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### Inland Transport Committee

#### Working Party on Transport Trends and Economics

##### 114th session

Geneva, 6-10 November 2023

### Report of the Working Party on its 114th session

Held in Geneva from 6 to 10 November 2023

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## I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 114th session from 6 to 10 November 2023, with Ms. A. Roumier (France) as Chair.
2. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Denmark, Finland, France, Germany, Hungary, Latvia, Luxembourg, Malta, Netherlands, Norway, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Türkiye and United Kingdom.
3. Representatives of Algeria, Egypt, Islamic Republic of Iran, Jordan, Lebanon, Morocco and Saudi Arabia also took part in the session, as provided for in paragraph 11 of the terms of reference of the Economic Commission for Europe. The representative of Morocco took part in the session as a full member in respect of questions relating to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), in accordance with rule 1 (b) of the rules of procedure of the Working Party.
4. The European Union was represented.
5. The following intergovernmental organization was represented: Intergovernmental Organization for International Carriage by Rail (OTIF).
6. The following non-governmental organizations were represented: International Association of the Body and Trailer Building Industry (CLCCR), European Confederation of Fuel Distributors (ECFD), European Federation of Waste Management and Environmental Services (FEAD), Fuels Europe, International Association of Dangerous Goods Safety Advisers (IASA), International Organization of Automobile Manufacturers (OICA) and International Road Transport Union (IRU). The EuroMed Transport Support Project (TSP) was also represented.

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

*Documents:* ECE/TRANS/WP.15/263 and Add.1 (Secretariat)

*Informal documents:* INF.1, INF.2 and INF.13 (Secretariat)

7. 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.26.

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

*Documents:* ECE/TRANS/328 and ECE/TRANS/328/Add.1 (Report of the Inland Transport Committee on its eighty-fifth session), ECE/TRANS/2023/4/Rev.1 (Secretariat), ECE/TRANS/WP.15/2023/7 (Secretariat)

8. The Working Party adopted the proposed revised terms of reference with the text in square brackets and with an addition to refer to cooperation with the Working Party on Intermodal Transport and Logistics (WP.24) and a correction (see annex I).
9. The Working Party asked the secretariat to transmit the proposal to the Inland Transport Committee at its eighty-sixth session for adoption.

## **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**

10. There were no changes to the status of ADR (54 contracting parties) nor to that of the Protocol of amendment of 1993 (40 contracting parties) since the last session.

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

11. 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, Tajikistan and Uganda) to take the necessary measures to ratify or accede to it so that it could come into effect.

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

12. A representative of EuroMed TSP announced that the Arabic translation of ADR 2023 would soon be available. A member of the secretariat confirmed that the relevant United Nations services had been consulted and that discussions were under way to find a permanent solution for the translation of amendments every two years and the publication of the corresponding consolidated amended versions. The Working Party welcomed the progress made.

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

*Documents:* ECE/TRANS/WP.15/AC.1/2023/23/Add.1 (Secretariat),  
ECE/TRANS/WP.15/AC.1/170 and ECE/TRANS/WP.15/AC.1/170/Add.1  
(Report of the Joint Meeting on its autumn 2023 session)

*Informal document:* INF.5/Rev.1 (Secretariat)

### **A. General**

13. The Working Party endorsed the amendments adopted by the Joint Meeting with some changes (see annex II). The amendment to 6.2.1.5.4 was deleted, as it was not relevant to ADR.

### **B. Specific issues**

#### **1. Carriage in bulk of specific categories of wastes containing asbestos (UN Nos. 2590 and 2212)**

*Informal documents:* INF.5/Rev.1, part II (Secretariat), INF.7 (France)

14. The Working Party adopted the texts relating to the transport of asbestos-containing waste with editorial changes and taking into account the modifications proposed in informal document INF.7 aimed at replacing the term “skip” by “loading compartment” in provisions CV38 and AP12 (see annex II). The term “load compartment” was agreed on for the English version.

## 2. Transport of waste in inner packagings packed together in an outer packaging

*Informal documents:* INF.5/Rev.1, part II (Secretariat), INF.14 (FEAD)

15. The Working Party adopted the texts relating to the transport of waste proposed by the Joint Meeting with the addition proposed by FEAD in document INF.14 and editorial changes (see annex II).

## 3. Pending issues

*Informal document:* INF.5/Rev.1, part I (Secretariat)

16. The Working Party noted that the Sub-Committee of Experts on the Transport of Dangerous Goods would be discussing a proposal from the ad hoc working group on harmonization of the Joint Meeting, conveyed by the secretariat, to include a reference to sodium ion cells and batteries in 2.0.5.2 (2.1.5.2 of ADR) and in packing instructions P006 and LP03 (see ST/SG/AC.10/C.3/2023/57). The Working Party indicated that it would be prepared to take the changes into account at its next session if they were adopted.

*Informal document:* INF.5/Rev.1, part III (Secretariat)

17. The Working Party provisionally adopted the amendments to chapter 1.8 adopted in square brackets by the Joint Meeting and reproduced in part III of informal document INF.5/Rev.1 (see annex III). These amendments will be definitively adopted at the next session of the Working Party after confirmation by the Joint Meeting at its spring 2024 session.

18. The Working Party adopted the amendments to reference EN 14025:2023 in ADR, as this standard had been approved by the European Committee for Standardization (CEN) prior to the session (see annex II).

19. In respect of the other amendments in part III, the Working Party noted that the dates of some of the standards adopted for reference by the Joint Meeting were placed in square brackets because the standards had not yet been published. It provisionally adopted the amendments relating to those standards, subject to their publication before May 2024 (see annex III).

## 4. Additional editorial amendment

*Informal document:* INF.19 (OTIF secretariat)

20. The Working Party adopted the proposed change to 1.8.3.11 (b) (see annex II).

## 5. Transport documents: draft amendment to 5.4.0.2

*Document:* ECE/TRANS/WP.15/2023/10 (IRU)

*Informal documents:* INF.5/Rev.1, part I (Secretariat), INF.24 (Sweden)

21. Most of the delegations that spoke were not in favour of the alternative proposal by Sweden which would require identification of goods for the whole transport unit rather than according to the vehicle in which they were located.

22. The Working Party confirmed that it was taking up the proposed amendment to 5.4.0.2 adopted by the Joint Meeting and set out in informal document INF.5/Rev.1 (see annex II). It noted that the amendment corresponded to option 1 in document ECE/TRANS/WP.15/2023/10.

23. Some delegations considered that the Working Party lacked the necessary objectivity on the use of electronic documentation to allow it to determine whether the new provisions were likely to pose any problem at the point of implementation.

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

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

#### **1. Proposal to amend 9.7.8**

*Document:* ECE/TRANS/WP.15/2023/8 (Russian Federation)

24. The Working Party adopted the amendments proposed in ECE/TRANS/WP.15/2023/8 (see annex II).

25. The Working Party noted that additional changes might be required to 9.7.8.1 as a consequence of changes planned to chapter 9.2.

#### **2. Section 9.1.3 – Certificate of approval in electronic format**

*Document:* ECE/TRANS/WP.15/2023/12 (United Kingdom)

26. The delegations that spoke were in favour of the principle of introducing provisions to allow for the dematerialization of certificates of approval for vehicles.

27. Several delegations were of the view that the proposal from the United Kingdom required further development, particularly in respect of the provisions concerning access to and authentication of digital certificates, and appropriate security arrangements for the storage and processing of electronic data.

28. The Working Party invited the United Kingdom to continue work on the topic.

#### **3. Section 9.7.6 – Rear protection of vehicles**

*Document:* ECE/TRANS/WP.15/2023/13 (United Kingdom)

*Informal document:* INF.22 (CLCCR)

29. Several delegations were of the view that the alternative proposal in informal document INF.22 clarified certain outstanding issues, but that further work was needed to finalize the proposed texts. Being a late informal document, several delegations indicated that they would need more time to consult their experts and stakeholders.

30. The Working Party noted that the United Kingdom was prepared to continue to work on the topic.

31. Opinions were divided between the option of having the same minimum distance required between the tank and the bumper bar for all tanks, or having different provisions for certain types of tanks depending on materials and construction criteria. The Working Party invited the representative of the United Kingdom to consider these two options in a revised proposal and invited delegations wishing to do so to send him their comments.

#### **4. Amendment to 9.2.2.8**

*Document:* ECE/TRANS/WP.15/262 (Secretariat)

*Informal documents:* INF.5/Rev.1, part I (Secretariat), INF.25 (OICA)

32. At its 113th session, the Working Party adopted the draft amendments proposed in ECE/TRANS/WP.15/2023/4. It considered that the wording of the note under 9.2.2.8 could be improved. The note was thus kept in square brackets, to be reviewed at the 114th session.

33. The Working Party adopted a revised version of the note on the basis of an oral proposal and agreed that the text should be placed in 9.2.2.8.3 rather than in a note at the beginning of the subsection (see annex II).

## 5. Battery electric vehicles and hydrogen fuelled vehicles

*Document:* ECE/TRANS/WP.15/2023/14 (Netherlands, on behalf of the informal working group on electrified vehicles)

*Informal documents:* INF.3 (Netherlands, on behalf of the informal working group on electrified vehicles), INF.15 (Netherlands, on behalf of the informal working group on electrified vehicles)

34. The Working Party adopted, with some modifications, the amendments in document ECE/TRANS/WP.15/2023/14 aimed at adding, in the 2025 edition of ADR, battery electric vehicles to category FL, hydrogen fuel cell vehicles to categories AT and FL, and vehicles equipped with an internal combustion engine using hydrogen as a fuel to categories AT and FL (see annex III).

35. Some points were kept in square brackets, to be confirmed at the 115th session.

36. The Working Party thanked the informal working group on electrified vehicles and the representative of the Netherlands for their work. The Working Party supported the informal group's proposal to remain active until the proposals relating to AT and FL vehicles had been adopted, and then for the group to be put on standby for a year, while unforeseen problems were assessed and dealt with, if necessary. The Working Party noted that, during that period, the industry, organized within OICA and CLCCR, would keep it informed of new developments and the need to consider updates, as appropriate.

## 6. Regenerative braking system

*Informal document:* INF.12 (Netherlands)

37. The Working Party noted that the special requirements for endurance braking incorporating regenerative braking systems adopted by the World Forum for Harmonization of Vehicle Regulations (WP.29) (Supplement 18 to the 11 series of amendments to UN Regulation No. 13) were based on two systems, one with a route planning system, anticipating the state of charge of the battery for future descents, and the other without such a system.

38. The proposal of the Netherlands in informal document INF.12 was aimed at retaining the route planning system for dangerous goods vehicles.

39. The representative of the Netherlands indicated that he would present a revised proposal, taking into account the comments received, at the next session.

## 7. 9.8.4 – Stability of MEMUs

*Informal document:* INF.4 (Finland)

40. The Working Party adopted the proposed amendment to 9.8.4 (see annex II).

## 8. Issues of interpretation of the table in 9.2.1.1

*Informal document:* INF.10 (Netherlands)

41. The Working Party confirmed that the question could be discussed by the informal working group on electrified vehicles at its next meeting.

## 9. Fire suppression system for engine compartments

*Informal document:* INF.17 (Spain and Netherlands, on behalf of the informal working group on the reduction of the risk of a BLEVE)

42. The Working Party confirmed that the technical requirements for fire-suppression systems installed in the engine compartment could be introduced into ADR as a first step, with a subsequent proposal to WP.29 to adapt UN Regulation 107 accordingly.

43. The representative of Spain invited new delegations interested in participating in the work of the informal group to contact her.

**10. Camera monitor systems on EX/III and FL vehicles (vehicles with battery master switches)**

*Informal document:* INF.18 (Germany)

44. The Working Party noted that problems could arise during the approval of EX/III and FL vehicles fitted with a camera monitor system in compliance with the requirements of UN Regulation No. 46.

45. The Working Party invited Germany to draw the attention of WP.29 to that point and invited delegations to inform their counterparts in charge of vehicle construction provisions of those problems, on the basis of the information provided in informal document INF.18.

**B. Miscellaneous proposals****1. Modification of texts adopted at the 113th session**

*Document:* ECE/TRANS/WP.15/262 (Report of the Working Party on its 113th session)

*Informal document:* INF.5/Rev.1, part I (Secretariat)

46. The Working Party adopted editorial changes to the text of new provision AP11 of 7.3.3.2.7 adopted at its previous session and reproduced in part I of informal document INF.5/Rev.1 (see annex II).

**2. Training obligation of the driver (vehicle crew) transporting dangerous goods packed in limited quantities**

*Document:* ECE/TRANS/WP.15/2023/16 (IASA)

47. The proposed amendment to 3.4.1 (h) was adopted with an additional amendment to refer to part 8 (see annex II).

**3. Amendment to 5.4.1.4 – Language requirements for the transport document according to ADR**

*Document:* ECE/TRANS/WP.15/2023/17 (IASA)

48. Most of the delegations that took the floor were not in favour of the proposal from IASA to delete the reference to the official language of the consigning country in the requirements for the transport document. The proposal was withdrawn.

**4. Combustion heater**

*Document:* ECE/TRANS/WP.15/2023/9 (Russian Federation)

49. Opinions were divided as to whether to maintain the definition of combustion heater in 1.2.1. Several delegations felt that it would be appropriate in all cases to specify the applicable provisions in part 9, particularly in respect of the preheating of the engine compartment. The representative of the Russian Federation would submit a revised proposal at a next session taking into account the comments received.

**5. Vehicle documents**

*Document:* ECE/TRANS/WP.15/2023/11 (Netherlands)

50. The majority of delegations felt that the vehicle documents listed in 8.1.2 should be kept in the driver's cab. The Working Party adopted an alternative proposal to modify the texts of 8.1.2.1 and 8.1.2.2, instead of the title of 8.1.2, to reflect that principle (see annex II).

51. The Working Party noted that it might be necessary to clarify the text in the future to specify that all vehicle documents must be kept readily available, as already mentioned for instructions in writing, in 8.1.2.3.



## 6. Definition of a closed vehicle

*Informal document:* INF.8 (Netherlands)

52. The Working Group agreed that the current definitions could lead to confusion as to the types of vehicles they covered and that the amendments proposed by the representative of the Netherlands should be discussed at the Joint Meeting, also taking into consideration the definitions of closed and sheeted wagons. The representative of the Netherlands would present a revised proposal to the Joint Meeting in the light of the comments received.

53. The Working Party adopted an amendment to the French version of ADR to correct an error in the translation of the term “closed vehicle” in 7.1.7.2 (see annex II).

## 7. Amendments to 7.5.7.5 and 8.3.3

*Informal document:* INF.9 (Netherlands)

54. The delegations which expressed their views considered that the proposal of the Netherlands ran counter to the general principle that crew members were prohibited from opening packages containing dangerous goods during operations falling within the scope of ADR and that the derogations adopted in national regulations to cover certain specific cases at the beginning and end of transport were sufficient. It was also pointed out that crew members could be charged with tasks of other parties in the transport chain.

55. The representative of the Netherlands withdrew the proposal.

## 8. Actual holding time – tank containers and portable tanks carried on road journeys only

*Informal document:* INF.16 (Netherlands)

56. The Working Party noted that, at the spring 2024 session of the Joint Meeting, the representative of the Netherlands would present a proposed amendment aimed at exempting portable tanks and tank-containers used for road transport only from the calculation of holding time.

57. As the subject was specific to road transport, the Working Party agreed that it could still adopt a proposed amendment for entry into force on 1 January 2025 at its next session, depending on the outcome of the discussions on the matter in the Joint Meeting.

## 9. Proposal for correction to ADR 2023

*Informal document:* INF.21 (Hungary)

58. The Working Party confirmed that the error identified in informal document INF.21 in respect of the English version of ADR should be corrected (see annex IV).

## 10. Orange-coloured plate for tank-vehicles carrying UN Nos. 1202, 1203 and 3475

*Informal document:* INF.11 (FuelsEurope)

59. Several delegations wished to consult their fire and rescue services before taking a position. The representative of FuelsEurope indicated that he would present a revised proposal, taking into account the comments received, at the next session.

# VII. Interpretation of ADR (agenda item 6)

## 1. Scope of ADR

*Document:* ECE/TRANS/WP.15/2023/5/Rev.1 (Secretariat)

60. The Working Party confirmed the interpretations and information contained in document ECE/TRANS/WP.15/2023/5/Rev.1.

61. Several delegations explained how and in what way the transport of dangerous goods by bicycle or other vehicles not covered by ADR was regulated in their countries. The

Working Party invited delegations that had not yet done so to transmit that information in writing to the secretariat with a reference to the applicable national laws, where appropriate.

62. The Working Party noted that similar discussions had taken place within the International Civil Aviation Organization (ICAO) with regard to deliveries by remote-controlled aircraft (drones): in December 2020, ICAO had published a new model regulation to help countries establish and refine their national guidelines for the operation of unmanned aircraft systems (UAS), and developed an advisory circular to provide guidance to its member States on the transport of dangerous goods by UAS. That document included information on packaging and marking.<sup>1</sup>

63. The Working Party agreed to work on developing provisions for the transport of dangerous goods by road using vehicles or bicycles not currently regulated under ADR, in order to facilitate harmonization of the requirements applicable to such means of transport. That decision was in line with its proposed revised mandate (see paragraph 8).

## **2. Interpretation of 4.1.1.15**

*Informal document:* INF.20 (Hungary)

64. The delegations that took part confirmed that a period of use of less than five years could be provided for in the type approvals for plastic drums, plastic jerricans, rigid plastic IBCs and composite IBCs with a plastic inner receptacle if such a shorter period of use was prescribed in ADR, for example in the packing instructions.

65. Some delegations confirmed that derogations for use beyond five years in accordance with 4.1.1.15 had been granted by the competent authorities that issued the type approvals in their countries, subject to certain conditions. Other delegations indicated that they didn't grant such derogations.

66. The question arose as to whether such derogations were the responsibility of the competent authority in the country where the type approval had been issued, or that in the country of use. The representative of Switzerland recalled that the matter would be discussed by the Joint Meeting's informal working group on references to competent authorities. She invited delegations interested in participating in the work of the informal group to contact her.

## **3. Transport document and related information – goods of each transport unit**

*Informal document:* INF.23 (Finland)

67. The Working Party noted that the provisions of 5.4.1.4.2 were already found in the editions of ADR prior to restructuring, in marginal 2002 (4), under "Definitions and general requirements".

68. The Working Party agreed that it would be appropriate to check whether the provisions of the first sentence of 5.4.1.4.2 were still being used, and in what cases. It noted that they could be appropriate for transport units carried in convoys, particularly for the transport of explosives.

69. The representative of Finland would present a revised proposal at an upcoming session. The representative of IRU indicated that he would look into the application of the provisions by its members.

## **4. Certificates of approval for vehicles**

*Informal document:* INF.26 (Malta)

70. The Chair of the Working Party clarified that the provisions of 9.1.3.2 concerned the acceptance of certificates issued by the competent authorities of other contracting parties

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<sup>1</sup> See <https://www.icao.int/safety/UA/Pages/ICAO-Model-UAS-Regulations.aspx> and <https://www.icao.int/safety/UA/UAID/Documents/Advisory%20Circular%20102-37.pdf>.

during international transport operations, and not in connection with the transfer of ownership of a used vehicle.

71. The delegations that spoke confirmed that when a used approved vehicle was imported, the vehicle had to be re-registered, and therefore, in accordance with 9.1.3.1, the competent authority of the new country of registration had to issue a new certificate of approval to the new owner.

## **VIII. Circular economy, sustainable use of natural resources and Sustainable Development Goals (agenda item 7)**

72. The Working Party adopted an amendment to its “Rules concerning documents to be submitted to the Working Party” so as to take account of its recent decision to invite delegations to specify in the section of their future proposals entitled “Justification” the possible link with Sustainable Development Goals and the circular economy (see paragraph 80).

73. The Working Party noted that, at its 114th session, its work was guided in particular by United Nations Sustainable Development Goals 3 (Ensure healthy lives and promote well-being for all at all ages), 11 (Make cities and human settlements inclusive, safe, resilient and sustainable) and 13 (Take urgent action to combat climate change and its impacts).

## **IX. Programme of work (agenda item 8)**

### **A. 115th session**

*Informal document:* INF.6 (Secretariat)

74. The agenda items for the next session (scheduled for 2–5 April 2024) will be as follows: Adoption of the agenda; Eighty-sixth 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; Circular economy, sustainable use of natural resources and Sustainable Development Goals; Programme of work; Any other business; Adoption of the report.

75. The deadline for submission of official documents for that session is 9 January 2024.

### **B. 2025 amendments**

76. 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 2025 so that they could be made the subject of an official proposal, in accordance with the procedure set out in article 14 of ADR, and 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 2024, with a reference to 1 January 2025 as the scheduled date of entry into force. The document would be circulated under the symbol ECE/TRANS/WP.15/265.

77. The Working Party also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2025 sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

### **C. Efficiency and methods of work of the Working Party**

*Document:* ECE/TRANS/WP.15/2023/15 (Secretariat)

78. The Working Party adopted Proposal 1 of document ECE/TRANS/WP.15/2023/15 (revised rules concerning the agenda for the last session of an amendment period).

79. With regard to its schedule of meetings, the Working Party confirmed that it wished for the time being to maintain the schedule of its sessions and the number of its meetings, in view of the future work envisaged, particularly with regard to the dematerialization of documents and information; the monitoring of the implementation of the new amendments concerning battery electric vehicles, fuel cell vehicles and hydrogen vehicles; and the drafting of provisions concerning the carriage of dangerous goods by road with vehicles or cycles not currently regulated in ADR.

80. The Working Party adopted Proposal 3 of document ECE/TRANS/WP.15/2023/15 to amend the rules concerning documents to be submitted to the Working Party, with the correction of a typing error in the English version.

81. The Working Party amended its rules concerning the submission of informal documents, to read as follows:

“Informal documents may be submitted for consideration at a session provided:

- (a) That they contain specific commentaries or additional information concerning a new document included in the provisional agenda and that it has not therefore been possible to submit them in time;
- (b) That they are submitted solely for information purposes and require no decision from the Working Party;
- (c) That they are intended to correct flagrant errors in existing texts;
- (d) That they call for an initial opinion about the interpretation of existing texts;
- (e) That they contain the report of an informal working group.”

82. The Working Party noted that there was no rule concerning the language of informal documents and invited delegations to submit their informal documents in several of the Group’s working languages whenever possible.

83. The Working Party requested the secretariat to prepare a document for the next session setting out its terms of reference, rules of procedure and working methods, as revised.

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

84. A representative of the World Bicycle Industry Association (WBIA) and the Confederation of the European Bicycle Industry (CONEBI) presented the groups’ activities and indicated their interest in participating in sessions of the Working Party. She indicated that she had sent the secretariat the documentation required for an application for consultative status. The secretariat was asked to submit the request as an official document, at the next session.

## **XI. Election of officers for 2024 (agenda item 10)**

85. On a proposal from the representative of Luxembourg, seconded by the representatives of Germany and the Netherlands, the Working Party elected Ms. Ariane Roumier (France) as Chair and Mr. Alfonso Simoni (Italy) as Vice-Chair for 2024.

## **XII. Adoption of the report (agenda item 11)**

86. The Working Party adopted the report on its 114th session and its annexes on the basis of a draft prepared by the secretariat.

## Annex I

### **Draft revised terms of reference proposed by the Working Party**

*Note by the secretariat: In paragraph 3, the order of the sub-paragraphs has been changed for editorial reasons.*

1. The Working Party on the Transport of Dangerous Goods (hereinafter referred to as WP.15) will act within the framework of the policies of the United Nations and the Economic Commission for Europe (hereafter ECE) and under the general supervision of its parent body, the Inland Transport Committee (hereafter ITC) and in conformity with the Terms of Reference of ECE (E/ECE/778/Rev.5) and ITC (E/RES/2022/2 and ECE/TRANS/316/Add.2).
2. WP.15 will operate in accordance with the Guidelines for the establishment and functioning of Working Parties within ECE as approved by the ECE Executive Committee at its fourth meeting on 14 July 2006 (ECE/EX/1). These guidelines refer to its status and characteristics, including the review of its mandate and extension every five years, its membership and officers, its methods of work and its secretariat provided by the ECE Sustainable Transport Division.
3. WP.15 will:
  - (a) Develop and update the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), concluded in Geneva in 1957, the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), concluded in Geneva in 2000, and other relevant legal instruments on the transport of dangerous goods that ITC may charge it with administering;
  - (b) Initiate and pursue actions aimed at enhancing the safety and security of the inland transport of dangerous goods and protecting the environment during such transport, including the development of standards, recommended practices and guidance material for transports not falling within the scope of RID, ADR and ADN;
  - (c) Promote the facilitation of international transport of dangerous goods by harmonizing the relevant regulations and rules and the administrative procedures and documentation requirements to which this transport is subject;
  - (d) Encourage the accession of new countries to the Agreements mentioned above;
  - (e) Ensure harmonization of ADR and ADN with other relevant legal instruments on the transport of dangerous goods by other modes of transport on the basis of the recommendations of the Committee of Experts on the Transport of Dangerous Goods and the Globally Harmonized System of Classification and Labelling of Chemicals of the United Nations Economic and Social Council;
  - (f) Encourage participation in its activities by fostering cooperation and collaboration with countries, the European Commission, international governmental and non-governmental organizations concerned with the transport of dangerous goods and the other United Nations regional commissions and other organizations or bodies of the United Nations system with a view, among other things, to discussing and resolving problems relating to the interpretation or enforcement of the provisions of ADR, ADN or other relevant legal instruments;
  - (g) Collaborate closely with the other subsidiary bodies of ITC, particularly the World Forum for Harmonization of Vehicle Regulations (WP.29), the Working Party on Road Transport (SC.1), the Working Party on Road Traffic Safety (WP.1), the Working Party on Inland Water Transport (SC.3), the Working Party on Transport Statistics (WP.6), Working Party on Intermodal Transport and Logistics (WP.24) and any other relevant ECE body on matters of common interest relating to the transport of dangerous goods;
  - (h) Draw up and implement a programme of work relating to its activities;

- (i) Create a working environment that facilitates fulfilment by the Contracting Parties of the obligations set forth in the legal instruments concerned by the activities of the Working Party, and an exchange of views on the interpretation of these instruments or the resolution of problems connected with their enforcement;
  - (j) Ensure openness and transparency during its meetings.
4. These Terms of Reference and the Rules of Procedure apply to WP.15 and do not modify the provisions of the relevant legal instruments.

## Annex II

### Draft amendments to annexes A and B of ADR for entry into force on 1 January 2025

#### Chapter 3.4

3.4.1 In (h), at the beginning, add “Part 8, 8.2.3.”

(Reference document: ECE/TRANS/WP.15/2023/16, as amended)

#### Chapter 6.8

6.8.2.6.1 In the table, under “For design and construction of tanks”:

In the row for EN 14025:2018 + AC:2020, in column (4), replace “Until further notice” by “Between 1 January 2021 and 31 December 2026”. Add a new row beneath this row as follows:

EN 14025:2023	Tanks for the transport of dangerous goods – Metallic pressure tanks – Design and construction <i>NOTE: Materials of shells shall at least be attested by a type 3.1 certificate issued in accordance with standard EN 10204.</i>	6.8.2.1 and 6.8.3.1	Until further notice	
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(Reference document: ECE/TRANS/WP.15/260, annex)

6.8.4 (d), TT11 In the first paragraph after the table, replace “EN 14025:2018” by “EN 14025:2023”.

(Reference document: ECE/TRANS/WP.15/260, annex)

#### Chapter 7.1

7.1.7.2 The amendment does not apply to the English version.

(Amendment identified during in-session discussion of informal document INF.8)

#### Chapter 8.1

8.1.2.1 In the first sentence, replace “on the transport unit” by “on the driver’s cab of the transport unit”.

(Reference document: ECE/TRANS/WP.15/2023/11, as amended)

8.1.2.2 In the first sentence, replace “on the transport unit” by “on the driver’s cab of the transport unit”.

(Reference document: ECE/TRANS/WP.15/2023/11, as amended)

#### Chapter 9.7

9.7.8 At the end of the heading, add “on FL vehicles”.

(Reference document: ECE/TRANS/WP.15/2023/8)

9.7.8.3 In the first sentence, after the first instance of “electrical equipment”, add “on FL vehicles”.

(Reference document: ECE/TRANS/WP.15/2023/8)

#### Chapter 9.8

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

*(Reference document: informal document INF.4)*

**Informal document INF.5/Rev.1, part I, adopted with the following modifications:**

Remove all square brackets and strikethrough text.

- 1.1.3.1 In (ii), at the end, replace “carriage conditions” by “conditions of carriage”.
- 1.6.1.55 After “3560”, delete the comma.
- 1.6.1.56 After “3423”, delete the comma.
- 1.6.3.61 After “1 January 2025”, insert a comma.
- 1.6.4.59 Delete the commas around “may still be used”.
- 1.6.4.65 After “1 January 2025”, insert a comma.
- 1.8.3.11 In the amendment to 1.8.3.11, add the following: “In (b), second indent, delete “and tank-containers”.”.

*(Reference document: informal document INF.19)*

- 2.2.1.4 After “DEVICES”, add “: UN No. 0514”.
- 3.3, SP 388 The modification does not apply to the English version.
- 4.1.4.1, P303 The modification does not apply to the English version.
- 4.3.4.1.2 In the amendment concerning L10DH, replace “packing groups II, III” by “packing group I”.
- 5.4.1.1.3.2 After “3291”, delete the comma.
- 6.2.1.5.4 Delete the amendment.
- 7.3.3.2.7, AP11 In 1.3 and in 2, replace “security” by “safety”. In 3, fifth paragraph, replace “resist against” by “withstand”. In 3, last paragraph, replace “vats covers” by “vat covers”. In 4, first paragraph, second sentence, replace “test” by “tests”. In 4.5, last sentence, “respecting the” by “taking into account”.
- 7.5.11 After the new CV29, add a new amendment to read: “Replace “CV29 to CV32” (*Reserved*) by “CV30 to CV32” (*Reserved*).”.
- 9.2.2.8 Delete the note under the heading.
- 9.2.2.8.3 At the beginning, add the following new sentence: “Features to enable the de-energization of the electrical circuits shall be designed so that they can be operated when the vehicle is stationary.”.

*(Reference document: informal document INF.25, as amended)*

**Informal document INF.5/Rev.1, part II, adopted with the following modifications:**

Remove all square brackets.

- 4.1.1.5.3 In (b), replace “[xxxx]” by “4.1.1.5, 4.1.1.5.1, 4.1.1.5.2, 4.1.1.21, 4.1.3.1 to 4.1.3.5, 4.1.3.7, 4.1.4, 6.1.5.2.1, 6.5.6.1.2 and 6.6.5.2.1”. In (b) (iv), replace “transport” by “carriage”. In (b) (v), replace “non-leak-proof” by “non-leakproof” and “retainment” by “retention”. In (d), second sentence, replace “In derogation of” by “By derogation from”.

*(Reference document: informal document INF.14)*

- 5.4.1.1.3.3 In the third paragraph, after “1993”, delete the comma.
- 5.4.1.1.4 In the first paragraph, replace “the transport document shall be marked” by “the following statement shall be included in the transport document:”. In the second paragraph, replace “sub-paragraphs (b) (i), (ii), (iii), (iv) and (v) of special provision 678” by “special provision 678 (b)”. The third modification does not apply to the English version.



7.3.3.2.7, AP12 In the first paragraph, replace “loading compartment” by “load compartment”. In the second paragraph, replace “loading compartment” by “load compartment”. In the fifth paragraph, replace “skip” by “load compartment”. In the paragraph after (b), second sentence, replace “must” by “shall”.

*(Reference document: informal document INF.7, as amended for the English version)*

7.5.11, CV38 In the first paragraph, second sentence, replace “Skips” by “They”. In the fifth paragraph, replace “skip” by “latter placed”. In all other instances, replace “skip” by “load compartment” and “skips” by “load compartments” (seven times in total).

*(Reference document: informal document INF.7, as amended for the English version)*

## Annex III

### Draft amendments to annexes A and B of ADR for entry into force on 1 January 2025 to be confirmed at the next session

#### Chapter 1.6

1.6.5 Add the following transitional measures:

“1.6.5.26 Vehicles first registered (or which entered into service if registration is not mandatory) before [1 April 2026], approved as AT vehicle not in compliance with the provisions of 9.2.4.2 concerning fuel tanks may continue to be used.”

“1.6.5.27 Vehicles first registered (or which entered into service if registration is not mandatory) before [1 April 2026], approved as AT vehicle not in compliance with the provisions of 9.2.4.4.2 concerning the evaluation of the REESS may continue to be used.”

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 22, as amended)

#### Chapter 1.8

[1.8.6.2.1 In the last sentence, after “approve”, add “, recognize or designate”.]

(Reference document: ECE/TRANS/WP.15/AC.1/170, annex II) (pending confirmation by the Joint Meeting at its Spring 2024 session)

[1.8.6.3.1 Amend the last sentence to read: “The requirements above are deemed to be met in the case of accreditation according to the standard EN ISO/IEC 17020:2012 (except clause 8.1.3).”]

(Reference document: ECE/TRANS/WP.15/AC.1/170, annex II) (pending confirmation by the Joint Meeting at its Spring 2024 session)

#### Chapter 6.2

6.2.4.1 In the table, under “for design and construction of closures”:

In the row for EN 1626:2008 (except valve category B), in column (4), replace “Until further notice” by “Between 1 January 2015 and 31 December 2028”.  
Add a new row beneath this row as follows:

EN ISO 21011: [2023]	Cryogenic vessels – Valves for cryogenic service	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	
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(Reference document: ECE/TRANS/WP.15/AC.1/170, annex II) (pending publication of standard)

In the row for standard EN 14129:2014, in column (4), replace “Until further notice” by “Between 1 January 2021 and 31 December 2026”. Add a new row beneath this row as follows:

EN 14129:[2023]	LPG Equipment and accessories – Pressure relief valves for LPG pressure vessels <b>NOTE:</b> This standard is applicable to pressure drums.	6.2.3.1, 6.2.3.3 and 6.2.3.4	Until further notice	
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(Reference document: ECE/TRANS/WP.15/262, annex) (pending publication of standard)

#### Chapter 6.8

6.8.2.6.1 In the table, under “For equipment”:

In the row for EN 1626:2008 (except valve category B), in column (4), replace “Until further notice” by “Between 1 January 2015 and 31 December 2028”.  
Add a new row beneath this row as follows:

EN ISO 21011: [2023]	Cryogenic vessels – Valves for cryogenic service	6.8.2.2.1, 6.8.2.4 and 6.8.3.4	Until further notice	
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(Reference document: ECE/TRANS/WP.15/AC.1/170, annex II) (pending publication of standard)

In the row for standard EN 14129:2014, in column (4), replace “Until further notice” by “Between 1 January 2015 and 31 December 2026”. Add a new row beneath this row as follows:

EN 14129:[2023]	LPG Equipment and accessories – Pressure relief valves for LPG pressure vessels	6.8.2.1.1 and 6.8.3.2.9	Until further notice	
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(Reference document: ECE/TRANS/WP.15/262, annex) (pending publication of standard)

## Chapter 9.2

9.2.1.1 Amend the following rows in the table:

- For 9.2.4, replace “PREVENTION OF FIRE RISKS” by “VEHICLE PROPULSION SYSTEM”.
- For 9.2.4.3, renumber as 9.2.4.2, in the column for “AT”, add “X<sup>k</sup>” and in column “COMMENTS”, add “<sup>k</sup> Applicable to motor vehicles first registered after [31 March 2026]”.
- For 9.2.4.4, renumber as 9.2.4.3 and replace “Engine” by “Internal combustion engine”.
- Delete the row for 9.2.4.5.
- Renumber 9.2.4.6 as 9.2.4.4.
- Add new rows for 9.2.4.4.1, 9.2.4.4.2 and 9.2.4.4.3 to read as follows:

9.2.4.4.1	General provisions			X	X	
9.2.4.4.2	Rechargeable electrical energy system			X <sup>k</sup>	X	<sup>k</sup> Applicable to motor vehicles first registered after [31 March 2026].
9.2.4.4.3	Measures against thermal propagation				X	

- Delete the row for 9.2.4.7.
- Add a new row for 9.2.4.5 to read as follows:

9.2.4.5	Hydrogen fuel cell			X	X	
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- Renumber 9.2.4.8 to 9.2.4.8.6 as 9.2.5 to 9.2.5.6.
- Renumber 9.2.5 to 9.2.7 as 9.2.6 to 9.2.8.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 1, as amended)

9.2.2.1 [In the first paragraph, after “ignition”, add “, fire”.]

In the second paragraph, delete “, with the exception of the electric power train in compliance with the technical provisions of UN Regulation No. 100<sup>1</sup>, as amended at least by the 03 series of amendments,”.

Add a new third paragraph to read: “The electric power train and the high voltage components which are galvanically connected to it, which are in

compliance with the technical provisions of UN Regulation No. 100<sup>1</sup>, as amended at least by the 03 series of amendments, need not to comply with the provisions of 9.2.2.2 to 9.2.2.7.”.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 2, as amended)

9.2.3.1.1 Add a new second paragraph to read: “Trailers with regenerative braking or electric power train are not allowed.”.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 3, as amended)

9.2.3 Add a new 9.2.3.3 with the text of the existing 9.2.4.7.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 4)

9.2.4 Amend the heading to read “**Vehicle propulsion system**”.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 5)

9.2.4.1 Add a new second paragraph to read: “Hybrid vehicles equipped with an internal combustion engine and electric power train shall comply with the relevant provisions of 9.2.4.2 to 9.2.4.5.”.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 6, as amended)

9.2.4.2 Delete.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 7)

9.2.4.3 Renumber as 9.2.4.2 and amend as follows:

- Delete the note.
- In the first paragraph, after “engine”, add “, or fuel cell”.
- In (b), delete the last sentence.
- After (b) add the following new sub-paragraphs:
  - “(c) Fuel tanks and cylinders for LNG and for CNG respectively shall meet the relevant requirements of UN Regulation No. 110<sup>7</sup>.”
  - (d) Fuel tanks for LPG shall meet the relevant requirements of UN Regulation No. 67<sup>8</sup>.
  - (e) Fuel tanks and cylinders for hydrogen shall meet the relevant requirements of UN Regulation No. 134<sup>9</sup>, as amended at least by the 02 series of amendments, or for liquid hydrogen containers the technical provisions of [Global Technical Regulation No.13<sup>10</sup>, Phase 2, part 7].”
- Add a new footnote <sup>9</sup> to read: “<sup>9</sup> UN Regulation No. 134 (Uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of Hydrogen-Fuelled Vehicles (HFCV))”.
- Add a new footnote <sup>10</sup> to read: “<sup>10</sup> UN Global technical regulation No. 13 on hydrogen and fuel cell vehicles”.
- Renumber (c) as (f) and, in the first sentence, after “engine intakes,”, add “electric storage systems”.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 8, as amended)

9.2.4.4 Renumber as 9.2.4.3 and amend to read as follows:

**“9.2.4.3 Internal combustion engine**

9.2.4.3.1 The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. The use of a fuel shall only be permitted if components are approved and installation meet the provisions of 9.2.2 and the technical requirements of:

- (a) UN Regulation No. 110<sup>7</sup> for CNG or LNG.

(b) UN Regulation No. 67<sup>8</sup> for LPG.

(c) UN Regulation No. 134<sup>9</sup> for compressed hydrogen [and the technical provisions of Global Technical Regulation No.13<sup>10</sup>, Phase 2] for liquid hydrogen, as relevant.

In the case of EX/II and EX/III vehicles the engine shall be of compression-ignition construction using only liquid fuels with a flashpoint above 55 °C. Gases shall not be used.”

(Reference document: ECE/TRANS/WP.15/2023/14, proposals 9 and 10, as amended)

9.2.4.5 Renumber as 9.2.4.3.2 and reformat the heading accordingly.

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 11)

9.2.4.6 Renumber as 9.2.4.4 and amend to read as follows:

**“9.2.4.4 *Electric power train***

9.2.4.4.1 *General provisions*

Electric power trains shall not be used for EX vehicles. Trailers with regenerative braking or electric power train are not allowed.

The electric power train shall meet the requirements of UN Regulation No. 100<sup>1</sup>, as amended at least by the 03 series of amendments.

Vehicles with an electric power train shall be equipped with an isolation resistance monitoring system.

The vehicle shall give external signals in stationary conditions, in addition to the warning to the driver receives in the driver’s cab as required by 6.15.1 of UN Regulation No.100<sup>1</sup>.

9.2.4.4.2 *Rechargeable electrical energy storage system (REESS)*

**NOTE:** Other acronyms for REESS are used in other documentation for similar systems (e.g. RESS).

REESS of vehicles with an electric power train shall be designed and constructed taking into account a risk evaluation according to ISO 6469-1:2019/Amd 1:2022 to establish safety for normal operational conditions. [A review shall be carried out by a technical service (e.g. technical service for vehicle approvals according to UN Regulation No. 100<sup>1</sup>, as amended at least by the 03 series of amendments).]

**NOTE:** Normal operational conditions also include malfunctioning and reasonably foreseeable accidental situations.”

(Reference document: ECE/TRANS/WP.15/2023/14, proposals 12, 13, 14 and 15, as amended)

9.2.4.4 Add a new 9.2.4.4.3 to read as follows:

**“9.2.4.4.3 *Measures against thermal propagation***

REESS containing cells for which thermal propagation cannot be guaranteed to be contained within the REESS, measures shall be taken to prevent danger to the load by heating or ignition. [The design shall consider the need for facilitation of intervention by emergency services to mitigate effects of a thermal propagation.]”

(Reference document: ECE/TRANS/WP.15/2023/14, proposal 16)

9.2.4 Add a new 9.2.4.5 to read as follows:

**“9.2.4.5 *Hydrogen fuel cell vehicles***

9.2.4.5.1 Hydrogen fuel cell vehicles shall comply with the requirements for the electrical power train of 9.2.4.4.

9.2.4.5.2 Hydrogen fuel cell vehicles shall comply with UN Regulation No. 134<sup>9</sup>, as amended at least by the 02 series of amendments. For vehicles using liquid hydrogen the technical requirements of the [Global Technical Regulation No.13<sup>10</sup>, Phase 2] applies.

9.2.4.5.3 Shut-off devices of hydrogen containers shall close automatically:

- (a) when the vehicle is no longer in driving mode;
- (b) at a deceleration of [3.25 m·s<sup>-2</sup> for 0.7 s];
- (c) in case of a lateral overturning above an angle of 23°.

The shut-off devices may be re-opened by a deliberate action of the driver.”

*(Reference document: ECE/TRANS/WP.15/2023/14, proposal 17 and informal document INF.15)*

9.2.4.7 Delete.

*(Reference document: ECE/TRANS/WP.15/2023/14, proposal 18)*

9.2.4 Renumber 9.2.4.8 to 9.2.4.8.6 as 9.2.5 to 9.2.5.6. Renumber footnote <sup>9</sup> as <sup>11</sup>. Renumber 9.2.5 and 9.2.6 as 9.2.6 and 9.2.7. Renumber footnote <sup>10</sup> as <sup>12</sup>.

*(Reference document: ECE/TRANS/WP.15/2023/14, proposals 19 and 20, and consequential amendments)*

9.2.4 Renumber 9.2.7 and 9.2.7.1 as 9.2.8 and 9.2.8.1. [After “LNG”, add “and liquid hydrogen”.]

*(Reference document: ECE/TRANS/WP.15/2023/14, proposals 21, as amended)*

## **Annex IV**

### **Corrections to the English version of ADR 2023**

#### **Chapter 5.1, 5.1.5.5, table, column headed “Reference”**

In the eighth entry (Packages for fissile material) *delete* 6.4.22.5

*(Reference document: Informal document INF.21)*

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