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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

**REPORT OF THE WORKING PARTY ON ITS  
SEVENTY-NINTH SESSION**

**(7-11 November 2005)**

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## **ATTENDANCE**

1. The Working Party on the Transport of Dangerous Goods held its seventy-ninth session from 7 to 11 November 2005, with Mr. J. Franco (Portugal) as Chairman and Mrs. A. Roumier (France) as Vice-Chairman. Representatives of the following countries took part in its work: Austria; Belgium; Bulgaria; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; Ireland; Italy; Latvia; Lithuania; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Serbia and Montenegro; Slovakia; Spain; Sweden; Switzerland; United Kingdom. A representative of the European Commission also took part in the session. The following intergovernmental organization was represented: Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were also represented: European Industrial Gases Association (EIGA); European Liquefied Petroleum Gas Association (AEGPL); Liaison Committee of Coachwork and Trailer Builders (CLCCR); European Association of Automotive Suppliers (CLEPA); International Technical Committee for the Prevention and Extinction of Fire (CTIF); European Chemical Industry Council (CEFIC); International Federation of Freight Forwarders Associations (FIATA); International Organization of Motor Vehicle Manufacturers (OICA); International Road Transport Union (IRU).

## **ADOPTION OF THE AGENDA**

Documents: TRANS/WP.15/184 and -/184/Add.1

Informal documents: INF.1, INF.2, INF.10 (Secretariat)

2. The Working Party adopted the provisional agenda prepared by the secretariat, as amended by informal document INF.2 in order to take account of informal documents INF.1 to INF.28.

3. The representative of the United Kingdom said that document TRANS/WP.1/2005/10/Rev.1 should be withdrawn from item 7 since the proposal to interpret sign C, 3<sup>n</sup> of the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals (No entry for vehicles carrying more than a certain quantity of substances liable to cause aquatic pollution) was not compatible with ADR which did not permit aquatic pollutants to be identified.

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

4. The Working Party noted that Cyprus had acceded to the Protocol of amendment of 1993, bringing the number of Contracting States to 27.

## **INTERPRETATION OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR)**

### **Prohibition on smoking during the carriage of explosives**

Document: TRANS/WP.15/2005/22 (United Kingdom)

5. The Working Party noted that neither provision S1 (3) in 8.1.4, nor paragraph 8.3.5, prohibited the driver from smoking while the vehicle was travelling.

6. Several delegations considered that smoking during carriage should be prohibited, whatever the dangerous goods carried, and suggested that the problem should be settled by means of 8.3.5.

7. The representative of the United Kingdom said that she would submit a proposal in the course of the next biennium.

### **Dangerous goods in machinery**

Document: TRANS/WP.15/2005/23 (United Kingdom)

8. The Working Party noted that paragraphs 1.1.3.1 (b) and 1.1.3.2 (c) were interpreted differently depending on the country. Several delegations considered that the complete exemption of equipment containing 19,000 litres of fuel was inappropriate. It did not seem, however, that classification in Class 9 under UN No. 3363 would resolve the problem either, since this number did not identify correctly the hazard posed by such equipment.

9. The representative of the United Kingdom said that she would come back to this issue with specific proposals in the course of the next biennium.

### **Carriage of blasting explosives (UN Nos. 0331 and 0332) in tanks**

Informal document: INF.23 (Sweden)

10. The representative of Sweden pointed out that blasting explosives of UN Nos. 0331 and 0332 could be carried in United Nations portable tanks, but that there were no provisions for vehicles (e.g. the requirement of "AT" vehicles as for UN No. 3375 or, as several delegations proposed, FL or EX/III vehicles).

11. The Working Party agreed that a gap existed but that a decision should be taken on the basis of a proposal in writing. It would also be necessary to revise the list of dangerous goods systematically since the same problem arose in other cases.

## **PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR**

### **Work of the RID/ADR/ADN Joint Meeting**

Documents: TRANS/WP.15/2005/21 (Amendments adopted by the Joint Meeting at its September 2004 and March 2005 sessions)

TRANS/WP.15/AC.1/2005/42/Add.1 and TRANS/WP.15/AC.1/100/Add.2  
(in Russian: informal document INF.9) (Amendments adopted by the  
Joint Meeting at its September 2005 session)

12. The Working Party endorsed the amendments adopted by the Joint Meeting with some changes (see annex 1).

13. Paragraph 5.4.1.1.6.2.3 concerning the documentation required for the return of empty uncleaned tank-vehicles, which the Joint Meeting had put in square brackets, was adopted.

14. References to unpublished standards remained in square brackets and would be deleted if the standards were not published by the Working Party's next session (8-12 May 2006).

Informal document: INF.12 (EIGA)

15. A new transitional measure 1.6.2.5 was added for pressure receptacles designed and constructed in accordance with standards no longer listed in 6.2.2 or 6.2.5 (see annex 1).

16. The Joint Meeting's working group on standards should, however, be invited to make provision for a system that would make it easy to check from the year of construction of the receptacle whether the standard according to which it had been constructed was acceptable.

17. It was specified that for amendments entering into force on 1 January 2007, standards that had been replaced or deleted remained acceptable for receptacles constructed before 1 July 2007.

#### ***Transitional provisions for "UN" portable tanks and MEGCs***

Informal document: INF.18 (France)

18. The Working Party adopted a new transitional provision for "UN" portable tanks and MEGCs constructed according to a prototype which had not been subjected to the Dynamic, Longitudinal Impact Test prescribed in the Manual of Tests and Criteria, Section 41 (see annex 1). For the purposes of harmonization with the IMDG Code, design type approval certificates could continue to be issued on the basis of the requirements currently in force up to 31 December 2007, and "UN" portable tanks and MEGCs could then continue to be constructed and used in accordance with these design type approval certificates.

#### **Miscellaneous proposals**

##### ***Marking of special provisions TE, TA and TC on tanks***

Informal document: INF.22 (Belgium)

19. The Working Party adopted the amendments proposed in 6.8.2.3.1 and 6.8.2.5.2 (see annex 1).

##### ***Use of the terms "(Reserved)" or "(Deleted)"***

20. The Working Party adopted the principle for special provisions that the term "(Reserved)" should only be used when the number of the special provision had never been used and was therefore reserved, either in order to be in keeping with RID or ADN or for possible use subsequently. The term "(Deleted)" should be used when the number of the special provision had already been used and the provision in question had been deleted. This number should not therefore be further used for purposes other than those for which it was originally intended. The secretariat was requested to check that the terms were used appropriately in ADR and, where required, to make the necessary corrections.

***Instructions in writing***

Documents: TRANS/WP.15/2005/5 (Italy)  
TRANS/WP.15/2005/17 (IRU and FIATA)

Informal documents: INF.3 (CTIF)  
INF.8 (CEFIC)

21. It was recalled that the provisions of 5.4.3 had been revised 10 years previously and that it had been decided that the instructions in writing were intended for drivers only. It was, however, acknowledged that drivers now had a training obligation enabling them to become more familiar with the dangers of the goods carried and more ready to take the appropriate steps in the event of an incident endangering them.

22. The proposal by Italy was intended to elucidate what was meant by dangerous goods presenting the same dangers in the case of mixed loads, and to make provision for a single instruction in writing, not according to goods belonging to the same class, but goods with the same classification code in the same class.

23. Several delegations were not in favour of this proposal, some of them because the classification code did not appear in the transport document, others because it would lead to multiple instructions and still others because they did not wish to set up a new system which it would possibly be necessary to reconsider in the event of difficulties in practical application.

24. A vote was taken on the proposal by Italy, but it was not adopted.

25. The intention of the proposal by FIATA and IRU was to include in ADR the instructions in writing, the mandatory protective equipment on board the vehicle and the emergency measures to be taken by the driver in accordance with the danger labels required for the goods carried.

26. Several delegations considered that this proposal went too far. Responsibility for deciding on the emergency measures to be applied and the protective equipment required to be carried on board would be transferred from the consignor to the carrier or the driver. The instructions would no longer be available for the emergency services in all the languages of the countries travelled through. The obligation to refer to tables would be liable to complicate and delay the effective application of emergency measures in the event of an accident. The proposal would lead to a decreased level of safety for carriage in tanks or as a full load.

27. Several delegations considered, however, that the existing system could be improved and simplified and the Working Party accepted the offer from FIATA and IRU to set up an informal working group to revise the provisions concerning the instructions in writing.

Informal document: INF.21 (FIATA/IRU)

28. The mandate of this informal group would be the following:

(a) Consideration of the possibility of having a single sheet of instructions in writing (instructions for the driver) on board the vehicle, for any transport operation;

(b) Consideration of the possibility of only drafting these instructions in a language that the driver could read and understand;

(c) Consideration of the possibility of providing a mandatory list of personal protection equipment, for any transport operation;

(d) Consideration of how to reinforce the relation between action to be taken by the driver and driver training.

29. The representative of Austria would also have liked the group to address the issue of the possible drafting of a compendium of generic sheets of emergency measures, similar to the North American emergency measures guide.

30. The representative of AEGPL asked that the end result of the work should not be to question the well-established instructions in writing used by industry for the carriage of a single substance.

31. It was agreed that the study in point (d) of the mandate should not call in question the existing driver training programme.

***Training provisions for drivers of vehicles having a permissible maximum mass not exceeding 3.5 tonnes***

Document: TRANS/WP.15/2005/18 (AEGPL and IECC)

32. Following a prior discussion in an informal group, the representative of AEGPL withdrew the proposal.

***Carriage for sale on delivery***

Documents: TRANS/WP.15/2005/19 (Portugal and IRU)  
TRANS/WP.15/2005/29 (Austria)

Informal documents: INF.5 and INF.5/Rev.1 (Poland)  
INF.6 (EIGA)  
INF.27 (France and United Kingdom)

33. These proposals, which followed on from Spain's proposals to settle the practical problem of the requirement to specify in the transport document the name and address of the consignee when this was not known in the context of sale on delivery operations, gave rise to lengthy discussion.

34. After the discussion, the representative of Austria withdrew his proposal to specify the carrier's name instead of that of the consignee.

35. Following the amendment of the proposals submitted, three options remained, all of which provided for the insertion of the term "Sale on delivery" to replace the name and address of the consignee but submitted in the form of:

- a general provision that could be used for all substances, but allowing the competent authority to decide on restrictions, particularly for reasons of security (INF.5/Rev.1);
- a provision that could only be used with the backing of the competent authorities (an option proposed by France and the United Kingdom);
- a provision that could only be used for the substances identified as the object of this carriage (on the basis of the proposal by Portugal and IRU).

36. The Chairman requested a vote on each option, on the understanding that the option with most votes in favour would be kept. It was therefore decided that the third option would be kept and 5.4.1.1.1 (h) amended accordingly (see annex 1).

### ***Documents on board***

Document: TRANS/WP.15/2005/20 (Poland)

37. The proposal to amend 8.1.2.2 (c), 5.4.1.2.1 (c) and (d) and 5.4.1.2.3.3 was adopted (see annex 1).

### ***Petrol in IBCs***

Informal document: INF.15 (United Kingdom)

38. The Working Party agreed that the carriage of petrol (UN No. 1203) in IBCs should be prohibited if the vapour pressure at 50° C was greater than 110 kPa.

39. It was proposed that the problem should be settled by indicating that special provision 534 only applied to carriage in tanks. Some delegations feared that this solution would also affect the carriage of petrol in packagings. In this case too it would be necessary to make provision for two rows in Table A of Chapter 3.2, depending on whether the vapour pressure of the petrol at 50° C was 110 kPa or less or greater than 110 kPa.

40. The Working Party finally adopted the solution recommended by the United Kingdom, namely, a special provision BBx under packing instruction IBC02 applicable to UN No. 1203 (see annex 1). This decision should be brought to the attention of the RID Safety Committee.

41. The representative of France was of the opinion that it would be advisable to reconsider special provision 534 since she did not find it acceptable, for safety reasons, to exempt a product carried in such large quantities from the rules applicable to carriage in tanks.

### ***Solid PCBs***

Informal document: INF.17 (Secretariat)

42. The Working Party agreed to add UN No. 3432 to the second indent of 2.2.9.2 (see annex 1). This decision should be brought to the attention of the RID Safety Committee.



### **Deletion of entries for packing group I (UN Nos. 1267, 1268 and 3245)**

Informal document: INF.25 (OTIF)

43. The Working Party adopted the proposal by the secretariat of OTIF (see annex 1).

### **Construction of vehicles**

#### ***Model certificate of approval (indication of special provisions TC and TE for tank vehicles)***

Informal documents: INF.19 and INF.19/Rev (France)

44. The proposal to amend point 9.6 of the model certificate of approval in 9.1.3.5 was adopted, on the understanding that existing certificates in circulation could continue to be used (see annex 1).

#### ***Compliance of vehicles with regard to braking equipment***

Documents: TRANS/WP.15/2005/14 and -/2005/26 (France)

Informal documents: INF.24 (Germany)  
INF.28 (France, Germany, Netherlands, CLCCR, OICA)

45. The Working Party provisionally adopted changes to notes d and g of the table in 9.2.1 and a new note h applicable to the row concerning 9.2.3.1 (see annex 1). These changes should be confirmed at the next session.

#### ***Prevention of fire risks involving tyres***

Document: TRANS/WP.15/2005/16 (Norway)

46. The Working Party took note of the proposal by Norway to require a system to monitor tyre pressures, in order to prevent risks of fire in tyres.

47. Several delegations were not convinced that all fires in tyres were caused by too low a pressure; in their opinion fires were more likely to be related to the brakes seizing up and causing the brake disks or drums to overheat, or to a defect of the bearings.

48. It was noted that no standard regulations currently existed for equipping heavy vehicles with pressure detectors and that the absence of standardization could lead to problems of compatibility of detection in combinations of drawing vehicles with a trailer or semi-trailer.

49. Since this issue did not only concern vehicles carrying dangerous goods, it was decided to invite the World Forum for Harmonization of Vehicle Regulations (WP.29) to give general consideration to the question of preventing tyre fires, to give its opinion on the impact of inadequate tyre pressure on the risk of fire and to consider the possibilities of standardizing tyre pressure detection systems for heavy vehicles.

***Transitional measure of 1.6.5.8 for EX/II and EX/III vehicles constructed in conformity with ADR requirements applicable prior to 1 January 2005***

Document: TRANS/WP.15/2005/25 (France)

50. The Working Party agreed that the transitional measure of 1.6.5.8 could continue to be applied after 31 December 2014 (see annex 1).

**SAFETY IN ROAD TUNNELS**

Documents: TRANS/WP.15/179/Add.1  
TRANS/WP.15/181, paras. 69-74 and annex  
TRANS/WP.15/183, paras. 49-61 and annex  
TRANS/WP.15/2005/24 (Netherlands)

Informal documents: INF.4 (Secretariat)  
INF.7 (Germany)  
INF.13 (Belgium)  
INF.16 (France)

51. Several delegations regretted that document TRANS/WP.15/2005/24 had not been distributed prior to the meeting in all the working languages and that this had meant that they had been unable to carry out the necessary consultations for taking the appropriate decisions at the current session.

52. After lengthy discussion as to whether the provisions concerning safety in road tunnels should be distributed between Chapter 1.9 and Chapter 8.6, as proposed by the Netherlands, or grouped in Chapter 8.6, as proposed by Belgium, the Working Party decided on the option proposed by the Netherlands by a small majority.

53. The representative of the European Commission said that the two options proposed were compatible with Directive 2004/54 of the European Parliament and of the Council of 29 April 2004 concerning minimum safety requirements for tunnels in the trans-European road network (tunnels longer than 500 m).

54. The Working Party agreed that the provisions proposed would be those applicable to passage through tunnels and that paragraph 1.9.3 (a) would not therefore apply to tunnels.

55. With regard to the distribution of the provisions in Chapter 1.9, it was decided to take the approach proposed by the secretariat in informal document INF.4.

56. The Working Party decided to use the term “restriction” rather than “prohibition”, except in the context of road signs and signals.

57. Some delegations took the view that the restriction of the carriage of dangerous goods in tunnels in a given category did not necessarily mean the prohibition of transport in those tunnels.

58. A member of the secretariat pointed out that this decision was contrary to the very philosophy of the new provisions, since if exceptions to the rule were permitted on a

case-by-case basis it would mean a return to the present lack of accord that the Working Party was seeking to remedy. The system proposed was furthermore based on a system of road signs and signals which only contained prohibitory signs.

59. The representative of Switzerland said that the system lacked flexibility. If applied as it stood, it would mean a decrease of 50 per cent in the carriage of dangerous goods in the St. Gothard tunnel.

60. In the same vein, the representative of Italy said that in view of the number of tunnels in Italy, the carriage of dangerous goods would only be possible if all tunnels were classified as category A. For this reason he entered a blanket reservation on the adoption of the proposed provisions.

61. The representative of the Netherlands requested that a NOTE should be added to 1.9.5.2.2 to the effect that an indication of the dangerous goods subject to restrictions in tunnels appeared in Chapter 8.6. This proposal was adopted.

62. The representative of France requested the deletion of the requirement that signs prescribing a mandatory alternative route must accompany "No entry" signs, since in the majority of cases the driver could choose between several alternative routes. This proposal was accepted.

63. In informal document INF.16, the representative of France called in question the principle adopted to date whereby the restrictions would not apply to dangerous goods exempted according to 1.1.3, and requested an amendment of 1.9.3.5.6 to permit the application of restrictions to vehicles carrying dangerous goods exempted according to 1.1.3 if measures involving access controls were in existence at the entrance to tunnels.

64. The representative of Italy said that it was not possible for Italy to envisage access controls at the entrance to every tunnel. He introduced a motion for closure of the debate, considering that at this stage in the discussion there were not enough delegations represented nor sufficient consensus to adopt provisions that could enter into force on 1 January 2007.

65. Several delegations, however, shared the point of view of the representative of Italy that it would not be reasonable to adopt definitive texts at the current session.

66. The proposal by France in informal document INF.16 was put to the vote but was not adopted (1 vote in favour, 9 against and 7 abstentions).

67. The representative of France said that the risk analyses that had been carried out in her country and made available to the Working Party showed that dangerous goods packed in limited quantities presented considerable risks in tunnels. She requested that at least the passage through tunnels of vehicles carrying dangerous goods packed in limited quantities or carried in accordance with the limits of 1.1.3.6 should be regulated. She said that if this were not accepted, her Government would have no solution but to have recourse to article 5 of ADR for certain Alpine tunnels, and systematically prohibit all heavy vehicle traffic in them. She therefore proposed that provision should at least be made for restrictions for dangerous goods carried in accordance with 1.1.3.4.2 or 1.1.3.6.

68. This proposal was put to the vote but was not adopted either (3 votes in favour, 6 against and 8 abstentions).

69. The representative of France expressed reservations concerning this decision.

70. Where Chapter 8.6 was concerned, the Working Party adopted the general provisions of 8.6.1, as proposed by the secretariat in informal document INF.4, with the exception of 8.6.1.3 which it had not been possible to discuss for lack of time.

71. Three approaches were proposed for section 8.6.2. The Netherlands approach was to present a list of dangerous goods by categories of tunnels in which they were prohibited. The approach by the secretariat (INF.4) was to define the tunnel codes in Column (15) of Table A in Chapter 3.2 and to list the dangerous goods to which these codes were assigned so that a driver could rapidly ascertain from the tunnel code in which category of tunnel the goods were prohibited. The approach by Belgium (INF.13) was to propose a more comprehensible system of tunnel codes and also indicate for each code in which category of tunnel the goods were not permitted.

72. A vote was taken but did not make it possible to separate the approaches proposed by Belgium and the Netherlands (6 votes for each approach).

73. Several delegations reiterated their concern at the lack of overall consensus on the provisions proposed. They considered that the matter was not ready for decision and that in the circumstances it would not be appropriate to bring these provisions of major economic significance into force on 1 January 2007.

74. The Working Party was unable to take a decision on these issues for lack of time, nor was it able to conclude its consideration of the other provisions of Chapter 8.6 or other pertinent issues pending.

75. The secretariat was requested to consider the possibility of using part of the working time scheduled for the January session of the Joint Meeting of Experts on ADN (WP.15/AC.2) (specifically, the last two days, 26 and 27 January 2006) in order to resume the current seventy-ninth session and conclude the discussion on tunnels, after first checking that a sufficient number of delegations would take part and that the problems pending could be resolved so that the new provisions could enter into force on 1 January 2007.

76. The texts adopted for the time being and the various options remaining to be considered can be found in annex 2 to this report as document TRANS/WP.15/185/Add.1.

## **PROGRAMME OF WORK**

Documents: TRANS/WP.15/2005/15 (Secretariat)  
ECE/TRANS/162, paras. 133 and 134 (Report of the Inland Transport Committee)

77. The Working Party adopted the programme of work for 2006-2010 prepared by the secretariat (see annex 3).

78. In the context of the development of transport links between Europe and Asia recommended by the Inland Transport Committee, the representative of Finland said that she had recently taken part in a meeting of the Organization for Cooperation between Railways (OSZhD) on bringing annex 2 of the SMGS Convention into line with RID and that OSZhD had expressed a wish to strengthen cooperation with OTIF and UNECE so that in the future annex 2 of the SMGS Convention would be in keeping with RID, ADR and ADN.

79. It was recalled that the carriage of dangerous goods by rail was governed in European countries by RID for COTIF Contracting Parties and annex 2 to the SMGS Convention for Contracting Parties to that Convention, while some countries were Contracting Parties to both Conventions.

80. The representative of Hungary confirmed that for these countries it was of crucial importance for the development of international transport, not only by rail but also multimodal transport, that annex 2 of the SMGS Convention should be brought into line with RID and ADR.

81. It was also stressed that several countries that were Contracting Parties to ADR were not Contracting Parties to COTIF but were Contracting Parties to the SMGS Convention, and that for these countries the harmonization of annex 2 of the SMGS Convention and ADR was as important as the harmonization of RID and ADR.

82. This harmonization would also facilitate the development of international transport operations between Europe and Asia, since several Asian countries were Contracting Parties to the SMGS Convention.

83. The Working Party accordingly agreed that it would be advisable to envisage the introduction into the programme of work of an appropriate cooperation process, for example, within the Joint Meeting, between UNECE, OTIF and OSZhD, with a view to bringing the sections common to RID, ADR, ADN and annex 2 of the SMGS Convention into line.

84. The secretariat was requested to undertake consultations with OTIF and OSZhD in order to consider possibilities for cooperation, subject to the agreement of the Inland Transport Committee.

#### **Amendments for 2007**

85. The Working Party requested the secretariat to prepare a checklist of all the amendments it had adopted for entry into force on 1 January 2007 so that they could be made the subject of an official proposal, in accordance with the procedure of Article 14 of ADR, that the Chairman, as was customary, would be responsible for transmitting to the depositary through his Government. The notification would have to be issued at latest on 1 July 2006 with a reference to the scheduled date of entry into force of 1 January 2007.

86. The Working Party also requested the secretariat to publish the consolidated text of ADR as amended at 1 January 2007 sufficiently in advance to prepare its effective implementation before the entry into force of the amendments in question.

## **ANY OTHER BUSINESS**

### **Interpretation of road sign C, 3<sup>n</sup> (No entry for vehicles carrying more than a certain quantity of substances liable to cause aquatic pollution)**

87. A member of the secretariat pointed out that although the representative of the United Kingdom had withdrawn her proposal TRANS/WP.1/2005/10/Rev.1 (see para. 3), it was nonetheless the case that there was still no harmonized interpretation of the use of this sign. He recalled that the existing provisions of ADR did not permit such products to be identified except when they belonged to Class 9 and that numerous products of Classes 1 to 8 were also liable to cause water pollution.

88. The representative of the Netherlands added that paragraph 2.0.1.2 of the United Nations Model Regulations, in which numerous substances of Classes 1 to 8 were deemed, without additional labelling, to be environmentally hazardous, did not resolve the problem satisfactorily either. In his opinion, account should be taken of this road traffic problem when the Joint Meeting addressed the question of bringing the provisions of RID and ADR on aquatic pollutants into line with those of the United Nations Recommendations.

### **Tribute to Mr. Chris Jubb (EIGA)**

89. The Working Party, learning that Mr. Chris Jubb would be retiring, paid tribute to his distinguished contribution to the preparation of provisions for the carriage of gases, and offered its best wishes for a long and happy retirement.

### **Condolences**

90. It was with sadness that the Working Party had learned of the sudden death of Mr. Bernard Périsset, Chairman of the Working Party on Road Traffic Safety (WP.1), who had with great efficiency and for many years encouraged active cooperation between the two Working Parties in the realm of road signs for dangerous goods and passage through tunnels. The Working Party asked the Chairman to convey its deepest sympathy to his family.

## **ADOPTION OF THE REPORT**

91. The Working Party adopted the report on its seventy-ninth session and annexes thereto on the basis of a draft prepared by the secretariat.

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## Annex 1

### Draft amendments to Annexes A and B of ADR

(for entry into force on 1 January 2005)

Document TRANS/WP.15/2005/21 adopted as amended according to TRANS/WP.15/AC.1/100/Add.2 and with the following modifications:

- 6.2.2            Replace “EN 1442:1998/prA2” with “EN 1442:1998/A2:2005”.  
                  Replace “EN 13769:2003/prA1” with “EN 13769:2003/A1:2005”.
- 6.8.2.6         Replace “prEN 14595” with “EN 14595:2005”.

Document TRANS/WP.15/AC.1/2005/42/Add.1 adopted as amended according to TRANS/WP.15/AC.1/100/Add.2 and with the following modifications:

- 2.2.7.4.6 (a)   Replace “ISO 2919:1990” with “ISO 2919:1999” (twice).

*Consequential amendment:* In 2.2.7.4.6 (b), replace “ISO 2919:1980” with “ISO 2919:1999”.

- 3.2.1            **Table A** Amendment to UN 2030: Insert the following consequential amendment:

*Consequential amendment:* In TRANS/WP.15/2005/21, in 3.2.1 Table A, new entry for UN 2030 replace ‘T20’ with ‘T10’ in column (10”).

- 6.5.1.5         Replace the amendments to 6.5.1.5 and 6.5.1.5.9 and to section 6.5.3 with the following:

“Section 6.5.3    The existing 6.5.1.5 becomes new section 6.5.3 (with appropriate renumbering of paragraphs, subparagraphs and references to paragraph numbers) and with modifications, as follows:

6.5.3            Heading of existing 6.5.1.5.

6.5.3.1         New title to read as follows:

                  ‘**6.5.3.1        General requirements**’

6.5.3.1.1

to 6.5.3.1.8:    Existing 6.5.1.5.1 to 6.5.1.5.8 become new paragraphs 6.5.3.1.1 to 6.5.3.1.8.

Delete existing 6.5.1.5.9.”

- 7.5.7.3 In the French text, in the note, replace “d’engin de transport” with “de véhicule ou conteneur”.

Document TRANS/WP.15/AC.1/100/Add.2 adopted with the following modifications:

- 1.8.3.12.3 In the English text, replace “answer to” with “answer” at the end.
- 5.1.2.1 (a) The phrase “unless the markings ... it only needs to be applied once.” applies to both (i) and (ii).
- 5.1.2.3 Insert the following consequential amendment:  
*“Consequential amendment: Renumber existing 5.1.2.3 as 5.1.2.4.”*
- 5.4.1.1.6 Insert “, uncleaned” at the end of the title.
- 5.4.1.1.6.2.3 Delete square brackets.
- 6.1.6.1 (a) Insert “for the first time” before “for the tests” at the end.
- 6.2.2 Amend the first sentence of the amendment to read as follows:  
*“In the table, in the column ‘Reference’:*  
– *Add ‘+A1:2006’ after ‘EN 13322-1:2003’;*  
– *Add ‘+A1:2005’ after ‘EN 14427:2004’, ‘EN 1968:2002’ and ‘EN 12863:2002’; and*  
– *Replace ‘EN 849:1996/A2:2001’ with ‘EN ISO 10297:2006’.*”

New amendments:

- 1.1.4.3 Replace “(Amdt. 30.00)” with “(Amdt. 33.06)”.
- 1.6.2.5 Insert a new subsection to read as follows:  
“1.6.2.5 Pressure receptacles and their closures designed and constructed in accordance with standards applicable by the time of their construction and no longer listed in 6.2.2 or 6.2.5 may still be used.”.

*(Ref. doc.: Informal document INF.12 as amended)*



1.6.4.30 Insert a new subsection to read as follows:

“1.6.4.30 The competent authority may continue to issue, until 31 December 2007, design approval certificates for new designs of ‘UN’ portable tanks and MEGCs which meet the requirements of Chapter 6.7 in force up to 31 December 2006. ‘UN’ portable tanks and MEGCs which do not meet the design requirements applicable as from 1 January 2007 but which have been constructed according to a design approval certificate which has been issued before 1 January 2008 may continue to be used.”.

*Consequential amendment: Amend the title of section 1.6.4 to read as follows:*

“1.6.4 Tank-containers, portable tanks and MEGCs”.

1.6.5.8 Replace “may continue to be used until 31 December 2014” with “may still be used”.

(Ref. doc.: TRANS/WP.15/2005/25)

2.2.9.2 Amend the second indent ... to read as follows:

“ - Uncleaned empty containment vessels for apparatus such as transformers, condensers and hydraulic apparatus containing substances assigned to UN Nos. 2315, 3151, 3152 or 3432.”

(Ref. doc.: INF.17)

3.2.1 Modify Table A as follows:

UN No.	Column	Modification
1203	(9a)	Insert “BB2” opposite “IBC02” in column (8)
1267, 1268 and 3295		Delete the entries for which “640P” is assigned in column (6)
1267, 1268 and 3295	(6)	For each entry in which special provision “640A” appears, insert “649”

(Ref. docs.: INF.15 and INF.25)

4.1.4.2 **IBC02** Add a new row at the end to read as follows:

**“Special packing provision specific to RID and ADR:**

**BB2** For UN No.1203, notwithstanding special provision 534 (see 3.3.1), IBCs shall only be used when the actual vapour pressure is not more than 110 kPa at 50° C, or 130 kPa at 55° C.”.

*(Ref. doc.: INF.15)*

5.4.1.1.1 (h) Amend to read as follows:

“(h) the name and address of the consignee(s). With the agreement of the competent authorities of the countries concerned by the carriage, when dangerous goods are carried to be delivered to multiple consignees who cannot be identified at the start of the carriage, the words ‘Delivery Sale’ may be given instead.”.

*(Ref. doc.: INF.27)*

5.4.1.2.1 (c) In the English text, in the second sentence, insert “drafted” before “in an official language”.

5.4.1.2.1 (d) Replace “the approval certificate” with “a copy of the competent authority approval” and add the following new sentence at the end: “It shall be drafted in an official language of the forwarding country and also, if that language is not English, French or German, in English, French or German unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise;”.

5.4.1.2.3.3 Amend the last sentence to read as follows:

“A copy of the competent authority approval with the conditions of carriage shall be attached to the transport document. It shall be drafted in an official language of the forwarding country and also, if that language is not English, French or German, in English, French or German unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.”.

6.8.4 **TE1 and TE2** Replace “(Reserved)” with “(Deleted)”.

6.8.2.3.1.1 Amend the fourth indent as follows:

“ - special construction (TC), equipment (TE) and type approval (TA) requirements of 6.8.4 which are shown in Column (13) of Table A in Chapter 3.2 for those substances for the carriage of which the tank has been approved,”.

6.8.2.5.2 Amend the seventh indent (right-hand column) to read:

“ - for substances other than those according to 4.3.4.1.3, the alphanumeric codes of all special provisions TC and TE which are shown in Column (13) of Table A in Chapter 3.2 for the substances to be carried in the tank.”.

8.1.2.2 (c) Amend to read as follows:

“(c) A copy of the competent authority approval, as described in 5.4.1.2.1 (c), (d) and 5.4.1.2.3.3.”.

(Ref. doc.: TRANS/WP.15/2005/20)

9.1.3.5 In No. 9.6, insert “TC and TE” after “Special provisions” and add a reference “<sup>6</sup>” to a new footnote at the end. The footnote will read as follows:

<sup>6</sup> Not required when the authorized substances are listed in No. 10.2.”.

Consequential amendment: Add a new transitional measure 1.6.5.10 to read as follows:

“1.6.5.10 Certificates of approval, which conform to the model shown in 9.1.3.5 applicable up to 31 December 2006, may continue to be used.”.

(Ref. doc.: INF.19/Rev.1)

9.2.1 In the table 9.2.1, under 9.2.3 “Braking equipment”, column “Comments”:

[Amend comment <sup>d</sup> to read as follows:

“As from 1 January 2010, all vehicles shall comply with the technical requirements of ECE Regulation No. 13 or of Directive 71/320/EEC, as amended, applicable at the date of their first registration, or of entry into service if registration is not mandatory, but at least ECE Regulation No.13, 06 series of amendments or Directive 71/320/EEC, as amended by Directive 91/422/EEC.

Trailers (i.e. full trailers, semi-trailers and centre-axle trailers) shall be equipped with category A anti lock braking system. Motor vehicles shall be equipped with category I anti lock braking system.”.]

[Amend comment <sup>s</sup> to read as follows:

“As from 1 January 2010, all motor vehicles shall meet the technical requirements of ECE Regulation No. 13 or of Directive 71/320/EEC, as amended, applicable at the date of their first registration, but at least ECE Regulation No. 13, 06 series of amendments or Directive 71/320/EEC, as amended by Directive 91/422/EEC.

Endurance braking system shall be of type IIA.”.]

[Under 9.2.3.1 General provisions, insert a new comment<sup>h</sup> applicable to all types of vehicles to read as follows:

“As from 1 January 2010, all vehicles shall be equipped with automatic brake adjusters.”.]

*(Ref. doc.: INF.28)*

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**Annex 2**

**Texts adopted or pending concerning the safety of the carriage  
of dangerous goods in road tunnels**

**(see TRANS/WP.15/185/Add.1)**

### Annex 3

#### Draft programme of work for 2006-2010

#### PROGRAMME ACTIVITY 02.7: TRANSPORT OF DANGEROUS GOODS

##### Regulations on the transport of dangerous goods by road, rail, inland waterway and combined transport

Priority: 1

Description: Consideration of regulations and technical questions concerning the international carriage of dangerous goods in the region. Preparation of new international agreements and harmonization of existing agreements in this field to enhance safety at the same time as facilitating trade, in cooperation with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals.

##### Work to be undertaken:

##### By the Working Party on the Transport of Dangerous Goods (WP.15)

##### CONTINUING ACTIVITIES

- (a) Consideration of proposed amendments relating expressly to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and relating to administrative and technical questions pertaining to its implementation and the national and international implementation of its annexes, to ensure the necessary updating of legislation and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by road ~~throughout Europe~~. (Continuing) (WP.15).

Output expected: Adoption of a set of draft amendments to Annexes A and B of ADR by the end of ~~2005-2007~~ for entry into force on 1 January ~~2007~~2009, and by the end of ~~2007-2009~~ for entry into force on 1 January ~~2009~~2011.

Publication of revised consolidated editions of ADR in ~~2004~~2006, ~~2006-2008~~ and ~~2008~~2010.

Priority: 1

- (b) Consideration of proposed amendments relating expressly to the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways and pertaining to administrative and technical questions concerning their implementation, in order to ensure the necessary updating of those provisions and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by inland waterway throughout Europe (Continuing) (WP.15/AC.2).

Output expected: Adoption of draft amendments to the Regulations annexed to ADN in ~~2004~~2006, ~~2005~~2007, ~~2006~~2008, ~~2007~~2009 and ~~2008~~2010 for application by Member States as soon as possible and for submission to the ADN Administrative Committee as soon as ADN enters into force.

Publication of revised consolidated editions of ADN in 2006, 2008 and 2010.

Priority: 1

- (c) Harmonization of the provisions of ADR, ADN and the International Regulations concerning the Carriage of Dangerous Goods by Rail (RID), on the basis of the United Nations Recommendations on the Transport of Dangerous Goods, and consideration of proposed amendments to the provisions common to ADR, RID and ADN in order to harmonize regulations governing the various modes of inland transport ~~throughout Europe~~, in accordance with the provisions recommended by the United Nations for world-wide application to all transport modes, so as to facilitate multimodal transport and international trade under safety conditions in keeping with each mode of transport (Continuing) (WP.15/AC.1).

Output expected: Adoption of draft amendments to ADR, RID and ADN by the end of ~~2005~~2007 for entry into force on 1 January ~~2007~~2009 and by the end of ~~2007~~2009 for entry into force on 1 January ~~2009~~2011.

Priority: 1

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