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### Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

#### 110th session

Geneva, 8–12 November 2021

## Report of the Working Party on its 110th session

Held in Geneva from 8 to 12 November 2021

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## **I. Organizational matters and attendance**

1. The Working Party on the Transport of Dangerous Goods held its 110th session from 8–12 November 2021, with Ms. A. Roumier (France) as Chair and Mr. A. Simoni (Italy) as Vice-Chair.

### **A. Organizational matters**

2. 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 limited number of meeting rooms available for hybrid meetings, the length of meetings with interpretation allocated to the Economic Commission for Europe was limited. Taking into account those factors and the quarantine and travel restrictions in force, and the number of documents submitted for the session, and after consultation with the secretariat and conference services of the United Nations Office at Geneva, the officers of the Working Party agreed to adapt the format of the 110th session, as indicated in informal document INF.8.

3. Accordingly, the session was held from the afternoon of 8 November to 12 November 2021, in a hybrid format, with the possibility of participation online or in person.

### **B. Attendance**

4. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Czechia, Denmark, Finland, France, Georgia, Germany, Hungary, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.

5. Representatives of Brazil and Egypt also took part in the session as provided for in paragraph 11 of the terms of reference of the Economic Commission for Europe. Participants from Sierra Leone also joined the Working Party during the opening of the session and during the tribute to the victims of the Freetown accident.

6. The European Union was represented.

7. The following intergovernmental organization was represented: Intergovernmental Organisation for International Carriage by Rail (OTIF).

8. 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); European Industrial Gases Association (EIGA); International Organization of Motor Vehicle Manufacturers (OICA); and International Road Transport Union (IRU). The EuroMed Transport Support Project (TSP) was also represented.

9. The Working Party welcomed the participation of Brazil and Egypt and encouraged those countries to continue to participate in future sessions.

10. The Working Party recalled that the Rules of Procedure of the Working Party (ECE/TRANS/WP.15/190/Add.1) provided that any member country of the United Nations may participate in its activities. The Working Party invited all countries wishing to accede to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) for international transport and countries wishing to apply the provisions of the annexes of ADR as national regulations to participate in its meetings.

## **II. Tribute to the victims of the accident in Freetown, Sierra Leone**

11. The Working Party was saddened to learn of the accident in Sierra Leone in which a tank-vehicle caught fire and exploded following a road accident on 5 November 2021. At

least 90 people were reportedly killed in the accident (provisional toll). The Working Party agreed that it was too early to draw any conclusions or make recommendations but noted that the fact that many people were retrieving fuel from the tank-vehicle had undoubtedly been an aggravating factor.

12. The Working Party expressed its condolences to the families of the victims.

13. The Working Party invited the country's authorities to share the findings of the investigation when they became available.

### **III. Adoption of the agenda (agenda item 1)**

*Documents:* ECE/TRANS/WP.15/254 and Add.1 (Secretariat)

*Informal documents:* INF.1, INF.2 and INF.8 (Secretariat)

14. 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.21.

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

#### **A. ADR road map**

*Documents:* ECE/TRANS/304, ECE/TRANS/304/Add.1,  
ECE/TRANS/2021/3 and ECE/TRANS/WP.15/2021/15  
(Secretariat)

*Informal document:* INF.19 (Secretariat)

15. The Working Party thanked the secretariat for the draft revised version of the ADR road map.

16. It adopted the amended version presented in informal document INF.19, removing the square brackets in the text under the heading "Entry into force" (see annex I).

17. The Working Party welcomed the revised version and recognized its usefulness as a tool for promoting ADR and the work of the Working Party both in countries that were not contracting parties and in the national administrations of countries that were already contracting parties.

18. The Working Party considered that the road map would be a good tool to advance the implementation of the strategy of the Inland Transport Committee until 2030 (see document ECE/TRANS/2021/3) and requested the secretariat to publish the final road map in electronic format to facilitate its dissemination.

#### **B. Translation of ADR into Arabic**

19. The representatives of the EuroMed TSP recalled that the project included activities aimed at helping partner countries accede to ADR and implement its provisions in national regulations applicable to domestic traffic. The official language of most of those countries was Arabic; they recalled that the absence of an Arabic version of ADR was a major obstacle not only to accession but also to the development of appropriate national regulations in the 22 countries whose official language was Arabic, and he detailed those difficulties with the example of Tunisia, which was nevertheless already a contracting party to ADR.

20. For reasons of economy, good management and uniformity, it seemed to them essential that countries whose official language was Arabic should have a single Arabic reference version of ADR for the purposes of accession, which could be adapted if necessary by each country for the purposes of the regulations applicable to national transport.

21. They pointed out that 70 % of ADR reproduced the text of the Model Regulations word for word, which were translated and updated every two years by the translation services of the United Nations. Since ADR was also a treaty administered by the United Nations, it made sense to them that the same translation services should work on an Arabic version of ADR and periodic updates. To that end, they had provided the translation services, through the secretariat of the Economic Commission for Europe (ECE), with a comparative table showing ADR text not included in the UN Model Regulations, while requesting an estimate for this work and indicating that EuroMed TSP could consider contributing to the costs of a first version provided that a sustainable solution was found for subsequent updates. However, the estimate provided in return was too high to allow for full coverage by EuroMed TSP while, at the same time, no sustainable solution for the subsequent regular updates of ADR was ensured.

22. The United Nations secretariat had also indicated that the translation of ADR into Arabic by the language services without an extrabudgetary contribution would require a request through a resolution of the General Assembly or Economic and Social Council, since the mandate of ECE only allowed it to request documentation in French, English and Russian.

23. The Chair noted that the Working Party could not resolve the issue as it stood. She suggested that Arab countries should work together to make a request to the relevant United Nations bodies.

24. The representatives of EuroMed TSP recalled that both the ADR road map and the General Assembly resolutions on road safety had recommended accession to ADR or at least implementation of its provisions at the national level. They therefore considered it essential that United Nations bodies, such as the General Assembly, the Economic and Social Council and the regional commissions, and donor agencies that had the means to do so, such as the Islamic Development Bank and others, should contribute to the effective implementation of those recommendations, particularly in countries that were known to need technical assistance such as those of the South Mediterranean region.

25. The Working Party requested the secretariat to explore in detail the options for establishing an Arabic translation of ADR and its updates by the United Nations language services in accordance with the administrative and financial rules applicable in such cases, including the possibility of requesting a translation through a resolution of the General Assembly or the Economic and Social Council. Noting that the sale of ADR publications generated substantial income for the United Nations, it also requested the secretariat to examine within the secretariat how that income could be used to finance the translation of ADR into Arabic and its updates as a recurring publication.

26. The Working Party requested the secretariat to submit a detailed report on the actions undertaken for that purpose to the Inland Transport Committee at its eighty-fourth session (22–25 February 2022).

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

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

28. 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 amending article 1 (a), article 14 (1) and article 14 (3) (b) of ADR, of 1993, to enter into force and encouraged them to take the necessary measures to ratify or accede to it so that it could do so.

29. The Working Group noted with satisfaction that the Parliament of Georgia had ratified the 1993 Protocol and that the Ministry of Foreign Affairs of Georgia would contact the United Nations Office of Legal Affairs to submit the notification to the depositary.

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

*Documents:* ECE/TRANS/WP.15/AC.1/2021/24/Add.1,  
ECE/TRANS/WP.15/AC.1/2021/34 (Switzerland) and  
ECE/TRANS/WP.15/AC.1/162 and ECE/TRANS/WP.15/AC.1/162/Add.1  
(report of the Joint Meeting on its autumn 2021 session)

*Informal documents:* INF.7 and INF.13 (Secretariat)

### A. General

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

### B. Specific issues

#### 1. Pending issues

*Document:* ECE/TRANS/WP.15/253 (report of the Working Party on its 109th session)

*Informal document:* INF.13 (Secretariat)

31. Upon confirmation by the representative of Italy, the Working Party decided to remove the square brackets around the draft amendments to 6.2.4.1 adopted by the Joint Meeting and endorsed at the 109th session (see annex II).

32. The Working Party noted that the dates of some standards adopted for reference by the Joint Meeting were placed in square brackets because the standards had not yet been published. The Working Party provisionally adopted the amendments to these standards subject to the publication of the corresponding standards before the 111th session (May 2022) (see annex III).

33. The Working Party noted that the proposed amendments to 6.8.2.2.4 adopted by the Joint Meeting and endorsed at the 109th session were kept in square brackets pending confirmation by the standing working group of the RID Committee of Experts. The Working Party might be requested to decide on these amendments at its next session.

#### 2. Mention of abbreviations in 1.2.1

34. At the proposal of the OTIF secretariat, the Working Party agreed that the abbreviations used in the descriptive part of the definitions in 1.2.1 could be retained even if these abbreviations were clarified in the new 1.2.3. The proposed amendments to delete these abbreviations in 1.2.1 have been withdrawn (see annex II).

#### 3. Draft amendments for conformity assessment, issuance of type approval certificates and tank inspections

35. The Working Party thanked the representative of Switzerland for the clarifications provided in document ECE/TRANS/WP.15/AC.1/2021/34 in connection with the draft amendments for conformity assessment, the issuance of type approval certificates and tank inspections (1.8.6, 1.8.7 and Chapter 6.8).

36. The representative of the Netherlands said that the Netherlands already had a national system of approval of inspection bodies based on the requirements of standard EN ISO 17020, with very good results. The representative of the Netherlands was not prepared to support the adoption of the new provisions of 1.8.6 requiring the accreditation of inspection bodies, as he feared that the new provisions would have unintended legal consequences for inspection bodies already approved under the national system. However, seeing the general support for the amendment to 1.8.6, he was reluctant to call for a vote. He stressed that the adoption of these new provisions was the result of a decision by the Working Party and that the Netherlands would abide by this decision.

#### 4. Use of the word “marking” in 1.8.7

37. The Working Party wished to retain the word “marking” in the Note to 1.8.7 without calling into question the work on rationalizing the use of the words “marking” and “mark” in the UN Model Regulations and in RID, ADR and ADN.

#### 5. Definitions applicable to Chapter 6.13

38. The Working Party noted that the inclusion of definitions in Chapter 6.13 was not necessary for the time being. The addition of definitions in Chapter 6.13 or an explicit reference to the definitions in Chapter 6.9 might be considered at a later stage.

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

### A. Construction and approval of vehicles

#### 1. Informal working group on vehicle stability

*Document:* ECE/TRANS/WP.15/2021/10 (Cefic on behalf of the informal working group)

*Informal document:* INF.10 (Chair of the informal working group)

39. The Working Party thanked the informal working group for the work done and confirmed that the group had fulfilled its mandate.

40. The Working Party endorsed the conclusions of the informal group, namely:

- The calculation of the maximum permissible height of the centre of gravity, as defined in ADR 9.7.5.1, was inserted into ADR in 1978 and there was no evidence to date that this calculation was incorrect.
- The definition of the overall width of the ground-level bearing surface in 9.7.5.1 should be clarified in a way that made it clear which axle was to be used in the calculation.
- No changes to the application of R111 were proposed. It was not considered possible to extend the application of R111 to tank vehicles fitted with tanks tested with a pressure of 4 bar or above.

41. The Working Party adopted the proposed amendment in document ECE/TRANS/WP.15/2021/10 to clarify the definition of the overall width of the ground-level bearing surface in 9.7.5.1 (see annex II).

#### 2. Engine fire suppression systems and tyre fire protection systems to reduce the likelihood of a boiling liquid expanding vapour explosion (BLEVE) or other catastrophic failure of the tank due to a fire

*Document:* ECE/TRANS/WP.15/2021/11 (Spain, on behalf of the Joint Meeting informal working group on BLEVE risk reduction)

*Informal documents:* INF.4 and INF.5 (Spain, on behalf of the informal working group of the Joint Meeting on BLEVE risk reduction), INF.11/Rev.1 (OICA), INF.16 (EIGA)

42. The representative of Spain presented the Working Party the proposals of the BLEVE working group of the Joint Meeting to extend the application of 9.7.9 to certain FL vehicles so that such vehicles would be equipped with engine fire suppression and tyre fire protection systems.

43. The Chair of the Working Party recalled that such protective measures complemented the provisions concerning safety valves for the protection of tanks, adopted by the Joint Meeting and included in informal document INF.7 (6.8.3.2.9), and endorsed by the Working Party (see annex II).

44. After discussion, the Working Party agreed to keep the restriction to certain FL vehicles only and to extend the duration of the proposed transitional measures.

45. The Working Party noted that the length of the adopted transitional measures would allow for further refinement of the provisions, if necessary.

46. The Working Party did not support the proposal of EIGA not to include FL vehicles used for the transport of compressed flammable gases.

47. The Working Party agreed that there was no need for a transitional measure concerning the amendment to item 11 of certificates of approval.

48. The Working Party adopted the proposal contained in document ECE/TRANS/WP.15/2021/11, with some modifications, and proposal 1 of informal document INF.5 (see annex II).

49. It was confirmed that the new provisions were also applicable to FL vehicles carrying tank-containers.

50. The Working Party agreed that work on such provisions should continue at future sessions to better define the technical provisions to be implemented and to consider whether the presentation of the new provisions should be organized differently in Part 9.

### **3. Informal working group on electrified vehicles**

*Informal documents:* INF.14 and INF.20 (Chair of the informal working group on electrified vehicles)

51. The representative of the Netherlands, as chair of the informal working group on electrified vehicles, and the various heads of the subgroups, presented the way the informal working group was organized and the progress of its work.

52. The Working Party noted with satisfaction the important work already done and encouraged the informal working group to continue its work with a view to making the early use of such vehicles possible for the transport of dangerous goods, if possible from 2023.

53. It was recalled that the work in question was aimed at enabling the use of alternative energy sources for the transport of dangerous goods and was in line with the logic of the energy transition and the development of renewable energies.

### **4. Braking equipment (UN Regulations No. 13 and 13-H)**

*Informal document:* INF.12 (Finland)

54. The Working Party confirmed that UN Regulation No. 13-H could be used instead of UN Regulation No. 13 for the braking requirements of N1 vehicles intended for the transport of dangerous goods, in accordance with footnote 2 of 1.1 of UN Regulation No. 13.

## **B. Miscellaneous proposals**

### **1. Requirements on security for dangerous goods carried in accordance with 1.1.3.6**

*Document:* ECE/TRANS/WP.15/2021/8 (Norway and Sweden)

*Informal documents:* INF.6 (correction to ECE/TRANS/WP.15/2021/8), INF.3 (Norway and Sweden)

55. The proposal by Norway and Sweden was aimed at eliminating the discrepancies between the security provisions in Chapter 1.10 and the exemptions in sub-section 1.1.3.6, on the basis of the discussions held at the last meeting.

56. The delegations that took the floor were in favour of option 2 (as corrected in informal document INF.6), which aimed to keep the provisions of Chapter 1.10 applicable to all high consequence dangerous goods of Class 1 when 1.1.3.6 was applicable.

57. The Working Party invited the representatives of Norway and Sweden to submit a new proposal to its next session in the light of the comments received. Delegations were also



invited to send comments by e-mail before the deadline for submission of official documents to the next meeting. As 1.10.4 of RID was similar to the corresponding paragraph of ADR, it should be checked in particular whether the proposed amendments could have an impact on RID, in which case the subject should be discussed at the Joint Meeting rather than at the level of the Working Party.

## **2. Harmonization of Class 1 divisions in the tables of 1.10.3.1.2 and Chapter 8.5, S1 (6)**

*Document:* ECE/TRANS/WP.15/2021/12 (Norway and Sweden)

*Informal document:* INF.15 (Germany)

58. Several delegations found it problematic that S1 (6) would no longer apply to substances and articles of divisions 1.3 (others than compatibility group C) and 1.4 (others than specified in Table 1.10.3.1.2). The Working Party noted with interest the proposal by Germany to delete the provisions of Chapter 8.4 and provisions S1 (6) and S14 to S24 of Chapter 8.5. As the proposal was contained in an informal paper circulated shortly before the session, several delegations wished to have more time to assess its implications.

59. Such changes would resolve the problems of harmonization of the tables in 1.10.3.1.2 and S1 (6). Document ECE/TRANS/WP.15/2021/12 was therefore withdrawn pending further discussion based on the proposal in informal document INF.15.

60. The Working Party noted that the representative of Germany, in cooperation with the representative of Norway, would prepare a formal proposal for the next session.

## **3. Reference to the UNECE website in ADR**

*Document:* ECE/TRANS/WP.15/2021/14 (Secretariat)

61. The Working Party noted that the secretariat had updated its website and that, as a result, some references to the URLs of this website in the footnotes of the ADR should be amended (see annex II). A member of the secretariat confirmed that the current links were automatically redirected to the new website.

## **4. Temperature controlled transport**

*Document:* ECE/TRANS/WP.15/2021/13 (Netherlands and Cefic)

62. The Working Party adopted the proposal contained in document ECE/TRANS/WP.15/2021/13 with some modifications (see annex II).

## **5. Consequential amendments to 6.8.2.6.2**

*Informal document:* INF.9 (France)

63. The Working Party adopted the proposal contained in informal document INF.9 (see annex II).

## **6. Clarification of the requirements for the application of standards in Chapters 6.2 and 6.8**

*Informal document:* INF.18 (France)

64. The representative of France recalled that the proposal to clarify the requirements for the application of the standards in Chapters 6.2 and 6.8 contained in informal document INF.18 had been validated by the Joint Meeting's Working Group on Standards.

65. The Working Party adopted the proposal contained in informal document INF.18 (see annex II).

## **7. Correction of the table in 6.5.5.1.6**

66. The Working Party adopted an amendment to reintroduce the definition of coefficient C in the table in 6.5.5.1.6, on the basis of an oral proposal by the secretariat.

67. The Working Party noted that the amendment had been adopted as a correction to the IMDG Code by the editorial and technical group of the IMO Sub-Committee on Carriage of Cargoes and Containers.

68. The secretariat would inform the Sub-Committee of Experts on the Transport of Dangerous Goods of the amendment, which also would concern the Model Regulations.

## **VIII. Interpretation of ADR (agenda item 6)**

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

*Document:* ECE/TRANS/WP.15/2021/9 (Netherlands)

*Informal document:* INF.17 (United Kingdom)

69. The Working Party endorsed the guideline prepared by the Netherlands and requested the secretariat to publish it on the ECE website as edited in informal document INF.17 (for the English version), with some other editorial changes (see annex IV).

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

### **A. 2023 amendments**

70. The Working Party requested the secretariat to prepare a consolidated list of all the amendments that it had adopted for entry into force on 1 January 2023 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 her Government. The notification would have to be issued no later than 1 July 2022, with a reference to 1 January 2023 as the scheduled date of entry into force. That document would be circulated under the symbol ECE/TRANS/WP.15/256.

71. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2023 sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

72. The Working Party noted that the secretariat would circulate a list of changes to be made in Table B to take account of the amendments to the proper shipping names.

### **B. 111th session**

73. The agenda items for the next session (scheduled for 9–13 May 2022), would be:

- Adoption of the agenda.
- Eighty-fourth 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.

74. The deadline for submission of formal documents for that session was 11 February 2022.

### **C. Meeting schedule for 2022–2023**

75. The Working Party regretted that the coronavirus disease (COVID-19) pandemic had had an impact on the work of administrations involved in the transport of dangerous goods and had led to a decrease in the number of documents submitted since 2020 for the work of the Joint Meeting and the Working Party. The need to organize meetings in a hybrid format had also been an impediment to progress on some questions. However, it welcomed the adoption of more than 100 pages of amendments to ADR, despite the difficulties.

76. The Working Party confirmed that further developments could be expected in the coming biennium, for example with regard to the adoption of provisions for electrified vehicles.

77. The Working Party confirmed that it therefore wished to have three five-day sessions (May 2022 and two sessions in 2023) and one four-day session (November 2022) for its work in 2022 and 2023.

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

### **A. Tribute to Mr. Erwin Sigrist**

78. Learning that Mr. Erwin Sigrist was retiring and would no longer participate in its sessions, the Working Party thanked him for his constructive contributions over the previous 20 years and wished him all the best for a long and happy retirement.

### **B. Presentation on the circular economy and sustainable use of natural resources**

*Informal document:* INF.21 (Secretariat)

79. The Working Party noted that the ECE Executive Committee (EXCOM), at its session on 21 July 2021, decided to seek input from its subsidiary bodies on themes for high-level discussions and to report to the Commission at its session in 2022, in particular on the development of effective and measurable solutions that promoted a circular economy and the sustainable use of natural resources and that could facilitate the achievement of the goals of the 2030 Agenda for Sustainable Development.

80. Delegations wishing to do so were invited to present information on that subject at the next session of the Working Party.

81. The Chair of the Working Party confirmed that it was prepared to set aside time in its work to deal with those subjects of general interest as long as they were related to its mandate. However, organizing those discussions required additional resources and time and the priority work of the Working Party must remain the development and updating of ADR.

## **XI. Election of officers for 2022 (agenda item 9)**

82. On a proposal from the representatives of Belgium and the Netherlands, the Working Party elected Ms. Ariane Roumier (France) as Chair and Mr. Alfonso Simoni (Italy) as Vice-Chair for 2022.

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

83. The Working Party adopted the report on its 110th session and its annexes on the basis of a draft prepared by the secretariat.

84. 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 V were published and notified to all the permanent missions in Geneva (<https://unece.org/silence-procedure>). After publication, no objections were received. The decisions are deemed adopted.

## Annex I

### **Road Map for Accession to and Implementation of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)**

The Road Map results from the aim to provide comprehensive information for experts and legal advisers in transport ministries and departments, as well as for other relevant ministries (e.g. environment, interior, foreign affairs), presidential administrations and national parliaments in countries interested in becoming contracting parties to ADR. It also aims to provide useful information to the contracting parties to ADR during the implementation process.

#### **Introduction**

Road traffic accidents may cause death, injury or damage to property and the environment. The consequences may be even more serious when dangerous goods such as fuel, gas, fertilizers, or other chemicals are involved. The spillage or exposure to an explosion, fire or toxic cloud may be disastrous for people and the environment. Fortunately, solutions exist to reduce these risks.

*The Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) is a well-established United Nations instrument that has supported the prevention of such accidents and reduced the severity of their consequences. ADR provisions are the result of more than 50 years of best practices in the transport of dangerous goods on roads.*

Incidents involving ADR-approved vehicles carrying dangerous goods often result in no or minimum spillage, no people injured—and in many cases—no significant damage to the cargo, people or environment. Inversely, accidents involving vehicles, cargo and crew not in compliance with ADR requirements, often result in catastrophic consequences.

*The key purpose of ADR is to ensure safety during the transport of dangerous goods and to minimize the risk and consequences of accidents during transport operations.*

Initially adopted as the “European Agreement Concerning the International Carriage of Dangerous Goods by Road”, it entered into force on 29 January 1968. It is open to accession by all United Nations Member States. Acknowledging that the “European” title of the agreement had proven to be a barrier for accession for a number of interested non-European countries, in 2019 contracting parties adopted an amendment to change its title to “Agreement concerning the International Carriage of Dangerous Goods by Road”, removing the “European” prefix.

ADR provisions are harmonized with those applicable to transport of dangerous goods by air, maritime routes, rail and inland waterway based on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations. This helps to ensure safety throughout a multimodal or intermodal journey without creating unnecessary barriers and delays and simplifies the necessary checks and trans-shipment operations, speeding up the process of loading goods.

#### **Contents**

ADR contains:

- General principles for accepting dangerous goods in international carriage by road;
- Carriage conditions;
- Conditions for derogations (special agreements);
- Conditions for application of additional rules (for reasons other than safety during carriage);

- Procedure for solving disputes;
- Two technical annexes regularly amended since 1968:

Annex A contains the provisions related to the goods (classification, packing, labelling, documentation, construction, testing and approval of packagings/tanks, carriage operations) (Parts 1 to 7).

Annex B contains the provisions for the vehicle crew (training, equipment) and for the vehicle (construction, equipment and operation conditions) (Parts 8 and 9).

The electronic files of ADR in English, French and Russian may be consulted on the UNECE Sustainable Transport Division's website: <https://unece.org/transport/dangerous-goods>.

## **2030 Agenda for Sustainable Development**

### **Road safety**

Road safety was specifically addressed in the 2030 Agenda for Sustainable Development adopted on 25 September 2015 by the United Nations General Assembly in resolution 70/1 "Transforming our world: the 2030 Agenda for Sustainable Development". Target 3.6 seeks to halve the number of global deaths and injuries from road traffic accidents by 2030. The United Nations General Assembly adopted a new resolution (A/74/299) on road safety on 31 August 2020 reaffirming the key role of ADR in the United Nations Road Safety Strategy.

Indeed, one of the fundamental dimensions of road safety is to ensure the safe transport of dangerous goods. Road transport is essential for the distribution of these goods. It also represents a significant road safety risk.

*ADR offers high quality standards to be respected for the optimal prevention of the impacts of possible accidents.*

### **Circular economy**

Circular economy principles are also critical to achieving the Sustainable Development Goals. They involve reusing, repairing and recycling existing materials and products, reducing waste and replacing non-renewable resources with renewable ones.

The priority sectors to achieve a circular economy are: packaging, electrical and electronic equipment and batteries, transport and chemicals.

ADR and the work of the Working Party on the Transport of Dangerous Goods that administers ADR have direct influence on these sectors including on product and containment designs, reuse and recycling of packagings, movement of waste classified as dangerous and waste collection programs.

Work is also ongoing in the Working Party to cover in ADR more efficient engines and propulsion systems and allow the safe use of alternative energy sources, including biofuels and batteries. The provisions of ADR include provisions for the safe transport of batteries and fuel cells for recycling or disposal, including when used or damaged.

ADR provisions envisage a "cradle-to-grave" approach for dangerous goods, as they address not only their design, construction, remanufacture, use, reuse and repair but also the transport of damaged or waste packaging for recycling or disposal.

## **Contracting parties and territorial applicability**

On [date on publication], there were [...] contracting Parties to ADR:

[Insert list].

The status of ADR may be consulted on the United Nations Treaty Collection website at

[https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg\\_no=XI-B-14&chapter=11&clang=\\_en](https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-14&chapter=11&clang=_en)

ADR is one of many treaties open to all United Nations' Member States and applies to transport operations performed on the territory of at least two of its contracting parties.

Since 1 January 1997 member States of the European Union apply the provisions of ADR to road transport of dangerous goods within and between their territories (Directive 94/55/EC replaced by Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, as amended).

A few other countries such as countries of the Common Market of the South (MERCOSUR), countries of the Andean Community and countries of the Association of Southeast Asian Nations (ASEAN) have also based their national or international regulations on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations and ADR.

## **Benefits of Acceding to ADR**

### **Harmonization among international agreements and conventions**

ADR provisions are harmonized with those applicable to transport of dangerous goods by air, maritime routes, rail and inland waterway based on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations.

The transport of dangerous goods is necessarily regulated to prevent, as far as possible, accidents involving persons or property, or resulting in damage to the environment, other goods or the transport units. With different national legislations for the different modes of transport, international trade of chemicals and dangerous products would be seriously impeded, if not made impossible and unsafe.

Dangerous goods are also subject to other regulations, such as labour safety, consumer protection, storage, environment protection, etc.

Consistency between the numerous regulatory systems is ensured by the mechanisms developed by the United Nations for:

- the harmonization of hazard classification criteria and hazard communication tools (Globally Harmonized System of Classification and Labelling of Chemicals);
- the transport conditions for all modes for transport (United Nations Recommendations on the Transport of Dangerous Goods).

The transport of dangerous goods is governed by national and international regulations based, for the most part, on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations (UN Model Regulations). The Model Regulations are prepared by the Subcommittee of Experts on the Transport of Dangerous Goods of the United Nations Economic and Social Council (ECOSOC), which is serviced by UNECE. Updated every two years, the Model Regulations are implemented worldwide for all modes of transport, through the applicable international legal instruments.

These recommendations contain the basic provisions for the safe carriage of dangerous goods:

- classification and identification of dangerous goods;
- packing conditions (including standards for packaging and tank construction);
- labelling, marking and placarding of packages and transport equipment; and
- transport documentation.

The form of "Model Regulations" envisages application in all modes of transport and is available in the six official languages of the United Nations (Arabic, Chinese, English, French, Russian and Spanish). This allows:

- direct integration into all modal, national and international regulations and easier updating;

- improved harmonization between the regulations that govern the transport of dangerous goods;
- overall resource savings for the Governments of the Member States, the United Nations and other international organizations;
- improved “user-friendliness” of the regulations;
- a better identification of responsibilities in transport operations; and
- improved compliance with the regulations in multimodal operations.

Most countries in the world involved in maritime transport, including ECE countries, are party to the International Convention for the Safety of Life at Sea (SOLAS 74), and are bound to apply the International Maritime Dangerous Goods (IMDG) Code for maritime transport.

Similarly, parties to the Convention on International Civil Aviation apply the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by air (ICAO TIs).

The three main regulations in inland modes of transport that are in force in and beyond the UNECE region are ADR for road transport, the Regulations concerning the International Transport of Dangerous Goods by Rail (RID) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

The three are based on the UN Model Regulations, and then supplemented by requirements specific to each mode of transport.

RID, ADR and ADN contain the seven parts of the UN Model Regulations and additional chapters for RID/ADR tanks, specific provisions for carriage by road, rail, and inland waterways, and for loading and unloading vehicles, wagons and vessels. In addition, Part 8 of ADR concerns requirements for vehicle crews, equipment, operation and documentation, and Part 9 concerns the construction and approval of vehicles.

### **Safety and security**

#### *High level of safety and security during carriage of dangerous goods*

ADR provisions are developed to prevent accidents during loading, transport and unloading, and to mitigate as much as possible the effects should an incident or accident occur.

#### *Safe behaviour of road users*

Capacity-building activities and training are key components of road safety. ADR contains detailed provisions for the training of personnel involved in the transport operations of dangerous goods, according to their duties and obligations. This includes, for instance, drivers, vehicle crew and safety advisers. ADR training provisions intend to enable them to act safely in their functions and to take appropriate measures to protect themselves, and to avoid or prevent damage or risk to people or environment in the event of an incident.

#### *Safe vehicles*

The provisions of ADR aim to ensure that the cargo is transported safely. Tank-vehicles and vehicles for the carriage of explosives should meet specific construction requirements (e.g. in relation to braking systems, electrical installations, stability). ADR vehicles undergo an annual inspection to certify that they are roadworthy and that they conform to the ADR prescriptions.

Vehicles used for the transport of dangerous goods must also carry specific safety equipment including fire extinguishers and protective equipment such as masks and gloves.

#### *Safe road infrastructure*

ADR vehicles may be subject to specific traffic restrictions defined locally when special risks pertain to certain restricted locations. This includes special speed limitations, additional provisions, or restrictions for special structures like bridges or areas with special local risks and restrictions for the transport of dangerous goods on specific days.



After major accidents in the alpine tunnels in 1999 (Montblanc, Tauern) and 2001 (Gotthard) – which incidentally were not caused by the transport of dangerous goods – the concern for the transport of dangerous goods in tunnels increased and resulted in the addition of specific restrictions in ADR for tunnels.

#### *Post-crash care*

Harmonized hazard communication, appropriate signage of the vehicle carrying dangerous goods and standardized instructions in writing in accordance with ADR help to ensure a rapid, effective and appropriate emergency response in the case of accidents.

Regular amendments to ADR also stem from reviews of the consequences of incidents and accidents. The reviews highlight the limitations in the existing regulations when real world experience is gained.

#### **Trade and border-crossing facilitation**

ADR is an important tool for trade and border-crossing facilitation.

It allows carriers of one country as a contracting party to carry dangerous goods from its origin country through and to any other country contracting party without additional requirements imposed by transit or destination countries. Nonetheless, transport operations remain subject to national or international regulations applicable in general to road traffic, international road transport and international trade.

Countries contracting parties to ADR share common requirements for the transport of dangerous goods. This simplifies transport operations between these countries, in particular to and from the European Union, and to and from the closest signatory countries (Tunisia, Morocco and Nigeria). These simplified procedures, combined with increased transport security, strengthen transport and help promote commercial and economic development in the regions in question.

#### **Trust, confidence and mutual recognition**

The status of contracting party to ADR implies mutual recognition of certificates and approvals issued by ADR Competent authorities such as: vehicle certificates of approval, tank type approvals or driver's training certificates.

This facilitates controls and road checks and allows businesses in ADR countries to extend their foreign trade relations and expand their market.

ADR facilitates negotiation and mutual trust between contracting parties. It provides a framework for administrative controls and mutual administrative support.

The Working Party on the Transport of Dangerous Goods that administers ADR (see below) encourages dialogue and communication between competent authorities.

Article 11 of ADR defines a procedure for solving disputes between contracting parties.

#### **International administration of ADR**

The Working Party on the Transport of Dangerous Goods (WP.15) focuses on safety and security in the carriage of dangerous goods. A main part of its work is reviewing the development and updating of ADR. The implementation and interpretation of ADR are also discussed in the sessions.

The Working Party then adopts draft amendments to the technical annexes of ADR which are proposed to contracting parties for final adoption and entry into force, according to the legal procedure of treaties.

The rules of procedure of the Working Party are in document ECE/TRANS/WP.15/190/Add.1 [Insert link <https://unece.org/DAM/trans/doc/2007/wp15/ECE-TRANS-WP15-190a1e.pdf>]. These stipulate that any country as a member of the United Nations can participate in its activities.

All ECE member States, even those which are not contracting parties to ADR, may vote on proposals to amend ADR. Non-ECE countries which are contracting parties to ADR may also vote on these proposals.

The Working Party normally meets twice a year. It unites around 60 participants per session who represent contracting parties, their competent authorities, other countries, specialized agencies, intergovernmental organizations and non-governmental organizations. Countries intending to accede to ADR are welcome to participate in the sessions of the Working Party.

Information on the WP.15 meetings (schedules, agendas, documentation and reports) is free and unrestricted on the ECE website: <https://unece.org/info/events/unece-meetings-and-events/transport/dangerous%20goods>.

Provisions which are common to RID, ADR and ADN are first discussed and developed in the Intergovernmental Organisation for International Carriage by Rail (OTIF) and ECE “Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods”. The provisions are then proposed to the Working Party on the Transport of Dangerous Goods for endorsement before final adoption.

Participation in the sessions of the Working Party and the Joint Meeting is the best way to meet peers, exchange experiences and discuss implementation issues. It is important for representatives of contracting parties and of industry to be part of the early stages of the process of adopting new amendments, so that the impact of the amendments on regulations can be anticipated in each country.

All countries contracting parties to ADR have equal opportunities to intervene in future developments of ADR by presenting proposals of amendments and thus have a say in future changes in the regulations. In addition, they can participate in the decision-making process on proposals presented by other countries.

Business companies involved in shipping and transport of dangerous goods can also follow the work of the Working Party through the NGOs that represent them in the meetings and through the meeting documentation publicly available. This represents an advantage for all those involved in chemical and transport sector since they can know which standards will govern the sector in the years to come and can anticipate future regulatory changes.

*It is recommended that all countries – which are contracting party to ADR, which wish to accede to ADR, or which apply or intend to apply the provisions of ADR annexes as national regulations – participate in these meetings.*

## **Languages**

The authentic texts of ADR are in English and French for the agreement itself, and French only for the requirements in the annexes A and B (Parts 1 to 9). As stipulated in the agreement, the Secretary-General as depositary of ADR, prepares and updates an authoritative translation of the annexes into English. ECE also produces a Russian version of ADR, but the translation is not of authoritative status.

Translations into national languages other than French, English and Russian are prepared by the contracting parties themselves, bearing in mind that most of the ADR text originates from the UN Model Regulations which are available in the six United Nations languages.

## **Steps to accession**

### **Formal and structured national coordination**

In each country, the transport of dangerous goods is regulated by ministries, authorities or other bodies depending on the nature of the goods (chemical, explosive, radioactive material, waste, medicine, pesticide), on the purpose of the transport and on the authoritative structure in an administrative area. The ministries, authorities and bodies should be identified and be invited to participate in the process of accession to ADR.

A non-exhaustive list would include ministries, authorities and bodies in charge of transport, road control and inspection, training of drivers, industry, home affairs, environment, trade, defence, finance, agriculture, labour, science, education, public health, nuclear safety.

Representatives of the private sector and of associations should also participate and be consulted if possible as the users of the regulations: chemical/petroleum/gas industry; transport sector; packaging/tank/vehicle manufacturers; worker's unions, associations for the prevention of accidents in the workplace, training bodies, etc.

All participation in the process of accession should be organized and formally coordinated.

### **Preliminary Steps**

To implement ADR, each State should:

- Develop procedures for the international transport of dangerous goods. The procedures may include the translation of the authentic text and amendments, road and other site checks, administrative practices for enforcement, follow-up of updates, timetable for the entry into force, impact of transitional periods...);
- Establish the specific implementation bodies;
- Designate the authorities competent for:
  - classification of goods;
  - approval, testing and certification of packaging, tanks and vehicles;
  - training and certification of drivers and dangerous goods safety advisers; etc.

These competencies may be attributed to a single administrative authority which can also oversee other modes of transport of dangerous goods;

- Ensure the competent authorities' officers are appropriately trained and have defined procedures for the certificates that they may deliver, in accordance with ADR.
- Designate a coordination focal point for national implementation and cooperation with the other States (through the ECE Working Party on the Transport of Dangerous Goods) considering the availability of expertise and resources. This focal point may represent the competent authority in international meetings and, in that case, should be allowed to take decisions on its behalf;
- Provide the necessary financial and human resources to ensure participation of experts in the sessions of the appropriate international bodies responsible for the development of the regulations and of the standards supporting these regulations.

### **Rulemaking**

The national coordination body should develop or adapt existing national legislation/regulations that are related to the international transport of dangerous goods, to align with ADR. Existing regulations which may overlap with ADR should be evaluated: regulations for security, waste, tunnels, postal services, transport of dangerous goods by other modes, road safety, traffic restrictions, etc.

To facilitate the implementation of ADR, it is recommended to align the legislation applicable to the national transport of dangerous goods with ADR as far as possible.

### **Accession**

Information on the steps to accede to an international treaty may be found in the Treaty Handbook which was prepared by the Treaty Section of the Office of Legal Affairs. The Treaty Handbook is available in the six official languages of the United Nations at:

[https://treaties.un.org/pages/Resource.aspx?path=Publication/TH/Page1\\_en.xml](https://treaties.un.org/pages/Resource.aspx?path=Publication/TH/Page1_en.xml)

A model instrument of accession can be consulted in the Treaty Handbook.

There are no costs associated with the accession procedure.

The formal ratification of ADR begins with the deposition of an instrument of accession with the Secretary-General of the United Nations.

The procedure should accord with the national law/constitution in consultation with the administrations of competency in international affairs (e.g. Department of the International Relations or Ministry of Foreign Affairs).

The Head of State or Government or the Minister of Foreign Affairs or a person exercising the power of one of these authorities *ad interim* will sign the instrument of accession which is then deposited with the Secretary-General.

All member States intending to accede to ADR are invited to deposit, at the same time, an instrument of accession to ADR and to the Protocol of amendment of 1993 – amending article 1 (a), articles 14 (1) and article 14 (3) (b) of ADR. The Protocol will enter into force of the Protocol only when all contracting parties to ADR would be also parties to the Protocol. It will particularly enable to simplify the procedure for the notification of amendments to the Annexes of ADR and to reduce the necessary period for this notification.

The text of the Protocol of amendment and its status may be consulted at [https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtmsg\\_no=XI-B-14-b&chapter=11&clang=\\_en](https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtmsg_no=XI-B-14-b&chapter=11&clang=_en).

### **Entry into Force**

ADR enters into force for the acceding State one month after the deposition of the instrument of accession. Ratification binds a State to legally implement the Agreement, subject to valid reservations, understandings and declarations.

The ratification of ADR should not negatively impact any existing bilateral or multilateral trade relations between certain countries: trade with neighbouring countries may imply temporary derogations from the requirements of ADR which may be negotiated on a case-by-case basis with other contracting parties (Article 4, paragraph 3 of ADR and section 1.5.1 of Annex A), if safety is not compromised.

Annex [...] reproduces the procedure for the signature and notification of such bilateral or multilateral agreements [The corresponding annex will be inserted in published version].

Vehicles and tank-vehicles in circulation in a country may continue to be used for domestic traffic after the country becomes an ADR contracting party. These vehicles cannot be used for international transport to other ADR contracting parties if they don't conform to ADR requirements. However, the ADR competent authority can conclude bilateral or multilateral agreement with the competent authorities of other ADR contracting parties to allow their temporary use under specified conditions.

ADR provisions for tanks and vehicles guaranty a high level of safety. A two-step approach to improve road safety could be: 1) to require new vehicles and tank-vehicles in the acceding country to comply with ADR provisions and 2) to establish a transitional period during which existing vehicles and tank-vehicles conforming to key safety standards (to be defined at national or regional level) could continue to be used for a limited time.

### **Practical consequences of accession to ADR**

The annexes to ADR contain the technical conditions of transport which must be observed by the parties involved. Each contracting party is responsible for establishing the necessary administrative structures to implement ADR in the country, for example, for the examinations of drivers to obtain an ADR training certificate, of dangerous goods safety advisers, for the approval of packaging manufactured in the country, for the approval of vehicles, for organization of controls, etc.

The text of ADR may be consulted on the ECE website. See <https://unece.org/about-adr>.

For administrations, the most important parts are Parts 1 and 6 on the approval of packaging, tanks, etc., Chapter 8.2 on the training of drivers and Part 9 on the approval of vehicles.

### **Updates**

Annexes A and B of ADR are regularly amended and updated in accordance with the decisions of the Working Party on the Transport of Dangerous Goods (WP.15) and of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (RID/ADR/ADN Joint Meeting) (WP.15/AC.1).

A follow-up mechanism should be set up. This implies, *inter alia*, regular participation in the sessions of WP.15 and of the Joint Meeting, informing stakeholders and establishing procedures to implement the amendments adopted every two years by the contracting parties.

### **Designation and approval of competent authorities and of designated bodies**

Competent authorities, training institutes, examination bodies, packaging or tank testing institutes and vehicle approval agencies are designated and approved solely by the contracting parties. ECE is not involved.

In countries administered in regions, it is recommended that the competent authority be defined at the national level.

Section 1.8.3 of ADR asks contracting parties to communicate to ECE the addresses of the designated competent authorities and bodies, in accordance with the national laws, to implement ADR. See Annex [...] for the information to be communicated to the ECE secretariat. [The corresponding annex with the list of information to be communicated to the ECE secretariat will be inserted in published version].

The latest list of competent authorities and contact details from the contracting parties is posted at <https://unece.org/transport/dangerous-goods/country-information-competent-authorities-notifications>.

### **Issuance of certificates**

ADR may require that certificates are recognized by other contracting parties, as is the case for the approval of tanks or packaging, type approval of vehicles, certificates for the training of drivers, etc. A designated national organization to oversee the issuance of these certificates may be useful and should include a mechanism for appropriate data collection. Certificates may also be issued by local agencies or authorities. Here, a central authority should ensure harmonization and collect the necessary data.

Paragraph 8.2.2.8.5 of ADR stipulates that contracting parties provide the ECE secretariat with an example of the ADR drivers' training certificates of their countries. Contracting parties should also provide explanatory notes that allow verification if the certificates are conform with the examples. See Annex [...] for the information to be communicated to the ECE secretariat. [The corresponding annex with the list of information to be communicated to the ECE secretariat will be inserted in published version].

These models and complementary information are at <https://unece.org/adr-certificates-0>.

### **Controls and compliance**

ADR is an Agreement between States without an overall authority of enforcement. In practice, highway checks are carried out by the competent authorities of contracting parties, and non-compliance may result in legal action by national authorities for offences according to domestic legislation.

Controls or other enforcement actions are normally under the direct responsibility of specifically designated national authorities. The number of controls and the degree of penalty for infringements may vary considerably from one country to the other, but controls are deemed necessary to ensure compliance. They are also an effective indicator of problems related to safety in the transport of dangerous goods or of the feasibility of regulations, and useful for WP.15 and the Joint Meeting to work on improvements.

Procedures for checks and methods to prevent, identify, monitor and manage infringement should be defined.

### **Procedures for accidents**

In the handling of dangerous goods, accidents often necessitate different emergency responses and procedures for the mutual exchange of information, and a coordinated approach should be ensured. Cooperation between neighbouring States should also be examined.

Procedures for emergencies could involve programs and advanced applications and technologies of information and communication (Intelligent Transport Systems technology) that can trace and track dangerous goods. This includes emergency vehicle notification and default detection.

Reports on serious accidents or emergencies that may occur during the loading, filling, carriage or unloading of dangerous goods are mandatory under ADR. Paragraph 1.8.5 therein stipulates that the loader, filler, carrier, or consignee, as appropriate, must submit a report to the competent authority of the country where the emergency took place.

### **Conclusions**

Accession to ADR and a complete implementation of the provisions of Annexes A and B for international transports are designed to help countries avoid the time-consuming and costly process of developing and updating separate regulations for the transport of dangerous goods. The provisions of ADR have proven successful in ensuring safety and security and are aligned with regulations of other transport modes.

Problems with compliance may occur in countries where the requirements of international transport differ from those of national or domestic transport. Problems may involve implementation, compliance with safety and security provisions or road checks. Alignment of the regulations of national transport of dangerous goods and of national vehicle safety standards on ADR is especially recommended and is a proven asset for improved road safety.

*Countries aiming to achieve a high level of safety and security in the transport of dangerous goods and road safety in general, are welcome to join and fully implement ADR, as well as support the road safety targets of the Sustainable Development Goals.*

### **Additional Information**

Queries of the application of ADR should be directed to the relevant competent authority. Additional information is available on the ECE Transport Division website: <https://unece.org/transport/dangerous-goods>.

The website is regularly updated and contains:

- General information on ADR
- Agreement
- Protocol of signature
- Status of ADR
- Depositary notifications
- Country information (competent authorities, notifications)
- Language versions (ADR, instructions in writing)
- Multilateral agreements
- Current and previous versions of ADR (files) and amendments
- Publication details and Corrigenda

For questions of interpretation on the ADR provisions, the national competent authorities for ADR should be consulted. See <https://unece.org/transport/dangerous-goods/country-information-competent-authorities-notifications>.

**Annex II**

[Original: English and French]

**Draft amendments to annexes A and B of ADR for entry into force on 1 January 2023****Chapter 1.5**

- 1.5.1.1 In footnote 1, replace “(<http://www.unece.org/trans/danger/danger.html>)” by “(<https://unece.org/adr-multilateral-agreements>)”.

*(Reference document: ECE/TRANS/WP.15/2021/14, as amended)*

**Chapter 1.6**

- 1.6.5 Add the following new transitional measures:

“1.6.5.23 EX/III vehicles first registered or entering into service before 1 January 2029, in accordance with the requirements of 9.7.9.2 applicable until 31 December 2022, but which do not conform to the requirements of 9.7.9.2 applicable as from 1 January 2023, may continue to be used.

1.6.5.24 FL vehicles first registered or entering into service before 1 January 2029, which do not conform to the requirements of 9.7.9.1 applicable as from 1 January 2023, may continue to be used.

1.6.5.25 FL vehicles first registered or entering into service before 1 January 2029, which do not conform to the requirements of 9.7.9.2 applicable as from 1 January 2023, may continue to be used.”

*(Reference document: ECE/TRANS/WP.15/2021/11, as amended by informal document INF.11/Rev.1)*

**Chapter 1.9**

- 1.9.4 In footnote 1, replace “(<http://www.unece.org/trans/danger/danger.html>)” by “(<https://unece.org/transport/dangerous-goods/country-information-competent-authorities-notifications>)”.

*(Reference document: ECE/TRANS/WP.15/2021/14, as amended)*

**Chapter 6.2**

- 6.2.4.1 Amend the paragraphs before the table to read as follows (the heading remains unchanged):

“Since 1 January 2009 the use of the referenced standards has been mandatory. Exceptions are dealt with in 6.2.5.

Type approval certificates shall be issued in accordance with 1.8.7. For the issuance of a type approval certificate, one standard applicable according to the indication in column (4) shall be chosen from the table below. If more than one standard may be applied, only one of them shall be chosen.

Column (3) shows the paragraphs of Chapter 6.2 to which the standard conforms.

Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.2.2; if no date is shown the type approval remains valid until it expires.



Standards shall be applied in accordance with 1.1.5. They shall be applied in full unless otherwise specified in the table below.

The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the table below.”

In the table, replace the heading of column (3) by “Requirements the standard complies with”.

*(Reference document: informal document INF.18) (Note: this amendment replaces the first amendment to 6.2.4.1 in informal document INF.7)*

6.2.4.2 In the fourth paragraph, at the beginning, add “Standards shall be applied in full, unless otherwise specified in the table below.”. In the existing sentence, delete “, but in full unless otherwise specified in the table below”.

*(Reference document: informal document INF.18)*

## Chapter 6.5

6.5.5.1.6 (a) At the end, add:

“C = capacity in litres;”

## Chapter 6.8

6.8.2.1.18 In footnote 3, replace “(<http://www.unece.org/trans/danger/danger.html>)” by “(<https://unece.org/guidelines-telematics-application-standards-construction-and-approval-vehicles-calculation-risks>)”.

*(Reference document: ECE/TRANS/WP.15/2021/14, as amended)*

6.8.2.6.1 Amend the paragraphs before the table to read as follows (the heading remains unchanged):

“Since 1 January 2009 the use of the referenced standards has been mandatory. Exceptions are dealt with in 6.8.2.7 and 6.8.3.7.

Type approval certificates shall be issued in accordance with 1.8.7 and 6.8.2.3. For the issuance of a type approval certificate, one standard applicable according to the indication in column (4) shall be chosen from the table below. If more than one standard may be applied, only one of them shall be chosen.

Column (3) shows the paragraphs of Chapter 6.8 to which the standard conforms.

Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.2.2; if no date is shown the type approval remains valid until it expires.

Standards shall be applied in accordance with 1.1.5. They shall be applied in full unless otherwise specified in the table below.

The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the table below.”

In the table, replace the heading of column (3) by “Requirements the standard complies with”.

*(Reference document: informal document INF.18) (Note: this amendment replaces the first amendment to 6.8.2.6.1 in informal document INF.7)*

6.8.2.6.1 In the table, for “EN 13094:2015” in the second column, replace “(<http://www.unece.org/trans/danger/danger.html>)” by “(<https://unece.org/guidelines-telematics-application-standards-construction-and-approval-vehicles-calculation-risks>)”.

*(Reference document: ECE/TRANS/WP.15/2021/14, as amended)*

6.8.2.6.2 Delete the first paragraph.

After the new first paragraph, insert the following new paragraphs:

“One standard applicable according to the indication in column (4) shall be chosen from the table below for the inspection and test of tanks.

Column (3) shows the paragraphs of Chapter 6.8 to which the standard conforms.

The standards shall be applied in accordance with 1.1.5.”

In the table, replace the heading of column (3) by “Requirements the standard complies with”.

*(Reference document: informal document INF.18) (Note: this amendment replaces the second amendment to 6.8.2.6.2 in informal document INF.7)*

6.8.2.6.2 In the table, delete the row for EN 12972:2007.

For EN 12972:2018, in column (4), replace “Mandatorily from 1 July 2021” by “Until further notice”.

*(Reference document: informal document INF.9)*

6.8.3.6 Amend the paragraphs after the note (before the table) to read as follows (the heading remains unchanged):

“Since 1 January 2009 the use of the referenced standards has been mandatory. Exceptions are dealt with in 6.8.3.7

Type approval certificates shall be issued in accordance with 1.8.7 and 6.8.2.3. For the issuance of a type approval certificate, one standard applicable according to the indication in column (4) shall be chosen from the table below. If more than one standard may be applied, only one of them shall be chosen.

Column (3) shows the paragraphs of Chapter 6.8 to which the standard conforms.

Column (5) gives the latest date when existing type approvals shall be withdrawn according to 1.8.7.2.2.2; if no date is shown the type approval remains valid until it expires.

Standards shall be applied in accordance with 1.1.5. They shall be applied in full unless otherwise specified in the table below.

The scope of application of each standard is defined in the scope clause of the standard unless otherwise specified in the Table below.”

In the table, replace the heading of column (3) by “Requirements the standard complies with”.

*(Reference document: informal document INF.18, as amended) (Note: this amendment replaces the amendment to 6.8.3.6 in informal document INF.7)*

## **Chapter 7.1**

In the title, delete “AND SPECIAL PROVISIONS FOR TEMPERATURE CONTROL”.

*(Reference document: ECE/TRANS/WP.15/2021/13, proposal 1)*

7.1.7.4.5 At the beginning of (a) and (b), replace “Thermal insulation” by “Vehicle, container, packaging or overpack with thermal insulation”.

In (b), replace “with coolant system” by “and coolant system”.

*(Reference document: ECE/TRANS/WP.15/2021/13, proposal 2, as amended)*

7.1.7.4.7 Insert the following text before the existing text:

“Insulated, refrigerated and mechanically refrigerated containers intended for the carriage of temperature controlled substances shall conform to the following conditions:

- (a) The overall heat transfer coefficient of an insulated container shall be not more than 0.4 W/m<sup>2</sup>/K;
- (b) The refrigerant used shall not be flammable; and
- (c) Where containers are provided with vents or ventilation valves care shall be taken to ensure that refrigeration is not impaired by the vents or ventilation valves.”

In the existing text, delete “or containers” (two times).

*(Reference document: ECE/TRANS/WP.15/2021/13, proposal 3)*

## Chapter 9.1

9.1.3.1 In footnote 4, replace “(<http://www.unece.org/trans/danger/danger.html>)” by “(<https://unece.org/guidelines-telematics-application-standards-construction-and-approval-vehicles-calculation-risks>)”.

*(Reference document: ECE/TRANS/WP.15/2021/14, as amended)*

9.1.3.3 In the fourth paragraph, replace “EX/III” by “FL or EX/III”, delete “intended for the carriage of explosive substances in tanks” and, at the end, delete “for the carriage of explosive substances in tanks”.

*(Reference document: informal document INF.5, proposal 1, as amended)*

## Chapter 9.7

9.7.5.1 In the first sentence, after the phrase in parentheses, insert “of the axle with greatest width”.

*(Reference document: ECE/TRANS/WP.15/2021/10)*

9.7.9 Amend to read as follows:

### **“9.7.9 Additional safety requirements concerning FL and EX/III vehicles**

9.7.9.1 The following vehicles shall be equipped with an automatic fire suppression system for the compartment where the internal combustion engine propelling the vehicle is located:

- (a) FL vehicles carrying liquefied and compressed flammable gases with a classification code including an F;
- (b) FL vehicles carrying packing group I or packing group II flammable liquids; and
- (c) EX/III vehicles.

9.7.9.2 The following vehicles shall be fitted with thermal protection capable of mitigating the propagation of a fire from all the wheels:

- (a) FL vehicles carrying liquefied and compressed flammable gases with a classification code including an F;
- (b) FL vehicles carrying packing group I or packing group II flammable liquids; and
- (c) EX/III vehicles.

**NOTE:** The aim is to avoid the propagation of the fire to the load, for example with thermal shields or other equivalent systems, either:

- (a) by direct spread from the wheel to the load; or
- (b) by indirect spread from the wheel to the cabin and further to the load.”

(Reference document: ECE/TRANS/WP.15/2021/11, as amended)

### **ECE/TRANS/WP.15/253:**

Remove the square brackets in the amendments to 6.2.4.1.

### **Informal document INF.7 was adopted with the following modifications:**

- 1.1.4.7 In the note, replace “5.4.1.1.23” by “5.4.1.1.24”.
- 1.2.1 Modify the amendment to the definition for “*Pressure receptacle*” to read as follows:
 

“In the definition for “*Pressure receptacle*”, after “means”, add “a transportable receptacle intended for holding substances under pressure including its closure(s) and other service equipment and is”. The second modification does not apply to the English text.”

In the amendment to the definition of “*Over-moulded cylinder*”, replace “coated welded steel cylinder” by “coated welded steel inner cylinder”.

In the last batch of amendments, in the list of definitions to delete, remove “CTU” and “IMDG”. Delete all the amendments after the list of definitions to delete, except the amendment to the definition of “GHS”.
- 1.2.3 Replace the address for CGA by “Compressed Gas Association, 8484 Westpark Drive, Suite 220, McLean, Virginia 22102, United States”.
- 1.6.1.51 In the first indent, insert a dash after “octyl”.
 

In (b), before “combination”, delete “a”.
- 1.6.4.55 Renumber as 1.6.4.56.
- 1.6.4.58 Replace “which not comply with 1.8.7 as applicable from 1 January 2023” by “, but which do not comply with 1.8.7 as applicable from 1 January 2023,”.
- 1.8.7.1.2 (a) At the beginning, insert “The type”.
- 1.8.7.8.1 (c) Replace “transported” by “carried”.
- 1.8.7.8.2 (c) Replace “transported” by “carried”.
- 3.2, Table A In the amendment to UN 1197, replace “amend column (2) to read” by “in column (2) replace “EXTRACTS, FLAVOURING, LIQUID” by”.
- 4.3.2.3.7 (c) At the beginning, replace “or” by “for”.
- 5.4.1.1.3.2 Replace “If there is no possibility” by “If it is not possible”.
- 5.4.1.1.22 Replace “5.4.1.1.22” by “5.4.1.1.23” (three times).
- 5.4.1.1.23 Replace “5.4.1.1.23” by “5.4.1.1.24” (two times).
- 6.2.1.5.2 (p) Before “code”, insert “technical”.
- 6.2.2.4 The first modification does not apply to the English version.
 

In the paragraph after the second table, replace “ISO 10461:2005/A1:2006” by “ISO 10461:2005 + A1:2006”.

The third modification does not apply to the English version.

- 6.2.2.12 In the table and in the table note, replace the asterisk by an “a”.
- 6.9.2.1 In the definition for “*Glass transition temperature*”, replace “ $T_g$ ” by “ $T_g$ ”.
- 6.7 Modify the amendment to note 1 to read as follows:  
 “In Note 1, replace “for fibre-reinforced plastics tanks, see Chapter 6.9;” by “for fixed tanks (tank-vehicles) and demountable tanks with shells made of fibre-reinforced plastics, see Chapter 6.13;”.”
- 6.8.2.2.10 Replace “6.8.3.9.2” by “6.8.3.2.9”.
- 6.8.2.3.4 Replace “vehicle” by “battery-vehicle”.
- 6.8.3.2.9.1 At the beginning, replace “These valves” by “Safety valves”.
- 6.8.4 (d), T11 In the last amendment, delete “– Magnetic particle testing of welds. Acceptance levels” and “– Non-destructive testing of welds – Magnetic particle testing. Acceptance levels”.
- 6.9.1.4 In the last sentence, replace “transport” by “carriage”.
- 6.9.2.1 In the definition of “*Glass transition temperature*”, replace “ $T_g$ ” by “ $T_g$ ”.
- 6.9.2.2.3.4 In the note, replace “layers” by “elements”.
- 6.9.2.7.1.2 (h) Replace “ $T_g$ ” by “ $T_g$ ” (two times).
- 6.13.2.5 After the first paragraph, before the formula, add:  
 “
$$FC \leq \frac{1}{K}$$
 where:”
- 6.13.4.2.2 (h) Replace “ $T_g$ ” by “ $T_g$ ” (two times) and “ $T_m$ ” by “ $T_m$ ” (one time).
- 6.13.5.4 In the first sentence, delete “approved by the competent authority”.
- 9.1.3.4 Replace “6.13 and 6.10” by “6.10 or 6.13”.

Add the following new amendments:

- 1.6.1.1 Replace “30 June 2021” by “30 June 2023” and “31 December 2020” by “31 December 2022”.

Add the following new 1.6.4.55:

“1.6.4.55 (*Reserved*)”

- 2.2.7.2.3.4.2 Replace “2.2.7.2.3.1.4” by “2.2.7.2.3.4.3”.

- 3.2.1 In the description for Column (10), at the end add “For fibre-reinforced plastic portable tanks, see Chapter 6.9.”.

Add the following new 5.4.1.1.22:

“5.4.1.1.22 (*Reserved*)”

## Annex III

### Draft amendments to annexes A and B of ADR for entry into force on 1 January 2023 to be confirmed at the 111<sup>th</sup> session

#### Chapter 4.1

4.1.4.1, P200 In (11), replace the row for “EN 1439:2017” for the following new row:

(7) (ADR:) and (10) ta (b)	EN 1439:[2022]	LPG equipment and accessories - Procedure for checking transportable refillable LPG cylinders before, during and after filling
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In (12), 2.1, replace “EN 1439:2017” by “EN 1439:[2022] (or until 31 December 2024, EN 1439:2017)”.

#### Chapter 6.2

6.2.4.1 Amend the table “for closures” as follows:

- At the end, insert the following new row:

EN 13799:[2022]	LPG equipment and accessories – Contents gauges for Liquefied Petroleum Gas (LPG) pressure vessels	6.2.3.1 and 6.2.3.3	Until further notice	
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#### Chapter 6.8

6.8.2.6.1 In the table, under “For equipment”:

- Insert the following new row after the last row.

EN 13799:[2022]	LPG equipment and accessories – Contents gauges for Liquefied Petroleum Gas (LPG) pressure vessels	6.8.2.2.1 and 6.8.2.2.11	Until further notice	
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(Reference documents: ECE/TRANS/WP.15/AC.1/162, annex II and informal document INF.13)

## Annex IV

### **Guideline for the determination of the first date of registration of road vehicles (or date of entry into service if registration is mandatory) for the carriage of dangerous goods in relation to the application of the requirements of Chapter 9.2**

The “comments” column in the table in sub-section 9.2.2 contains information as to which vehicles the requirements of Chapter 9.2 apply to. Besides vehicle categories, the application information, in most cases, also contains application dates. The application dates refer to the date of “first registration”. When registration is not mandatory, the date of entry into use shall be applied.

Where “first registration” is used, this should be interpreted as the date the vehicle was allowed for the first time on the road and the licence was issued, rather than the first application for a “Certificate of Approval for Vehicles Carrying Dangerous Goods”.

In some cases, the registration is not mandatory, such as for light trailers, or where the registration will be performed at the first periodic inspection. In these cases, the date of entry into service shall be determined. If the date of entry into service cannot be retrieved in a reliable manner, it is advised to use the production date of the vehicle.

Where vehicles are transferred from one country to another, the date of the registration in the initial country of registration shall be applied. If this date of first registration, or first entry into use, cannot be retrieved in a reliable manner, the production date of the vehicle shall be used.

Where vehicles are used, or have been used, by public services and have their own registration system, the date of entry into use of that registration may be used. If this cannot be retrieved in a reliable manner, the production date of the vehicle shall be used.

When an application for an (ADR) certificate of approval, as mentioned in 9.1.3, is made after the vehicle was already registered and in general use, the requirements in force at time of first registration (or entry into service) shall apply, unless transitional measures (or deleted transitional measures) no longer allow these requirements to be applied. With “general use”, what is meant is the period that the vehicle is in use, rather than the period required for completion of the construction of the vehicle.

*(Reference document: ECE/TRANS/WP.15/2021/9 as edited in informal document INF.17 for the English version)*

## Annex V

### List of decisions

Decision 1: The Working Party endorsed the amendments according to ECE/TRANS/WP.15/251, ECE/TRANS/WP.15/253, ECE/TRANS/WP.15/AC.1/162, annex II, ECE/TRANS/WP.15/AC.1/2021/23/Rev.1, ECE/TRANS/WP.15/AC.1/2021/24/Add.1 and ECE/TRANS/WP.15/AC.1/2021/43, as contained in informal documents INF.7 and INF.13, with some changes. This does not concern the amendments to 6.8.2.2.4 presented in square brackets in ECE/TRANS/WP.15/253, which would still have to be examined at the next session in the light of the outcome of the discussions on this subject at the next session of the standing working group of the RID Committee of Experts.

Decision 2: The Working Party adopted the proposed amendment to 9.7.5.1 of ADR contained in document ECE/TRANS/WP.15/2021/10.

Decision 3: The Working Party adopted the proposal contained in document ECE/TRANS/WP.15/2021/11, with some modifications, and proposal 1 of informal document INF.5.

Decision 4: The Working Party adopted the proposal contained in document ECE/TRANS/WP.15/2021/13 with some modifications.

Decision 5: The Working Party adopted the proposal contained in informal document INF.9.

Decision 6: The Working Party adopted the proposal contained in informal document INF.18.

Decision 7: The Working Party adopted an amendment to reintroduce the definition of coefficient C in the table in 6.5.5.1.6, on the basis of an oral proposal by the secretariat.

Decision 8: On a proposal from the representatives of Belgium and the Netherlands, the Working Party elected Ms. Ariane Roumier (France) as Chair and Mr. Alfonso Simoni (Italy) as Vice-Chair for 2022.

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