

INF.14

**Working Party on the Transport
of Dangerous Goods**
**(Sixty-ninth session,
Geneva, 13-17 November 2000)**

Transmitted by the Government of Germany

Report of the meeting of the
informal Working Group of ECE - WP.15
concerning the Certificate of Approval

held at



Headquarter, Stuttgart

on 4th and 5th October 2000

- 1 Participants
See list of participants.
- 2 The meeting was chaired by Mr. A. Lauer (Germany).
- 3 Scope
It was the aim of the Working Group to draft a new form of the Certificate of Approval because the existing one as given in 9.1.2.1.5 of ADR is not compatible with the restructured ADR.
- 4 Drafts for a new certificate form put up for discussion had been prepared by France, Germany and the Netherlands.
- 5 Contents of the form
In the text following below, the figures in () correspond to the numbering in the certificate of approval.
- 5.8 It was decided to assign a number to every item on the form.
- 5.8 The Working Group agreed to insert the Certificate No. in a separate box (1) beneath the headline box.
- 5.8 „Chassis No.“ should be changed to „vehicle identification“ No. in accordance with general usage (3).
- 5.8 For the description of the vehicles, Germany proposed to have a list of possible vehicles to be marked if appropriate. But there was a majority in favour of the Swedish proposal suggesting a free space for entering a vehicle description in accordance with the definitions given in the appropriate ECE Regulations or in the corresponding EC Directive and including a reference in a footnote (6).
- 5.8 The vehicle type should be marked (7). This item should be taken into account when authorising the dangerous goods for carriage (10). It is possible to mark more than one type of vehicle.
- 5.8 An item concerning the requirements for endurance braking systems should be inserted in the form (8). There are three possibilities for endurance braking systems:

1. No endurance braking system is required because the date of registration is before 1st July 1993 or because the max. mass is below 16 tons for a single motor vehicle for example. In this case items 8.1 and 8.2 should be deleted,
or
 2. the endurance braking system is sufficient for a specific total mass. In this case 8.1 should be marked and the total mass of the vehicle/vehicle combination for which the endurance braking system is sufficient should be entered in 8.1; the text of 8.2 should be deleted,
or
 3. the endurance braking system is installed in a vehicle combination with a technically permissible maximum mass of more than 44 tons. In this case the performance of the endurance braking system is sufficient if it fulfils the requirements laid down for a 44-tons vehicle (9.2.3.3.2 of ADR). In this case 8.2 should be marked and the text of 8.1 should be deleted
- 5.7 Item 9 gives a description of the fixed tank or battery (if any); especially the new tank code and the special provisions should be entered on the form because the dangerous goods authorised for transport are assigned to these codes.
- 5.8 Finally, item 10 in connection with items 7 and 9 refers to the dangerous goods that may be transported by the certified vehicle: Vehicles without a tank are authorised for the transport of those goods which are mentioned in the definition of the vehicle type in 9.1.2 of ADR. Regarding 9.3.7.3 of ADR, a restriction is included in the Certificate of Approval for EX/II- and EX/III-vehicles depending on the protection of the electrical installation in the load compartment (10.1).
In the case of tank vehicles/battery-vehicles, two possibilities for the choice of goods to be authorised for carriage are given:
either certain substances should be listed in the Certificate (useful, for example, for tanks intended for the transport of gases or mineral oil products)
or goods corresponding to the tank code shown in item 9.5 and the special provisions in item 9.6 should be permitted for transport if the goods are compatible with the material of the tank (responsibility of filler and operator) or, alternatively, the tank codes given in the listing in 4.3.4.1.2 may be used.
6. To prevent forging, all items which are not applicable should be deleted. An alternative was discussed during the meeting: only the applicable or appropriate items may be printed on the Certificates (produced by a computer).
A decision on this matter will have to be taken at the WP. 15 meeting.
 7. As the regards the question whether the pink diagonal stripe on the Certificate should be retained or deleted, four participants were in favour of retaining it and four against retaining it. Therefore the Group had to leave that matter for decision by the WP.15 meeting.
 8. A new text regarding a transitional measure should be added after 9.1.2.1.5 of ADR:
“9.1.2.1.6 Certificates of approval conforming to the requirements of ADR which are valid until 30th June 2001 may continue to be used until 31st December 2002.”
 9. The transitional measures for vehicles for the carriage of tank containers should be amended at the end of 1.6.5.1: “...and may be issued with a certificate in accordance with the model shown in Appendix B.3”.
 10. Even after the meeting, the participants proposed a new wording for several items on the form of the Certificate of Approval, in particular with regard to item 10.

11. To avoid complications, all participants strongly recommended to include the results of the meeting as an amendment to the ADR to be put into force on 1st July 2001.
