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INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

**REPORT OF THE WORKING PARTY ON ITS EIGHTIETH SESSION
(8-12 May 2006)**

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ATTENDANCE

1. The Working Party on the Transport of Dangerous Goods held its eightieth session from 8 to 12 May 2006 with Mr. J. Franco (Portugal) as Chairman and Mrs. A. Roumier (France) as Vice-Chairperson. Representatives of the following countries took part in its work: Austria, Belgium, Bulgaria, Czech Republic, Denmark, France, Germany, Estonia, Finland, France, Greece, Hungary, Ireland, Italy, Latvia, Liechtenstein, Lithuania, the Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, 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 Chemical Industry Council (CEFIC), European Liquefied Petroleum Gas Association (AEGPL), International Federation of Freight Forwarders Associations (FIATA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU) and Liaison Committee of the Body and Trailer Building Industry (CLCCR).

ADOPTION OF THE AGENDA

Document: ECE/TRANS/WP.15/187 and Add.1

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

2. 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 and to INF.35.

3. The representative of Belgium requested that document TRANS/WP.15/2005/28 should be added to the list of documents.

SIXTY-EIGHTH SESSION OF THE INLAND TRANSPORT COMMITTEE

Documents: ECE/TRANS/166 and Add.1 (Report of the Inland Transport Committee on its sixty-eighth session)

4. The Working Party noted that two new professional posts had been allocated to the Transport Division as part of the UNECE reform process, the first to intensify activities in the area of border crossing facilitation and the TIR Convention, and the second to ensure more effective implementation of legal instruments managed by the Transport Division.

5. Accordingly, it was proposed that the second new post should be used, among other things, to expedite the entry into force of the Protocol of Amendment of 1993 to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). It might also be helpful to broaden the scope of the European Commission's study of implementation of the ADR and the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) in countries of the European Union to UNECE countries that are not members of the European Union.

6. The Working Party noted that the Organization for Security and Cooperation in Europe (OSCE) has chosen transport as the theme of its 2006 Economic Forum, and that cooperation is therefore planned between OSCE and the UNECE Transport Division. The Working Party noted that the safe transport of dangerous goods and the impact of the transport of dangerous goods on the environment are among the topics to be addressed at Part 2 of the Fourteenth OSCE Economic Forum, which will be held in Prague from 22 to 24 May 2006.

7. As to the Committee's request that its subsidiary bodies should expedite their work on transport security, it was recalled that WP.15 had completed its work on this topic, as evidenced by the entry into force in 2005 of new provisions of RID, ADR and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) designed to ensure the security in the transport of dangerous goods, building on the United Nations Recommendations on the Transport of Dangerous Goods.

8. Although some large firms had already taken the necessary steps to apply those provisions, many small firms and even some larger ones were struggling to implement them correctly. It would therefore be premature to press ahead with work in this field, at least until the competent authorities had had the chance to assess feedback and make adjustments, if required.

9. The Chairman mentioned difficulties due to the lack of compatibility between the security provisions for the transport of dangerous goods by land and those for sea and air transport which were more general in scope.

10. The Working Party further noted that the European Commission was preparing draft regulations concerning transport security that would include voluntarily application of provisions on operator security certification.

11. The Working Party decided to consider the requests of the Inland Transport Committee relating to UNECE reform under item 6 of the agenda (Rules of procedure of the Working Party).

12. The Working Party noted that the Governments of the Netherlands, Austria and Belgium were in favour of drafting a general convention on the international transport of dangerous goods that would amalgamate all the common provisions relating to the different modes of transport.

13. The Working Party noted that the ADN had five Contracting Parties; only two additional Contracting Parties were therefore required for it to enter into force.

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

Status of the Agreement

Informal document: INF.28 (Secretariat)

14. The Working Party noted that Albania had acceded to the Protocol of Amendment of 1993, which brought to 28 the number of Contracting Parties to the Protocol. The Working

Party was hopeful that the other 12 Contracting Parties to the ADR would take the necessary steps to ratify or accede to the Protocol, thereby enabling it to enter into force.

Competent authorities

Informal document: INF.27 (Secretariat)

15. The Working Party took note of the List of principal Competent Authorities for the application of ADR, as posted on the Transport Division website.

16. Given that the secretariat regularly updates the list on this site, the Working Party considered that it was no longer necessary to reproduce it as an Appendix to Part 1 of the text of ADR, which can be replaced by a reference to the precise URL address.

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

Instructions in writing

Informal document: INF.17 (Italy)

17. The Working Party considered that Sections 5.4.3.1 (a) and 5.4.3.7 should be interpreted in the following manner:

- (a) In the case of mixed loads of dangerous goods in packages, of the same Class, the same classification code and different UN numbers, the Class and group of goods corresponding to the classification code, without the UN numbers, may be indicated at the top of the sheet of written instructions. For example, in the case of a mixed load of UN numbers 1079 (sulphur dioxide), 1017 (chlorine) and 1008 (boron trifluoride), the following indication would be sufficient:

“Class 2
LIQUEFIED GAS, TOXIC, CORROSIVE”;

- (b) In the case of mixed loads of goods of the same Class, but having different classification codes and different UN numbers, the indication of the Class is sufficient (omitting any reference to UN numbers or names or groups of substances);
- (c) In the case of several goods classified under an N.O.S. entry with the same UN number, it is sufficient to indicate the Class, the UN number and the N.O.S. entry, as they appear in Table A of Chapter 3.2. There is no need to indicate the additional technical names normally required to supplement the proper shipping name, although nothing prevents from doing it;

- (d) In the case of a single substance specified in Table A of Chapter 3.2, it is necessary to indicate the Class, the UN number and the name of the substance assigned to this UN number in Table A of Chapter 3.2. The name must not be replaced by the name of a group of substances presenting the same danger.

18. In (a) and (b) above, it is obviously possible to use instructions in writing which include the Class, the UN number and the names of all the substances concerned. The use of instructions in writing according to 5.4.3.7 is possible only in the case of mixed loading but not in the case of the carriage of a single substance.

Exemptions for the transport of storage tanks

Informal documents: INF.20 (Switzerland)
INF.35 (United Kingdom)

19. The Working Party confirmed that the new exemptions provided for in 1.1.3.1 (f) (2007 amendments), like all the exemptions provided for thus far in 1.1.3.2 (f), apply solely to tanks that were originally designed for the storage of dangerous goods rather than for their transport. These exemptions cannot therefore apply to the carriage of transport equipment such as IBCs or tank-containers, which, not fulfilling the provisions of ADR, would subsequently be used for storage purposes. The wording of 1.1.3.1 (f) proposed in informal document INF.35 was adopted.

New provisions of section 7.5.1 (2007 amendments)

Informal document: INF.21 (Switzerland)

20. The Working Party considered that the use of the term “portable tanks” in the NOTE to section 7.5.1 is correct because the NOTE deals with the loading and unloading of multimodal equipment on to or from a carrier vehicle.

Carriage of tank-vehicles for aircraft refuelling

Informal document: INF.26 (France)

21. The Working group noted that, in general, the tank-vehicles used at airports to refuel aircraft are outsize and do not meet the requirements of ADR.

22. Their size precludes their being driven on the public roads and they are transported as wide loads, subject to special authorization, when empty but uncleaned. The Working Party considered that no ADR certificates should be required for vehicles which carry them.

23. Two delegations indicated that, in their countries, exemptions applied to these vehicles under section 1.1.3.1 (b), on the grounds that they are transported as special equipment, but that guidelines have been drawn up for their carriage.

24. A number of delegations indicated that these vehicles could be subject to an exemption in the future, although it did not seem appropriate to use section 1.1.3.1 (b) for this purpose.

PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Miscellaneous proposals

Amendment to 8.1.5: Miscellaneous equipment

Document: TRANS/WP.15/2005/28 (Belgium)

25. Several delegations opposed the proposed clarification by Belgium because, in their view, the vehicle crew could use different types of pocket lamps if these were not to be used to inspect loads. The proposal, put to the vote, was not accepted. A member of the secretariat pointed out, however, that in 8.3.4 entering a vehicle also included entering the cabin of the vehicle.

Immobilizing parked vehicles

Document: ECE/TRANS/WP.15/2006/1 (Norway)

26. The Working Party adopted the proposal by Norway to amend paragraph 8.3.7 to ensure the immobilization of parked detached trailers without braking devices (see annex 3).

Supervision of vehicles

Document: ECE/TRANS/WP.15/2006/2 (Norway)

27. Views were divided on the proposal to reduce to 5 kg (from 50 kg) the net mass of explosives that triggered the supervision requirements of Chapter 8.4. Some delegations favoured reducing this mass to be more in line with the security provisions of Chapter 1.10 but it was also pointed out that explosives of divisions 1.4 and 1.6 were not considered high-consequence dangerous goods and that the security provisions only applied when the quantities exceeded those stipulated in 1.1.3.6.

28. The representative of Norway said that he would prepare a new proposal taking into account all the possible scenarios.

Locking of vehicles carrying explosives

Document: ECE/TRANS/WP.15/2006/3 (Norway)

29. The proposal to require doors and rigid covers in the load compartments of EX/II vehicles and all openings in the load compartments of EX/III vehicles to be locked during transport, except for the periods of loading and unloading, was adopted (see annex 3).

Information required in the transport document according to subsection 5.4.1.1.10

Document: ECE/TRANS/WP.15/2006/4 (Sweden)

30. Most members of the Working Party shared Sweden's view that the information stipulated in 5.4.1.1.10 was not necessary when goods were being carried in accordance with the exemptions under 1.1.3.6 and it was decided to delete 5.4.1.1.10, 5.4.1.1.10.1 and 5.4.1.1.10.2 (see annex 3).

Instructions in writing for goods carried in accordance with 1.1.3.6

Document: ECE/TRANS/WP.15/2006/5 (Liechtenstein)

31. Several delegations pointed out that the problem which the Government of Liechtenstein was endeavouring to solve was more one of effective cooperation between carriers and consignors than of regulation. A carrier always had the option of insisting that the consignor provide written instructions, irrespective of the quantity of goods carried, since the consignor did not know in advance the precise composition of the vehicle's load.

32. Several delegations expressed a preference for deferring consideration of proposals of this kind until the informal working group on instructions in writing had submitted its report. The representative of Liechtenstein said that he would, if necessary, submit a new proposal when that group had finished its work.

Prohibition on smoking (Chapter 8.5 S1(3))

Document: ECE/TRANS/WP.15/2006/7 (United Kingdom)

33. The Working Party adopted the proposal to prohibit smoking in vehicles carrying explosives (see annex 3).

34. Some delegations regretted that the prohibition had not been extended to the other dangerous goods in 8.3.5, in particular because the load compartment of vehicles carrying dangerous goods other than explosives in packages did not have the same construction and fire-protection features as EX/II and EX/III vehicles.

Carriage of blasting explosives of UN Nos. 0331 and 0332 in portable tanks

Document: ECE/TRANS/WP.15/2006/8 (Sweden)

35. The proposal that EX/III vehicles should be prescribed for the carriage of blasting explosives in portable tanks was adopted for entry into force on 1 January 2007 (see ECE/TRANS/WP.15/186/Add.2).

Transport of infected animal carcasses

Document: ECE/TRANS/WP.15/2006/9 (Secretariat)

36. This document was withdrawn because the matter has already been dealt with by the Joint Meeting RID/ADR/ADN.

Exemptions for perfumery products (UN number 1266)

Informal document: INF.16 (Switzerland)

37. The majority of delegations took the view that proposals of this nature should be submitted to the Joint Meeting rather than the Working Party.

38. The Joint Meeting had already discussed the exemption proposed by Switzerland and concluded that cosmetics and perfumery products cannot benefit from the same exemptions as medicinal pharmaceutical products.

Construction and approval of vehicles

Table 9.2.1 and comments d, g and h

Document: ECE/TRANS/WP.15/186 (Draft amendment for 2007)

Informal documents: INF.9 (Switzerland)
INF.12 (OICA)
INF.23 (France)
INF.25 (France)

39. The Working Group confirmed that the mandatory compliance stipulated in comments d and g applies solely to vehicles fitting the descriptions in comments b and c respectively, but having different dates of first registration.

40. This should be sufficient for the purposes of interpretation, and it has not been thought necessary to amend these comments. The text between parentheses in comments d and g of document ECE/TRANS/WP.15/186 is hereby approved.

41. The Working Party adopted the proposal by France to delete new comment h as superfluous.

42. The drafting change proposed by OICA in section 9.2.1, as contained in document INF.12, was not adopted.

Transitional measures

Informal document: INF.11 (OICA)

43. The representative of OICA explained that the transitional period of one year provided for in section 1.6.5.4 for the application of new provisions to the construction of new vehicles was too short, because the amendments to UNECE Regulation 105 corresponding to the 2007 amendments to ADR would enter into force at a much later date.

44. The Working Party agreed to extend the transitional period to 31 March 2008.

Adoption of ECE Regulation 105 (04 series amendments)

Informal document: INF.19 (OICA)

45. The Working Party confirmed that the amendments envisaged by the GRSG Group of the World Forum for Harmonization of Vehicle Regulations (WP.29) corresponded to the 2007 amendments to Part 9 of ADR.

46. It was noted that these amendments are scheduled for a second reading by the GRSG Group in autumn 2006 before submission to WP.29.

47. It was hoped that the secretariat would propose that WP.29 should adopt the amendments from June 2006, thereby ensuring that the amendments to Regulation 105 would take effect at about the same time as the entry into force of the 2007 amendments to ADR.

Braking devices for trailers EX/II and EX/III

Document: ECE/TRANS/WP.15/2006/6 (Netherlands)

48. The proposal to delete section 9.2.3.2 was adopted, given that the majority of delegations took the view that it was not necessary to duplicate the provisions of UNECE Regulation 13, which are already mandatory under ADR, in Part 9 of the Agreement.

Pending issues

Informal documents: INF.29/Rev.1(Secretariat)
INF.30/Rev.1
INF.31 (Secretariat)

49. The Working Group adopted the additional amendments proposed by the secretariat in informal documents INF.29/Rev.1 and INF.31 for entry into force on 1 January 2007, in addition to the corrections to the amendments already adopted (INF.30/Rev.1). Moreover, the representative of the Russian Federation pointed out some additional corrections for the Russian text.

Transport in road tunnels

Informal document: INF.7 (Secretariat)

50. The Working Group confirmed that it was not necessary to indicate a tunnel code for fumigated units (UN number 3359), since these are not subject to the provisions of section 5.5.2.

51. The Working group noted that 1.4S goods, articles with UN numbers 1331, 1944, 1945, 2254 and 2623, radioactive material in excepted packages and airbags (UN number 3268), belong to transport category 4 and are thus covered by the exemptions in sub-section 1.1.3.6, regardless of quantity. Accordingly, when carried in conformity with sub-section 1.1.3.6, they will not be subject to tunnel restrictions. Nevertheless, the Working Group would still like to see these dangerous goods assigned to tunnel code E to cover the eventuality that transport operators would prefer to apply the provisions of ADR as a whole rather than making use of the exemptions.

Informal document: INF.34 (France)

52. The Working Group rejected the proposal by France to postpone to 2014 the deadline for the introduction of signs and signals for vehicles carrying dangerous goods in road tunnels.

53. It was noted that the application of the new provisions of ADR was separate from the obligations of EU governments under European Directive 2004/54/EC. Under the new ADR provisions, governments are not obliged to conduct risk analyses in tunnels, nor must they restrict the movement of vehicles carrying dangerous goods in tunnels. If, however, they decide to impose restrictions based on their own criteria, their only obligation is to establish, by the end of 2009, a system of signs and signals that conforms to the new ADR provisions, whatever the nature of the tunnel. As they carry out risk analyses and improve the safety conditions in the tunnels referred to in the Directive, they may also reassess, on a case-by-case basis, any restrictions they wish to apply to the movement of vehicles carrying dangerous goods through each of these tunnels.

2006 Spring session of the RID/ADR/ADN Joint Meeting

Document: ECE/TRANS/WP.15/AC.1/102 (Report of the Joint Meeting)

Informal documents: INF.13 and INF.32 (Secretariat)

54. The Working Party noted that the proposals to amend ADR contained in annex 3 to the report of the Joint Meeting would enter into force on 1 January 2007 and had already been taken into account in the informal document INF.29/Rev.1 adopted earlier.

55. The proposal to amend 6.10.3.7 (a) of ADR, contained in document INF.13, was prompted by the adoption by the Joint Meeting of the proposal contained in document ECE/TRANS/WP.15/AC.1/2006/4. Concurring with the Joint Meeting, the Working Party adopted this amendment, which is to enter into force on 1 January 2007 (see ECE/TRANS/WP.15/186/Add.2).

TERMS OF REFERENCE AND RULES OF PROCEDURE OF THE WORKING PARTY

Document: ECE/TRANS/WP.15/2006/10 (Chair)

Informal documents: INF.4 and INF.5 (Chair)
INF.10, INF.15 and INF.33 (Secretariat)

56. The Working Party was informed of the decisions taken by the Commission regarding the general reform of ECE, including the charting of a new system of governance with the establishment of an Executive Committee overseeing the activities of the sectoral committees (including the Committee on Inland Transport) and their subsidiary bodies (including WP.15). In that system, the Executive Committee was responsible for approving the terms of reference of each sectoral committee, while the sectoral committees were responsible for ensuring the relevance of the terms of reference of their own subsidiary bodies and verifying their conference servicing needs, with a view to finalizing their work before February 2007. Accordingly, the terms of reference of WP.15 must be clearly defined, together with its rules of procedure and work schedule, so that they could be presented and justified to the Committee on Inland Transport and the Executive Committee.

57. The Working Party welcomed the preliminary work carried out by the Chair and proceeded to a first reading of the draft terms of reference and the rules of procedure. The resulting text would be circulated by the secretariat in the form of a new working document for a second reading and adoption at the next session (see document ECE/TRANS/WP.15/2006/11).

58. The Working Party also stated its view that it would be necessary to provide a clear explanation to the Committee on Inland Transport of the synergies between the work conducted by the ECOSOC Committee of Experts (whose secretariat services were provided by ECE but on a quite different scale and system than those of ECE), that of WP.15 and that of other European organizations, such as OTIF, CCNR and the European Commission. It was also pointed out that the work of WP.15 was supported by the unofficial work of a large number of parallel groups organized on the initiative of Governments or non-governmental organizations, with no budgetary implications for ECE, which enabled WP.15 to make considerable savings in its working time.

59. Regarding the draft Rules of Procedure of WP.15, the Working Party was of the view that States not members of ECE that are Contracting Parties to agreements within the Working Party's terms of reference should be entitled to vote on decisions relating to these agreements and should therefore automatically participate in meetings of WP.15 devoted to discussion of these agreements.

60. The Working Party noted that the ECE Executive Committee had envisaged this possibility in the draft guidelines on the terms of reference of working parties, and the question should be re-examined once a final decision had been taken. Granting non-member States the right to vote would possibly require an amendment to the mandate of ECE, which would then have to be approved by the Economic and Social Council. Language to this effect had been

provided for in articles 1 (b) and 28, between square brackets (see document ECE/TRANS/WP.15/2006/11).

61. As to the organization of meetings (Rule 4), the secretariat was requested to draft a text that conformed to the Rules currently applied.

62. As to decisions made by voting (Rule 29), a number of delegations took the view that a quorum should be specified for votes on amendments to legal instruments currently in force, for example the presence of at least one third of the participating Contracting Parties to the instrument in question (i.e., currently, for ADR, at least 14 Contracting Parties at the time of voting).

63. The Chairman further proposed that, as in the RID Committee of Experts, a decision to amend a legal instrument could only be adopted if at least one third of the ex officio participants voted in favour, thereby preventing decisions from being adopted with a large number of abstentions.

64. Some delegations said that this proposal could have perverse consequences. In very technical fields such as construction of vehicles and tanks, only a handful of countries are closely interested in the evolution of techniques, and it often happens that there are a large number of abstentions when proposals on these topics are put to a vote. Such a rule could therefore hamper the technical development of regulation.

65. It was decided to place this rule, as well as that referring to the quorum for voting, between square brackets under Rule 29.

66. According to current Rule 39 of the Rules of Procedure of ECE, if a proposal garners an equal number of votes for and against, the decision is postponed to the following session. This rule is not currently followed by WP.15 because in such cases the proposal is rejected. It was agreed that this rule should henceforth be applied. The question did, however, arise as to whether a vote on a proposal should also be postponed to the next session in the cases referred to above (lack of a quorum or less than one third of the Contracting Parties present voting in favour of a proposal). The secretariat was requested to mention these eventualities between square brackets.

67. It was also decided that the Rules of Procedure of ECE, which are reproduced as footnotes in the Chairman's proposal (Rules 25 to 28 and 30 to 33), should be wholly incorporated as Rules of Procedure of WP.15.

68. The Working Party recalled that a procedure for streamlining its work had been in place since 1998 (see document TRANS/WP.15/147, annex 4) and noted that it worked properly and that it had been updated, particularly since the adoption of the ADN agreement. Since few people seemed aware of it, the Chair was requested to draw the attention of the Bureau of the Committee on Inland Transport to the procedure, which had been set up to ensure optimal use of the available resources and to avoid duplication of efforts, and to explain how it worked.

69. As part of the ECE reform process, the Working Party noted the emphasis placed on the policy of mobility for secretariat staff in paragraph 98 of document E/ECE/1434/Rev.1. Conceding the merits of staff mobility and the way in which that policy had been usefully applied in various areas with the legitimate aim of career advancement, it stressed that staff assigned to jobs relating to the transport of dangerous goods should have an appropriate basic scientific education and familiarity with the rules and regulations on the transport of dangerous goods, something which took a long time to acquire. It also highlighted the importance of such expertise and of the secretariat's institutional memory, qualities which would enhance the image of ECE. Accordingly, it suggested that the policy being advocated should be applied with due discernment and should not result in the unnecessary erosion of the secretariat's competence.

70. The Chair pointed out that the Working Party invested virtually all its resources in the actual work which it performed and suggested that it should consider investing some resources in efforts to give greater political visibility to its results. The fiftieth anniversary of the conclusion of the ADR agreement could be such an occasion.

PROGRAMME OF WORK (EIGHTY-FIRST SESSION)

71. The agenda for the next session would include the following items:

- Implementation and interpretation of ADR
- Proposals for amendments to ADR
- Terms of reference and rules of procedure of WP.15
- Any other business
- Election of the Bureau.

72. It was planned to limit the session to three days (25-27 October 2006).

ANY OTHER BUSINESS

Mobile units for the manufacture of explosives

Informal document: INF.18 (Germany)

73. A number of delegations confirmed that special vehicles designed to carry the substances necessary for the manufacture of explosives and to manufacture explosives on site are increasingly being used at the national level. Accordingly, it would be helpful to address certain issues regarding harmonization of their conditions of use (substances admitted, mixed loading, types of containing systems, marking and placarding, definitions, transport documents, etc.).

74. The Working Party accepted the offer of the representative of Germany to organize an informal working group on this topic.

Informal working group on instructions in writing

Informal documents: INF.3 (Secretariat/IRU)
INF.14 (IRU)

75. The Working Party took note of the interim summary report on the work of this group which favoured the principle of a single instruction in writing drafted in a language that the driver understands. The Working Party noted that the group's next meeting would be held on 10 and 11 October 2006, at a venue still to be decided.

Signs and signals for the transport of dangerous goods in road tunnels

Informal document: INF.22 (Secretariat)
(ECE/TRANS/WP.1/2006/14)

76. The Working Party confirmed the need to amend paragraph 1.11 of consolidated resolution R.E.2 at the forty-ninth session of the Working Party on Road Traffic Safety (WP.1), to ensure that the interpretation of signs C,3^h, C,3^m and D,10^a, D,10^b and D,10^c was consistent with the provisions of ADR.

77. The Working Party noted errors in the text proposed for sign C,3^h and requested the secretariat to bring them to the attention of the WP.1 Working Party, so that they could be corrected.

78. The Working Party also drew the attention of WP.1 to the fact that, with effect from 1 January 2010, sign C,3^m could no longer be used to regulate the passage of vehicles carrying dangerous goods through road tunnels.

Sample ADR driver training certificates

Informal document: INF.24 (United Kingdom)

79. Several delegations supported Option 1 as proposed by the United Kingdom in INF.24 but other delegations opposed the idea that the secretariat should place sample ADR driver training certificates from each country on its website. They argued that the validity of the certificates could easily be verified by directly contacting the authorities responsible for issuing them whose contact details are made available on the UNECE website once they have been transmitted to the secretariat. Under Chapter 1.10, the competent authorities are required to maintain registers of valid certificates.

80. In response to a statement by the representative of Ireland, a member of the secretariat recalled that ADR driver training certificates or ADR vehicle certificates issued by countries which were not contracting parties to ADR were not valid for international transport operations when those operations came under the exclusive jurisdiction of the ADR agreement.

81. The representative of the United Kingdom invited representatives of other countries to send her samples of the certificates which they issued.

82. The representative of Germany offered to prepare a proposal for a new harmonized model ADR driver training certificate.

Draft amendments to Annexes A and B of ADR for entry into force on 1 January 2007

83. In accordance with the established practice, the Working Party invited its Chairman to prepare a proposal for amending annexes A and B in accordance with the draft amendments adopted at the seventy-sixth, seventy-seventh, seventy-eighth, seventy-ninth and eightieth sessions for entry into force on 1 January 2007, as laid down in documents ECE/TRANS/WP.15/186 and -/Corr.1, ECE/TRANS/WP.15/186/Add.1 and -/Corr.1, and ECE/TRANS/WP.15/186/Add.2, and to transmit it to the secretariat in accordance with the procedure of Article 14 of ADR, as soon as possible so that they may be communicated by the Secretary General to Contracting Parties before 1 July 2006.

ADOPTION OF THE REPORT

84. The Working Party adopted the report of its eightieth session and its annexes on the basis of a draft prepared by the secretariat.

Annex 1

**Draft amendments to Annexes A and B of ADR adopted by
the Working Party for entry into force on 1 January 2007**

The amendments adopted are reproduced in document ECE/TRANS/WP.15/186/Add.2.

Annex 2

**Corrections to the draft amendments to Annexes A and B of ADR adopted by
the Working Party for entry into force on 1 January 2007**

The corrections are reproduced in documents ECE/TRANS/WP.15/186/Corr.1 and
ECE/TRANS/WP.15/186/Add.1/Corr.1.

Annex 3

Draft amendments to Annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2009

Part 5

Chapter 5.4

5.4.1.1.10

to 5.4.1.1.10.2 Delete.

Consequential amendment: Delete the note in 1.1.3.6.2.

(Ref. Doc.: ECE/TRANS/WP.15/2006/4 as amended)

Part 8

Chapter 8.3

8.3.7 Amend to read as follows:

"8.3.7 Use of the parking brakes and wheel chocs

No vehicles carrying dangerous goods may be parked without the parking brakes being applied. Trailers without braking devices shall be restrained from moving by applying at least one wheel chock as described in 8.1.5 (a).".

(Ref. Doc.: ECE/TRANS/WP.15/2006/1)

Chapter 8.5

S1 Amend sub-paragraph (3) as follows:

Amend the heading to read as follows: "*Prohibition of smoking, fire and naked flame*".

At the beginning, replace "The use of fire or naked flame" with "Smoking, the use of fire or of naked flames".

(Ref. Doc.: ECE/TRANS/WP.15/2006/7)

Insert a new sub-paragraph (7) to read as follows:

"(7) *Locking of vehicles*

Doors and rigid covers in the load compartments of EX/II vehicles and all openings in the load compartments of EX/III vehicles carrying substances and articles of Class 1 shall be locked during transport, except for the periods of loading and unloading."

(Ref. Doc.: ECE/TRANS/WP.15/2006/3)

Part 9

Chapter 9.2

9.2.1 In the table, delete the entry for "9.2.3.2 Emergency braking devices for trailers".

9.2.3.2 Delete.

(Ref. Doc.: ECE/TRANS/WP.15/2006/6)
