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### Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

#### Report of the Working Party on the Transport of Dangerous Goods on its eighty-ninth session,

held in Geneva from 26 to 29 October 2010

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## Report

### I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its eighty-ninth session from 26 to 29 October 2010 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, Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, Germany, Hungary, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United Kingdom. The European Union was represented. The following non-governmental organizations were represented: European Chemical Industry Council (CEFIC), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), Global Express Association (GEA), 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 (item 1 of the provisional agenda)

*Documents:* ECE/TRANS/WP.15/207 and Add.1 (Secretariat)

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

3. The Working Party adopted the provisional agenda prepared by the secretariat, as amended by informal document INF.2 to take account of informal documents INF.1 to INF.16.

### III. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 2)

#### A. Status of the Agreement

*Informal document:* INF.13 (Secretariat)

4. The Working Party noted that the amendments adopted over the last two years (ECE/TRANS/WP.15/204, Add.1 and Corr.1) had been proposed to the Contracting Parties by the Government of Portugal and were deemed to have been accepted for entry into force on 1 January 2011 (depositary notifications C.N.408.2010.TREATIES-3 of 1 July 2010 and C.N.626.2010.TREATIES-4 of 5 October 2010).

#### B. Protocol of amendment of 1993

5. The Working Party noted that 13 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Kazakhstan, Malta, Morocco, Montenegro, Serbia, the former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) had still not deposited the legal instrument required for the Protocol to enter into force, and encouraged those

countries to take the necessary measures to ratify or accede to the Protocol in order to enable it to enter into effect.

## **IV. Interpretation of ADR (agenda item 3)**

### **A. Training of drivers involved in a sea transport**

*Informal document:* INF.4 (Sweden)

6. The Working Party noted that the requirements of Section 1.3.1 of the IMDG Code regarding the training of shore-based personnel engaged in the transport of dangerous goods by sea had led to problems in certain ports because some authorities required drivers of road vehicles to have extra IMDG training in addition to that mentioned in ADR. It was noted that only provisions 1.3.1.1 to 1.3.1.3 of the IMDG Code were mandatory under the IMDG Code, and that they matched the provisions of 1.3.1 to 1.3.2 of ADR. ADR also specified in 1.3.2.2, applicable to drivers who did not have an ADR certificate, that, in the case of multimodal transport, drivers had to be made aware of the requirements concerning other transport modes. Moreover, the training covered by these provisions of the IMDG Code and in Chapter 1.3 of ADR did not require certification by a competent authority, whereas most drivers of ADR vehicles were required to have an ADR training certificate. For drivers who had the ADR certificate, the basic training course according to 8.2.2.3.2 (l) covered multimodal transport operations.

7. Consequently, it was the view of the Working Party that driver training according to Chapter 8.2 of ADR was sufficient to comply with the requirements of Section 1.3.1 of the IMDG Code, given that the training according to Chapter 1.3 of ADR and the basic training for holders of an ADR training certificate included knowledge of multimodal transport operations.

8. It was also noted that some competent authorities made the application of sections 1.3.1.4 and 1.3.1.5 of the IMDG Code mandatory; they were merely recommendations under the IMDG Code.

9. For section 1.3.1.4, it was once again noted that safety training was ensured with the ADR training certification.

10. As for section 1.3.1.5 of the IMDG Code, it was only applicable depending on the function performed by the personnel in question. While most of the training requirements mentioned were covered by the ADR training, a distinction should be made between drivers of vehicles in port areas and those who embarked on vessels with their vehicles. However, since the ADR training also addressed awareness of requirements for other modes of transport, the question was apparently also covered by ADR.

11. A member of the secretariat suggested that the competent authorities responsible for ADR should hold talks with the maritime authorities at the national level to eliminate the ambiguity.

12. The representative of IRU suggested that the question also be brought to the attention of IMO.

## **B. Definition of the terms “bag”, “packaging” and “receptacle” in 1.2.1**

*Informal document:* INF.5 (Romania)

13. Several delegations pointed out that the definitions were taken from the UN Model Regulations and were not specific to road transport. Given the need for harmonization of the regulations for the different modes, the question raised by Romania should be brought up with the Sub-Committee of Experts on the Transport of Dangerous Goods.

14. The Working Party moreover recalled that the Joint Meeting at its autumn 2010 session had accepted the proposal by Romania for an informal working group, meeting in April 2011, to study the consistency of the terminology used in 1.2.1.

15. A member of the secretariat pointed out that the recommendations made by the informal working group could, if approved by the Joint Meeting, be brought to the attention of the United Nations Sub-Committee of Experts. However, in order to ensure multimodal harmonization, the definitions in RID, ADR and ADN taken from the UN Model Regulations should be changed only if the proposed changes were accepted by the United Nations Sub-Committee of Experts.

## **C. Interpretation of 5.4.1.1.1 (g)**

*Informal document:* INF.8 (Finland)

16. The representative of Finland asked whether the requirement under 5.4.1.1.1 (g) for the transport document to contain the name and the address of the consignor should be understood as referring to the name and address of the actual consignor, i.e., at the place where the package was consigned for transport, or whether it could be understood as meaning the name and address of the company headquarters.

17. It was noted that, in light of the definition of consignor in 1.2.1, both were possible. In many cases, for example when there was a contract of carriage, it was the consignor's name and address as stipulated by the law (for example CMR) applicable to the contract of carriage that would be required.

18. It was pointed out that the entity identified as the consignor was required to assume the responsibilities of the consignor as set out in Chapter 1.4.

## **D. Classification of bio motor spirit**

*Informal document:* INF.9 (Finland)

19. In response to the question from the representative of Finland on the issue of whether motor spirit containing ethanol up to 10% should be assigned to UN 1993 FLAMMABLE LIQUID, N.O.S. or to UN 1203 MOTOR SPIRIT, the Working Party replied that it should be assigned to UN 1203, the entry that best described that product. Several delegations emphasized that the entry gave further details of the characteristics of the product and that that information was important for determining the measures to be taken in an emergency.

20. The proposal to include UN 3475 in 5.3.2.1.3 in order to simplify the modalities for affixing the orange-coloured plates prescribed in 5.3.2.1.2 for that entry was not supported by the Working Party because it considered that the presence of ethanol in the mixture meant that it was necessary to affix a specific orange-coloured plate to inform emergency services of the properties of the mixture.

## **E. Interpretation of 9.2.4.4 concerning EX/II and EX/III vehicles**

*Informal document:* INF.3 (Sweden)

21. The representative of Sweden recalled that until 1999, ADR had contained three categories of transport unit used in the transport of explosives, defined according to the flash point of the fuel used in the engine, and that from 1999 onwards, the engine type became a determining feature. He asked the Working Party to clarify whether it was the fuel type or the engine type that had to be taken into account for the definition of the three categories.

22. The representative of the European Union said that, in order to answer that question, it was necessary to find out why the specifications relating to the fuel type had been abandoned. The representative of OICA further indicated that it was also necessary to identify risks during transport.

23. Since several delegations recognized the need to clarify that point, the representative of Sweden indicated that he would initiate research into the risks and invited interested delegations to transmit their contributions to him.

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

### **A. Texts adopted by the Joint Meeting at its spring 2010 session**

*Document:* ECE/TRANS/WP.15/AC.1/118, annex III (Secretariat)

24. The amendments to Annexes A and B of ADR for entry into force on 1 January 2013, adopted by the Joint Meeting at its spring 2010 session, were endorsed by the Working Party. The year of publication of the EN standards newly referenced in the table under 6.2.4.1 and left in square brackets would still have to be checked (see annex I). As for the amendment to special provision VV15 in 7.3.3, the Working Party noted that the Joint Meeting had adopted an additional amendment to that special provision at its autumn 2010 session and that it too would have to be taken into account.

### **B. Correction of special provision 584**

*Informal document:* INF.14 (Secretariat)

25. The secretariat indicated that the correction of special provision 584, adopted at the March 2010 session of the Joint Meeting, had been added to the list of amendments for 2013 and that it would have been appropriate to add it to the list of amendments for entry into force on 1 January 2011. It reiterated that the error in question was flagrant and had been in the text of ADR for several years.

26. Having noted that the procedure for correcting legal texts was relatively cumbersome and that the correction could not legally take effect on 1 January 2011, the Working Party invited the competent authorities of the Contracting Parties to ADR to consider that, in practice, the exemption stipulated in that special provision was applicable to the liquefied gas not if it was in the gaseous state and contained not more than 0.5% air, but to the substance when liquefied, if in the gaseous state it would contain not more than 0.5% air.

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

### **A. Construction and approval of vehicles**

#### **1. Requirement for thermal shields for MEMUs**

*Document:* ECE/TRANS/WP.15/2010/14 (Norway)

27. The proposal by Norway to amend 9.8.7.2 was not supported by the Working Party. Several delegations were nevertheless in favour of an amendment intended to allow the use of thermal shields made of a material other than steel, but considered that the proposed text did not specify the protection objective to be met or the means by which it should be achieved.

28. The representative of Norway indicated that he would submit a fresh proposal at the next session and invited interested delegations to exchange their views by e-mail.

#### **2. Rear protection of vehicles**

*Document:* ECE/TRANS/WP.15/2010/15 (Germany)

*Informal document:* INF.3 of the eighty-eighth session (Germany)

29. Several delegations were not in favour of continuing work on the rear protection of vehicles. Several reasons were given. The statistics presented by Germany did not point to damage resulting from the dangerous nature of the cargo, and it was not possible to conclude from accident reports in most ADR countries that the current provisions for rear protection were insufficient. Work on the rear protection of vehicles related to all vehicles, and would thus fall under the terms of reference of the World Forum for Harmonization of Vehicle Regulations (WP.29). If it was necessary to address the construction of tanks, then the Joint Meeting's Working Group on Tanks should be involved so that the RID and ADR requirements would remain harmonized. Strengthening rear protection could pose problems for vehicles colliding from behind, as they would have to absorb the kinetic energy. Also, account should be taken of the fact that the techniques for designing vehicle rear ends had evolved.

30. One delegation nonetheless said that even if the statistics did not point to a problem with the current requirements, it had noted an increase in collisions involving the rear ends of tank-vehicles. Some delegations also felt that the current provisions for rear end protection were not specific enough. The work proposed by Germany thus warranted some consideration.

31. The representative of Germany said that the aim of improving the rear protection of vehicles was to prevent leaks of dangerous goods in the event of an accident, and that he would continue his work in that respect.

### **B. Miscellaneous proposals**

#### **1. Marking for carriage in limited quantities**

*Document:* ECE/TRANS/WP.15/2010/17 (Switzerland)

32. The proposal by Switzerland to allow the use of orange-coloured plates for transport units carrying only dangerous goods packed in limited quantities, instead of the marking foreseen for limited quantities, when put to the vote, was not adopted. The idea of

introducing an obligation to have a transport document for such goods when an orange-coloured plate was used was not supported either.

33. A member of the secretariat pointed out that when 3.4.13 (a) had been drafted, the aim had been that the marking foreseen for limited quantities would not be required when an orange-coloured plate was already in use on the transport unit because it contained other dangerous goods. The French text of ADR clearly expressed that objective, and the English version should be corrected accordingly.

34. The Working Party supported the correction of the English version of 3.4.13 (a) and requested the secretariat to take the necessary steps to publish a corrigendum as soon as possible (see annex II).

## **2. Special provisions concerning specialization training for drivers of vehicles carrying Class 1 or Class 7 material**

*Document:* ECE/TRANS/WP.15/2010/16 (Sweden)

35. The proposal by Sweden was adopted with an amendment to the French version (see annex I).

## **3. Extinguishers**

*Document:* ECE/TRANS/WP.15/2010/19 (Switzerland)

*Informal documents:* INF.10 (Sweden)

INF.15 (United Kingdom)

INF.15/Rev.1 (Sweden and United Kingdom)

36. As the proposal by Switzerland in document ECE/TRANS/WP.15/2010/19 not to specify the number of extinguishers that must be kept on board vehicles was not supported, the representative of Switzerland withdrew his document.

37. Several delegations supported the proposal in informal document INF.15/Rev.1 because it clarified 8.1.4.1. However, the proposal seemed to involve unforeseen substantive changes to the respective capacities of the various extinguishers.

38. The representatives of Sweden and the United Kingdom said that they would prepare a fresh proposal for the next session.

# **VII. Road tunnel restrictions for the passage of vehicles (agenda item 6)**

## **A. Safety in road tunnels**

*Document:* ECE/TRANS/WP.15/2010/18 (Switzerland)

39. Opinions were divided regarding the introduction of tunnel restrictions for transport units carrying in excess of 8 tonnes of dangerous goods packed in limited quantities. Some delegations expressed the wish not to reopen discussion on the issue, as the question had already been discussed by the Working Party when developing the provisions on tunnel traffic restrictions. It had been agreed in principle that dangerous goods packed in limited quantities in accordance with Chapter 3.4 would not be subject to tunnel restrictions. Other delegations shared the view of Switzerland that such dangerous goods presented a risk in tunnels and that the discussion should be reopened.

40. The representative of Switzerland said that when the provisions regarding tunnel traffic restrictions had been developed the situation had been different, since, in the absence of transport documents and vehicle markings, it would have been difficult to carry out checks. The introduction of an obligation to display marking on vehicles carrying in excess of 8 tonnes of such goods from 1 January 2011 opened up other perspectives. He said that he would prepare a new, simplified proposal for the next session.

## **B. Road tunnel restrictions for the passage of vehicles (gases)**

*Informal document:* INF.11 (EIGA)

41. The representative of EIGA informed the Working Party about an initial study undertaken by members of his Association on the tunnel restriction code assigned to some Class 2, group A gases, in particular when tanks were nominally empty. He said that members of his Association intended to carry out modelling which might lead to the conclusion that the code should be altered.

42. Several delegations expressed interest in that work. They said that the study should take into account such factors as the temperature and ventilation in tunnels and that it was, moreover, necessary to define the term “nominally empty”.

43. The representative of EIGA said that, before undertaking such a study, his Association would assess its potential benefits.

## **VIII. Programme of work (ninetieth session) (agenda item 7)**

44. Given that the duration of the November 2011 session would probably be shortened to four days because of the official holiday on 7 November at the United Nations Office at Geneva, the Working Party agreed that the next session would last five days, as scheduled, and would be held from 2 to 6 May 2011. The secretariat could shorten the session, after consulting with the Bureau, depending on the number of documents received 12 weeks beforehand.

45. The agenda items would be the same as at the present session, except for the item relating to elections, which would be withdrawn, and an item relating to the Inland Transport Committee that would be added.

## **IX. Election of officers for 2011 (agenda item 8)**

46. On a proposal from the representative of Romania, supported by the representatives of Belgium, Germany and Spain, the Working Party re-elected Mr. J.A. Franco (Portugal) and Ms. A. Roumier (France) as Chairperson and Vice-Chairperson, respectively, for 2011.

47. The Chairperson invited the Working Party to give consideration to electing a new chairperson for 2012.

## **X. Any other business (agenda item 9)**

### **A. Information regarding risk of a BLEVE**

*Informal document:* INF.6 (Spain)

48. The representative of Spain informed the Working Party of his intention to transmit to the Joint Meeting's Working Group on Tanks comments on the influence of pressure relief valves in incidents involving a risk of a BLEVE.

**B. Information regarding pressure relief devices for tankers transported by sea**

*Informal document:* INF.7 (Spain)

49. The Working Party noted that the IMDG code contained no specific provisions concerning protective covers for tank equipment and the need not to affect the relief capacity of pressure relief devices. This could affect road tankers carried by maritime transport. The Working Party agreed that the Joint Meeting's Working Group on Tanks should address the issue of the compatibility of IMDG code provisions on IMO-4 tanks (tank-vehicles in maritime transport) with those of ADR.

**C. Call for papers for the theme of the policy-oriented segment of the seventy-third session of the Inland Transport Committee (1 March 2011, 3 p.m. – 6 p.m.)**

*Informal document:* INF.16 (Secretariat)

50. A member of the secretariat informed the Working Party that the theme selected for the policy-oriented segment of the next session of the Inland Transport Committee (1–3 March 2011) was the transport of dangerous goods in the regional and global context. A round table on the subject would be organized on the afternoon of 1 March 2011 and he therefore invited national delegates and delegates from intergovernmental or non-governmental organizations to make themselves known to the secretariat if they wished to present their views on the policy issues in that context.

**XI. Adoption of the report (agenda item 10)**

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

## Annex I

### Draft amendments to Annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2013

#### Part 1

##### Chapter 1.4

- 1.4.2.1.1 (b) After “Furnish the carrier with information and data”, insert “in a traceable form”.
- 1.4.2.2.1 (d) Replace “the date of the next test” with “the deadline for the next test”.  
In the Note, replace “the expiry of this date” with “the expiry of this deadline”.
- 1.4.3.3 (f) Amend to read as follows:  
“(f) He shall, after filling the tank, ensure that all closures are in a closed position and that there is no leakage;”

*(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)*

##### Chapter 1.8

- 1.8.5.1 At the end, add “at the latest one month after the occurrence”.

*(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)*

#### Part 2

##### Chapter 2.1

- 2.1.3.5.5 At the end of the third paragraph, add the following sentence: “However, if it is known that the waste possesses only environmentally hazardous properties, it may be assigned to packing group III under UN Nos. 3077 or 3082.”

*(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)*

#### Part 3

##### Chapter 3.2

- 3.2.1, Table A For UN Nos. 1072, 1956 and 3156, insert “655” in column (6).

Replace the row for the entry UN 3256 with the following two rows:

(1)	(2)	(6)
3256	ELEVATED TEMPERATURE LIQUID, FLAMMABLE, N.O.S. with flashpoint above 60° C, at or above its flashpoint and below 100° C	274 560
3256	ELEVATED TEMPERATURE LIQUID, FLAMMABLE, N.O.S. with flashpoint above 60° C, at or above its flashpoint and at or above 100° C	274 560 580

The indications in columns (3a), (3b), (4), (5) and (7a) to (20) remain identical and unchanged for both cases.

(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)

### Chapter 3.3

3.3.1 **SP 560** Amend to read as follows:

“**560** An elevated temperature liquid, n.o.s. at or above 100 °C (including molten metals and molten salts) and, for a substance having a flashpoint, at a temperature below its flashpoint, is a substance of Class 9 (UN 3257).”

**SP 584** Replace the two first indents with the following new indent:

“– it contains not more than 0.5% air in the gaseous state;”

(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)

## Part 4

### Chapter 4.3

4.3.2.3.3 Amend the last two sentences to read as follows:

“After filling, the filler shall ensure that all the closures of the tanks, battery-vehicles and MEGCs are in the closed position and there is no leakage. This also applies to the upper part of the dip tube.”

(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)

## Part 5

### Chapter 5.1

5.1.2.1 (a) Amend subparagraph (ii) and the subsequent paragraph to read as follows:

“(ii) marked with the UN number preceded by the letters “UN”, labelled as required for packages in 5.2.2 and marked with the environmentally hazardous substance mark if required for packages in 5.2.1.8, for each item of dangerous goods contained in the overpack;

unless the UN numbers, the labels and the environmentally hazardous substance mark representative of all dangerous goods contained in the

overpack are visible, except as required in 5.2.2.1.11. If the same UN number, the same label or the environmentally hazardous substance mark is required for different packages, it only needs to be applied once.”

(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)

## Part 6

### Chapter 6.2

6.2.3.4.1 Delete the whole text after “with the requirements of 6.2.1.5”.

6.2.4.1 In the table, under “for design and construction”, make the following amendments:

- In the entry for standard “EN 1964-1:1999”, in column (4), replace “Until further notice” with “Until 31 December 2014”.
- In the entry for standard “EN 1964-2:2001”, in column (4), replace “Until further notice” with “Until 31 December 2014”.
- After the entry for standard “EN 1964-2:2001”, insert the following standards:

(1)	(2)	(3)	(4)	(5)
[EN 9809-1:2010	Gas cylinders — Refillable seamless steel gas cylinders — Design, construction and testing – Part 1: Quenched and tempered steel cylinders with tensile strength less than 1100 MPa (ISO/DIS 9809-1:2008)]	6.2.3.1 and 6.2.3.4	Until further notice	
[EN 9809-2:2010	Gas cylinders — Refillable seamless steel gas cylinders — Design, construction and testing – Part 2: Quenched and tempered steel cylinders with tensile strength greater than or equal to 1100 MPa (ISO/DIS 9809-2:2008)]	6.2.3.1 and 6.2.3.4	Until further notice	
[EN 9809-3:2010	Gas cylinders — Refillable seamless steel gas cylinders — Design, construction and testing – Part 3: Normalized steel cylinders (ISO/DIS 9809-3:2008)]	6.2.3.1 and 6.2.3.4	Until further notice	

In the Table, under “for closures”, make the following amendments:

- Before the entry for standard “EN 13152:2001”, insert the following standard:

(1)	(2)	(3)	(4)	(5)
[EN ISO 14245:2010	Gas cylinders — Specifications and testing of LPG cylinder valves — Self-closing (ISO 14245:2006)]	6.2.3.3	Until further notice	

- In the entry for standard “EN 13152:2001 + A1:2003”, in column (4), replace “Until further notice” with “Between 1 January 2009 and 31 December 2014”.

- Before the entry for standard “EN 13153:2001”, insert the following standard:

(1)	(2)	(3)	(4)	(5)
[EN ISO 15995:2010	Gas cylinders — Specifications and testing of LPG cylinder valves — Manually operated (ISO 15995:2006)]	6.2.3.3	Until further notice	

- In the entry for standard “EN 13153:2001 + A1:2003”, in column (4), replace “Until further notice” with “Between 1 January 2009 and 31 December 2014”.

(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)

## Chapter 6.8

6.8.4 (d) TT8 At the end, add the following new paragraph:

“Such magnetic particle inspections shall be carried out by a competent person qualified for this method according to EN 473 (Non-destructive testing — Qualification and certification of NDT personnel — General principles).”

(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)

## Part 7

### Chapter 7.3

7.3.3 VV15 In the first paragraph, replace “substances or mixtures (such as preparations or wastes)” with “solids (substances or mixtures, such as preparations or wastes)”.

(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)

### Chapter 7.4

7.4.1 In the second sentence, replace “Chapters 4.2 or 4.3” with “Chapters 4.2, 4.3, 4.4 or 4.5 as applicable”.

(Reference document: ECE/TRANS/WP.15/AC.1/118, annex III)

## Part 8

### Chapter 8.2

8.2.1.4 In the first parenthesis, delete “additional requirement” and in the third parenthesis, delete “special provisions”.

(Reference document: ECE/TRANS/WP.15/2010/16 as amended)

**Chapter 8.5**

- S1 In the heading of the requirement, delete “Additional”. In paragraph (1), delete subparagraphs (a) and (b). In subparagraph (c), replace “referred to in (b)” with “defined in 8.2.2.3.4”, add “training” before “course” and delete the numbering of the subparagraph (“(c)”).
- S11 Delete paragraphs (1) and (2). In paragraph (3), replace “referred to in (2)” with “defined in 8.2.2.3.5”, add “training” before “course” and delete the numbering of the subparagraph (“(3)”).
- S12 In the first sentence, replace “special provision S11” with “the requirement in 8.2.1.4 concerning specialization training course for drivers of vehicles carrying radioactive material”.

*(Reference document: ECE/TRANS/WP.15/2010/16 as amended)*

## **Annex II**

### **Correction to Annex A of ADR as modified by the amendments entering into force on 1 January 2011 (Depository notification C.N.626.2010.TREATIES-4)**

#### **Part 3**

#### **Chapter 3.4**

3.4.13 (a) At the end, insert “already” before “displayed in accordance with 5.3.2”.

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