

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

105th session

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7 November 2018

Item 5 (a) of the provisional agenda

**Proposals for amendments to Annexes A and B of ADR:
construction and approval of vehicles**

Outcome of the second informal WP.15 Working Group meeting on “Clarification of 9.3.4.2 ADR”

Transmitted by the Government of Germany

**Bonn, 1 to 2 October 2018 - Federal Ministry of Transport and Digital Infrastructure
(BMVI)**

The Working Party informal working group on “Clarification of 9.3.4.2 ADR” held its second meeting on 1 to 2 October 2018 in Bonn, Germany. Mr. H. Rein from the Federal Ministry of Transport and Digital Infrastructure (BMVI) chaired the meeting. Delegations from Finland, France, Germany, the Netherlands, Romania, Sweden, Turkey and United Kingdom attended the meeting.

Conclusions of the meeting

The working group reached the following final results:

1. The working group states that, in general, sparking and electrostatic discharge do not pose a risk in the transport of explosive substances if the substances are packaged in conformity with the regulations.
2. The informal working group discussed 9.3.4.1 and possible amendments to clarify it. Previous discussions in within the Working Party should be taken into account.
3. The informal working group discussed 9.3.4.2 and agreed that metal, for instance, is accepted as a material used for the internal structure of a vehicle. It is further deemed necessary that, in 9.3.4.2, all relevant characteristics of the body regarding its material properties are to be described, as it is currently done with the quoting of the standard.
4. The informal working group further considered it appropriate to set a limit value for the internal temperature because of the decomposition characteristics of explosives. It agreed that the duration of 30 minutes as the value for the maximum heat input should be considered further. However, the informal working group has not reached an agreement on setting a maximum value for the heat load, which reflects the limitation of the internal temperature in the vehicle body, in order to prevent the explosives from decomposition.
5. The informal working group concluded that the mandate given by the Working Party cannot be met in this framework of discussions. Further expert opinions on the topics mentioned earlier, such as the description of the requirements for EX/III bodies in order to assess a fire, will be necessary.

6. Different approaches regarding this issue were discussed. Positions differed on how to approach the insulation capacity requirements of the body. One option would be to approach this issue by taking a closer look at the concrete risk of a tyre fire. Another option would be to make a reference to another legal sphere which does not cover all of our questions, but provides us with clearly comprehensible values as well as testing and evaluation procedures. The second part of standard 13501 already quoted in 9.3.4.2 provides the basis which, in the course of further discussions, could be considered in order to add this basis in application by analogy to the ADR. This part of the standard could be referred to in order to describe the requirements for the insulation characteristics of the body, which have not yet been defined.

7. The Working Party will be informed, on the basis of an informal document about the results of the 2nd meeting of the informal working group held in Bonn, on 1st and 2nd October 2018. To this end, Germany will submit the minutes of the meeting, after coordinating them with the participants, to the May 2019 session of the Working Party for further deliberations.
