



Economic and Social Council

Distr.: General
23 November 2017
English
Original: French

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

103rd session

Geneva, 6–10 November 2017

Report of the Working Party on its 103rd session

held in Geneva from 6 to 10 November 2017

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 103rd session from 6 to 10 November 2017, with Mr. J.A. Franco (Portugal) as Chair and Ms. A. Roumier (France) as Vice-Chair.
2. Representatives from the following countries took part in the session: Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, the Russian Federation, 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 Conference of Fuel Distributors (ECFD), European Industrial Gases Association (EIGA), International Association of the Body and Trailer Building Industry (CLCCR), International Organization of Motor Vehicle Manufacturers (OICA) and International Road Transport Union (IRU).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/238 and Add.1 (Secretariat)

Informal documents: INF.1, INF.2/Rev.1 and INF.17 (Secretariat)

6. The Working Party adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/238 and Add.1, as updated by informal document INF.2/Rev.1, along with the provisional timetable, INF.17.

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

Documents: ECE/TRANS/270 and Add.1, ECE/TRANS/2010/2 (Secretariat)

7. Following a request from the Inland Transport Committee, the Working Party once again considered the proposal to delete the word “European” from the title of ADR.
8. It was recalled that ADR was open to countries other than those of the ECE and that its geographic scope had progressively been extended with the accession of countries of Central Asia and the Caucasus as members of ECE and of North African countries such as Morocco and Tunisia. It was also recalled that the secretariat, at the request of the Inland Transport Committee, had drawn up a document concerning the procedure to follow to change ADR so as to delete the word “European” from its title (see ECE/TRANS/2010/2).
9. There were no objections to the proposal. The Working Party requested the secretariat to once again consult the Office of Legal Affairs of the Secretariat of the United Nations about the procedure to follow and to present an updated version of document ECE/TRANS/2010/2 at the next session.
10. The representative of Germany said that her country had no objection, but would abstain if a vote were to be held on the subject. She considered that the question was not whether a non-European country could accede, as that was already permitted, but the extent to which certain contracting parties were able to effectively apply the requirements of ADR.

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

11. The Working Party noted that there were no new contracting parties to ADR.

12. The Working Party noted that 13 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Malta, Morocco, Montenegro, Tajikistan, the former Yugoslav Republic of Macedonia and Tunisia) had not yet deposited the required instruments for the Protocol to enter into force and encouraged them to take the necessary measures to ratify or accede to it so that it could do so.

B. Corrections to ADR 2017

Documents: ECE/TRANS/WP.15/237, annex III (Secretariat)
ECE/TRANS/WP.15/AC.1/148 (Report of the Joint Meeting on its September 2017 session) (Secretariat)

13. The Working Party noted that the treaties section of the Office of Legal Affairs of the Secretariat of the United Nations had considered that certain corrections to ADR adopted at the 102nd session were not in keeping with the criteria for correction established by the Secretary-General of the United Nations for the treaties deposited with him.

14. In accordance with established practice, and in line with the request made by the Working Party in the event of such an occurrence, the Chair of the Working Party had decided, after consultation with the secretariat, to propose an amendment in his Government's name on behalf of the Working Party in order to give effect to the changes as quickly as possible; the proposal was contained in depositary notification C.N.345.2017-TREATIES-XI.B.14 of 3 July 2017.

15. The Working Party noted that the amendments in question had been deemed to be accepted (depositary notification C.N.626.2017-TREATIES-XI.B.14 of 3 October 2017). They would enter into force on 3 January 2018.

16. The Working Party noted that the change of status of the modifications from "corrections" to "amendments" had posed a problem for the European Union (see ECE/TRANS/WP.15/AC.1/148, paras. 101–109) and that the Joint Meeting had in particular recommended that, when draft decisions were drawn up and considered by the Council of the European Union, such decisions should provide for the required flexibility to allow for possible corrections or, if necessary, modification during the biennium, without making it necessary to resort to a new decision.

17. The Working Party would continue, to the extent possible, to limit the adoption of amendments outside the biennial deadlines. Proposals for corrections should be limited to those meeting the criteria for correction established by the Secretary-General of the United Nations for the treaties deposited with him.

V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4)

Documents: ECE/TRANS/WP.15/AC.1/146, annex II (Amendments adopted by the Joint Meeting at its March 2017 session)
ECE/TRANS/WP.15/AC.1/2017/26/Add.1
ECE/TRANS/WP.15/AC.1/148/Add.1 (Amendments adopted by the Joint Meeting at its September 2017 session)

Informal documents: INF.3 (Secretariat), INF.10 (Sweden), INF.13 (Latvia), INF.14 (European Union), INF.16 (United Kingdom), INF.20 (Germany), INF.23 (Switzerland), INF.25 (United Kingdom, Sweden and Switzerland)

A. General

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

B. Specific issues

1. 2.1.3.5.5

Informal document: INF.14 (European Union)

19. The Working Party adopted the alternative proposal for the amendment of 2.1.3.5.5, as presented in informal document INF.14.

2. Special provision 660

Informal document: INF.20 (Germany)

20. The Working Party adopted the proposal of Germany to delete UN Nos. 1070, 1072, 2073, 2451, 3156 and 3157 from the list of UN numbers proposed for the assignment of special provision 660 (see annex I).

3. Placarding of cargo transport units with batteries installed (UN No. 3536)

21. The Working Party noted that, according to 5.3.1.1.4, the placards to be affixed on the cargo transport unit must correspond to model No. 9 in 5.2.2.2.2 and that the last paragraph of special provision 389 exempted batteries inside the cargo transport unit from the requirements for marking or labelling. Consequently, the Working Party adopted an oral proposal made by the representative of the United Kingdom aimed at replacing “9A” with “9” in column (5) of Table A, for UN No. 3536 (see annex I).

4. Swine carcasses infected with the African swine fever virus

Informal document: INF.13 (Latvia)

22. The delegations that took the floor were of the opinion that, until 31 December 2018, swine carcasses of wild boar and domestic pig infected with the African swine fever virus should be assigned to UN No. 2900, whether they were in cultures or not.

23. Those delegations confirmed that the amendments adopted for ADR 2019 would change the classification. Carcasses would be classified according to the pathogens present. Thus, carcasses of wild boar and domestic pig naturally infected with the African swine fever virus would be classified under category B (UN No. 3373).

5. Lettering of subparagraphs in 4.3.3.5

Informal document: INF.10 (Sweden)

24. The Working Party noted that the lettering of the subparagraphs in 4.3.3.5 could pose problems in the event of cross-referencing. The representative of Ireland proposed dividing 4.3.3.5 into two separate paragraphs, to facilitate subsequent references to the requirements. The proposal was adopted (see annex I).

6. References to standards

25. References to standards and addenda to unpublished standards (EN ISO 17871:2015 + A1:[2018], EN 1440:2016 +A1 [2018], EN 16728:2016 +A1:[2018] and EN

13317:[2018]) would be deleted if the standards were not published by the next session of the Working Party (14–18 May 2018).

7. 5.3.2.1.6

Informal document: INF.16 (United Kingdom)

26. The representative of Austria confirmed that the second subparagraph of 5.3.2.1.6 as modified in informal document INF.3 concerned only non-dangerous goods. That being the case, the representative of the United Kingdom said that the reservations presented in informal document INF.16 were not to be maintained.

27. Several delegations considered that the text of ADR 2017 was sufficiently clear and said they would like to have more time to consider the proposed amendment to 5.3.2.1.6. The amendment was maintained in square brackets, pending a decision at the next session of the Working Party.

8. Texts kept in square brackets by the Joint Meeting

28. The Working Party adopted the amendments proposed for the note to special provision 301, 5.2.2.2.1.1.2, 6.8.2.2.10 and 6.8.5.1.2, while noting that the Joint Meeting might still change them at its next session (see annex I). By a vote, the Working Party decided to keep the text of 6.8.2.1.18 in square brackets. That text would be re-examined at the next session after consideration by the Joint Meeting of whether it would be appropriate to adopt it for entry into force on 1 January 2019.

9. Section 7.1.7

29. The Working Party adopted new section 7.1.7, including most of the phrases in square brackets taken from the current version of special provisions S4 and V8 of ADR. It noted that the measures proposed for subparagraphs (c), (d) and (e) of 7.1.7.4.5 were meaningless without thermal insulation. The Working Party invited the representative of the Netherlands to point that out to the Sub-Committee of Experts on the Transport of Dangerous Goods, in order to correct the Model Regulations, if necessary.

10. Note in 2.1.5

Informal documents: INF.23 (Switzerland), INF.25 (United Kingdom, Sweden and Switzerland)

30. The Working Party adopted the proposed amendment to note 1 and the deletion of note 2 (see annex I).

VI. Proposals for amendments to Annexes A and B of ADR (agenda item 5)

A. Construction and approval of vehicles

1. First inspection waiver for EX/II, EX/III, FL and AT vehicles and MEMUs type-approved in accordance with 9.1.2.2 for which a declaration of conformity with the requirements of Chapter 9.2 has been issued

Document: ECE/TRANS/WP.15/2017/11 (United Kingdom)

Informal document: INF.24 (United Kingdom)

31. The Working Party noted that the United Kingdom would present a revised proposal at the next session, taking into account its experience and the comments received. Delegations that wished to do so were invited to send their comments in writing to the representative of the United Kingdom.

2. Vehicles that comply with the requirement for additional protection under 9.2.2.2.2

Document: ECE/TRANS/WP.15/2017/14 (Switzerland)

32. Several delegations were of the opinion that the use of the term “panel vans” in the last paragraph of 9.2.2.2.2 also covered vehicles of over 3.5 tonnes and that the modification proposed by the representative of Switzerland was unnecessary.

33. Several delegations considered, however, that it was warranted to give a clearer definition of the type of vehicle covered by the paragraph, if possible using terms already defined in ADR or in other regulations or standards.

34. The representative of Switzerland would provide further information at the next session on the proposed terminology.

3. Addition to the applicable provisions in the table under 9.2.1.1

Document: ECE/TRANS/WP.15/2017/15 (Switzerland)

35. The Working Party welcomed with interest the idea of preparing a consolidated table of the applicable provisions of Part 9, which would make it possible to quickly check which requirements must be met by a vehicle for it to be able to be used for the transport of dangerous goods.

36. However, the Working Party noted that the provisions of Chapter 9.2 taken up in the table under 9.2.1.1 were applicable to base vehicles and were mainly of interest to vehicle manufacturers, while Chapters 9.3 to 9.8 were applicable only to certain types of vehicles and were also addressed to those who completed the vehicles. Placing such provisions in a single table in ADR would require a reorganization of Part 9.

37. The Working Party agreed that a global, consolidated table could be prepared at the next session and made available as guidelines, using the ECE website rather than in ADR.

38. The representative of Romania pointed out that a checklist taking up the applicable provisions of Part 9 was already in use in his country for vehicle technical inspections, and that he would make the list available at the next session of the Working Party.

4. 9.2.2.2.1, cables

Document: ECE/TRANS/WP.15/2017/19 (Germany)

39. The Working Party wished to keep the second paragraph of 9.2.2.2.1, but it adopted the proposal of Germany to delete the reference to ISO standards 16750-4:2010 and 16750-5:2010 in the paragraph (see annex I).

5. Conditions for the use of vehicles powered by electric engines that are intended for the transport of dangerous goods

Document: ECE/TRANS/WP.15/2017/16 (Switzerland)

Informal document: INF.6 (Netherlands)

40. The Working Party welcomed the initiative of the representatives of Switzerland and the Netherlands to discuss the conditions for the use of vehicles powered by electric engines intended for the transport of dangerous goods.

41. The Working Party agreed that the current provisions of 9.2.2 had not been drawn up with the use of electric vehicles in mind and that they should be considered for amendment. The Working Party wished to continue studying the questions posed in the document from Switzerland and the proposals from the Netherlands at the next session. The document from Switzerland would be kept on the agenda, and the representative of the Netherlands was invited to submit his proposal as an official document.

6. Clarification of the requirements in 9.3.4.2 for EX/III vehicles

Document: ECE/TRANS/WP.15/2017/20 (Germany)

Informal documents: INF.5 (Germany), INF.21 (Finland),
INF.26 (CLCCR), INF.27 (Germany)

42. The delegations that spoke on the question agreed on the need to clarify the requirements of 9.3.4.2, but most called for the use of a more general, descriptive approach. Several delegations also considered that the first paragraph of 9.3.4.2 should be made clearer and that any proposed amendment should make it possible to continue using vehicles that complied with the current requirements.

43. It was finally decided to set up an informal working group, to be headed by Germany, whose mandate would be to:

- Investigate the hazards to which explosive substances and articles were exposed during carriage, determine appropriate measures to mitigate such hazards and clarify the questions raised during the 103rd session of the Working Party, in particular:
 - Minimum thickness of materials, if required
 - Which materials met the requirements of standard EN 13501
 - Safety requirements regarding heat sources from outside the vehicle
 - Which materials were allowed inside the load compartment
 - Develop or amend the wording of instructions in the form of performance requirements, so as to clarify subsection 9.3.4.2

44. The informal working group would meet in the first half of January 2018.

45. The representative of Germany asked the Working Party for its opinion regarding the possibility of using sandwich panels, as described in informal document INF.6 of the 102nd session. No objections were raised when it was stated that such sandwich panels could already be used if their heat and flame resistance was equivalent to class B-s3-d2 materials according to standard EN 13501-1:2007+A1:2009.

B. Miscellaneous proposals

1. Amendment to additional provision CV36 of 7.5.11

Document: ECE/TRANS/WP.15/2017/13 (Switzerland)

46. Most of the delegations that took the floor supported proposal 1 from Switzerland. The Working Party agreed that the proposal was multimodal in scope and should be discussed in the RID/ADR/ADN Joint Meeting.

47. Regarding proposal 2, the Working Party confirmed that the terms used in the French version of the first paragraph of additional provision CV36 of 7.5.11 should be brought into line with the English version. The Working Party adopted the rewording proposed orally by France during the session (see annex I).

2. Online refresher training for drivers of dangerous goods vehicles

Document: ECE/TRANS/WP.15/2017/17 (Switzerland)

48. Several delegations agreed that ADR should be amended to allow new methods of training, such as online and videoconference courses, to be used in the future.

49. Opinions were divided as to whether or not ADR in its current form prohibited the use of online courses or remote learning for part of the refresher training. Most of the delegations that took the floor considered, however, that in-person participation in part of courses must remain obligatory. Courses with in-person participation remained the best option because they allowed for useful interaction between participants and trainers.

50. The Working Party noted that the Netherlands and the Russian Federation had already made it possible to take online courses for the theoretical part of the refresher programme. It was also noted that such courses had been implemented in Austria but had been abandoned due to the large number of failures in the exams. It invited the

representatives of those three countries to present their experiences in writing to a future session.

51. The Working Party noted that the subject also related to the training of experts under Chapter 8.2 of ADN and that a presentation on the subject, taking account of the comments made during the session, should be made to the Joint Meeting.

3. Reference to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

Document: ECE/TRANS/WP.15/2017/21 (Germany)

52. The proposal to amend footnote 1 to paragraph 7.5.7.1 was adopted (see annex I).

53. As a consequence of the amendments to 7.5.7.1, the Working Party agreed that the reference to the CTU Code in the note to 7.5.7.6.1 had become redundant. The Working Party adopted the oral proposal of the United Kingdom that the reference should be deleted (see annex I).

4. Certificate of approval for vehicles

Informal document: INF.11 (Germany)

54. The proposal by Germany received little support. Specifically, some delegations considered that the information required for the marking of tanks was sufficient and that the German proposal might complicate administrative procedures during checks and tests. The delegations had not had much time to study the informal document, which had been submitted late. Germany would submit an official proposal to the next session.

5. Transitional measures

Informal document: INF.15 (Secretariat)

55. The Working Party confirmed that transitional measures 1.6.1.21 and 1.6.1.35 could be deleted (see annex I).

56. In accordance with 8.2.2.8.2 (a), some certificates issued prior to 1 January 2014 might still be valid in 2019. Consequently, transitional measure 1.6.1.36 would be maintained in ADR 2019.

57. On the basis of an oral proposal made by France, the Working Party also adopted amendments to transitional measure 1.6.5.4 (see annex I).

6. Provisions for the transport of small receptacles containing gas (UN No. 2037)

Informal document: INF.18 (Ireland)

58. As the relevant discussions were multimodal in scope, the Working Party invited the representative of Ireland to send her proposal to the Sub-Committee of Experts on the Transport of Dangerous Goods.

VII. Interpretation of ADR (agenda item 6)

A. Interpretation of the requirements concerning precautions against electrostatic charges, sections 7.5.10, 9.7.4 and 9.8.3

Informal document: INF.4 (Sweden)

59. Concerning the first case presented in informal document INF.4, the Working Party confirmed the interpretation of Sweden, according to which, in order to meet the requirements of section 7.5.10, an earthing connection must be established with the vehicle chassis prior to the filling or emptying of tanks, either by means of a direct connection of the vehicle or tank to the earth or by connecting the vehicle or the tank to an earthed storage tank.

60. Concerning the second case, the Working Party confirmed that the provisions in 9.7.4 and 9.8.3 required bonding, while the titles of the sections referred to earthing. In order to clarify the text, the representative of Sweden could propose that the terms should be changed at the next session.

B. Security and supervision of vehicles

Informal document: INF.7 (Sweden)

61. Opinions differed as to whether or not a vehicle parked in accordance with the options under 8.4.1 (b) or (c) should be supervised.

62. Similarly, opinions differed on the ways of meeting the obligation to constantly supervise vehicles and loads, as required under requirements S1 and S16 of Chapter 8.5.

63. It was recalled that the requirements of Chapters 8.4 and 8.5 had been prepared well before Chapter 1.10 and the concept of security had been introduced into ADR.

64. The Working Party agreed that those chapters could be reviewed, not just out of concern for clarification, but also in order to take into account technological developments, such as telematic surveillance applications for vehicles and holding areas.

65. The representative of Sweden pointed out that multisectoral consultations were under way in her country on the subject of vehicles used for criminal purposes. She noted the various options raised during the discussion and might later raise the question again in the light of how such work developed.

VIII. Programme of work (agenda item 7)

A. 2019 amendments

66. The Working Party requested the secretariat to prepare a consolidated list of all the amendments which it had adopted for entry into force on 1 January 2019 so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR, which, following usual practice, the Chair would be responsible for transmitting to the depositary through his Government. The notification would have to be issued no later than 1 July 2018, with a reference to 1 January 2019 as the scheduled date of entry into force. That document would be circulated under the symbol ECE/TRANS/WP.15/240.

67. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2019 sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

B. 104th session

68. The agenda items for the next session (14–18 May 2018), would be:

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

- Any other business
- Adoption of the report

C. Biennial evaluations

Documents: ECE/TRANS/WP.15/2017/18 (Germany)
ECE/TRANS/WP.15/2017/22 (Secretariat)

69. The Working Party confirmed the performance assessment for 2016–2017 and updated the objectives and indicators of achievement for 2018–2019, as prepared by the secretariat (see annexes I and II).

70. The Working Party invited the countries that had not already done so to communicate to the ECE secretariat the information required in 1.8.4 on the competent authorities. The Working Party indicated that at least one email address would be useful to facilitate communication between contracting parties.

71. The Working Party also invited the countries that had not already done so to send their official translations of the instructions in writing following the model of 5.4.3 and sample ADR training certificates that they issued, or to confirm that no certificate had been issued in their countries, as appropriate.

72. On the proposal of the representative of Germany, the Working Party requested the secretariat to send written requests to the representatives of the countries for which information was missing.

IX. Sixtieth anniversary of ADR (agenda item 8)

Informal documents: INF.8 (Secretariat), INF.9 (IRU/Secretariat)
INF.19 (Netherlands)

73. On the occasion of the sixtieth anniversary of ADR, the participants in the Working Party took part in a discussion on the possible development of ADR, the activities of the Working Party in the coming decades and on the way it could help countries achieve the Sustainable Development Goals set by the United Nations 2030 Agenda for Sustainable Development.

74. Having recalled the importance of ADR in improving safety, security and environmental protection and its role in terms of transport facilitation, the Working Party confirmed that its work and ADR requirements were in line with the Sustainable Development Goals listed by the secretariat in informal document INF.8. For example, the work under way in the Working Party to allow for the use of hybrid and electric vehicles for the transport of dangerous goods contributed to the achievement of Sustainable Development Goals 9, 11 and 12.

75. Several delegations presented proposals aimed at improving the scope and implementation of ADR and the activities of the Working Party. Such proposals reflected a desire to maintain a high level of safety and security while following technological developments and adapting to new concerns, practices and available technical solutions.

76. The Working Party agreed that the discussion could continue at the next session, taking into consideration the different statements made. To that end, it requested the secretariat to prepare a summary of the discussion as an informal document for the next session.

77. The Working Party would also be able to take into account the report prepared by a consultant as part of the evaluation of the global and regional impact of United Nations regulations and recommendations on the transport of dangerous goods, and the secretariat's response to the report. The documents could be consulted on the ECE website, at www.unece.org/info/open-unece/evaluation.html.

X. Any other business (agenda item 9)

A. Indication of nationality on ADR training certificates

78. Following an oral request from the representative of Belgium, the question was raised of how to fill in item 5 (nationality) on the ADR driver training certificate for drivers who had no nationality or several nationalities.

79. Noting that the question could apply to other official documents, it was suggested that information be requested from other bodies on applicable practices. The secretariat would contact the Treaty Section of the Secretariat's Office of Legal Affairs, the Office of the United Nations High Commissioner for Refugees (UNHCR) and the Office of the United Nations High Commissioner for Human Rights (OHCHR). At the same time, the representative of Belgium was invited to contact the representative of the European Union to find out whether provision was made for such cases, for example in the issuance of driver's licences in the member States.

B. Notifications of occurrences involving dangerous goods

Informal documents: INF. 12/Rev. 1 (Romania), INF. 22 (France)

80. The representative of France and the representative of Romania informed the Working Party of the circumstances and consequences of accidents involving the transport of gas cylinders that had occurred in their countries.

81. In both cases, the cause of the accident was linked to a technical problem in the vehicle.

82. The Working Party noted the ideas proposed for avoiding any repetition of the events and agreed to continue its consideration of the issue. The possibility of prescribing active means of protection for vehicles carrying dangerous goods in order, for instance, to avoid the axle or the brakes overheating or to monitor tyre pressure could be considered in collaboration with WP.29. The Working Party requested the secretariat inform the secretariat of WP.29 of the suggestion.

83. The representative of France said that she would submit a proposal to a future session that automatic fire extinguisher systems should be required in engine compartments of vehicles used for the carriage of gas cylinders, as was already the case for mobile explosive manufacturing units (MEMUs) and EX/III tank-vehicles.

C. Tributes

1. Tribute to Marianna Csuhay

84. The Working Party was informed that Ms. Csuhay, from Hungary, had retired on 30 October 2017. The Working Party thanked her for her contribution over many years to the safety of the transport of dangerous goods and wished her a long and happy retirement.

2. Tribute to Jacques Marmy

85. The Working Party was informed that Mr. Jacques Marmy had left the International Road Transport Union (IRU) and would therefore no longer represent that organization at its sessions. The Working Party thanked him warmly for his contribution to its work and wished him all success in his new endeavours.

3. Tribute to Olivier Kervella

86. The Working Group was informed that the Head of the Dangerous Goods and Special Cargoes Section of the Sustainable Transport Division, Mr. Olivier Kervella, would reach the mandatory retirement age of 62 years during the current month. Mr. Kervella had devoted his whole career to issues related to the transport of goods, particularly dangerous

goods, in the United Nations system, as he had begun in the same section in October 1982 and then returned to it in 1992 after a period with the International Maritime Organization. He had hoped to extend his career for another three years, in light of General Assembly resolution 70/244, but permission had not been granted because the internal rules of implementation of the resolution would take effect only on 1 January 2018. The Chair found the situation extremely regrettable and hoped that the decision was not yet final. The Working Party expressed its deep appreciation to Mr. Kervella for all his work over the previous 35 years, and particularly for the successful restructuring of ADR and the harmonization of the modal regulations. It offered him its best wishes for success in his future activities.

4. Condolences

87. The Working Party learned with great sadness of the passing of Mr. Jean-Daniel Dénervaud, who, as Secretary of the Intergovernmental Organisation for International Carriage by Rail (OTIF), had played a significant role over many decades in the fruitful work of the RID/ADR/ADN Joint Meeting and the Working Party. The Chair requested the representative of OTIF to send Mr. Dénervaud's family the Working Party's sincere condolences.

XI. Election of officers for 2018 (agenda item 10)

88. On a proposal from the representative of Germany, supported by the representatives of Sweden, Romania, Luxembourg, the Netherlands, Poland, the United Kingdom, Turkey, Italy and Ireland, the Working Party re-elected Mr. J.A. Franco (Portugal) as Chair and Ms. A. Roumier (France) as Vice-Chair for 2018.

XII. Adoption of the report (agenda item 11)

89. The Working Party adopted the report on its 103rd 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 2018

Chapter 1.6

Delete the transitional measures 1.6.1.21 and 1.6.1.35 and add “(Deleted)”.

(Reference document: informal document INF.15)

1.6.5.4 In the first sentence, after “FL”, delete “, OX”. Replace “31 December 2016” by “31 December 2018”. Replace “31 March 2018” by “31 March 2020”.

Chapter 3.2, Table A

Consequential amendment:

For UN Nos. 1043, 3166 and 3171, in column (15), add:

“
(-)”.

Chapter 4.3

4.3.3.5 Renumber the second paragraph, starting with “Tank-containers shall not be offered for carriage:” as 4.3.3.6.

(Reference document: informal document INF.10, as amended)

Chapter 7.5

7.5.7.6.1 In the Note, after “referred to in 7.5.7.1”, delete “and to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)”.

7.5.11 The amendment to CV36 does not apply to the English text.

(Reference document: ECE/TRANS/WP.15/2017/13, as amended)

Chapter 9.2

9.2.2.2.1 In the second paragraph, at the end, delete “given in ISO 16750-4:2010 and ISO 16750-5:2010,”.

(Reference document: ECE/TRANS/WP.15/2017/19, as amended)

Amendments according to ECE/TRANS/WP.15/235, ECE/TRANS/WP.15/237, ECE/TRANS/WP.15/AC.1/146, annex II and ECE/TRANS/WP.15/AC.1/148/Add.1, as consolidated in informal document INF.3, adopted with the following modifications:

Delete the squared brackets except for 5.3.2.1.6 and 6.8.2.1.18.

Chapter 1.6

1.6.1.46 The amendment does not apply to the English text.

1.6.5 Replace “Renumber existing footnotes 1 to 3 as footnotes 2 to 5” by “Renumber existing footnotes 1 to 3 as footnotes 2 to 4”.

Chapter 1.10

1.10.3, Note In the second sentence, replace “In order to not impede” by “In order not to impede”.

Chapter 2.1

2.1.3.5.5 The amendment should read:

“2.1.3.5.5 In footnote 2, after “(Official Journal of the European Communities No. L 226 of 6 September 2000, page 3)” and after “(Official Journal of the European Union No. L312 of 22 November 2008, pages 3-30)”, insert “, as amended”.”.

(Reference document: informal document INF.14)

2.1.5 In Note 1, after “For articles which do not have” delete “an existing”. After “proper shipping name” add “, other than UN 3537 to 3548,”. Delete Note 2.

(Reference document: informal document INF.25)

Chapter 3.2, Table A

The third amendment should read as follows:

“For UN Nos. 1002, 1006, 1013, 1046, 1056, 1058, 1065, 1066, 1080, 1952, 1956, 2036, 3070, 3163, 3297, 3298 and 3299, insert “660” in Column (6)”.

(Reference document: informal document INF.20)

In the new entries, for UN No. 3536, in column (5), replace “9A” by “9”.

Chapter 3.3

Special provision 392 The amendment does not apply to the English text.

Chapter 7.1

7.1.7.4.5 (b) (i) Delete “possible” after “a reasonable margin for”.

7.1.7.4.5 (e) The amendment does not apply to the English text.

Chapter 7.5

7.5.7.1 In footnote 1, after “Guidance on the stowage of dangerous goods can be found in” delete “Chapters 9 and 10 of” and add “(see e.g., Chapter 9 Packing cargo into CTUs and Chapter 10 Additional advice on the packing of dangerous goods)”.

(Reference document: ECE/TRANS/WP.15/2017/21, as amended)

Annex II

Programme performance assessment for 2016–2017

(Reference document: ECE/TRANS/WP.15/2017/22)

I. Cluster 9.a. Transport of Dangerous Goods (UNECE)

A. Expected accomplishment (EA 9.a.)

1. Adoption of amendments to ADR¹ 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 RID² and ADN³ respectively, 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.

B. Indicators of achievement

1. *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 European Union and European Economic Area countries by 1 July 2017, reflecting, inter alia, the 2015 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (nineteenth revised edition) (IA 9.a. (a))*

Performance measures:

Baseline 2014–2015: 1 set of amendments to ADR, RID and ADN

Target 2016–2017: 1 set of amendments to each legal instrument

Actual performance 2016–2017: 1 set of amendments to each legal instrument (UN Depositary notifications C.N.443.2016.TREATIES.XI.B.14 and C.N.744.2016.TREATIES.XI.B.14; C.N.444.2016.TREATIES-XI.D.6/C.N.743.2016.TREATIES-XI.D.6 and C.N.607.2016.TREATIES-XI.D.6/C.N.897.2016.TREATIES-XI.D.6; OTIF Notifications RID-16003-CE54, OTIF/RID/NOT/2017 and RID-16009-CE54).

2. *Publication of the consolidated 2017 revised editions of ADR and ADN before end 2016 (IA 9.a. (b))*

Performance measures:

Baseline 2014–2015: 1 ADR, 1 ADN

Target 2016–2017: 1 ADR, 1 ADN

Actual performance 2016–2017: 1 ADR (ECE/TRANS/257, Vols. I and II, Sales No. E.16.VIII.1), 1 ADN (ECE/TRANS/258, Vols. I and II, Sales No. E.16.VIII.3)

¹ European Agreement concerning the International Carriage of Dangerous Goods by Road.

² Regulations concerning the International Carriage of Dangerous Goods by Rail.

³ European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

C. Performance assessment

2. Confronted with the need to facilitate international movement of goods, and improve safety and security of transport, Contracting Parties continued to update ADR, RID and ADN taking into account new technical developments, new requirements and needs in transport. To ensure harmonization between modes, the Contracting Parties adopted amendments to transpose the nineteenth revised edition of the United Nations Model Regulations (2015) without reopening technical discussions (e.g. as regards the carriage of viscous liquids; gases; polymerizing substances; internal combustion engines or machinery powered by flammable liquids or gases; electric vehicles; lithium batteries; and ammonia dispensing systems). They concentrated their work on mode-specific issues.

3. For road transport, the Working Party on the Transport of Dangerous Goods adopted new and revised requirements for the construction of vehicles; the examinations for safety advisers and drivers of vehicles carrying dangerous goods and the contents of the instructions in writing to be carried in the vehicles. Amendments to ADR and RID entered into force on 1 January 2017.

4. Corresponding amendments to ADN were developed by the ADN Safety Committee and adopted by the ADN Administrative Committee, together with additional amendments specific to inland navigation, and entered into force simultaneously on 1 January 2017.

5. Directive 2008/68/EC requiring member States of the European Union and of the European Economic Area to apply the provisions of ADR, RID and ADN to domestic traffic was amended accordingly by Commission Directive 2016/2309 of 16 December 2016 requesting the application of the amended provisions by 30 June 2017, at the latest.

6. The secretariat prepared a consolidated version of ADR and ADN in English and French, which was published in June 2016 for ADR (ECE/TRANS/257, Vols. I and II) and October 2016 for ADN (ECE/TRANS/258). The Russian versions of ADR and ADN were published in December 2016 respectively.

D. Lessons learned/areas needing improvement

7. The mechanisms in place in the ECE region for regulating inland transport of dangerous goods continues to work well. The cooperation of ECE with OTIF and CCNR and their commitment to transpose the provisions recommended by the United Nations into the three main legal instruments (RID/ADR/ADN) regulating international transport of dangerous goods by rail, road and inland waterways in the region resulted in full harmonization of these instruments between themselves and with similar instruments regulating maritime and air transport. This harmonization is essential for the facilitation of international trade and multimodal transport. The commitment of the European Union to applying the provisions of RID, ADR and ADN to domestic traffic contributes greatly to this global harmonization. This national application of RID, ADR and ADN implies also that European Union countries attach an increasing importance to the consistency of the mode-specific provisions of RID, ADR and ADN with the European standards developed by the European Committee for Standardization (CEN), many of which are now made of mandatory application through RID, ADR and ADN although many Parties are not involved in their elaboration (see also paragraphs 73–77 of the report).

8. Attendance at meetings showed a high level of participation of European Union countries, Norway, Switzerland, the Russian Federation, Turkey and Ukraine and non-governmental organizations, as usual. Nevertheless, several countries with economies in transition, such as Albania, Azerbaijan, Belarus, Georgia, the former Yugoslav Republic of Macedonia, Kazakhstan, Morocco, the Republic of Moldova and Tunisia remained unrepresented, likely due to financial constraints. Stronger participation from such countries would be to their benefit, not only because of a better involvement in the updating process, but also to share and discuss implementation problems with more experienced countries. Unfortunately funds and staff resources for technical assistance remain scarce, however the Sustainable Transport Division could participate in 2016 in the preparation of the ECE Road Safety Performance Review in Georgia which included a part on ADR and

transport of dangerous goods. The Sustainable Transport Division also participated in a series of seminars launched by the European Union in the context of its EuroMed project in North Africa and Middle East countries intended to promote road transport ECE legal instruments, including ADR and in events organized by the International Road Transport Union (IRU) to promote ADR in countries of the Arab League and in China. In 2016, the EuroMed project also facilitated the participation of representatives of Algeria, Israel, Jordan and Tunisia in the meetings. In 2017, the Sustainable Transport Division also participated in an event in the Russian Federation to present the new amendments to ADR and in conferences and workshops in China and Mongolia, where possible accession to ADR is being discussed.

II. Cluster 9.b. Transport of Dangerous Goods (UNECE)

A. Expected accomplishment (EA 9.b.)

9. Adoption of a road map on how to set up the administrative structures required for implementation of ADR. Development of recommendations and/or guidelines based on this road map.

B. Indicators of achievement

Road map adopted and recommendations/guidelines available (IA 9.b.)

Performance measures: Target: 2016–2017: Not applicable

III. Cluster 9.c. Transport of Dangerous Goods (UNECE)

A. Expected accomplishment (EA 9.c.)

10. Follow-up of the implementation of the ADR road map on accession and implementation (ECE/TRANS/238) for new and existing ADR Contracting Parties.

B. Indicators of achievement

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 ECE website (IA 9.c.)

Performance measures:

Target: 2016–2017: Information available and updated for 75% of the Contracting Parties to ADR

Actual performance 2016–2017: Information available for 75 per cent of the Contracting Parties to ADR

C. Performance assessment

11. With the accession of Georgia on 19 September 2016, there are now 49 Contracting Parties to ADR.

12. On the ECE website, the page “country information”⁴ contains the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement ADR. This page is kept up-to-date by the secretariat in accordance with the information received from the Contracting Parties. For 35 countries, the information is

⁴ http://www.unece.org/trans/danger/publi/adr/country-info_e.html.

detailed and updated. For 11 other countries (Albania, Andorra, Azerbaijan, Belarus, Cyprus, Estonia, Iceland, Kazakhstan, Liechtenstein, Montenegro and Morocco), the contact details of the main competent authority are available. For two countries (Georgia and Tajikistan), there is no country information.

13. The page “ADR Certificates”⁵ contains samples of the ADR driver training certificates issued in accordance with 8.2.2.8.5 of ADR. Thirty-five countries sent their models of certificates. It is not known whether certificates are delivered or not in the remaining countries.

14. The page “Linguistic versions (ADR, Instructions in writing)”⁶ contains the official translations of the instructions in writing in accordance with 5.4.3.4 of ADR sent by the competent authorities. As an aid during an accident emergency situation that may occur or arise during carriage, these instructions in writing shall be provided to the members of the vehicle crew in language(s) that each member can read and understand. For 12 countries (Albania, Andorra, Azerbaijan, Croatia, Georgia, Iceland, Malta, Montenegro, Morocco, the former Yugoslav Republic of Macedonia, Tajikistan and Tunisia), the translation in the official language(s) of the country is not available on the website. Other main non-official languages used in the country may be available. For the other countries, at least one official language is available.

15. The page “Multilateral agreements”⁷ contains the list of valid bilateral and multilateral agreements concluded in accordance with Section 1.5.1 of ADR. This page is updated each week by the secretariat with the information received from the ADR competent authorities. The information available on this page is considered as comprehensive.

16. The page “Accident reports”⁸ contains the reports on serious accidents or incidents, notified by the Contracting Parties according to 1.8.5.2 of ADR. Since 2004, the reports received from Contracting Parties have been published on the ECE website, but only with the green light from the submitting competent authority as some reports may contain confidential information.

D. Lessons learned/areas needing improvement

17. At its 103rd session, the Working Party concluded that more than 75% of the information was available. 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 one 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 ECE 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.

18. The Working Party also invited countries that had not done so to send the models of ADR driver training certificates they delivered or to confirm that no certificates were delivered in their country, as appropriate. The Working Party requested the secretariat to send an official request to these countries in that respect.

⁵ http://www.unece.org/trans/danger/publi/adr/adr_certificates.html.

⁶ http://www.unece.org/trans/danger/publi/adr/adr_linguistic_e.html.

⁷ <http://www.unece.org/trans/danger/multi/multi.html>.

⁸ <http://www.unece.org/trans/danger/publi/adr/accidents.html>.

Annex III

Biennial evaluation plan

(Reference document: ECE/TRANS/WP.15/2017/22)

Objective of the Organization: To improve sustainable inland transport with a view to making it safe, clean and competitive, both for freight and personal mobility

<i>Expected accomplishments of the Secretariat</i>	<i>Indicators of achievement</i>	<i>Expected accomplishments (EA) and indicators of achievement (IA) of the biennial evaluation 2018–2019</i>
(a) Strengthened legal and regulatory framework for international land transport (road, rail, inland waterway and intermodal transport), transport infrastructure, border-crossing facilitation, transport of dangerous goods, vehicle construction and other transport-related services	<p>(i) Increased number of United Nations legal instruments on transport administered by ECE that are in force</p> <p>(ii) Number of new vehicle regulations and amendments to existing regulations adopted</p> <p>(iii) Number of international legal instruments brought into compliance with the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods</p>	<p>EA 9.a. Adoption of amendments to ADR 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 RID and ADN respectively, 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.</p> <p>IA 9.a. (a) Amendments to ADR, RID and ADN adopted in 2017 and 2018 and entered into force by 1 January 2019 for international transport and made applicable to domestic traffic in all European Union and European Economic Area (EEA) countries by 1 July 2019, reflecting, inter alia, the 2017 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (twentieth revised edition)</p> <p><i>Performance measures:</i> Baseline 2016–2017: 1 set of amendments to each legal instrument Target 2018–2019: 1 set of amendments to each legal instrument</p> <p>IA 9.a. (b) Publication of the consolidated 2019 revised editions of ADR and ADN before end 2018</p> <p><i>Performance measures:</i> Baseline 2016–2017: 1 ADR, 1 ADN Target 2018–2019: 1 ADR, 1 ADN</p>

Objective of the Organization: To improve sustainable inland transport with a view to making it safe, clean and competitive, both for freight and personal mobility

<i>Expected accomplishments of the Secretariat</i>	<i>Indicators of achievement</i>	<i>Expected accomplishments (EA) and indicators of achievement (IA) of the biennial evaluation 2018–2019</i>
(b) Greater geographical coverage and more effective monitoring of implementation of United Nations legal instruments and recommendations on transport administered by ECE	<p>(i) Increased number of Contracting Parties, including from outside the region, to United Nations legal instruments and recommendations on transport administered by ECE</p> <p>(ii) Increased number of mechanisms agreed by Contracting Parties for monitoring the implementation of United Nations legal instruments and recommendations administered by ECE</p>	<p>EA 9.b. Follow-up of the implementation of the ADR road map on accession and implementation (ECE/TRANS/238) for new and existing ADR Contracting Parties</p> <p>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 ECE website</p> <p><i>Performance measures:</i></p> <p>Baseline 2016–2017: Information available for 75% of the Contracting parties to ADR Target: Information available and updated for 75% of the Contracting parties to ADR</p>
(c) Enhanced capacity in ECE member States, particularly in landlocked developing countries, for the development of the pan-European and transcontinental transport infrastructure and transport facilitation measures	<p>(i) Increased number of Contracting Parties to four key transport infrastructure agreements</p> <p>(ii) Increased number of member States using the ECE common framework for subregional transport infrastructure development (Euro-Asian Transport Links project, Trans-European Motorway project and Trans-European Railway project)</p>	
(d) Strengthened capacity to implement relevant United Nations legal instruments, norms and regulations on transport, in particular in the countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia	<p>(i) Increased number of countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia that report adopting measures to apply United Nations legal instruments, norms and regulations on transport administered by ECE</p> <p>(ii) Increased number of ECE member States with established road safety improvement targets</p>	