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### Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

#### 108th session

Geneva, 10–13 November 2020

## Report of the Working Party on its 108th session

Held in Geneva from 10 to 13 November 2020

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## I. Organizational matters and attendance

1. The Working Party on the Transport of Dangerous Goods held its 108th session from 10 to 13 November 2020, with Ms. A. Roumier (France) as Chair and Mr. A. Simoni (Italy) as Vice-Chair.

### A. Organizational matters

*Informal document:* INF.7/Rev.1 (Secretariat)

2. Due to the coronavirus (COVID-19) pandemic and the measures implemented by the Economic Commission for Europe and the contracting parties to ADR to protect public health, such as travel restrictions, the 108th session, originally scheduled from 11 to 15 May, was initially postponed to 9–13 November 2020, replacing the 109th session.

3. In addition, owing to a combination of COVID-19 response measures, financial constraints triggered by the United Nations liquidity crisis, ongoing renovation work at the Palais des Nations under the strategic heritage plan and technical constraints related to the number of meeting rooms available for hybrid meetings, the share of meetings with interpretation allocated to the Economic Commission for Europe was reduced from three meetings per day to just one per day for the last quarter of 2020. Taking into account those factors and the quarantine and travel restrictions in force, and after consultation with the secretariat and conference services of the United Nations Office at Geneva (UNOG), the Officers of the Working Party decided to adapt the format of the 108th session.

4. Accordingly, the session was held from 10 to 13 November 2020, in a hybrid format, with the possibility of participation online or in person. On 10 and 11 November, the Working Party met in informal meetings, without interpretation. On 12 and 13 November 2020, the Working Party met in hybrid formal meetings where it was able to take decisions on the proposals and adopt the draft report of the meeting.

### B. Attendance

5. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Luxembourg, the Netherlands, Norway, Portugal, Romania, Russian Federation, Spain, Sweden, Switzerland, Turkey and United Kingdom.

6. A representative of Tunisia also took part in the session, as provided for in paragraph 11 of the terms of reference of the Economic Commission for Europe. He took part in the session as full member in respect of questions relating to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), in accordance with rule 1 (b) of the rules of procedure of the Working Party.

7. The European Union was represented.

8. A representative of the following intergovernmental organization participated: Intergovernmental Organization for International Carriage by Rail (OTIF).

9. The following non-governmental organizations were represented: Council on Safe Transportation of Hazardous Articles (COSTHA); European Chemical Industry Council (CEFIC); European Conference of Fuel Distributors (ECFD); FuelsEurope; International Organization of Motor Vehicle Manufacturers (OICA); and International Road Transport Union (IRU). The EuroMed project was also represented.

## II. Adoption of the agenda (item 1 of the provisional agenda)

*Documents:* ECE/TRANS/WP.15/250/Rev.1 and Add.1/Rev.1 (Secretariat)

*Informal documents:* INF.1, INF.2, INF.7/Rev.1 and INF.15 (Secretariat)

10. 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.27.

### **III. Eighty-second session of the Inland Transport Committee (agenda item 2)**

*Documents:* ECE/TRANS/294 and Add.1 (Secretariat)

*Informal document:* INF.19 (Secretariat)

11. The Working Party took note of the report of the Inland Transport Committee on its eighty-second session (Geneva, 25–28 February 2020), in particular paragraphs 71–80 concerning activities relating to the transport of dangerous goods and the work of the Working Party.

12. The Working Party noted with interest the work on the implementation of the Committee's strategy until 2030 (paragraphs 16–20).

13. With regard to paragraph 18 on the rules of procedure of the Working Parties, the Working Party confirmed that for the time being it wished to continue to apply its own rules of procedure (ECE/TRANS/WP.15/190/Add.1). The Working Party would evaluate at a later stage whether there was need to amend the rules governing participation at the sessions and the adoption of amendments. To that end, the Working Party requested the secretariat to prepare for the next session a comparison between the rules of procedure of the Committee and the Working Party on those items.

14. With regard to paragraphs 19 and 20 on the activities of the Working Parties, the Working Party once again wished to confirm that its activities were in line with the adopted strategy and that it was already giving priority to those items on its agenda that required action, were of high interest and had a significant impact on other items, in particular those relating to the interpretation and amendment of ADR, for the sake of safety and security and to ensure regulatory harmonization between modes of transport.

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

15. The Working Party welcomed the accession of Uzbekistan.

16. The Working Party noted that 13 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino and Tajikistan) 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.

17. The Working Party noted that the Protocol of amendment to the title of ADR adopted by the Conference of the Parties on 13 May 2019 was deemed accepted on 30 November 2019 (depository notification C.N.606.2019.TREATIES-XI.B.14). The amendment would enter into force for all contracting parties to the Agreement on 1 January 2021.

18. The Working Party noted that the amendments adopted in the preceding two years (ECE/TRANS/WP.15/249 and Corr.1 and Add.1) had been proposed to the contracting parties by the Government of France and were deemed to be accepted for entry into force on 1 January 2021 (depository notifications C.N.274.2020.TREATIES-XI.B.14 of 1 July 2020 and C.N.438.2020.TREATIES-XI.B.14 of 9 October 2020).

19. The Working Party welcomed the fact that ADR 2021 had been published despite the constraints imposed by the COVID-19 pandemic and thanked in particular the Road Safety Management and Dangerous Goods Section and the United Nations publications services in Geneva, which had made every effort to ensure that the publications were ready on time.

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

*Document:* ECE/TRANS/WP.15/AC.1/158 (Report of the RID/ADR/ADN Joint Meeting on its autumn 2020 session)

*Informal document:* INF.8 (Secretariat)

20. The Working Party noted that the amendments to Chapter 1.2 still needed to be reviewed at the next session of the Joint Meeting and preferred to postpone the decision on that agenda item until its next session.

21. Several delegations wished to have more time to study the European Union's multimodal guidelines (Inland TDG Risk Management Framework) before adopting the addition of a non-binding reference to those guidelines in 1.9.4. Several delegations were of the view that it was premature to refer to those guidelines, whose content still needed to be supplemented or adapted for road transport. Other delegations were of the opinion that referring to those guidelines could be useful and could help to harmonize risk assessment. In the absence of a consensus, the Working Party preferred to postpone its decision to the next session. It invited the delegations wishing to make comments to submit them in writing.

22. The Working Party endorsed the other amendments adopted by the Joint Meeting, with some changes (see annex I). Specifically, for transitional measure 1.6.4.55, the Working Party wanted to refer to 6.8.3.4.6 (b) instead of 6.8.3.4.6 as a whole, in order to make it clear that the tank-containers in question were those for which intermediate inspections were not mandatory until 31 December 2022.

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

### A. Construction and approval of vehicles

#### 1. Rear protection of vehicles

*Document:* ECE/TRANS/WP.15/2020/5 (France)

*Informal document:* INF.16 (United Kingdom)

23. Participants had mixed views on how to measure the distance prescribed in 9.7.6. The Working Party agreed that discussions on that topic should continue on the basis of a revised proposal.

24. The representative of France asked the representatives of the Contracting Parties to ADR to send her information on how the distance prescribed in 9.7.6 was interpreted in their countries.

#### 2. Task force concerning the use of battery electric vehicles and hydrogen fuel cell vehicles for the transport of dangerous goods

25. The representative of the Netherlands informed the Working Party about the results of the work of the task force on the use of battery electric vehicles and hydrogen fuel cell vehicles for the transport of dangerous goods, which had met at the initiative of the Netherlands to prepare a formal discussion on the subject at a future meeting of the Working Party.

26. An upcoming session of the task force on the use of battery electric vehicles and hydrogen fuel cell vehicles for the transport of dangerous goods was scheduled to be held in January 2021, with the participation of the secretariat of the Working Party on Passive Safety (GRSP) and the Working Party on General Safety Provisions (GRSG) of the World Forum for Harmonization of Vehicle Regulations (WP.29). The representative of WP.29 would provide information on UN Regulation No. 100 on battery electric vehicles and on UN Regulation No. 134 on hydrogen-fuelled vehicles.

## **B. Miscellaneous proposals**

### **1. Temperature controlled transport**

*Document:* ECE/TRANS/WP.15/2020/1 (Netherlands and CEFIC)  
*Informal document:* INF.11 (United Kingdom)

27. After discussion, the Netherlands and CEFIC withdrew proposal 1 from document ECE/TRANS/WP.15/2020/1. They would present a new, revised proposal at the next session.

28. The Working Party adopted proposal 2 as amended by informal document INF.11 (see annex I).

### **2. Information on tunnel restrictions applicable to UN Nos. 2919 and 3331 in the transport document**

*Document:* ECE/TRANS/WP.15/2020/3 (Germany)  
*Informal document:* INF.23 (Switzerland)

29. The Working Party adopted the alternative proposal in document INF.23 (see annex I).

### **3. Application of the tunnel restriction code for empty packagings**

*Document:* ECE/TRANS/WP.15/2020/12 (Germany)  
*Informal document:* INF.21 (Sweden)

30. The Working Party agreed that the subject required further consideration. Specifically, the case of packagings having contained dangerous goods of transport category 0 and the fact that a tunnel code had been assigned to packagings of UN No. 3509 should be taken into consideration. The representative of Germany indicated that she might present a revised proposal at a later session.

### **4. Deletion of the tunnel restriction code for excepted packages (UN Nos. 2908 to 2911)**

*Document:* ECE/TRANS/WP.15/2020/4 (Germany)  
*Informal document:* INF.12 (United Kingdom)

31. The Working Party wished to defer discussion of the question to a later session. In order to facilitate the discussion, the Working Party requested the secretariat to seek information on the methodology and systems used for the assignment of tunnel codes to the goods concerned.

### **5. Clarification on the rules for the transport of battery electric vehicles and hybrids as load, special provision 667**

*Document:* ECE/TRANS/WP.15/2020/7 (Austria)  
*Informal document:* INF.17 (OICA)

32. Several delegations considered that the subject should be dealt with by the Joint Meeting, since the text of special provision 667 was common to RID, ADR and ADN and the carriage of damaged vehicles covered by that special provision could be carried out by means other than road transport. It was noted, however, that the volumes concerned could be different depending on the modes of transport and could justify specific provisions for each mode.

33. The Working Party noted that work was under way within the European Automobile Manufacturers Association (ACEA), a member of OICA, on the conditions and procedures for managing the exchange of damaged or expired batteries of electric vehicles. The representative of OICA indicated that she would inform the Working Party and the representative of Austria about the progress of that work.

34. The representative of Austria indicated that he would submit a revised proposal to the Joint Meeting in the light of the comments received.

## 6. Dangerous goods exempted from tunnel restrictions

*Document:* ECE/TRANS/WP.15/2020/10 (Switzerland)

35. Several delegations considered that the proposal of Switzerland would have consequences for dangerous goods other than those of UN Nos. 3077 and 3082, which had been assigned as “(-)” in column (15) of Table A.

36. The representative of Switzerland withdrew the proposal and indicated that he would present a revised proposal at a later session.

## 7. Text of 9.1.3.4

*Document:* ECE/TRANS/WP.15/2020/11 (Secretariat)

37. The Working Party noted that proposal 1 had already been taken into account in the amendments notified for entry into force on 1 January 2021 and in the published version of ADR 2021.

38. The Working Party adopted proposal 2, which aimed to clarify the last paragraph of 9.1.3.4 (see annex I).

## 8. Special provision V6

*Document:* ECE/TRANS/WP.15/2020/13 (Spain)

39. The proposal of Spain was adopted (see annex I).

## 9. Marking of transport units and containers loaded with limited quantities

*Document:* ECE/TRANS/WP.15/2020/8 (Switzerland)

*Informal document:* INF.24 (Secretariat)

40. The proposal by Switzerland was aimed at solving problems with the implementation of traffic restrictions in tunnels for containers loaded with dangerous goods in limited quantities.

41. Several delegations were of the opinion that the solution proposed by Switzerland did not solve the problem. After discussion, an alternative solution was proposed in informal document INF.24.

42. In the absence of a consensus on the different proposals, the Working Party invited the representative of Switzerland to prepare a revised proposal for the next session. Noting that the subject had already been discussed for several sessions, the Working Party invited the delegations that had taken positions to forward their comments to the representative of Switzerland and to reflect on the different options that would clarify the question, with a view to reaching a conclusion at the next session.

## 10. Change of the title of ADR

*Informal document:* INF.3 (Secretariat)

43. The Working Party noted that informal document INF.3 had been withdrawn because the proposed consequential amendments had already been taken into account in the amendments entering into force on 1 January 2021.

# VII. Interpretation of ADR (agenda item 6)

## 1. Requirements for the construction or testing of the protective compartment/containment system in accordance with 7.5.2.2, table note a

*Document:* ECE/TRANS/WP.15/2020/2 (Turkey)

44. Several delegations were in favour of initiating work to introduce into ADR requirements for the construction of the partition compartments provided for in note a, under the table in 7.5.2.2, and the tests to which they are subject.

45. Other delegations were of the view that it would be difficult to define harmonized requirements in view of the different possible configurations and uses. It was preferable to continue case-by-case studies and testing for the approval of such compartments.

46. The representative of Turkey thanked the delegations that had presented the construction and testing requirements in force in their countries and invited them to transmit that information to her in writing.

47. It was recalled that the informal working group for the clarification of 9.3.4.2 (construction of bodies of EX/III vehicles) was not continuing its work and therefore could not host a discussion on the subject.

48. The Working Party noted that Ireland relied on the specifications contained in the publication of the Institute of Makers of Explosives (IME), "Safety Library Publication 22 – Recommendations for the Safe Transportation of Detonators in a Vehicle with Certain Other Explosive Materials", and that the publication could serve as a basis for future work.

## **2. Interpretation problem in subsection 7.5.2.3**

*Document:* ECE/TRANS/WP.15/2020/6 (COSTHA)

49. The delegations that took the floor were of the opinion that 7.5.2.3, in its current wording, did not present any known implementation problems.

50. The Working Party invited the representative of COSTHA to continue discussions with the participants in the Working Group on Explosives of the Sub-Committee of Experts on the Transport of Dangerous Goods. In particular, it should be clarified to what extent the prohibitions against mixed loading applicable for self-reactive substances or organic peroxides of type B and other dangerous goods remained applicable when such substances were contained in separate containers.

## **3. Interpretation of 5.4.1.1.1 (f)**

*Document:* ECE/TRANS/WP.15/2020/9 (Switzerland)

51. The Working Party confirmed that the information on the total quantity of each dangerous good included in the transport document(s) carried on board, in accordance with 5.4.1.1.1 (f), should make it possible to assess the quantity present in the vehicle at a given moment, for example during an inspection.

52. The Working Party requested the secretariat to include that interpretation on its website.

## **4. Interpretation of the requirements for vacuum operated waste tanks**

*Informal document:* INF.6 (Germany)

53. The representative of Germany took note of the comments received at the session and said that he would submit an official document to the Joint Meeting for consideration by the Working Group on Tanks.

## **5. Transport category of UN No. 3291**

*Informal document:* INF.10 (Sweden)

54. The Working Party confirmed that, as UN No. 3291 was assigned to category 2 in column (15) of Table A, wastes of that UN number should be in transport category 2, even though this was not reflected in the Table in 1.1.3.6.3. The Working Party adopted an amendment to 1.1.3.6.3 to correct the inconsistency (see annex I).

## **6. Interpretation of 8.5 S1 (6) as amended for entry into force on 1 January 2021**

*Informal documents:* INF.9 (Norway), INF.14 (Sweden) and INF.27 (Secretariat)

55. The representative of Sweden confirmed the interpretation according to which supervision should be carried out in accordance with Chapter 8.4 for goods carried in



accordance with 1.1.3.6, but that supervision was not required in accordance with S1 (6) of Chapter 8.5, as the provisions of 1.10.3 did not apply.

56. The Working Party noted that it might be necessary to review the list of dangerous goods of Class 1 for which the requirements of 1.10.1, 1.10.2 and 1.10.3 should remain applicable whatever the quantities carried and to ensure consistency between the provisions of 1.1.3.6, Chapter 1.10 and Chapters 8.4 and 8.5.

57. A member of the secretariat indicated that UN Nos. 0512 and 0513 should perhaps have been included in S1 (6), as was already the case for other detonators of classification 1.4B and 1.4S. Additionally, UN No. 0511 should probably be added to the list in 1.10.4 so that the security provisions would apply irrespective of the quantities carried, as was the case for UN Nos. 0512 and 0513. The secretariat would forward those particular items to the Joint Meeting.

## **7. Application of the requirements concerning the electrical equipment of vehicles in accordance with 9.2.1.1**

*Informal documents:* INF.13 (Germany), INF.26 (Netherlands)

58. The Working Party noted the replies of the Netherlands to the questions from Germany. The two countries would jointly prepare an official position paper on the subject for the next session.

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

59. The agenda items for the next session (provisionally scheduled from 3 to 7 May 2021), would be:

- Adoption of the agenda;
- Eighty-third session of the Inland Transport Committee;
- Status of the 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.

60. The Working Party confirmed that 10 meetings (5 days) should be foreseen for the 110th session, provisionally scheduled from 8 to 12 November 2021.

## **IX. Any other business (agenda item 8)**

### **A. Stability of tank-vehicles**

*Informal documents:* INF.5 (CEFIC) and INF.25 (CEFIC)

61. Several delegations agreed on the need to review the provisions on stability in ADR, particularly in comparison with the provisions of UN Regulation No. 111. The Working Party decided to set up an informal working group, to be led by CEFIC, whose mandate would be to:

- Analyse the accuracy of the calculation of the maximum height of the centre of gravity of the tanks as described in 9.7.5.1;

- Check whether the reference to UN Regulation No. 111 in 9.7.5.2 is sufficient to establish the minimum stability requirements for road tanks;
- Analyse whether it was appropriate to apply UN Regulation No. 111 only to tank vehicles with fixed tanks with a capacity exceeding 3 m<sup>3</sup> intended for the transport of dangerous goods in the liquid or molten state subjected to a pressure of less than 4 bar.

## **B. Amendments to Table B of ADR**

*Informal document:* INF.4 (Secretariat)

62. The Working Party noted that informal document INF.4 had been withdrawn, as the proposed modifications had already been taken into account in the 2021 edition of ADR.

## **C. Differences between ADR 2021 and the IAEA Regulations**

*Informal document:* INF.18 (Spain)

63. The Working Party noted that, as a result of the elimination of the leakage test for low specific activity radioactive material, LSA-III, some consequential amendments had been omitted in the proposals for harmonization between the Model Regulations and the IAEA Regulations.

64. In order to correct those points, IAEA had submitted a proposal for consideration at the fifty-seventh session of the Sub-Committee of Experts on the Transport of Dangerous Goods.<sup>1</sup>

65. The Working Party noted that the differences between the Model Regulations and the IAEA Regulations could affect land transport activities and took note that the representative of Spain might initiate multilateral agreements to allow the implementation of the corresponding amendments as soon as possible after their adoption by the Sub-Committee.

## **D. Languages used for documentation**

*Informal document:* INF.20 (United Kingdom)

66. The delegations that took the floor said that the languages used in the transport documents in accordance with ADR did not seem to pose any problems for inspections in their countries. It was recalled that ADR documentation contained a great deal of information in the form of easily identifiable codes and that the use of the standard formats for certificates, provided in ADR, made it possible to quickly find information. In addition to the translation tools available to the general public, inspectors had at their disposal the multilingual guide published by Euro Contrôle Route (ECR) to facilitate inspections.<sup>2</sup>

## **E. Carriage of machinery containing hydrogen**

*Informal document:* INF.22 (Netherlands)

67. The Working Party took note of the feedback from the Netherlands on the approval of trailers equipped with machinery containing hydrogen and on its interpretation of the applicable ADR provisions.

## **F. Tributes**

68. The Working Party was informed that Mr. José Eduardo Gómez Gómez, of Spain, was attending his last session, as he would soon be retiring.

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<sup>1</sup> See <https://www.unece.org/fr/trans/main/dgdb/dgsubc3/c3inf57.html>, informal document INF.30.

<sup>2</sup> <https://www.euro-contrôle-route.eu/legislation-info/info/multilingual-lexicon/>.

69. The Working Party warmly thanked him for the work accomplished during his 25 years as the person responsible for ADR at the Spanish Ministry of Transport. It particularly appreciated his expertise and commitment to vehicle safety and his friendly cooperation with delegates and the secretariat. The Working Party expressed its best wishes to him for a long and happy retirement.

70. The Working Party was also informed that the representative of the United Kingdom, Ms. Sophie Willis, was participating in her last session of the Working Party. It wished her well in her new assignment.

## **X. Election of officers for 2021 (agenda item 9)**

71. On a proposal from the representative of Belgium, the Working Party elected Ms. Ariane Roumier (France) as Chair and Mr. Alfonso Simoni (Italy) as Vice-Chair for 2021.

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

72. The Working Party adopted the report on its 108th session and its annexes on the basis of a draft prepared by the secretariat.

73. In accordance with the special procedures on decision-making for formal meetings with remote participation adopted by the Executive Committee (ECE/EX/2020/L.12), the decisions contained in annex II were published and notified to all the permanent missions in Geneva. No objections were received. The decisions are deemed adopted.

## Annex I

### Draft amendments to annexes A and B of ADR for entry into force on 1 January 2023

#### Chapter 1.1

1.1.3.6.3 In the table, in the entry for transport category 2, in column (2):

- after the row for “Class 6.1”, insert the following new row:

“Class 6.2: UN 3291”

- replace the row for “Class 9” to read as follows:

“Class 9: UN Nos. 3090, 3091, 3245, 3480, 3481 and 3536”

*(Reference document: informal documents INF.10 and INF.8)*

#### Chapter 1.6

1.6.4.55 Add the following new paragraph:

“1.6.4.55 Tank-containers which do not comply with the requirements of 6.8.3.4.6 (b) applicable from 1 January 2023, may continue to be used if an intermediate inspection takes place at least 6 years after each periodic inspection performed after 1 July 2023.”

*(Reference document: informal document INF.8)*

#### Chapter 2.2

2.2.2.2.2 Amend the fifth indent to read:

“– Dissolved gases which cannot be classified under UN Nos. 1001, 1043, 2073 or 3318. For UN No. 1043, see special provision 642;”.

*(Reference document: informal document INF.8)*

#### Chapter 3.2, Table A

UN 1345 In column (2), add “, not exceeding 840 microns and rubber content exceeding 45 %”.

*(Reference document: informal document INF.8)*

UN 1872 In column (3b), amend “OT2” to read “O2”.

In column (5), delete “+ 6.1”.

In column (12), amend “SGAN” to read “SGAV”.

In column (17), insert: “VC1 VC2 AP6 AP7”.

In column (18), delete “CV28”.

In column (20), amend “56” to read “50”.

*(Reference document: informal document INF.8)*

UN 2015 For the first entry, in column (2), before the existing text, insert “HYDROGEN PEROXIDE, STABILIZED or”.

*(Reference document: informal document INF.8)*

UN 3509 In column (17), insert “VC1”.

(Reference document: informal document INF.8)

UN 3536 In column (15), at the top of the cell, replace “-” by “2”.

(Reference document: informal document INF.8)

## Chapter 3.2, Table B

For the entry “RUBBER SCRAP, powdered or granulated”, add in column (1):

“, not exceeding 840 microns and rubber content exceeding 45 %”.

(Reference document: informal document INF.8)

For the entry “RUBBER SHODDY, powdered or granulated”, add in column (1):

“, not exceeding 840 microns and rubber content exceeding 45 %”.

(Reference document: informal document INF.8)

In alphabetical order, insert the following new entry:

“

Name and description	UN No.	Class	Remarks
HYDROGEN PEROXIDE, STABILIZED	2015	5.1	

”

(Reference document: informal document INF.8)

## Chapter 3.3

SP 389 At the beginning of the last sentence, insert “Except as provided in 1.1.3.6”.

(Reference document: informal document INF.8)

SP 591 After “the requirements”, insert “of Class 8”.

(Reference document: informal document INF.8)

SP 642 At the end, add the following sentence:

“Otherwise, for carriage of ammonia solution, see UN Nos. 2073, 2672 and 3318.”

(Reference document: informal document INF.8)

SP 663 Amend the first paragraph under “**General provisions:**” to read as follows:

“Packagings, discarded, empty, uncleaned with residues presenting a primary or subsidiary hazard of Class 5.1 shall not be loaded in bulk together with packagings, discarded, empty, uncleaned with residues presenting a hazard of other classes. Packagings, discarded, empty, uncleaned with residues presenting a primary or subsidiary hazard of Class 5.1 shall not be packed with other packagings, discarded, empty, uncleaned with residues presenting hazards of other classes in the same outer packaging.”

(Reference document: informal document INF.8)

## Chapter 4.1

4.1.4.1, P200 (13) In 2.4, replace “EN ISO 11114-1:2012” by “EN ISO 11114-1:2020”.

(Reference document: informal document INF.8)

4.1.6.15 Amend to read as follows:

“4.1.6.15 For UN pressure receptacles, the ISO standards and EN ISO standards listed in Table 1, except EN ISO 14245 and EN ISO 15995, shall be applied. For information on which standard shall be used at the time of manufacturing the equipment, see 6.2.2.3.

For other pressure receptacles, the requirements of section 4.1.6 are considered to have been complied with if the standards in Table 1, as relevant, are applied. For information on which standards shall be used for the manufacture of valves with inherent protection, see 6.2.4.1. For information on the applicability of standards for manufacturing valve protection caps and valve guards, see Table 2:

Table 1: Standards for UN and non-UN pressure receptacles

Applicable paragraphs	Reference	Title of document
4.1.6.2	EN ISO 11114-1:2020	Gas cylinders – Compatibility of cylinder and valve materials with gas contents – Part 1: Metallic Materials
	EN ISO 11114-2:2013	Gas cylinders – Compatibility of cylinder and valve materials with gas contents – Part 2: Non-metallic Materials
4.1.6.4	ISO 11621:1997 or EN ISO 11621:2005	Gas cylinders – Procedures for change of gas service
4.1.6.8 Valves with inherent protection	Clause 4.6.2 of EN ISO 10297:2006 or clause 5.5.2 of EN ISO 10297:2014 or clause 5.5.2 of EN ISO 10297:2014 + A1:2017	Gas cylinders – Cylinder valves – Specification and type testing
	Clause 5.3.8 of EN 13152:2001 + A1:2003	Testing and specifications of LPG cylinder valves – Self-closing
	Clause 5.3.7 of EN 13153:2001 + A1:2003	Specifications and testing of LPG cylinder valves – Manually operated
	Clause 5.9 of EN ISO 14245:2010 or clause 5.9 of EN ISO 14245:2019	Gas cylinders – Specifications and testing of LPG cylinder valves – Self-closing
	Clause 5.10 of EN ISO 15995:2010 or clause 5.10 of EN ISO 15995:2019	Gas cylinders – Specifications and testing of LPG cylinder valves – Manually operated
	Clause 5.4.2 of EN ISO 17879:2017	Gas cylinders – Self-closing cylinder valves - Specification and type testing
4.1.6.8 (b) and (c)	ISO 11117:1998 or EN ISO 11117:2008 + Cor 1:2009 or EN ISO 11117:2019	Gas cylinders – Valve protection caps and guards – Design construction and tests
	EN 962:1996 +A2:2000	Transportable gas cylinders – Valve protection caps and valve guards for industrial and medical gas cylinders – Design, construction and tests
	ISO 16111:2008	Transportable gas storage devices – Hydrogen absorbed in reversible metal hydride

Table 2: Manufacturing dates applicable to valve protection caps and guards fitted to non-UN pressure receptacles

Reference	Title of document	Applicable for manufacture
ISO 11117:1998	Gas cylinders – Valve protection caps and valve guards for industrial and medical gas cylinders – Design construction and tests	Until 31 December 2014
EN ISO 11117:2008 + Cor 1:2009	Gas cylinders – Valve protection caps and valve guards – Design, construction and tests	Until 31 December 2024
EN ISO 11117:2019	Gas cylinders – Valve protection caps and guards – Design, construction and tests	Until further notice
EN 962:1996 +A2:2000	Transportable gas cylinders – Valve protection caps and valve guards for industrial and medical gas cylinders – Design, construction and tests	Until 31 December 2014

(Reference document: informal document INF.8)

### Chapter 4.3

4.3.3.3.2 Delete and add “4.3.3.3.2 (Deleted)”.

(Reference document: informal document INF.8)

### Chapter 5.3

5.3.2.1.5 Amend the note to read as follows:

**“NOTE:** This paragraph need not be applied to vehicles carrying bulk containers, tanks and MEGCs with a maximum capacity of 3 000 litres.”

(Reference document: informal document INF.8)

### Chapter 5.4

5.4.1.1.1 (k) At the end, add “or as specified in a special arrangement in accordance with 1.7.4.2”.

(Reference document: informal document INF.23)

### Chapter 6.2

6.2.3.5.1 In note 2, replace “EN ISO 16148:2016” by “EN ISO 16148:2016 + A1:2020”.

(Reference document: informal document INF.8)

6.2.4.1 In the table, under “for design and construction”, add the following new row:

EN 17339:2020	Transportable gas cylinders – Fully wrapped carbon composite cylinders and tubes for hydrogen	6.2.3.1 and 6.2.3.4	Until further notice	
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In the table, under “for closures”:

- For “EN 13175:2019 (except clause 6.1.6)”, in column (4), replace “Until further notice” by “Between 1 January 2021 and 31 December 2024”. After the row for “EN 13175:2019 (except clause 6.1.6)”, insert the following row:

EN 13175:2019 + A1:2020	LPG Equipment and accessories – Specification and testing for Liquefied Petroleum Gas (LPG) pressure vessel valves and fittings	6.2.3.1 and 6.2.3.3	Until further notice	
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- For “EN 13953:2015”, in column (4), replace “Until further notice” by “Between 1 January 2017 and 31 December 2024”. After the row for “EN 13953:2015”, insert the following row:

EN 13953:2020	LPG Equipment and accessories – Pressure relief valves for transportable refillable cylinders for Liquefied Petroleum Gas (LPG)	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	
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(Reference document: informal document INF.8)

6.2.5.4.2 Replace “EN 1975:1999 + A1:2003” by “EN ISO 7866:2012 + AC:2014”.

(Reference document: informal document INF.8)

## Chapter 6.8

6.8.2.2.1 After the first sentence, add the following new sentence:

“Welded elements shall be attached to the shell in such a way that tearing of the shell is prevented.”

(Reference document: informal document INF.8)

6.8.2.6.1 In the table, under “for equipment”:

- For “EN 13175:2019 (except clause 6.1.6)”, in column (4), replace “Until further notice” by “Between 1 January 2021 and 31 December 2024”. After the row for “EN 13175:2019 (except clause 6.1.6)”, insert the following row:

EN 13175:2019 + A1:2020	LPG Equipment and accessories – Specification and testing for Liquefied Petroleum Gas (LPG) pressure vessel valves and fittings	6.8.2.1.1, 6.8.2.2, 6.8.2.4.1 and 6.8.3.2.3	Until further notice	
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(Reference document: informal document INF.8)

6.8.3.4.6 Amend to read as follows:

“6.8.3.4.6 For tanks intended for the carriage of refrigerated liquefied gases:

- (a) By derogation from the requirements of 6.8.2.4.2, the periodic inspections shall take place

at least after six years | at least after eight years

of service and thereafter at least every 12 years.

- (b) By derogation from the requirements of 6.8.2.4.3, the intermediate inspections shall take place at least six years after each periodic inspection.”

(Reference document: informal document INF.8)

6.8.4 (a), TC6 Amend to read as follows:

“The wall thickness of tanks made of aluminium not less than 99 % pure or aluminium alloy need not exceed 15 mm even where calculation in accordance with 6.8.2.1.17 gives a higher value.”

(Reference document: informal document INF.8)

6.8.4 (b), TE14 Amend the second sentence to read as follows:

“The thermal insulation directly in contact with the shell and/or components of the heating system shall have an ignition temperature at least 50 °C higher than the maximum temperature for which the tank was designed.”

(Reference document: informal document INF.8)

## Chapter 7.1

7.1.7.4.5 At the beginning of (c), (d) and (e), replace “Thermal insulation” by “Vehicle or container with thermal insulation”.

(Reference document: informal document INF.11, proposal 2)

## Chapter 7.2

7.2.4, V6 Delete the text in V6 and add “(Deleted)”.

(Reference document: ECE/TRANS/WP.15/2020/13)



## Chapter 9.1

9.1.3.4 Amend the last paragraph to read as follows:

“However, these provisions shall not mean that tank inspections have to be carried out at intervals shorter than those laid down in Chapters 6.8, 6.9 and 6.10.”

*(Reference document: ECE/TRANS/WP.15/2020/11, proposal 2)*

## Annex II

### List of decisions

Decision 1: The Working Party endorsed the draft amendments adopted by the Joint Meeting at its autumn 2020 session (ECE/TRANS/WP.15/AC.1/158, annex II), with the exception of the amendments to Chapter 1.2 and the amendment to add a non-binding reference to the European Union's multimodal guidelines (Inland TDG Risk Management Framework) in 1.9.4, which would be discussed again at the next session.

Decision 2: The Working Party adopted proposal 2 of document ECE/TRANS/WP.15/2020/1 as amended by informal document INF.11.

Decision 3: The Working Party adopted the proposed amendment to 5.4.1.1.1 (k) in informal document INF.23.

Decision 4: The Working Party adopted proposal 2 to amend 9.1.3.4, in document ECE/TRANS/WP.15/2020/11.

Decision 5: The Working Party adopted the proposed amendment to special provision V6 in document ECE/TRANS/WP.15/2020/13.

Decision 6: The Working Party adopted an amendment to add UN No. 3291 for transport category 2 in the Table in 1.1.3.6.3 of ADR.

Decision 7: The Working Party elected Ms. Ariane Roumier (France) as Chair and Mr. Alfonso Simoni (Italy) as Vice-Chair for 2021.

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