-thickness in marginals 211 127 (3) and 211 127 (4) of Appendix B.1a, the Working Party adopted the proposed amendments to the provisions of Chapter 6.8, which concerned tank-vehicles only (see annex 1).

85. The Working Party noted that similar proposals for portable tanks would be transmitted to the United Nations Committee of Experts.

86. The other documents remained on the agenda for the next session.

Other proposals

87. After a discussion on the proposals by Germany concerning marginals 10 240 (TRANS/WP.15/2000/5 and related informal documents INF.3 (IRU), INF.9 (Norway) and INF.17 (United Kingdom)) and 2002 (3) (a) (TRANS/WP.15/2000/6), it was not possible to take a decision for lack of time and it was decided to postpone all documents appearing under agenda item 4 (b) until the next session.

PROGRAMME OF WORK

88. The agenda for the next session (13-17 November 2000) would include the following items:

Adoption of the final version of the restructured ADR;
Proposals for amendments to Annexes A and B of ADR;
Programme of work;
Election of officers for 2001.

ANY OTHER BUSINESS

Application for consultative status

89. The Working Party granted consultative status for its work to the European Conference of Fuel Distributors (CENCC) (see INF.4) and the European Aluminium Association (EAA) (see INF.5).

ADOPTION OF THE REPORT

90. The Working Party adopted the report of its sixty-eighth session together with its annexes.
