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### Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

#### 111th session

Geneva, 9–13 May 2022

## Report of the Working Party on its 111th session

Held in Geneva from 9 to 13 May 2022

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## I. Organizational matters and attendance

1. The Working Party on the Transport of Dangerous Goods held its 111th session from 9 to 13 May 2022, with Ms. A. Roumier (France) as Chair and Mr. A. Simoni (Italy) as Vice-Chair.

### A. Organizational matters

2. The session was held in a hybrid format, with the possibility of participating online or in person, following the format described in informal document INF.7.

### B. Attendance

3. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Israel, Italy, Latvia, Luxembourg, the Netherlands, North Macedonia, Norway, Poland, Portugal, Russian Federation, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

4. A representative of Egypt also took part in the session, as provided for in paragraph 11 of the terms of reference of the Economic Commission for Europe.

5. The European Union was represented.

6. The following intergovernmental organizations were represented: Intergovernmental Organisation for International Carriage by Rail (OTIF) and the Transport Community.

7. The following non-governmental organizations were represented: Council on Safe Transportation of Hazardous Articles (COSTHA); European Chemical Industry Council (CEFIC); European Confederation of Fuel Distributors (ECFD); FuelsEurope; International Organization of Motor Vehicle Manufacturers (OICA); International Dangerous Goods and Containers Association (IDGCA); International Road Transport Union (IRU); and Liquid Gas Europe. The EuroMed Transport Support Project (TSP) was also represented.

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

*Documents:* ECE/TRANS/WP.15/257 and Add.1 (Secretariat)

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

8. 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.28.

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

*Documents:* ECE/TRANS/2022/3 (Implementation of the ITC Strategy until 2030) (secretariat)

ECE/TRANS/316 (Report of the Inland Transport Committee on its eighty-fourth session) (secretariat)

9. The Working Party took note of the relevant outcomes of the last session of the Inland Transport Committee (22–25 February 2022). The Working Party noted with satisfaction that the Committee had approved the results of its work for 2021 and adopted its programme of work and programme of meetings for 2022, as well as the publication by the secretariat of the consolidated texts of ADR and ADN as amended on 1 January 2023 and of the electronic version of the ADR road map.

10. The Working Party noted with interest the continued work on the implementation of the ITC strategy until 2030 and the required actions listed in document ECE/TRANS/2022/3.

In particular, the Working Party noted that the secretariat should report annually to the Committee on aspects of the work of the Joint Meeting and the Working Party related to the circular economy and green transport.

11. The Working Party also welcomed the endorsement of the ministerial resolution on enhancing resilient inland transport connectivity in emergency situations: an urgent call for concerted action. In line with the resolution, the Working Party again encouraged the contracting parties to ADR to use telematics in the transport of dangerous goods. It was recalled that guidelines for the application of subsection 5.4.0.2 of RID/ADR/ADN on electronic data interchange had been published on the UNECE and OTIF websites to facilitate their use on a voluntary and consistent basis. The Working Party noted that, at the Joint Meeting, the representative of Switzerland had reported problems with the implementation of the guidelines (see ECE/TRANS/WP.15/AC.1/2020/43 and ECE/TRANS/WP.15/AC.1/158, para. 42). The Working Party invited the Joint Meeting to schedule a session of the informal working group on telematics to discuss those issues, including the possibility of a step-by-step, rather than global, implementation.

12. The Working Party noted the discussions that had taken place in the Inland Transport Committee on the possibilities of funding the translation of ADR into Arabic. The representative of the EuroMed TSP project said that discussions had continued with the secretariat and it seemed that a solution could be found to allow funding of the translation of ADR 2023 within the framework of the funds allocated to the Euromed projects. The Working Party also noted that the various options proposed should be studied further to ensure that a sustainable solution was found for the updating of ADR in Arabic, and possibly in other official United Nations languages such as Spanish, in the future.

13. The Working Party noted with appreciation the intention of the UNECE secretariat to cooperate with the EuroMed TSP project in making the Arabic translation of ADR 2023 available on the UNECE website and confirmed that it would be good to produce it in the form of a United Nations publication as well.

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

##### **A. Status of the Agreement**

14. The Working Party welcomed the accession of Armenia to ADR (depository notification C.N. 99.2022.TREATIES-XI.B.14), which brought the number of contracting parties to 53.

##### **B. Protocol of amendment of 1993**

15. The Working Party encouraged the countries that had not yet deposited the required legal instruments for the Protocol to enter into force (Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Montenegro, Morocco, North Macedonia, Nigeria, San Marino and Tajikistan) to take the necessary measures to ratify or accede to it so that it could come into effect.

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

### A. Proposed amendments to ADR for entry into force on 1 January 2023 adopted by the Joint Meeting at its March 2022 session

*Documents:* ECE/TRANS/WP.15/255, ECE/TRANS/WP.15/AC.1/162, ECE/TRANS/WP.15/AC.1/2022/2, ECE/TRANS/WP.15/AC.1/2022/12 and ECE/TRANS/WP.15/AC.1/164 (secretariat)

*Informal documents:* INF.5 (secretariat), INF.9 (France), INF.17 (OTIF)

16. The Working Party considered the proposed amendments to ADR in informal document INF.5. The amendments were adopted for entry into force on 1 January 2023, subject to some modifications and with the correction of document INF.17 (see annex I). The Working Party noted that the amendments would also be brought to the attention of the RID Committee of Experts.

17. The Working Party noted that the revised version of EN 14025 could not be published before 1 June 2022. The draft amendments to reference this standard in ADR 2023 have been withdrawn. The secretariat indicated that it would prepare a list of these amendments for the attention of the Working Group on Standards of the Joint Meeting so that it could include them in the draft amendments for entry into force on 1 January 2025. The Working Party confirmed that the amendments should take account of the correction proposed in informal document INF.9 concerning the reference to the revised version of standard 14025.

18. The Working Party noted that the revised versions of EN 12245, EN 12252 and EN 14912 and amendment A1 to EN 13094:2020 had not been published at the time of the session but were due to be published by 8 June 2022. The Working Party adopted the draft amendments to reference the standards in ADR 2023, provided that they were published before that date. If not, the amendments would not be included in the proposed amendments to be notified to the Contracting Parties on 1 July 2022 for entry into force on 1 January 2023 and would be added to the list for the attention of the Working Group on Standards of the Joint Meeting.

### B. Note below 6.8.3.2.9.1 of the draft amendments to Annexes A and B of ADR

*Document:* ECE/TRANS/WP.15/256 (secretariat)

*Informal document:* INF.15 (Liquid Gas Europe)

19. The Working Party confirmed that the Note under 6.8.3.2.9.1 as previously adopted by the Joint Meeting and the Working Party for entry into force on 1 January 2023 was incorrect. After considering the correction proposed in informal document INF.15, the Working Party decided to revert to the provisions of ADR 2021, replacing the reference to 6.7.3.8.1 with a reference to 6.7.3.8.1.1 in the new 6.8.3.2.9.1 and deleting the Note. The Working Party adopted that correction, which will be reflected in a corrigendum to document ECE/TRANS/WP.15/256 (see annex I).

### C. Draft amendments to Annexes A and B of ADR for entry into force on 1 January 2023, to be confirmed at the 111th session

*Document:* ECE/TRANS/WP.15/255, annex III (secretariat)

20. The Working Party reviewed the amendments to standards provisionally adopted at the previous session subject to the publication of the corresponding standards before the 111th session.

21. The amendment to introduce a reference to the revised version of standard EN 1439 in packing instruction P200 was confirmed, with a change in the year of publication of the revised version (see annex I).

22. The Working Party noted that the revised version of EN 13799 could not be published before 1 June 2022. The draft amendments to reference the standard in 6.2.4.1 and 6.8.2.6.1 of ADR 2023 were withdrawn. The Working Party agreed that the corresponding amendments would be added to the list for the attention of the Working Group on Standards of the Joint Meeting.

#### **D. Corrections to the draft amendments to ADR for entry into force on 1 January 2023 (ECE/TRANS/WP.15/256)**

*Document:* ECE/TRANS/WP.15/256 (secretariat)

*Informal document:* INF.6/Rev.1 (secretariat)

23. The Working Party confirmed the corrections to document ECE/TRANS/WP.15/256 adopted by the Joint Meeting and the other editorial corrections contained in informal document INF.6/Rev.1 (see annex I). It noted that these corrections would be reflected in the corrigendum to document ECE/TRANS/WP.15/256.

#### **E. Proposed amendments to ADR for entry into force on 1 January 2025 adopted by the Joint Meeting at its March 2022 session**

*Document:* ECE/TRANS/WP.15/AC.1/164 (secretariat)

*Informal document:* INF.10 (secretariat)

24. The Working Party endorsed the amendments adopted by the Joint Meeting at its spring 2022 session, as contained in informal document INF.10 in English, French and Russian (see annex II).

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

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

##### **1. Presentation of an electrified vehicle**

*Informal document:* INF.23 (OICA)

25. At the invitation of the informal working group on electrified vehicles, the International Organization of Motor Vehicle Manufacturers (OICA) organized a presentation on the construction criteria and safety features of a battery electric freight vehicle. The delegates present were also able to observe a battery electric vehicle on display at the Palais des Nations. The representative of OICA invited delegations who would like more technical information to join the informal working group on electrified vehicles.

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

*Document:* ECE/TRANS/WP.15/2022/5 (Netherlands, on behalf of the informal working group on electrified vehicles)

*Informal documents:* INF.12 (OICA), INF.14 (Germany), INF.18 (chair of the informal working group on electrified vehicles)

26. The representative of the Netherlands, as chair of the informal working group on electrified vehicles, presented the status of the work of the group and the proposed amendments aimed at allowing approving electrified vehicles for the transport of dangerous goods.

27. The Working Party adopted the step-by-step approach proposed by the informal working group, which consisted in first discussing provisions to allow the use of battery electric vehicles for category AT. The Working Party noted that the informal group would

continue to work on developing provisions for other vehicle categories as well as for other types of propulsion.

28. The Working Party also noted that the informal group would continue to work on electric heaters and that it was premature to adopt the proposed amendments to introduce provisions for such heaters.

29. The Working Party noted the reservations expressed by the delegation of Germany in informal document INF.14 and the recommendations made by OICA in informal document INF.12.

30. After discussions, the Working Party was invited to decide on the proposed amendments contained in paragraphs 1 and 3 to 8 of the annex to informal document INF.18 without the text in square brackets in the new subsection 9.2.4.6 (para. 7).

31. The Working Party adopted the proposals with some drafting changes for entry into force on 1 January 2023 (see annex I).<sup>1</sup>

32. The Working Party thanked the participants and the Chair of the informal working group for the important work they had done and encouraged them to continue with it.

33. The Working Party welcomed the adoption of the new provisions that would allow the use of battery electric vehicles for category AT, and expected future developments that would allow the use of alternative energy sources for the transport of dangerous goods, in line with the logic of the energy transition and the development of renewable energy sources.

### 3. Standards for automotive electrical cable

*Document:* ECE/TRANS/WP.15/2022/4 (Netherlands, on behalf of the informal working group on electrified vehicles)

34. The Working Party adopted the amendments proposed in ECE/TRANS/WP.15/2022/4 to update references to standards for electrical cables (see annex I).

## B. Miscellaneous proposals

### 1. Corrections to the 22nd revised edition of the Model Regulations

*Informal document:* INF.11 (secretariat)

35. The Working Party confirmed that the corrections adopted by the Sub-Committee of Experts on the Transport of Dangerous Goods in informal document INF.11 should be taken into account in the draft amendments to enter into force on 1 January 2023 (see annex I).

### 2. Reference to 5.4.2 of the International Maritime Dangerous Goods (IMDG) code

*Informal document:* INF.16 (secretariat)

36. The Working Party confirmed that footnote 6 in section 5.4.2 of ADR containing a reference to section 5.4.2 of the IMDG Code should be updated to reflect amendment 40-20 to the IMDG Code. The corresponding amendments have been adopted for entry into force on 1 January 2023 (see annex I).

### 3. Chapters 8.4 and 8.5: Requirements concerning the supervision of vehicles

*Document:* ECE/TRANS/WP.15/2022/2 (Germany)

37. The representative of Germany said that, in view of the comments received prior to the session, document ECE/TRANS/WP.15/2022/2 was being presented only for discussion rather than for decision.

<sup>1</sup> The wording of the references to the UN Regulations was adjusted after the session to take account of the terminology used in ADR.

38. There were mixed views as to whether the provisions of Chapters 8.4 and 8.5 and the security provisions in Chapter 1.10 were redundant and whether Chapters 8.4 and 8.5 should be deleted or updated.

39. The representative of Germany took note of the comments made during the session and the concerns expressed in respect of the proposals contained in document ECE/TRANS/WP.15/2022/2. She said that Germany would decide whether to submit a revised proposal in the light of the comments made and after discussion with the Class 1 experts on the supervision of loaded explosives.

#### **4. Inclusion of extra-large tank-containers in the model report on occurrences during the carriage of dangerous goods**

*Informal document:* INF.13 (OTIF)

40. The proposal contained in informal document INF.13 was adopted for entry into force on 1 January 2023 (see annex I).

#### **5. Requirements concerning security for dangerous goods carried in accordance with 1.1.3.6**

*Document:* ECE/TRANS/WP.15/2022/3 (Norway and Sweden)

*Informal documents:* INF.19 (Norway and Sweden) and INF.26/Rev.1 (secretariat)

41. Alternative 1 was to make the security provisions applicable to all high consequence dangerous goods without the possibility of an exemption under 1.1.3.6.

42. Alternative 2 was to restrict the amendment to high consequence dangerous goods of Class 1.

43. Some delegations were concerned about the consequences of the amendments for the industries concerned. Before giving an opinion, some delegations wanted more statistical data on the security risks presented by loads consisting of small quantities. Others said that their countries' industry representatives and inspection bodies were in favour of the provisions, which were intended to increase the security level for transport under 1.1.3.6.

44. Alternative 1 received little support and was withdrawn. Alternative 2 was voted on and adopted, to take effect on 1 January 2023. The Working Party also adopted the consequential amendment to 1.10.4 contained in proposal 1 of informal document INF.19 and the transitional measure proposed as alternative 1 in informal document INF.26/Rev.1, with some editorial changes (see annex I).

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

### **A. Remote ADR training**

*Document:* ECE/TRANS/WP.15/2022/1 (Sweden)

45. The representative of Sweden wanted to know if the provisions of Chapter 8.2 allowed the theoretical part of ADR training to be conducted remotely by a training instructor.

46. Some delegations considered that ADR did not prohibit the theoretical part being conducted remotely by a training instructor, while others were of the view that it was not allowed under the current provisions. Several delegations were in favour of changing the provisions in Chapter 8.2 to define a clear framework for the delivery of such distance learning, in particular in order to monitor the active presence of participants throughout the duration of the courses delivered and to ensure that distance learning courses were of equivalent quality to in-person courses.

47. The Working Party noted with interest the ongoing work of the informal working group on e-learning of the Joint Meeting, whose mandate focused on e-learning but also included remote training conducted by a training instructor.



## **B. Security requirements**

*Informal document:* INF.4 (Sweden)

48. Several delegations pointed out that the transport and handling of explosives was also regulated at the national level and that, in that context, provisions additional to those of ADR could be applied, in particular with regard to the locking of vehicles and their bodies or alarm systems.

49. The delegations that spoke were not in favour of making the use of closed vehicles mandatory for the transport of high consequence Class 1 dangerous goods.

50. Several delegations were of the opinion that the provisions for locking load compartments could be clarified by defining minimum requirements in respect of the type of lock to be used by, for example, referring to a standard. The representative of Sweden said she could submit a proposal on those lines for an amendment to the requirements in S1 (7).

51. On the question concerning the devices, equipment or arrangements to prevent theft required under 1.10.3.3 for high consequence dangerous goods, the delegations that spoke were of the opinion that the provisions had been drafted in an intentionally broad manner to leave operators the choice of the best method of protection depending on the configuration and the goods being transported. While the installation of an alarm system in vehicles was not a requirement under 1.10.3.3, it could be required under other applicable national regulations.

## **C. Definition of a closed vehicle**

*Informal document:* INF.20 (Norway)

52. The representative of Norway wished to know whether the trailer shown in informal document INF.20 should be considered as a sheeted vehicle or a closed vehicle. Opinions were divided, and several delegations wanted more time before giving a final opinion on the question, which had been a late submission. The Working Party agreed that the document would be discussed at its next session and the definitions in the different language versions should be checked for alignment.

## **D. Net explosive mass**

*Informal document:* INF.8 (France)

53. The delegations that took the floor confirmed that the quantities of pyrotechnic substances should be taken into account in the calculation of the net explosive mass in 7.5.5.2, as well as in the other provisions of ADR that made use of the concept, in particular in 1.1.3.6 and the provisions relating to traffic restrictions in tunnels.

54. The Working Party agreed that it could be useful to clarify the definition of net explosive mass in ADR. It was recalled that the definition was taken from the Model Regulations. The item should be discussed in the Sub-Committee of Experts on the Transport of Dangerous Goods.

## **E. ADR certificates of approval for vehicles**

*Informal documents:* INF.24 (Austria), INF.27 and Add.1 (Poland)

55. The delegations that spoke thought that it was possible to add security features such as holograms, UV printing or guilloche patterns to certificates of approval for vehicles without affecting their validity with regard to the requirements of 9.1.3.3.

56. It was also noted that 9.1.3.3 did not require the pink diagonal stripe to run from one side of the page to the other. On some certificates, it extended only from one side of the table to the other.

57. Several delegations confirmed that it would be desirable, in the future, to amend 9.1.3.3 to provide explicitly, for those countries that so wished, for the possibility of adding security features to the certificates of approval that they issued.

58. The Working Party invited the competent authority of Poland and all competent authorities of countries that issued certificates with security features to transmit that information to the secretariat for publication on the website of the Economic Commission for Europe.

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

59. The 112th session of the Working Party would be held from 8 to 11 November 2022. The agenda items for that session would be the same as for the 111th session, with the addition of an item for the election of officers.

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

### **A. Circular economy and sustainable use of natural resources**

*Informal document:* INF.21 (secretariat)

60. The Working Party agreed to maintain the item on the agenda for the next session. Delegations that wished to do so were invited to present information on the subject at the next session.

61. It was pointed out that provisions related to the circular economy included in ADR, such as those concerning packaging, used batteries or transport of waste, were the result of harmonization with the Model Regulations and the work of the Joint Meeting. It was suggested that discussions on the subject should take place primarily in the Joint Meeting. The Working Party requested the secretariat to coordinate with the secretariat of the Joint Meeting to have the subject addressed there.

### **B. Miscellaneous issues**

#### **1. Table B of ADR**

*Informal document:* INF.22 and Add.1 (secretariat)

62. The Working Party took note of the changes to be made to Table B of 3.2.2 in the 2023 edition of ADR.

#### **2. Amendments for the 2023 edition of ADR**

63. The amendments adopted at previous sessions for entry into force on 1 January 2023 had already been circulated in document ECE/TRANS/WP.15/256. The Working Party requested the secretariat to circulate the amendments adopted at the 111th session that were also scheduled to enter into force on 1 January 2023, in the form of a corrigendum (ECE/TRANS/WP.15/256/Corr.1) for those amending previously adopted amendments and an addendum (ECE/TRANS/WP.15/256/Add.1) for new amendments.

64. The Chair was invited to transmit all the amendments to the Secretary-General through her Government, so that they could be notified to the Contracting Parties to ADR on 1 July 2022 for acceptance in accordance with the procedure set out in Article 14 of ADR.

#### **3. ADR driver training certificates**

*Informal document:* INF.25 (North Macedonia)

65. The Working Party took note of the information provided by the representative of North Macedonia regarding sub-standard certificates that had been issued and were being replaced. The secretariat confirmed that the information had been published on the website

of the Economic Commission for Europe, on the ADR certificates page: (<https://unece.org/adr-certificates-0>).

66. The Working Party thanked the representative of North Macedonia for the information, which would be of help to the competent authorities. It also welcomed the participation of North Macedonia in its work and invited the representative of North Macedonia to continue participating in the meetings.

#### **4. Transport Community**

67. The representative of the international organization the Transport Community gave a presentation on the organization and the work it was doing on the transport of dangerous goods and to raise awareness of RID, ADR and ADN.

#### **5. Tributes**

68. The Working Party was informed that Mr. Philippe Raucq, of Belgium, who had participated in the work of the Working Party for seven years, had moved to another department and no longer dealt with the transport of dangerous goods. It thanked him for his active participation in its work and his expertise in the French language and legal texts and wished him well in his new assignment.

69. The Working Party was informed that Mr. David Manuel Gilabert, of Switzerland, was attending his last session, as he would soon be retiring.

70. Mr. Gilabert had begun representing Switzerland at meetings of the Working Party, the Joint Meeting and the Sub-Committee of Experts on the Transport of Dangerous Goods in 1996. He had thus played an active role in the work of those bodies during a particularly eventful period, with the restructuring of RID and ADR, followed a few years later by the introduction of the security provisions in Chapter 1.10 and of provisions relating to tunnel restrictions, to mention only the most difficult and controversial. He had also successfully negotiated on behalf of his Government with the United Nations Economic and Social Council, obtaining expert status for Switzerland to allow it to participate in the work of the Sub-Committee. The Working Party thanked him warmly for his active contribution to its work and wished him a long and happy retirement.

#### **6. Sustainable Inland Transport Connectivity Indicators**

*Informal document:* INF.28 (secretariat)

71. The secretary of the Working Party on Transport Trends and Economics (WP.5) gave a presentation on Sustainable Inland Transport Indicators (SITCIN), one group of which concerned ADR.

## **X. Adoption of the report (agenda item 9)**

72. The Working Party adopted the report on its 111th 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 adopted by the Working Party were published and notified to all the permanent missions in Geneva (<https://unece.org/silence-procedure>).

74. After publication, no objections were received. The decisions are deemed adopted.

## **Annex I**

### **Draft amendments to annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2023**

The amendments adopted modify or supplement the amendments adopted at the previous session (see ECE/TRANS/WP.15/256). They were made available during the session in documents ECE/TRANS/WP.15/2022/R.2 and Add.1.

Amendments which modify those previously adopted are reproduced in document ECE/TRANS/WP.15/256/Corr.1.

New amendments are reproduced in document ECE/TRANS/WP.15/256/Add.1.

## Annex II

### Draft amendments to annexes A and B of ADR adopted by the Working Party for entry into force on 1 January 2025

(Reference document: ECE/TRANS/WP.15/AC.1/164, annex I, B.)

#### Chapter 3.2, Table A

For UN No. 3082, in column (6), insert: “650”.

#### Chapter 3.3

##### SP 650

- In the first sentence, replace “under the conditions of packing group II” by: “under the conditions of UN No. 1263, packing group II, or UN No. 3082, as appropriate”.
- In the second sentence, replace “provisions of UN No. 1263, packing group II” by: “provisions for UN No. 1263, packing group II, and UN No. 3082”.
- In paragraph (a), add the following new sentence at the end: “Mixed packing of waste classified as UN 1263 and waste water-based paints classified as UN 3082 is permitted”.
- In paragraph (d), after the first sentence, insert the following two new sentences: “Waste classified as UN 1263 may be mixed and loaded with waste water-based paints classified as UN 3082 in the same vehicle or container. In the case of such mixed loading the entire contents shall be assigned to UN 1263.”
- In paragraph (e), after “in accordance with 5.4.1.1.3.1”, add: “with the appropriate UN number(s)”. At the end, add:
  - “, or
  - “UN 3082 WASTE ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (PAINT), 9, III (ADR only:), (-)”, or
  - “UN 3082 WASTE ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (PAINT), 9, PG III (ADR only:), (-)””.

#### Chapter 4.3

**4.3.2.2.3** Amend to read as follows:

**“4.3.2.2.3** The provisions of 4.3.2.2.1 (a) to (d) above shall not apply to tanks carrying liquids at a temperature above 50 °C.

The degree of filling of:

- liquid substances carried at a temperature above 50 °C;
  - liquid substances filled below 50 °C but intended to be heated above 50 °C during the carriage operation, and
  - solid substances carried above their melting point,
- shall at the outset be such that the tank is not more than 95 % full at any time during carriage.

The maximum degree of filling shall be determined by the following formula:

$$\text{Degree of filling} = 95 \frac{d_r}{d_f} \% \text{ of capacity}$$

in which  $d_f$  and  $d_r$  are the densities of the substance at the mean temperature during filling and the maximum mean bulk temperature during carriage respectively.

Tanks with a heating device shall have the temperature so regulated that the maximum degree of filling of 95 % of capacity is not exceeded at any time during carriage.”

## Chapter 6.8

**6.8.2.1.20** In the left-hand column, in paragraph (b) 1., in the first paragraph, replace “strengthening members” by: “strengthening elements”.

In the left-hand column, in paragraph (b) 1., in the last paragraph, after “surge-plates”, insert: “that are used as strengthening elements”.

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