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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 THE TRANSPORT OF
DANGEROUS GOODS ON ITS EIGHTY-SIXTH SESSION
(5-8 MAY 2009)**

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I. ATTENDANCE

1. The Working Party on the Transport of Dangerous Goods held its eighty-sixth session from 5 to 8 May 2009, with Mr. J. Franco (Portugal) as Chairman and Ms. A. Roumier (France) as Vice-Chairman.
2. Representatives from the following countries took part in the session: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom. The European Commission was represented. The following intergovernmental organization was represented: Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were represented: European Association of Automobile Suppliers (CLEPA), European Chemical Industry Council (CEFIC), European Liquefied Petroleum Gas Association (AEGPL), International Association of the Body and Trailer Building Industry (CLCCR), International Organization of Motor Vehicle Manufacturers (OICA) and International Road Transport (IRU).

II. ADOPTION OF THE AGENDA (agenda item 1)

Documents: ECE/TRANS/WP.15/200 and Add.1

Informal documents: INF.1, INF.2 and INF.5 (Secretariat)

3. The Working Party adopted the provisional agenda prepared by the secretariat, as amended by informal document INF.2 to take account of informal documents INF.1 to INF.22.
4. The representative of Austria recalled that, at its previous session, the Working Party had adopted an amendment to the transitional measure under 1.6.5.11 permitting the use of mobile explosives manufacturing units (MEMUs) that did not conform to ADR but had been constructed between 1 January 2009 and 30 June 2009 in accordance with national regulations. It had been envisaged that the amendment would enter into force on 1 January 2011 and that, prior to that date, the situation with respect to MEMUs would be addressed through multilateral agreements. In his opinion, it was regrettable from a legal point of view that, notwithstanding that decision, the amendment had been included in annex I to the final report (ECE/TRANS/WP.15/199) prepared by the secretariat, i.e. in the list of amendments for entry into force on 1 July 2009.
5. A member of the secretariat explained that it was not logical to prohibit the circulation between 1 January 2009 and 31 December 2010 of MEMUs constructed between 1 January 2009 and 30 June 2009 when their circulation would have been authorized had they been constructed prior to 1 January 2009 and would again be authorized after 1 January 2011. Even though the practical problem posed could be solved through multilateral agreements, the procedure was administratively onerous and, as a general rule, was resorted to only when other solutions were not available. In the current case, a list of amendments had been adopted for entry into force - on an exceptional basis and for unrelated reasons - on 1 July 2009, and the opportunity had thus arisen to solve the problem under discussion. After consulting with the Bureau, the secretariat had included the amendment extending the transitional measure in annex I to the report.

6. The Working Party, while acknowledging that the final report should reflect the documents adopted at the end of the session, considered that the change to the final report was justified in the case in question.

III. SEVENTY-FIRST SESSION OF THE INLAND TRANSPORT COMMITTEE (agenda item 2)

Informal documents: INF.11, INF.16 and INF.17 (Secretariat)

7. The Working Party took note of the draft list of decisions taken by the Inland Transport Committee, in particular the decisions relating to its work (decisions Nos. 30 to 33).

8. The Working Party noted the request by the Inland Transport Committee for it to review and further improve the mechanisms for monitoring the implementation of the legal instruments under its purview (decision No. 4). It was pointed out that neither ADR nor ADN contained an obligation to verify that Contracting Parties had taken the necessary administrative steps for the application of the instruments and that the secretariat did not have sufficient resources, or a mandate, to carry out audits such as those undertaken by the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO) and the International Atomic Energy Agency (IAEA) in respect of the legal instruments they administered.

9. Certain delegations stated that some of the questions included in the questionnaire on performance indicators contained in informal document INF.20 could be developed and circulated on a recurrent basis, so as to have an overview of the implementation of ADR by Contracting Parties (see also paragraphs 55 and 56). That, however, supposed that Contracting Parties would cooperate voluntarily in providing the required information, which procedure could not be likened to an independent, in-depth audit.

10. The Working Party considered the documents on gender issues in transport (decision No. 5). The provisions applicable to the transport of dangerous goods concerned all actors equally, irrespective of sex, and their application did not present any particular difficulties for one specific sex. Nevertheless, the Working Party would continue to monitor the development of new factors that could contribute within the framework of its activities to improving gender equality.

11. In respect of decision No. 9 (global warming, fuel quality), the Working Party helped indirectly to combat global warming by responding quickly and proactively to the problems raised by technological development. It adopted measures allowing for the carriage of dangerous goods used for the propulsion or operation of vehicles developed as part of efforts to combat global warming (for example, lithium batteries, fuel cells, hydrogen storage systems, and mixtures of alcohol and conventional fuels). It also helped to improve the energy efficiency of transport by setting rules allowing for the use of lighter materials for packaging and tanks, to the extent that they were acceptable from a safety point of view and taking into account that the technology was constantly developing.

12. Regarding decision No. 19, on security, the Working Party noted that security was covered by a separate agenda item (item 7) (see paragraphs 43-47), and that it was also taken up under item 3 (see paragraph 19).

13. As for decision No. 25 (transport and trade facilitation from the perspectives of global supply chains), the Working Party considered that it was a pioneer in the field. The principle of harmonization with the United Nations Model Regulations allowed for worldwide multimodal transport of dangerous goods, with significant facilitation of trade. The effect was strengthened by the provisions of 1.1.4 on the applicability of other regulations, which, inter alia, permitted dangerous goods meeting the conditions required for sea or air transport to be carried under the ADR regime. Furthermore, the work of the RID/ADR/ADN Joint Meeting made it possible to ensure perfect harmonization of the European regulations applicable to each of the three modes of inland transport.

14. Moreover, RID, ADR and ADN already contained provisions allowing for the use of electronic transport documents, and more detailed provisions were being drawn up by the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods. The Joint Meeting had also already set up an informal working group on intelligent transport systems, which could take into consideration specific requests of the Inland Transport Committee if they did not already fall within its terms of reference, and which could benefit from possible synergies with the other subsidiary bodies of the Committee that dealt with the issue.

15. Regarding decision No. 31 on the proposal by the Chairman of the Working Party to delete from the title of ADR the word “European”, it was recalled that ADR was open to countries other than those of ECE and that its geographic scope had gradually been extended with the accession of ECE member countries in Central Asia and the Caucasus, and of North African countries such as Morocco and Tunisia. The Working Party had on numerous occasions expressed its satisfaction with that gradual expansion. It noted that several other countries wished to accede to ADR but that the word “European” in the title presented a diplomatic obstacle. The Working Party supported the Chairman’s proposal to remove that obstacle. The secretariat was therefore requested to determine with the Office of Legal Affairs an appropriate solution for amending the title as soon as possible.

IV. STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR) AND RELATED ISSUES (agenda item 3)

A. Status of the Agreement and the Protocol of amendment of 1993

16. The Working Party welcomed the accession of Andorra to ADR and to the Protocol of amendment of 1993.

17. The Working Party noted that the corrections to ADR adopted at its previous session (ECE/TRANS/WP.15/199, annex III) were deemed to have been accepted (depository notifications C.N.871.2008.TREATIES-4 of 2 December 2008 and C.N.128.2009.TREATIES-2 of 3 March 2009).

18. The Working Party noted that the amendments adopted at its previous session for entry into force on 1 July 2009 (ECE/TRANS/WP.15/199, annex I) had been proposed to the Contracting Parties by the Government of Portugal and were deemed to have been accepted (depository notifications C.N.1.2009.TREATIES-1 of 1 January 2009 and C.N.190.2009.TREATIES-4 of 2 April 2009).

B. Notification of restrictions on the circulation of vehicles transporting dangerous goods

Informal document: INF.21 (Russian Federation)

19. The Working Party noted that, in the Russian Federation, in accordance with the amendment to article 4 of the Federal Act on State supervision of international road transport, which had entered into force on 5 April 2009, the international carriage of high consequence dangerous goods listed in table 1.10.5 of ADR, applicable as at 1 January 2009, and covered by 1.10.3 (goods for which a security plan is required), was now subject, as from 17 April 2009, to the prior authorization of the federal authorities as per the procedure established by special decree No. 44 of the Ministry of Transport of the Russian Federation.

V. INTERPRETATION OF ADR (agenda item 4)

Informal document: INF.18 (Sweden)

20. The Working Party confirmed that 5.4.3.4 of ADR, as currently worded, did not allow for the addition of extra information or a logotype on the instructions in writing. Such information must therefore appear in a separate document.

21. The Working Party confirmed that the instructions in writing must be in colour and that black and white copies would not be in conformity with the form stipulated in 5.4.3.4.

22. The Working Party confirmed that the version of 5.4.3.4 applicable as from 1 January 2009 did not impose dimensions for the print format of the instructions in writing. Consequently, paper formats other than A4 could be used, as long as the instructions remained legible and the format complied with the four-page layout called for in 5.4.3.4.

VI. PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR (agenda item 5)

A. Miscellaneous proposals

1. Standards for extinguishing agents

Document: ECE/TRANS/WP.15/2009/2 (Sweden)

Informal document: INF.14 (Sweden)

23. The Working Party took note of the revised proposal by Sweden to amend 8.1.4.3 by replacing the references to the different parts of the EN 3 standard with references to parts EN 3-6:1995 and EN 3-7:2004+A1:2007 only. It called for the proposal to be transmitted to the Joint Meeting for consideration by the working group on standards, which could give its opinion specifically on the addition of a transitional measure for implementation of the amendment and on the consideration to be given to other standards or draft standards for extinguishing agents such as standard EN 615:2009.

2. Instructions in writing and marking for environmentally hazardous substances

Document: ECE/TRANS/WP.15/2009/3 (Sweden)

24. Several delegations said that the insertion in the table on the second and third pages of the model instructions in writing under 5.4.3.4 of additional indications for substances bearing the environmentally hazardous substance mark would not improve safety. Such indications would be redundant for Class 9 substances and, in the event of leaks of substances of other classes bearing the mark, could even give contradictory and inappropriate instructions on how to proceed.

25. Some delegations also wished to await the outcome of the work under way in the Joint Meeting on the identification of environmentally hazardous substances and the insertion of an entry in the transport document for such substances before taking a position on the proposal.

26. The representative of Sweden said that she might submit a revised proposal subsequently.

3. Clarification of quantity limitation as given in 7.5.5.3

Document: ECE/TRANS/WP.15/2009/1 (CEFIC)

Informal document: INF.22 (CEFIC)

27. Several delegations expressed support, in principle, for the proposal by CEFIC to specify that the limits given in 7.5.5.3 concerned the total net mass of substances carried. The representative of CEFIC would submit a revised proposal, if necessary, containing a similar clarification for the additional provisions of 7.5.11 and additional requirements of Chapter 8.5 concerning organic peroxides and self-reactive substances.

4. Driver training

Document: ECE/TRANS/WP.15/2009/4 (United Kingdom)

Informal documents: INF.3 (United Kingdom), INF.9 (Belgium), INF.10 (Sweden)

28. The proposal by the United Kingdom to introduce the possibility of providing drivers with basic training or tank specialization training courses limited to specific dangerous goods or to a class or classes of dangerous goods was adopted by the Working Party, with amendments designed to incorporate some of the comments contained in informal documents INF.9 and INF.10 or made at the session (see annex I).

29. Since the definition of “competent authority” included bodies designated by the competent authority (see ADR, 1.2.1), the Working Party adopted the proposal by the United Kingdom to delete all references to recognized organizations in sections 8.2.1 and 8.2.2.

30. With regard to subsection 8.2.1.9, the Working Party adopted the proposal to move to the section “Certificate of driver’s training” (8.2.2.8) the requirements concerning the language to be used for the certificate. However, the proposal to repeat in 8.2.1.9 the provisions of 1.10.1.6 was not adopted.

31. Considering that the requirements in 8.2.1.6, 8.2.2.3.2 and 8.2.2.3.3 were of a general nature and that there was no reason to change them in the case of courses limited to specific dangerous goods or to a class or classes of dangerous goods, the Working Party did not adopt the proposal by the United Kingdom to insert a reference to such courses in these paragraphs.
32. The Working Party did not adopt the proposal by the United Kingdom to reduce, in 8.2.2.4.1, the minimum number of teaching units in the case of courses limited to specific dangerous goods or to a class or classes of dangerous goods.
33. The Working Party adopted, with editorial changes, the proposal by the United Kingdom to insert in paragraph 8.2.2.6.6 a reference to courses limited to specific dangerous goods or to one or more classes.
34. The Working Party agreed that there was a need to introduce harmonized provisions regarding the period of validity of the training certificate in the various possible cases. The representative of Ireland said that she intended to submit a proposal in that respect at the next session and invited any delegations that wished to do so to forward comments to her by e-mail at their earliest convenience, and if possible by the end of May 2009.
35. The proposal by the United Kingdom to introduce a new model training certificate including an additional security feature was adopted by the Working Party, as amended (see annex I).
36. The representative of France said that, at the next session, it would be necessary to adopt a transitional measure for the application of the new provisions. She invited the representative of the United Kingdom to reconsider the existing proposal in paragraph 14 of document ECE/TRANS/WP.15/2009/4.

5. Particulars in the instructions in writing

Informal document: INF.8 (Sweden)

37. The proposal by Sweden to include, in the instructions in writing prescribed in 5.4.3, an indication of the date of the edition of ADR in force at the time of printing was not supported.

B. Construction and approval of vehicles

1. Mandatory compliance with requirements for braking equipment

Document: ECE/TRANS/WP.15/2009/6 (France)

38. Several delegations accepted France's argument that, contrary to the current stipulation in the penultimate sentence of comment d in Table 9.2.1.1 with respect to anti-lock braking equipment for trailers under 9.2.3.1, it should not be necessary to equip retroactively trailers first registered or brought into service between 1 July 1993 and 30 June 1995 with a category A anti-lock braking system, provided, however, that those trailers were equipped with other anti-lock braking systems consistent with the mandatory provisions applicable as from 1 July 1993.

39. Several delegations, however, wished to consider the issue further before introducing a transitional measure that could not in any case enter into force before 1 January 2011, while the problem of the trailers would arise as from 1 January 2010.

40. Six representatives of Contracting Parties having indicated that their countries would be willing to sign a multilateral agreement, the representative of France said that she would shortly initiate such an agreement and would, at the next session, submit a new proposal to resolve the issue within the text of ADR itself, incorporating the various comments made.

2. References to mobile explosives manufacturing units

Informal document: INF.4 (Sweden)

41. The representative of Sweden noted the Working Party's comments on his Government's proposal to include a reference to MEMUs in 7.4.1 and in certain definitions in 9.1.1.2. He might submit an official document on the matter at a later date.

C. Corrections to ADR 2009

Informal document: INF.7 (Germany)

42. The Working Party confirmed that the errors identified by Germany in the amendments to ADR that had entered into force on 1 January 2009 should be corrected promptly and asked the secretariat to submit the corrections to the Contracting Parties in accordance with the legal procedure (see annex II).

VII. ISSUES RELATED TO SECURITY (agenda item 7)

Document: ECE/TRANS/WP.15/2009/8 (Chairman)

Informal documents: INF.13 (Secretariat) (European Commission study on transport of High Consequence Dangerous Goods)
INF.21 (Russian Federation)

43. The Working Party noted with interest the results of the European Commission study evaluating the implementation of Chapter 1.10 of RID, ADR and ADN in the countries of the European Union, Norway and Switzerland.

44. It emerged from the study that the countries and organizations consulted by the European Commission were of the opinion that:

(a) It was not necessary to increase the security level currently provided for in Chapter 1.10;

(b) If it became necessary to envisage additional measures, they should be introduced in RID, ADR, and ADN, not in other instruments;

(c) The list of checks contained in European Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of dangerous goods by road should be amended by introducing entries on compliance with the provisions of Chapter 1.10, in so far as that could be checked during carriage.

45. The Working Party noted that the conclusions were based on responses to a questionnaire provided by approximately 60% of the countries consulted. The representative of the European Commission pointed out that some countries considered themselves to be less affected by security problems than others and had not contributed to the study.

46. The Chairman informed the Working Party that, as agreed at the previous session, he had forwarded a similar questionnaire to all the Contracting Parties not consulted by the European Commission. He had not as yet received any response, but now that the questionnaire was available in the three languages (ECE/TRANS/WP.15/2009/8), he could again seek replies.

47. The Working Party noted that, according to information contained in informal document INF.21, the Government of the Russian Federation required special permission to be granted by its competent authority for the transport of high consequence dangerous goods. It would be useful if countries prescribing such additional measures could inform the Working Party and share their experience by explaining how such measures contributed in practice to enhancing security.

VIII. RESTRICTIONS ON THE CIRCULATION OF VEHICLES IN ROAD TUNNELS (agenda item 8)

Document: ECE/TRANS/WP.15/2009/5 (Austria)

Informal document: INF.15 (Sweden)

48. Austria's proposal that the tunnel restriction codes should not be required in the transport document for carriage in accordance with 1.1.3.6 was not adopted.

Document: ECE/TRANS/WP.15/2009/9 (Portugal)

Informal document: INF.12 (Belgium)

49. After discussion, Portugal's proposal that only one element of composite tunnel restriction codes (for example B/D) should be entered in the transport document was withdrawn.

Document: ECE/TRANS/WP.15/2009/7 (Vice-Chairman)

Informal document: INF.6 (United Kingdom)

50. The Working Party noted that several Contracting Parties to ADR had taken the necessary measures, before 1 January 2010, to assign to categories the tunnels to which they applied restrictions on the carriage of dangerous goods as set out in 1.9.5.

51. The Working Party urged Contracting Parties that applied or were putting in place procedures or tools to facilitate the categorization of tunnels to notify the secretariat thereof so that it might inform countries seeking assistance in that regard.

IX. PROGRAMME OF WORK (agenda item 9)

52. The agenda for the next session would contain the following items:

- Status and interpretation of ADR
- Proposals for amendments to annexes A and B of ADR
- Work of the RID/ADR/ADN Joint Meeting
- Issues related to security
- Restrictions on circulation in road tunnels
- Programme of work for 2010-2014
- Any other business
- Election of the Bureau for 2010

X. ANY OTHER BUSINESS (agenda item 10)

A. Instructions from the World Health Organization

Informal document: INF.19 (Secretariat)

53. The Working Party noted with interest the instructions for shipments of A(H1N1) influenza specimens and virus isolates provided by the World Health Organization (WHO).

54. The Working Party requested the secretariat to enquire of WHO whether similar instructions would also be issued for the transport of wastes from the health care of patients infected with the virus. A member of the secretariat recalled that the classification of infectious substances, including wastes from health care, must be based on the known medical history and symptoms of the source, human or animal; endemic local conditions; or professional judgement concerning individual circumstances of the source, human or animal.

B. Biennial evaluation

Informal document: INF.20 (Secretariat)

55. The results of the questionnaire transmitted to the competent authorities of Contracting Parties to ADR in order to ascertain whether data were available to evaluate the work of the Working Party and, if so, to collect them would be revised to take account of corrections submitted to the secretariat at the session.

56. At its next session, the Working Party might wish to decide, on the basis of the completed questionnaires, whether the third performance indicator proposed in document ECE/TRANS/WP.15/2007/21 could be used for measuring the Working Party's accomplishments.

XI. ADOPTION OF THE REPORT (agenda item 11)

57. The Working Party adopted the report of its eighty-sixth session and its annexes on the basis of the draft prepared by the secretariat.

Annex I

DRAFT AMENDMENTS TO ANNEXES A AND B OF ADR ADOPTED BY THE WORKING PARTY FOR ENTRY INTO FORCE ON 1 JANUARY 2011

PART 8

Chapter 8.2

- 8.2.1.1 Delete “or by any organization recognized by that authority”.
- 8.2.1.2 At the end, add the following two new sentences: “The competent authority may approve [restricted] basic training courses limited to specific dangerous goods or to a specific class or classes. Restricted basic training courses shall not be provided for drivers of vehicles referred to in 8.2.1.4.”
- 8.2.1.3 At the end, add the following two new sentences: “The competent authority may approve [restricted] tank specialization training courses limited to specific dangerous goods or to a specific class or classes. Restricted tank specialization training courses shall not be provided for drivers of vehicles referred to in 8.2.1.4.”
- 8.2.1.5 Amend to read as follows:
“8.2.1.5 When a vehicle driver has, in the 12 months before the date of expiry of his certificate, completed refresher training and has passed a corresponding examination, the competent authority shall issue a new certificate, the period of validity of which shall begin with the date of expiry of the previous certificate.”
- 8.2.1.7 Insert “training” after “refresher”.
- 8.2.1.8 Delete “the model shown in” and “or by any organization recognized by that authority”.
- 8.2.1.9 Amend to read as follows:
“8.2.1.9 (*Deleted*)”.
- 8.2.2.3.1, 8.2.2.4.1 and 8.2.2.4.2 Insert “training” after “basic” and “training” after “specialization” wherever they appear.

8.2.2.3.2 At the beginning, insert “training” after “basic” and replace “will” with “shall”. In subparagraph (e), insert “instructions in writing,” after “protective equipment,”. In subparagraph (n), replace “prevention and safety” with “prevention of incidents, safety”.

Add a new subparagraph (o) to read as follows:

“(o) Security awareness”.

8.2.2.3.3, 8.2.2.3.4 and 8.2.2.3.5 At the beginning, delete “Special” and insert “training” after “specialization”.

8.2.2.4.4 Replace “day of the course” with “training day”.

8.2.2.6.6 Amend to read as follows:

“8.2.2.6.6 The approval document shall indicate whether the courses concerned are basic or specialization training courses, initial or refresher training courses, and whether they are limited to specific dangerous goods or to a specific class or classes.”

[8.2.2.7.1 In the heading, insert “or restricted basic training” after “basic”.

8.2.2.7.1.1 At the beginning, insert “or restricted basic training” after “basic training”. At the end, insert “or restricted basic training” after “basic”.

8.2.2.7.1.2 At the end, insert “or restricted basic training” after “basic training”.

8.2.2.7.2 In the heading, insert “or restricted specialization training” after “initial specialization”.

8.2.2.7.2.1 Insert “or restricted specialization training” after “the specialization”.]

8.2.2.7.2.2 At the end, add the following new sentence: “The catalogue of questions shall refer to the items summarized in 8.2.2.3.3, 8.2.2.3.4 or 8.2.2.3.5, as appropriate.”

8.2.2.7.4 Insert a new paragraph 8.2.2.7.4 to read as follows:

“8.2.2.7.4 If an examination is based on a restricted basic training course, this limits the examination of the specialization course to the same scope.”

- 8.2.2.8.1 In subparagraph (b), replace “of explosive substances or articles or of radioactive material” with “of substances and articles of Class 1 or radioactive material of Class 7”.

Add a new subparagraph (c) to read as follows:

- “(c) If applicable, after completion of a restricted basic or restricted tank specialization training course, provided the candidate has successfully passed the examination in accordance with 8.2.2.7.1 or 8.2.2.7.2. The certificate issued shall clearly indicate its limited scope of validity to the relevant dangerous goods or class(es).”

(Ref. doc.: ECE/TRANS/WP.15/2009/4 as amended, INF.9 and INF.10)

- 8.2.2.8.3 Amend to read as follows:

- “8.2.2.8.3 The certificate shall have the layout of the model shown in 8.2.2.8.5. Its dimensions shall be in accordance with ISO 7810:2003 ID-1 and it shall be made of plastic. The colour shall be white with black lettering. It shall include an additional security feature such as a hologram, UV printing or guilloche patterns.”

(Ref. doc.: ECE/TRANS/WP.15/2009/4 as amended)

- [8.2.2.8.4 Insert a new paragraph 8.2.2.8.4 to read as follows:

- “8.2.2.8.4 The certificate shall be prepared in the language or one of the languages of the country of the competent authority which issued the certificate and, if this language is not English, French or German, also in English, French or German, except where otherwise provided by agreements concluded between the countries concerned with the transport operation.”]

[8.2.2.8.5 Insert a new paragraph 8.2.2.8.5 to read as follows:

“8.2.2.8.5 Model for the training certificate for drivers of vehicles carrying dangerous goods:

<u>Front</u>	<p style="text-align: center;">ADR DRIVER TRAINING CERTIFICATE</p> <p style="text-align: center;">**</p> <p style="text-align: center;">1. (CERTIFICATE NO.:*) 2. (SURNAME:*) 3. (OTHER NAME(S):*) 4. (DATE OF BIRTH: dd/mm/yyyy*) 5. (NATIONALITY:*) 6. (DRIVER SIGNATURE:*) 7. (VALID UNTIL: dd/mm/yyyy*)</p> <p>(Insert driver photograph*)</p>			
<u>Back</u>	<p style="text-align: center;">VALID FOR CLASS(ES) OR UN Nos.:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>TANKS</p> <p>8. (Enter Class/Div or UN Number(s)*)</p> <p>National comments: 10.</p> </td> <td style="width: 50%; vertical-align: top;"> <p>OTHER THAN TANKS</p> <p>9. (Enter Class/Div or UN Number(s)*)</p> </td> </tr> </table>	<p>TANKS</p> <p>8. (Enter Class/Div or UN Number(s)*)</p> <p>National comments: 10.</p>	<p>OTHER THAN TANKS</p> <p>9. (Enter Class/Div or UN Number(s)*)</p>	<p>↑</p> <p>53.98 mm</p> <p>↓</p>
<p>TANKS</p> <p>8. (Enter Class/Div or UN Number(s)*)</p> <p>National comments: 10.</p>	<p>OTHER THAN TANKS</p> <p>9. (Enter Class/Div or UN Number(s)*)</p>			
	<p>← 85.6 mm →</p>			

* Insert details as appropriate.

** Distinguishing sign for motor vehicles in international traffic prescribed in the Vienna Convention on Road Traffic (1968).”]

(Ref. doc.: ECE/TRANS/WP.15/2009/4 as amended)

Annex II

**CORRECTIONS TO ANNEX A OF ADR AS MODIFIED BY THE
AMENDMENTS ENTERING INTO FORCE ON 1 JANUARY 2009
(DEPOSITORY NOTIFICATION C.N. 749.2008. TREATIES-1)**

1. 3.2.1, Table A, UN Nos. 2813 (PG I), 2870 (first entry) and 3131 (PG I), column (15)

For (E) read (B/E)

2. 3.2.1, Table A, UN No. 2480, column (15)

For (D) read (C/D)

Justification: As the goods of these UN Nos. may be carried in tanks, a combined code (tanks/packages) is required and must be substituted for the single code which applies for carriage in packages only.
