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Working Party on the Transport of Dangerous Goods

Report of the Working Group on its ninety-ninth session

held in Geneva from 9 to 13 November 2015

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its ninety-ninth session from 9 to 13 November 2015 under the chairmanship of Mr. J.A. Franco (Portugal) and the vice-chairmanship of Ms. A. Roumier (France).
2. Representatives from the following countries took part in the session: Austria, Belgium, the Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, the Netherlands, Norway, Poland, Portugal, Romania, the Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.
3. The European Union was represented.
4. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).
5. The following non-governmental organizations were represented: European Chemical Industry Council (CEFIC), European Conference of Fuel Distributors (ECFD), European Liquefied Petroleum Gas Association (AEGPL), International Association for the Body and Trailer Building Industry (CLCCR), International Association for Natural Gas Vehicles (NGV Global), International Organization of Motor Vehicle Manufacturers (OICA), International Union of Combined Road-Rail Transport Companies (UIRR) and International Road Transport Union (IRU).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/229 and Add.1 (Secretariat)

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

6. 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.25.

III. Seventy-seventh session of the Inland Transport Committee (agenda item 2)

Document: ECE/TRANS/248

7. The Working Party noted the conclusions of the Committee relating to its seventy-seventh session.

IV. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 3)

A. Protocol of amendment of 1993

8. The Working Party noted that there were no new contracting parties to ADR and that there were still 14 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, Tajikistan, the former Yugoslav Republic of Macedonia, Tunisia and Ukraine) that had not deposited the legal instrument

required for the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR to enter into force. The Working Party once again encouraged those countries to take the necessary measures to ratify or accede to the Protocol in order to enable it to enter into force as soon as possible.

9. The representative of Turkey stated that the Ministry of Foreign Affairs had deposited an instrument of accession to the Protocol of 1993 with the Secretary-General of the United Nations.

B. Corrections and amendments to enter into force on 26 December 2015

10. The Working Party noted that the corrections to ADR adopted at its previous session (ECE/TRANS/WP.15/228, annex II) had been deemed to be accepted (CN.371.2015.TREATIES of 26 June 2015 and C.N.445.2015.TREATIES of 5 August 2015).

11. The Working Party noted that, in order for the amendments adopted at its previous session to enter into force as soon as possible (ECE/TRANS/WP.15/228, annex II), they had been proposed to the Contracting Parties by the Government of Portugal, had been deemed to be accepted (C.N.445.2015.TREATIES of 5 August 2015) and would enter into force on 26 December 2015.

V. Interpretation of ADR (agenda item 4)

A. Construction of EX/III load compartments

Informal document: INF.5 (Netherlands)

12. The delegations that took the floor were of the opinion that the intention of subsection 9.3.4.2 of ADR was indeed to protect the load from sources of heat and external flames.

13. It was recalled that, at its ninety-first session (see ECE/TRANS/WP.15/212), the Working Party had confirmed that ADR did not prohibit the use of aluminium in EX/III vehicle bodies.

14. There was no consensus on whether metal parts should be allowed inside the body of the vehicle. Most delegations that took the floor were of the opinion that metal parts were permissible if they were fixed to walls that themselves guaranteed adequate insulation from flames and heat.

15. The representative of the Netherlands said that he would submit a proposal to a future session to clarify the wording of 9.3.4.2, taking technical developments into account.

B. Prohibition on crew members opening packages

Informal document: INF.11 (IRU)

16. The Working Party agreed that drivers and other crew members could take on the functions of other participants, such as loader, unloader or consignee, according to the provisions of the agreements between the parties concerned. In such an event, the obligations and provisions applicable to those participants would apply to those functions. Opening packages after unloading did not fall within the scope of ADR.

VI. Work of the RID/ADR/ADN Joint Meeting (agenda item 5)

Documents: ECE/TRANS/WP.15/AC.1/138, annex II
(Amendments adopted by the Joint Meeting at its March 2015 session)
ECE/TRANS/WP.15/AC.1/2015/23/Add.1 and
ECE/TRANS/WP.15/AC.1/140/Add.1
(Amendments adopted by the Joint Meeting at its September 2015 session)

Informal documents: INF.9 (Secretariat), INF.14 (France), INF.16 (Switzerland),
INF.17 (Germany), INF.18 (Switzerland), INF.20 (United Kingdom)

A. General

17. The Working Party approved the amendments adopted by the Joint Meeting, with some changes (see annex I).

B. Specific issues

1. Transitional provision 1.6.1.20

Document: ECE/TRANS/WP.15/2015/18 (Secretariat)

18. The Working Party approved the consequential amendments proposed by the secretariat (see annex I).

2. Scope of special provision 668

Informal document: INF.20 (United Kingdom)

19. Noting that road marking substances were not transported as solids at or above 240 °C, the Working Party confirmed that it was not necessary to assign special provision 668 to UN No. 3258 (ELEVATED TEMPERATURE SOLID, N.O.S., at or above 240 °C) (see annex I).

3. Special provision 636 (b)

20. The Working Party noted that the proposed amendments to special provision 636 (b) would be discussed further at the next session of the Joint Meeting after the forthcoming meeting of the informal working group on the transport of waste electrical and electronic equipment. Pending the outcome of those discussions, the proposals were not considered.

4. New provisions for the transport of vehicles, motors and machines

Informal documents: INF.16 and INF.18 (Switzerland)

21. The Working Party adopted the new provisions proposed by the Joint Meeting with editorial changes (see annex I).

22. The Working Party noted the points raised by the representative of Switzerland in informal documents INF.16 and INF.18, specifically in respect of:

- The possible contradictions between the exemptions that remained applicable in 1.1.3.2 and 1.1.3.7 and the new special provisions introduced;
- The problems with implementation of the exemption criteria in paragraph (g) (iv) of special provision 363; and

- The absence of any proposal for the introduction of a transport category and a tunnel restriction code for UN Nos. 3166, 3171, 3528, 3529 and 3530.

23. Some delegations asked for more time to analyse the proposals and invited the representative of Switzerland to draw up an official proposal for the next session of the Working Party and for the next session of the Joint Meeting for any points that might also concern RID and ADN.

24. Those delegations that so wished could submit their comments in writing to the representative of Switzerland on the basis of informal documents INF.16 and INF.18.

25. The representative of Switzerland said that new special provision 667 (b) could lead to problems with implementation in the field. He asked the Working Party to vote on the introduction of the new provision. The Working Party confirmed by vote the adoption of the new special provision.

5. Polymerizing substances

26. The Working Party confirmed that special provision TE11 would be assigned to UN Nos. 3531 to 3534 (see annex I).

6. 4.1.1.19.1

27. Pending the opinions of the industry representatives, the Working Party adopted the amendment to align 4.1.1.19.1 with the UN Model Regulations, noting that, with the new wording, ADR would no longer allow the use of intermediate bulk containers (IBCs) as salvage packaging. The paragraph could be amended again at the next session if it were to prove necessary to include IBCs.

7. Packing instruction P200 (5)

28. The Working Party would like the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods to check the use of the terms “liquid phase” and “liquid component” in the wording of packing instruction P200 (5).

8. Instructions in writing

29. Several delegations pointed out that it was not a good idea to change the instructions in writing too frequently and that the amendments adopted for ADR 2017 were justified by the need to add new label 9A.

30. There were differing opinions on whether to introduce a transitional measure for the entry into force of the amended model. Delegations that so wished were invited to submit their proposals at the next session of the Joint Meeting.

31. Some delegations were of the opinion that ADR should, as was already the case for driver training certificates, include an obligation on the Contracting Parties to provide the secretariat with their official translations of the model instructions in writing, so that it could then make them available to all Contracting Parties. It was noted however that, following the Working Party’s request at its eighty-fifth session, many translations were already available on the UNECE website.

9. Reference to standard EN 13094:2015

Informal document: INF.14 (France)

32. The amendments proposed by the representative of France were adopted (see annex I).

10. Subsection 1.4.2.2 Carrier

Informal document: INF.6 (Romania)

33. Some delegations considered that the safety obligations of carriers were sufficiently clear and detailed and that it was not necessary to amend the existing text. Others wished to have more time to study the proposal by Romania.

34. The representative of Romania would submit an official proposal to the next session of the Working Party.

11. Use of the terms “vehicle” and “transport unit”

Informal document: INF.13 (Austria)

35. The amendment to the first indent of 8.1.5.3 proposed by the representative of Austria was adopted, with a consequential amendment to the fourth page of the model of the instructions in writing in 5.4.3.4 (see annex I).

VII. Proposals for amendments to annexes A and B of ADR (agenda item 6)

A. Construction and approval of vehicles**1. Electrical system of vehicles carrying dangerous goods**

Document: ECE/TRANS/WP.15/2015/15 (Netherlands)

Informal documents: INF.7 (Netherlands), INF.8 (Romania)

36. The Working Party thanked the representative of the Netherlands and the other members of the informal working group for their work.

37. The amendments proposed in document ECE/TRANS/WP.15/2015/15, as amended in informal documents INF.7 and INF.8, were adopted with some additional modifications (see annex I).

38. The Working Party mandated the secretariat to make editorial corrections to the wording of the text adopted in the final version of the amendments, specifically in respect of the terminology to be used in the French version, the presentation of the deadlines for application of the provisions and the numbering of the comments in the table in 9.2.1.1.

2. Use of Liquefied Natural Gas (LNG), Compressed Natural Gas (CNG) and Liquefied Petroleum Gas (LPG) as fuel for vehicles carrying dangerous goods

Documents: ECE/TRANS/WP.15/2015/16 (AEGPL and NGV Global)
ECE/TRANS/WP.15/2015/17 (Germany)

Informal documents: INF.15 and INF.23 (AEGPL and NGV Global), INF.24 (Secretariat)

39. After discussion, the Working Party adopted the amendments as presented in informal document INF.24, on the basis of the documents from NGV Global, AEGPL and Germany, with some modifications (see annex I).

40. Views were divided on the question of whether to have quantity limits for the application of the exemption of 1.1.3.2 a) and the values to give the maximum levels if appropriate. This point will be discussed at the next session on the basis of a formal proposal.

41. By vote, the Working Party rejected the proposal to introduce transitional measure 1.6.5.17 in ADR and the amendment in informal document INF.9 was deleted accordingly.

3. ECE Regulation No. 13

Informal document: INF.4 (Netherlands)

42. The Working Party confirmed the proposals to update ECE Regulation No. 13 as regards the endurance braking systems for trailers. It asked the secretariat to transmit these proposals to the secretariat of the World Forum for Harmonization of Vehicle Regulations (WP.29).

B. Miscellaneous proposals

1. Proposal of definition of carriage by private individuals in accordance with 1.1.3.1 (a)

Document: ECE/TRANS/WP.15/2015/7 (Switzerland)

43. Several delegations said that they found the current wording clear and that it did not raise any problems with interpretation or implementation.

44. Other delegations welcomed the idea of clarifying the wording of 1.1.3.1. (a), but did not agree with the solution proposed.

45. The proposal by Switzerland was withdrawn.

2. Packing certificate in accordance with the IMDG Code

Document: ECE/TRANS/WP.15/2015/11 (United Kingdom)

46. The Working Party adopted the proposed amendment to 5.4.2 to align the text with the IMDG Code with some modifications (see annex I).

47. The Working Group did not adopt the proposal by Spain, formulated in session, to include the vehicles in the scope of the first paragraph of 5.4.2.

3. Limitations with respect to explosive substances and articles

Document: ECE/TRANS/WP.15/2015/9 (France)

48. The Working Party adopted the alternative proposal presented during the session by the representative of France to add a new sentence to special provision V2 to cover the case of transport units consisting of both an EX/II vehicle and an EX/III vehicle (see annex I).

4. Simplification of tunnel category E text in 1.9.5.2.2

Document: ECE/TRANS/WP.15/2015/12 (United Kingdom)

Informal document: INF.19 (Switzerland)

49. The Working Party adopted the first part of the text of 1.9.5.2.2 for category E tunnels as proposed by the representative of the United Kingdom to refer to goods for which (-) appears in column (15) of Table A of Chapter 3.2 rather than to specific UN Nos. (see annex I).

50. By vote, the Working Party rejected the proposal by the United Kingdom on the end of the text of 1.9.5.2.2 and on 8.6.4 and the alternative verbal proposal by the secretariat.

5. 5.4.1.1.1 (f)

Document: ECE/TRANS/WP.15/2015/14 (IRU)

Informal document: INF.10 (CEFIC)

51. Views were divided on the need to simplify 1.1.3.6.3 and the corresponding information in the transport document. The representative of IRU will prepare a revised proposal for a future session.

6. Update of standard EN 590

Informal document: INF.12 (Germany)

52. The Working Party adopted the proposal from Germany (see annex I).

7. Possibility of using electronic processes in the examination of ADR vehicle drivers

Informal document: INF.21 (Germany)

53. The German proposal will be submitted as an official document for the next session.

8. Special provision 664

Document: ECE/TRANS/WP.15/2015/8 (Switzerland)

Informal document: INF.25 (Switzerland)

54. The representative of Switzerland took note of the comments from the delegations that took the floor and withdrew his proposal. He might prepare a revised proposal for the next session.

VIII. Programme of work (agenda item 8)**A. Draft programme of work for 2016–2020**

Documents: ECE/TRANS/WP.15/2015/13
and ECE/TRANS/WP.15/2015/19 (Secretariat)

55. The Working Party adopted the work plan for 2016–2020 and the draft programme of work for 2016-2017 as prepared by the secretariat (see annexes II and III).

B. Amendments for 2017

56. The Working Party requested the secretariat to prepare a consolidated list of all the amendments that it had adopted for entry into force on 1 January 2017 as an official proposal in accordance with the procedure set out in article 14 of ADR, which, following usual practice, the Chairperson would be responsible for transmitting to the depositary through his Government. The notification would have to be issued no later than 1 July 2016, making reference to 1 January 2017 as the scheduled date of entry into force. That document would be circulated under the symbol ECE/TRANS/WP.15/231.

57. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2017 sufficiently in advance so that preparations could be made for its effective implementation before the entry into force of the amendments in question.

C. Hundredth session

58. The agenda items for the next session will be:

- Adoption of the agenda;
- Seventy-eighth session of the Inland Transport Committee;
- Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues;
- Interpretation of ADR;
- Work of the RID/ADR/ADN Joint Meeting;
- Proposals for amendments to Annexes A and B of ADR;
- Programme of work;
- Any other business;
- Adoption of the report.

D. Biennial evaluations

Documents: ECE/TRANS/WP.15/2015/10 (Secretariat)

Informal document: INF.22 (Secretariat)

59. The Working Party noted the presentation from the secretariat on the availability of information on the UNECE website. The Working Party concluded that more than 75% of the information was available.

60. The country information could be improved for the countries for which only the contact details of the main competent authority are available. The Working Party indicated that at least an email address would be useful to facilitate communications between contracting parties. The countries for which this information is not available are invited to communicate to the UNECE secretariat the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement ADR, referring in each case to the relevant requirement of ADR and giving the addresses to which the relevant applications should be made. When appropriate, the countries are invited to confirm that only the main competent authority is competent for all the requirements of ADR.

61. The Working Party also invited countries that have not done so to send the models of ADR Drivers certificates they delivered or to confirm that no certificates were delivered in their country if appropriate.

62. The Working Party updated the targets and indicators of achievement for 2016-2017, as prepared by the secretariat (see annex IV).

IX. Election of officers for 2016 (agenda item 8)

63. On a proposal from the representative of Germany, supported by the representative of Luxembourg, the Working Party re-elected Mr. J.A. Franco (Portugal) and Ms. A. Roumier (France) as Chairperson and Vice-Chairperson, respectively, for 2016.

X. Any other business (agenda item 9)

64. The Working Party noted with interest the proposal from the United Kingdom to entrust the consideration of language-related editorial matters to an informal working group to avoid lengthy discussion in plenary on non-substantive issues.

65. It was said that this could be also of interest for the Joint Meeting where the provisions which are common to RID, ADR and ADN are discussed and elaborated first. The Working Party invited the representative of the United Kingdom to present a formal proposal in this respect at the next sessions of the Joint Meeting and of the Working Party.

XI. Adoption of the report (agenda item 10)

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

Annex I

Draft amendments to annexes A and B of ADR for entry into force on 1 January 2017

Chapter 1.1

1.1.3.2 (a) Amend to read as follows:

"(a) Gases contained in the tanks or cylinders of a vehicle, performing a transport operation and destined for its propulsion or for the operation of any of its equipment used or intended for use during carriage (e.g. refrigerating equipment).

The gases may be carried in fixed tanks or cylinders, directly connected to the vehicle's engine and/or auxiliary equipment or transportable pressure receptacles, which comply with the pertinent legal provisions."

(Reference documents: ECE/TRANS/WP.15/2015/17 and informal document INF.15)

Chapter 1.2

1.2.1 Add the following new definitions:

"*Compressed Natural Gas (CNG)*" means a compressed gas composed of natural gas with a high methane content assigned to UN No. 1971.

"*Liquefied Natural Gas (LNG)*" means a refrigerated liquefied gas composed of natural gas with a high methane content assigned to UN No. 1972.

(Reference document: ECE/TRANS/WP.15/2015/16)

Chapter 1.6

Add the following transitional provisions:

"1.6.5.17 Vehicles first registered or entering into service before 1 April 2018 that do not comply with subsection 9.2.2.8.5 or standards ISO 6722-1:2011 + Cor 01:2012 or ISO 6722-2:2013 for cables of subsection 9.2.2.2.1, but comply with the requirements applicable until 31 December 2016, may continue to be used."

(Reference document: ECE/TRANS/WP.15/2015/15 and INF.8)

"1.6.5.18 Vehicles first registered or entering into service before 1 April 2018 approved specifically as OX vehicle may continue to be used for the carriage of substances of UN No. 2015."

(Reference document: ECE/TRANS/WP.15/2015/15 as amended)

"1.6.5.19 As regards the annual technical inspection of the vehicles first registered or entering into service before 1 April 2018 approved specifically as OX vehicle, the requirements of Part 9 in force up to 31 December 2016 may still be applied."

(Reference document: Informal document INF.8 as amended)

"1.6.5.20 Certificates of approval for OX vehicles which conform to the model shown in 9.1.3.5 applicable up to 31 December 2016 may continue to be used."

(Reference document: Informal document INF.8 as amended)

Chapter 3.2, Table A

For UN No. 1202, in column (2), replace "EN 590:2009 + A1:2010" by "EN 590:2013 + AC:2014" (twice).

(Reference document: Informal document INF.12)

For UN No. 2015 (both entries), in column (14) replace "OX" by "FL".

(Reference document: ECE/TRANS/WP.15/2015/15)

Chapter 3.3

SP660 Amend footnote 5 to read as follows:

⁵ *ECE Regulation No. 67 (Uniform provisions concerning the approval of:*

I. Approval of specific equipment of vehicles of category M and N using liquefied petroleum gases in their propulsion system

II. Approval of vehicles of category M and N fitted with specific equipment for the use of liquefied petroleum gases in their propulsion system with regard to the installation of such equipment).".

Chapter 4.1

4.1.1.21.6, in the Table In the entries for "1202 Diesel fuel" and "1202 Heating oil, light", in column (2b) replace "EN 590:2009 + A1:2010" by "EN 590:2013 + AC:2014".

(Reference document: Informal document INF.12)

Chapter 5.4

5.4.2 Amend as follows:

In the title, replace "Large container" by "Container".

In the first paragraph, replace "large container" by "container" and "container packing certificate" by "container/vehicle packing certificate".

In the second paragraph and Note, replace "container" by "container/vehicle" wherever it appears (three times).

(Reference document: Document ECE/TRANS/WP.15/2015/11 as amended)

5.4.3.4 In the fourth page of the model for the Instructions in writing, first indent after "Additional equipment required for certain classes:" Replace "on board the vehicle" by "on board the transport unit".

(Reference document: Informal document INF.13)

Chapter 7.2

7.2.4, V2 (1) In the first paragraph, insert a new last sentence to read as follows:

"Where a transport unit consists of an EX/II vehicle and an EX/III vehicle, both carrying explosive substances or articles, the quantity limit of 7.5.5.2.1 applies for the entire transport unit."

(Reference document: Document ECE/TRANS/WP.15/2015/9 as amended)

Chapter 7.4

7.4.1 In the third sentence, replace "section 9.7.2" by "9.7".

(Reference document: ECE/TRANS/WP.15/2015/15 as amended)

7.4.2 In the introductory text, delete ", OX". Delete the third indent. Amend the fourth indent to read as follows:

"- Where an AT vehicle is prescribed, AT and FL vehicles may be used."

(Reference document: ECE/TRANS/WP.15/2015/15)

Chapter 8.1

8.1.5.3 In the first indent, replace "on board the vehicle" by "on board the transport unit".

(Reference document: Informal document INF.13)

Chapter 8.3

8.3.8 Replace "paragraph 9.2.2.6.3" by "9.2.2.6".

(Reference document: Informal document INF.7)

Chapter 9.1

9.1.1.2 In the definition of *FL vehicle*, replace "EN 590:2009 + A1:2010" by "EN 590:2013 + AC:2014" (twice).

(Reference document: Informal document INF.12)

9.1.1.2 In the definition of *FL vehicle*, at the end of subparagraph (c), after ";" insert "or". Insert a new subparagraph (d) to read as follows:

"(d) A vehicle intended for the carriage of hydrogen peroxide, stabilized or hydrogen peroxide, aqueous solution stabilized with more than 60% hydrogen peroxide (Class 5.1, UN No. 2015) in fixed tanks or demountable tanks with a capacity exceeding 1 m³ or in tank-containers or portable tanks with an individual capacity exceeding 3 m³;"

(Reference document: ECE/TRANS/WP.15/2015/15)

9.1.1.2 Delete the definition of "*OX vehicle*".

(Reference document: ECE/TRANS/WP.15/2015/15)

9.1.1.2 In the definition of *AT vehicle*, amend the beginning of (a) to read as follows: "A vehicle, other than EX/III or FL vehicle or than a MEMU, intended...". Remainder unchanged.

(Reference document: ECE/TRANS/WP.15/2015/15)

9.1.1.2 In the definition of *ADR approval*, delete "OX".

(Reference document: ECE/TRANS/WP.15/2015/15)

9.1.2 In the heading and Note, replace "EX/II, EX/III, FL, OX and AT vehicles and MEMUs" by "EX/II, EX/III, FL and AT vehicles and MEMUs".

(Reference document: ECE/TRANS/WP.15/2015/15)

9.1.2.1, 9.1.2.3 and 9.1.3.1 In the first sentence, replace "EX/II, EX/III, FL, OX and AT vehicles and MEMUs" by "EX/II, EX/III, FL and AT vehicles and MEMUs".

(Reference document: ECE/TRANS/WP.15/2015/15)

9.1.3.5 In the model for the certificate of approval, under item 7, delete "OX".

(Reference document: ECE/TRANS/WP.15/2015/15)

Chapter 9.2

9.2.1.1 In the first and second paragraph, delete ", OX".

(Reference document: ECE/TRANS/WP.15/2015/15)

9.2.1.1 Replace the existing table by the following:

TECHNICAL SPECIFICATIONS		VEHICLES				COMMENTS
		EX/II	EX/III	AT	FL	
9.2.2	ELECTRICAL EQUIPMENT					
9.2.2.1	General provisions	X	X	X	X	
9.2.2.2.1	Cables	X	X	X	X	
9.2.2.2.2	Additional protection	X ^a	X	X ^b	X	^a Applicable to vehicles with a maximum mass exceeding 3.5 tonnes first registered (or which entered into service if registration is not mandatory) after 31 March 2018. ^b Applicable for vehicles first registered (or which entered into service if registration is not mandatory) after 31 March 2018..
9.2.2.3	Fuses and circuit breakers	X ^b	X	X	X	^b Applicable to vehicles first registered (or which entered into service if registration is not mandatory) after 31 March 2018.
9.2.2.4	Batteries	X	X	X	X	
9.2.2.5	Lighting	X	X	X	X	
9.2.2.6	Electrical connections	X ^c	X	X ^b	X	^b Applicable to vehicles first registered (or which entered into service if registration is not mandatory) after 31 March 2018. ^c Applicable to motor vehicles intended to draw trailers with a maximum mass exceeding 3.5 tonnes and trailers with a maximum mass of exceeding 3.5 tonnes first registered (or which entered into service if registration is not mandatory) after 31 March 2018.
9.2.2.7	Voltage	X	X			
9.2.2.8	Battery master switch		X		X	
9.2.2.9	Permanently energized					

	circuits					
9.2.2.9.1					X	
9.2.2.9.2			X			
9.2.3	BRAKING EQUIPMENT					
9.2.3.1	General provisions	X	X	X	X	
	Anti-lock braking system	X ^d	X ^{d,e}	X ^{d,e}	X ^{d,e}	<p>^d Applicable to motor vehicles (tractors and rigid vehicles) with a maximum mass exceeding 16 tonnes and motor vehicles authorized to tow trailers (i.e. full-trailers, semi-trailers and centre axle-trailers) with a maximum mass exceeding 10 tonnes. Motor vehicles shall be equipped with a category 1 anti-lock braking system.</p> <p>Applicable to trailers (i.e. full-trailers, semi-trailers and centre axle-trailers) with a maximum mass exceeding 10 tonnes. Trailers shall be equipped with a category A anti-lock braking system.</p> <p>^e Applicable to all motor vehicles and applicable to trailers with a maximum mass exceeding 3.5 tonnes, first registered (or which entered into service if registration is not mandatory) after 31 March 2018.</p>
	Endurance braking system	X ^f	X ^g	X ^g	X ^g	<p>^f Applicable to motor vehicles with a maximum mass exceeding 16 tonnes or authorized to tow a trailer with a maximum mass exceeding 10 tonnes first registered after 31 March 2018. The endurance braking system shall be of type IIA.</p> <p>^g Applicable to motor vehicles with a maximum mass exceeding 16 tonnes or authorized to tow a trailer with a maximum mass exceeding 10 tonnes. The endurance braking system shall be of type IIA.</p>
9.2.4	PREVENTION OF FIRE RISKS					
9.2.4.3	Fuel tanks	X	X		X	
9.2.4.4	Engine	X	X		X	
9.2.4.5	Exhaust system	X	X		X	
9.2.4.6	Vehicle endurance braking	X ^f	X	X	X	^f Applicable to motor vehicles with a maximum mass exceeding 16 tonnes or authorized to tow a trailer with a maximum mass exceeding 10 tonnes first registered after 31 March 2018. The endurance braking system shall be of type IIA.
9.2.4.7	Combustion heaters					
9.2.4.7.1		X ^h	X ^h	X ^h	X ^h	^h Applicable to motor vehicles equipped after 30 June 1999. Mandatory compliance by 1 January 2010 for vehicles equipped before 1 July 1999. If the date of equipping is not available the date of first registration of the vehicle shall be used instead.
9.2.4.7.2						
9.2.4.7.5						
9.2.4.7.3					X ^h	^h Applicable to motor vehicles equipped after 30 June 1999. Mandatory compliance by
9.2.4.7.4						

						1 January 2010 for vehicles equipped before 1 July 1999. If the date of equipping is not available the date of first registration of the vehicle shall be used instead.
9.2.4.7.6		X	X			
9.2.5	SPEED LIMITING DEVICES	X ⁱ	X ⁱ	X ⁱ	X ⁱ	Applicable to motor vehicles with a maximum mass exceeding 12 tonnes first registered after 31 December 1987, and all motor vehicles with a maximum mass exceeding 3.5 tonnes but not more than 12 tonnes registered after 31 December 2007.
9.2.6	COUPLING DEVICES OF MOTOR VEHICLES AND TRAILERS	X	X	X ^j	X ^j	Applicable to coupling devices of motor vehicles and trailers and motor vehicles first registered (or which entered into service if registration is not mandatory) after 31 March 2018.

(Reference document: ECE/TRANS/WP.15/2015/15)

Amend subsection 9.2.2 to read:

"9.2.2 Electrical equipment

9.2.2.1 General provisions

The installation shall be so designed, constructed and protected that it cannot provoke any unintended ignition or short-circuit under normal conditions of use of vehicles.

The electrical installation as a whole shall meet the provisions of 9.2.2.2 to 9.2.2.9 in accordance with the table of 9.2.1.

9.2.2.2 Wiring

9.2.2.2.1 Cables

No cable in an electrical circuit shall carry a current in excess of that for which the cable is designed. Conductors shall be adequately insulated.

The cables shall be suitable for the conditions in the area of the vehicle, such as temperature range and fluid compatibility conditions as given in ISO 16750-4:2010 and ISO 16750-5:2010, they are intended to be used.

The cables shall be in conformity with standard ISO 6722-1:2011 + Cor 01:2012 or ISO 6722-2:2013.

Cables shall be securely fastened and positioned to be protected against mechanical and thermal stresses.

9.2.2.2.2 Additional protection

Cables located to the rear of the driver's cab and on trailers shall be additionally protected to minimize any unintended ignition or short-circuit in the event of an impact or deformation.

The additional protection shall be suitable for the conditions during normal use of the vehicle.

The additional protection is complied with if multicore cables in conformity with ISO 14572:2011 are used or one of the examples in figures 9.2.2.2.2.1 to 9.2.2.2.2.4 below or another configuration that offers equally effective protection.

[Insert at this location existing Figures in 9.2.2.6 renumbered respectively 9.2.2.2.2.1 to 9.2.2.2.2.4.]

Cables of wheel speed sensors do not need additional protection.

EX/II vehicles being one stage built panel vans where the wiring behind the driver's cab is protected by the body are deemed to comply with this requirement.

9.2.2.3 Fuses and circuit breakers

All circuits shall be protected by fuses or automatic circuit breakers, except for the following:

- from the starter battery to the cold start system;
- from the starter battery to the alternator;
- from the alternator to the fuse or circuit breaker box;
- from the starter battery to the starter motor;
- from the starter battery to the power control housing of the endurance braking system (see 9.2.3.1.2), if this system is electrical or electromagnetic;
- from the starter battery to the electrical lifting mechanism for lifting the bogie axle.

The above unprotected circuits shall be as short as possible.

9.2.2.4 Batteries

Battery terminals shall be electrically insulated or the battery shall be covered by an insulating cover.

Batteries which may develop ignitable gas and are not located under the engine bonnet, shall be fitted in a vented box.

9.2.2.5 Lighting

Light sources with a screw cap shall not be used.

9.2.2.6 Electrical connections between motor vehicles and trailers

9.2.2.6.1 Electrical connections shall be designed to prevent:

- ingress of moisture and dirt; the connected parts shall have a protection degree of at least IP 54 in accordance with IEC 60529,
- accidental disconnection; connectors shall fulfil the requirements given in clause 5.6 of ISO 4091:2003.

9.2.2.6.2 Requirements of 9.2.2.6.1 are deemed to be met:

- for connectors standardized for specific purposes according to ISO 12098:2004¹, ISO 7638:2003¹, EN 15207:2014¹ or ISO 25981:2008¹
- where the electrical connections are part of an automatic coupling system (see ECE Regulation No.55²).

9.2.2.6.3 Electrical connections for other purposes concerning the proper functioning of the vehicles or their equipment may be used provided they comply with the requirements of 9.2.2.6.1.

9.2.2.7 Voltage

¹ ISO 4009, referred to in this standard, need not be applied.

² ECE Regulation No. 55 (Uniform provisions concerning the approval of mechanical coupling components of combinations of vehicles).

The nominal voltage of the electrical system shall not exceed 25V A.C. or 60V D.C.

Higher voltages are allowed in galvanically isolated parts of the electrical system provided those parts are not located within a perimeter of at least 0.5 metres from the outside of the load compartment or tank.

Additionally systems working on a voltage higher than 1000V A.C. or 1500V D.C. shall be integrated in an enclosed housing.

If Xenon lights are used only those having integrated starters are allowed.

9.2.2.8 Battery master switch

9.2.2.8.1 A switch for breaking the electrical circuits shall be placed as close to the battery as practicable. If a single pole switch is used it shall be placed in the supply lead and not in the earth lead.

9.2.2.8.2 A control device to facilitate the disconnecting and reconnecting functions of the switch shall be installed in the driver's cab. It shall be readily accessible to the driver and be distinctively marked. It shall be protected against inadvertent operation by either adding a protective cover, by using a dual movement control device or by other suitable means. Additional control devices may be installed provided they are distinctively marked and protected against inadvertent operation. If the control device(s) are electrically operated, the circuits of the control device(s) are subject to the requirements of 9.2.2.9.

9.2.2.8.3 The switch shall break the circuits within 10 seconds after activation of the control device.

9.2.2.8.4 The switch shall have a casing with protection degree IP 65 in accordance with IEC Standard 60529.

9.2.2.8.5 The cable connections on the switch shall have protection degree IP 54 in accordance with IEC 60529. However, this does not apply if these connections are contained in a housing which may be the battery box. In this case it is sufficient to insulate the connections against short circuits, for example with a rubber cap.

9.2.2.9 Permanently energized circuits

9.2.2.9.1 (a) Those parts of the electrical installation including the leads which shall remain energized when the battery master switch is open, shall be suitable for use in hazardous areas. Such equipment shall meet the general requirements of IEC 60079, parts 0 and 14³ and the additional requirements applicable from IEC 60079, parts 1, 2, 5, 6, 7, 11, 15 or 18;

(b) For the application of IEC 60079 part 14¹, the following classification shall be used:

Permanently energized electrical equipment including the leads which is not subject to 9.2.2.4 and 9.2.2.8 shall meet the requirements for Zone 1 for electrical equipment in general or meet the requirements for Zone 2 for electrical equipment situated in the driver's cab. The requirements for explosion group IIC, temperature class T6 shall be met.

³ The requirements of IEC 60079 part 14 do not take precedence over the requirement of this Part.

However, for permanently energized electrical equipment installed in an environment where the temperature caused by non-electrical equipment situated in that environment exceeds the T6 temperature limit, the temperature classification of the permanently energized electrical equipment shall be at least that of the T4 temperature class.

(c) The supply leads for permanently energized equipment shall either comply with the provisions of IEC 60079, part 7 ("Increased safety") and be protected by a fuse or automatic circuit breaker placed as close to the source of power as practicable or, in the case of "intrinsically safe equipment", they shall be protected by a safety barrier placed as close to the source of power as practicable.

9.2.2.9.2 Bypass connections to the battery master switch for electrical equipment which must remain energized when the battery master switch is open shall be protected against overheating by suitable means, such as a fuse, a circuit breaker or a safety barrier (current limiter).".

(Reference document: ECE/TRANS/WP.15/2015/15 as amended)

9.2.3.1.1 and 9.2.3.1.2 Renumber footnote 3 as 4.

9.2.3.1.2 Delete “, OX”.

(Reference document: Informal document INF.8)

9.2.4.2 Delete and insert "(Deleted)".

(Reference document: ECE/TRANS/WP.15/2015/15)

9.2.4.3 Amend to read as follows:

"9.2.4.3 Fuel tanks and cylinders

The fuel tanks and cylinders supplying the engine of the vehicle shall meet the following requirements:

(a) In the event of any leakage under normal conditions of carriage, the liquid fuel or the liquid phase of a gaseous fuel shall drain to the ground and not come into contact with the load or hot parts of the vehicle;

(Reference document: ECE/TRANS/WP.15/2015/16)

(b) Fuel tanks for liquid fuels shall meet the requirements of ECE Regulation No. 34⁵; fuel tanks containing petrol shall be equipped with an effective flame trap at the filler opening or with a closure enabling the opening to be kept hermetically sealed. Fuel tanks and cylinders for LNG and for CNG respectively shall meet the relevant requirements of ECE Regulation No. 110⁶. Fuel tanks for LPG shall meet the relevant requirements of ECE Regulation No. 67⁷.

(Reference document: ECE/TRANS/WP.15/2015/16)

(c) The discharge opening(s) of pressure relief devices and/or pressure relief valves of fuel tanks containing gaseous fuels shall be directed away from air intakes, fuel tanks, the load or hot parts of the vehicle and shall not impinge on enclosed areas, other vehicles, exterior-mounted systems with air intake (i.e. air-conditioning systems), engine intakes, or engine exhaust. Pipes of the fuel system shall not be fixed on the shell containing the load."

(Reference document: ECE/TRANS/WP.15/2015/17 as amended)

9.2.4.4 Amend to read as follows:

"9.2.4.4 The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. The use of CNG or LNG as fuel shall be permitted only if the specific components for CNG and LNG are approved according to ECE Regulation No. 110⁶ and meet the provisions of 9.2.2. The installation on the vehicle shall meet the technical requirements of 9.2.2 and ECE Regulation No. 110⁶. The use of LPG as fuel shall be permitted only if the specific components for LPG are approved according to ECE Regulation No. 67⁷ and meet the provisions of 9.2.2. The installation on the vehicle shall meet the technical requirements of 9.2.2 and ECE Regulation No. 67⁷. In the case of EX/II and EX/III vehicles the engine shall be of compression-ignition construction using only liquid fuels with a flashpoint above 55 °C. Gases shall not be used."

Footnotes 5, 6 and 7 should read as follows:

⁵ ECE Regulation No. 34 (Uniform provisions concerning the approval of vehicles with regard to the prevention of fire risks)

⁶ ECE Regulation No. 110 (Uniform provisions concerning the approval of:

I. Specific components of motor vehicles using compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion systems;

II. Vehicles with regard to the installation of specific components of an approved type for the use of compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion system).

⁷ ECE Regulation No. 67 (Uniform provisions concerning the approval of:

I. Approval of specific equipment of vehicles of category M and N using liquefied petroleum gases in their propulsion system

II. Approval of vehicles of category M and N fitted with specific equipment for the use of liquefied petroleum gases in their propulsion system with regard to the installation of such equipment)

(Reference document: ECE/TRANS/WP.15/2015/16 as amended)

9.2.4.7.1 Renumber footnote 4 as 8.

9.2.5 Renumber footnote 5 as 9.

9.2.6 Amend to read as follows:

"9.2.6 Coupling devices of motor vehicles and trailers

Coupling devices of motor vehicles and trailers shall comply with the technical requirements of ECE Regulation No. 55² as amended, in accordance with the dates of application specified therein."

(Reference document: ECE/TRANS/WP.15/2015/15 as amended)

Insert the following new section 9.2.7:

"9.2.7 Prevention of other risks caused by fuels

9.2.7.1 Fuel systems for engines fuelled by LNG shall be so equipped and situated to avoid any danger to the load due to the gas being refrigerated."

(Reference document: ECE/TRANS/WP.15/2015/17 as amended)

Chapter 9.3

9.3.7 Amend to read as follows:

"9.3.7 Electrical equipment

9.3.7.1 The electrical installation shall meet the relevant requirements of 9.2.2.1, 9.2.2.2 9.2.2.3, 9.2.2.4, 9.2.2.5, 9.2.2.6, 9.2.2.7, 9.2.2.8 and 9.2.2.9.2.

9.3.7.2 The electrical installation in the load compartment shall be dust-protected at least IP 54 according to IEC 60529 or equivalent. In the case of carriage of items and articles of compatibility group J, protection to at least IP 65 according to IEC 60529 or equivalent shall be provided.

9.3.7.3 No wiring shall be positioned inside the load compartment. Electrical equipment accessible from the inside of the load compartment shall be sufficiently protected from mechanical impact from the inside."

(Reference document: ECE/TRANS/WP.15/2015/15 as amended)

Chapter 9.7

9.7 In the title of the chapter, delete ", OX".

(Reference document: ECE/TRANS/WP.15/2015/15)

9.7.8.1 Amend the first sentence to read as follows: "The electrical installation on FL vehicles shall meet the relevant requirements of 9.2.2.1, 9.2.2.2, 9.2.2.4, 9.2.2.5, 9.2.2.6, 9.2.2.8 and 9.2.2.9.1."

(Reference document: ECE/TRANS/WP.15/2015/15)

Amendments according to ECE/TRANS/WP.15/226, ECE/TRANS/WP.15/228, ECE/TRANS/WP.15/AC.1/138, annex II and ECE/TRANS/WP.15/AC.1/140/Add.1, as consolidated in informal document INF.9, adopted with the following modifications:

Chapter 1.1

1.1.3.3 (a) Replace the last occurrence of "trailer" by "vehicle".

1.1.3.3 (c) Delete footnote 1.

1.1.3.6.3 Modification does not apply to the English version.

Chapter 1.2

1.2.1 In the definition of "*Design life*", replace "to which" by "for which".

1.2.1 Modification to the definition of "*Aerosol or aerosol dispenser*" does not apply to the English version.

Chapter 1.6

1.6.1.20 After the amendment, add the following:

"Consequential amendments:

In 1.9.5.3.6 delete footnote 3. In 8.6.3.3 and 8.6.4, deleted footnote 1."

(Reference document: ECE/TRANS/WP.15/2015/18)

1.6.3.7 Modification does not apply to the English version.

1.6.5.17 Delete.

Chapter 1.9

Amendment to 1.9.5.2.2 should read:

"1.9.5.2.2 For Tunnel category E, amend the paragraph before the Note to read as follows:

"Restriction for the carriage of all dangerous goods other than those for which '(-)' is marked in Column (15) of Table A of Chapter 3.2 and for all dangerous goods in accordance with the provisions of Chapter 3.4 if the quantities carried exceed 8 tonnes total gross mass per transport unit."."

(Reference document: Document ECE/TRANS/WP.15/2015/12 as amended)

Chapter 2.2

2.2.41.1.20 In (c), replace "Classes 1-8" by "classes 1 to 8".

2.2.9.1.2 and 2.2.9.1.5 Modification does not apply to the English version.

2.2.9.1.14 Add the following amendment:

"2.2.9.1.14 In the list before the Note, after "Electric double layer capacitors (with an energy storage capacity greater than 0.3 Wh)" add a new line to read:

"Engines and machinery, internal combustion."."

2.2.9.3 Add a consequential amendment to read as follows:

"Consequential amendments:

2.2.9.3 In the title of M2, replace "apparatus" by "articles".

Chapter 3.2

Amendment related to UN Nos. 3257 and 3258 should read: "For UN No. 3257 In column (6), insert "668".".

(Reference document: Informal document INF.20)

In the new entries:

For UN No. 0510, in column (16), delete "W2".

(Reference document: Informal document INF.20)

For UN No. 3151, in column (13), delete the square brackets around "TE11" and in column (19) delete "CE10".

(Reference document: Informal document INF.20)

For UN No. 3152, in column (13), delete the square brackets around "TE11" and in column (19), delete "CE6".

(Reference document: Informal document INF.20)

For UN No. 3153, in column (13), delete the square brackets around "TE11" and in column (18), add "CV22"

(Reference document: Informal document INF.20)

For UN No. 3154, in column (13), delete the square brackets around "TE11".

(Reference document: Informal document INF.20)

Chapter 3.3

SP363 (f) At the end, replace "as provided in" by "as provided for in"

(Reference document: Informal document INF.20)

SP363 (g) (iv) and (v) Replace "opposing" by "opposite" wherever it appears (4 times).

SP379 (b) Replace "Classes 1 to 8" by "classes 1 to 8".

Delete the amendment for SP636 (b).

SP666 (a) and (b) Replace "fuel cocks" by "valves", twice.

(Reference document: Informal document INF.17)

SP666 (b) Second modification does not apply to the English version.

SP667 (b) (i) Replace "363 or 665" by "363 or 666".

SP668 (b) Modification does not apply to the English version.

Chapter 4.1

4.1.1.19.1 Delete the square brackets.

4.1.4.1, packing instructions P650 (14) Modification does not apply to the English version.

4.1.4.1, packing instructions P910 Modifications do not apply to the English version.

Chapter 4.3

4.3.3.5 In the text after the Note, replace "shall be provided" by "shall be entered".

Chapter 5.2

5.2.1.3 Modification does not apply to the English version.

Chapter 5.3

5.3.1.1.4 Delete "dangerous goods of".

(Reference document: Informal document INF.20)

Chapter 5.4

5.4.1.1.1 (c) Modification does not apply to the English version.

Chapter 6.2

6.2.4.1 Delete the square brackets throughout the section.

6.2.6.4 Modification does not apply to the English version.

Chapter 6.8

6.8.2.6.1 In the amendment for standard "EN 13094:2008 + AC:2008", replace "Between 1 January 2011 and" by "Between 1 January 2010 and".

In the new proposed entry, replace "EN 13094:2014" by "EN 13094:2015".

In the new entry for EN 14432:2014, amend column (2) to read as follows: "Tanks for the transport of dangerous goods – Tank equipment for the transport of liquid chemicals and liquefied gases – Product discharge and air inlet valves."

(Reference document: Informal document INF.20)

Insert the following consequential amendments:

4.3.2.1.7 Replace "6.8.3.4.16" by "6.8.3.4.18".

6.8.3.4.12 (former 6.8.3.4.10) Replace "6.8.3.4.14" by "6.8.3.4.16".

6.8.3.4.16 (former 6.8.3.4.14) Replace "6.8.3.4.15" by "6.8.3.4.17".

6.8.3.4.18 (former 6.8.3.4.16) Replace "6.8.3.4.10 to 6.8.3.4.15" by "6.8.3.4.12 to 6.8.3.4.17".

6.8.3.5.10 In the last but one indent, replace "6.8.3.4.10 to 6.8.3.4.13" by "6.8.3.4.12 and 6.8.3.4.15".

(Reference document: Informal document INF.20)

Chapter 6.11

6.11.1 Delete the amendment.

Chapter 7.3

7.3.1.1 (b) Delete "(existing first sentence)".

7.3.2.9 Delete the amendment.

Chapter 7.5

7.5.11, CV36 After "IMDG Code", add a footnote 2 to read as follows:

² Warning mark including the words "CAUTION – MAY CONTAIN FLAMMABLE VAPOUR" with lettering not less than 25 mm high, affixed at each access point in a location where it will be easily seen by persons prior to opening or entering the vehicle or container."

Annex II

Draft programme of work for 2016-2020

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. (Continuing) (WP.15).

Output expected:

Adoption of a set of draft amendments to Annexes A and B of ADR by the end of 2017 for entry into force on 1 January 2019, and by the end of 2019 for entry into force on 1 January 2021.

Publication of revised consolidated editions of ADR in 2016, 2018 and 2020.

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 (ADN) 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 a set of draft amendments to the Regulations annexed to ADN in 2016, 2018 and 2020 for submission to the ADN Administrative Committee.

Publication of revised consolidated editions of ADN in 2016, 2018 and 2020.

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, 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 2017 for entry into force on 1 January 2019 and by the end of 2019 for entry into force on 1 January 2021.

Priority: 1

(Reference document: ECE/TRANS/WP.15/2015/13)

Annex III

Draft programme of work for 2016-2017

Cluster 9
Transport of dangerous goods (UNECE)

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>Consideration of regulations and technical questions concerning the international carriage of dangerous goods in the region. Preparation of new international agreements and harmonization and amendment of existing agreements in this field to enhance safety and security at the same time as contributing to the protection of the environment and 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.</p> <p>Main actions by the Transport Division:</p> <ul style="list-style-type: none"> • Providing secretariat services to: <ol style="list-style-type: none"> 1. the UNECE Inland Transport Committee Working Party on the Transport of Dangerous Goods (WP.15), which addresses mainly issues related to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) which are specific to road transport (construction and approval of vehicles, operation of vehicles, driver training, safety in road tunnels, etc.), 2. the Joint Meeting of WP.15 and the RID Committee of Experts ("RID/ADR/ADN Joint Meeting") (WP.15/AC.1) (in cooperation with the Intergovernmental Organisation for International Carriage by Rail (OTIF) secretariat), for all matters common to the three modes of inland transport, such as classification, listing, packagings, tanks, freight containers, 3. the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee) (WP.15/AC.2) and the ADN Administrative Committee (in cooperation with the Central Commission for the Navigation of the Rhine (CCNR)), for all matters specific to inland navigation, such as construction and approval of inland navigation vessels, carriage in tank-vessels, operation of vessels, training and examination of crew, etc., • Administering ADR and ADN (cooperation with UN Treaty Section, consolidation and checking of legal texts, amendments, depositary notifications, registration and notification of bilateral or multilateral agreements concluded by Parties by derogation to 	<p>Adoption of amendments to ADR and, through joint activities carried out with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to RID and ADN respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the UN Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.</p> <p>Development of recommendations and/or guidelines based on the road map for implementation of ADR adopted at the ninety-third session of the Working Party.</p>

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
the requirements of ADR or ADN, special authorizations, etc.)	
<ul style="list-style-type: none"> • Publication of consolidated versions of ADR and ADN every two years, • Cooperation with governments and international organizations, • Providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow). 	

• **Outputs/activities**

(a) *Meetings and related parliamentary documentation*

- 9.1 Working Party on the Transport of Dangerous Goods (100th and 101st sessions in 2016, 102nd and 103rd sessions in 2017) (36 meetings)

Documentation:

Reports of the sessions (4); two series of documents concerning amendments to the technical annexes of ADR or implementation of ADR; consolidated list of all the amendments to ADR which will be adopted for entry into force on 1 January 2017.

- 9.2 Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Spring and Autumn sessions in 2016, Spring and Autumn sessions in 2017) (48 meetings)

Documentation:

Reports of the sessions (4); two series of documents concerning amendments to ADR, RID and ADN.

- 9.3 Joint Meeting of experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (28th and 29th sessions in 2016, 30th and 31st sessions in 2017) (36 meetings).

Documentation:

Reports of the sessions (4); two series of documents concerning amendments to the Regulations annexed to ADN or implementation of ADN.

- 9.4 Administrative Committee of the ADN (16th and 17th sessions in 2016, 18th and 19th sessions in 2017) (4 meetings)

Documentation:

Reports of the sessions (4); two series of documents concerning amendments or administration of ADN; consolidated list of all the amendments to ADN which will be adopted for entry into force on 1 January 2017.

(b) *Publications and other information material*

- 9.5 Consolidated 2017 revised edition of ADR (applicable as from 1 January 2017) (Book, CD-Rom and internet version).

- 9.6 Consolidated 2017 revised edition of ADN (applicable as from 1 January 2017) (Book, CD-Rom and internet version).

9.7 Publication of information and legal data related to ADR and ADN (Status of the Agreement, Competent authorities, Instructions in writing, Notifications, Bilateral or Multilateral agreements, special authorizations, etc...) on website.⁴

(c) *Technical cooperation*

9.8 Legal and technical assistance to Contracting Parties to ADR and ADN for effective implementation, as well as to ECE or non-ECE countries interested in accession.

9.9 Cooperation with governments and international organizations: providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow).

(Reference document: ECE/TRANS/WP.15/2015/19)

⁴ www.unece.org/trans/danger/danger.html

Annex IV

Biennial evaluations

Review of performance measures for 2014–2015 and establishment of targets for 2016–2017

<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
9.a. Transport of dangerous goods (UNECE)	EA 9.a. Adoption of amendments to the ADR ⁵ and, through joint activities, with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to the RID ⁶ and the ADN ⁷ respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the United Nations Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.	IA 9.a. (a) Amendments to ADR, RID and ADN adopted in 2015 and 2016 and entered into force by 1 January 2017 for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries by 1 July 2017, reflecting, inter alia, the 2015 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (nineteenth revised edition) <i>Performance measures:</i> Target 2016–2017: 1 set of amendments to each legal instrument	Baseline 2014–2015: 1 set of amendments to each legal instrument
		IA 9.a. (b) Publication of the consolidated 2017 revised editions of ADR and ADN before end 2016 <i>Performance measures:</i> Target 2016–2017: 1 ADR, 1 ADN	Baseline 2014–2015: 1 ADR, 1 ADN

⁵ European Agreement concerning the International Carriage of Dangerous Goods by Road

⁶ Regulations concerning the International Carriage of Dangerous Goods by Rail

⁷ European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
	EA 9.b. Follow-up of the implementation of the road map for implementation of ADR for new and existing ADR member states.	IA 9.b. ADR country information and obligatory reporting information (information on driver training certificates and information as indicated in Annex I of the road map) completed and published on UNECE website <i>Performance measures:</i> Target: Information available and updated for 75% of the Contracting parties to ADR	Baseline 2014–2015 (Indicator IA 9.c.): Information available for 75% of the Contracting parties to ADR

(Reference document: ECE/TRANS/WP.15/2015/10 as amended)