



**OTIF/RID/CE/GTP/2020/15**

16 November 2020

Original: French

**RID:** 12<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Video-conference, 24 to 26 November 2020)

**Subject:** 108<sup>th</sup> session of WP.15 (Geneva, 10 to 13 November 2020)

**Transmitted by the Secretariat**

**Extracts from the draft report of the 108<sup>th</sup> session of WP.15 (Geneva, 10 – 13 November 2020)**

**I. Organizational matters and attendance**

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

**A. Organizational matters**

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

2. Due to the coronavirus (COVID-19) pandemic and the measures implemented by the Economic Commission for Europe and the contracting parties to ADR to protect public health, such as travel restrictions, the 108<sup>th</sup> session, originally scheduled from 11 to 15 May, was initially postponed to 9–13 November 2020, replacing the 109<sup>th</sup> session.
3. In addition, owing to a combination of COVID-19 response measures, financial constraints triggered by the United Nations liquidity crisis, ongoing renovation work at the Palais des Nations under the strategic heritage plan and technical constraints related to the number of meeting rooms available for hybrid meetings, the share of meetings with interpretation allocated to the Economic Commission for Europe was reduced from three meetings per day to just one per day for the last quarter of 2020. Taking into account those factors and the quarantine and travel restrictions in force, and after consultation with the secretariat and conference services of the United Nations Office at Geneva (UNOG), the Bureau of

the Working Party decided to adapt the format of the 108<sup>th</sup> session.

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

## **B. Attendance**

5. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Luxembourg, the Netherlands, Norway, Portugal, Romania, Russian Federation, Spain, Sweden, Switzerland, Turkey and United Kingdom.
6. The European Union was represented.
7. Experts from the following intergovernmental organization participated: Intergovernmental Organization 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); FuelsEurope; International Organization of Motor Vehicle Manufacturers (OICA); and International Road Transport Union (IRU). The EuroMed project was also represented.

(...)

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

14. The Working Party welcomed the accession of Uzbekistan.
15. The Working Party noted that 13 countries (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino and Tajikistan) had not yet deposited the required instruments for the Protocol to enter into force and encouraged them to take the necessary measures to ratify or accede to it so that it could do so.
16. The Working Party noted that the Protocol of amendment to the title of ADR adopted by the Conference of the Parties on 13 May 2019 was deemed accepted on 30 November 2019 (depositary notification C.N.606.2019.TREATIES-XI.B.14). The amendment would enter into force for all contracting parties to the Agreement on 1 January 2021.
17. The Working Party noted that the amendments adopted in the preceding two years (ECE/TRANS/WP.15/249 and Corr.1 and Add.1) had been proposed to the contracting parties by the Government of France and were deemed to be accepted for entry into force on 1 January 2021 (depositary notifications C.N.274.2020.TREATIES-XI.B.14 of 1 July 2020 and C.N.438.2020.TREATIES-XI.B.14 of 9 October 2020).
18. The Working Party welcomed the fact that ADR 2021 had been published despite the constraints imposed by the COVID-19 pandemic and thanked in particular the Road Safety Management and Dangerous Goods Section and the United Nations publications services, which had made every effort to ensure that the publications were ready on time.

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

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

*Informal document:* [INF.8](#) (Secretariat)

19. The Working Party noted that the amendments to Chapter 1.2 still needed to be reviewed at the next session of the Joint Meeting and preferred to postpone the decision on that agenda item until its next session.
20. Several delegations wished to have more time to study the European Union's multimodal guidelines (Inland TDG Risk Management Framework) before adopting the addition of a non-binding reference to those guidelines in 1.9.4. Several delegations were of the view that it was premature to refer to those guidelines, whose content still needed to be supplemented or adapted for road transport. Other delegations were of the opinion that referring to those guidelines could be useful and could help to harmonize risk assessment. In the absence of a consensus, the Working Party preferred to postpone its decision to the next session. It invited the delegations wishing to make comments to submit them in writing.
21. The Working Party endorsed the other amendments adopted by the Joint Meeting, with some changes (see annex ...).

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

- 21 bis. Specifically, for transitional measure 1.6.4.55, the Working Party wanted to refer to 6.8.3.4.6 (b) instead of 6.8.3.4.6 as a whole, in order to make it clear that the tank-containers in question were those for which intermediate inspections were not mandatory until 31 December 2022.

(...)

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

### B. Miscellaneous proposals

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

*Document:* [ECE/TRANS/WP.15/2020/7](#) (Austria)

*Informal document:* [INF.17 \(OICA\)](#)

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

29. The Working Party noted that work was under way within the European Automobile Manufacturers Association (ACEA), a member of OICA, on the conditions and procedures for managing the exchange of damaged or expired batteries of electric vehicles. The representative of OICA indicated that she would inform the Working Party and the representative of Austria about the progress of that work.
30. The representative of Austria indicated that he would submit a revised proposal to the Joint Meeting in the light of the comments received.

(...)

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

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

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

44. Several delegations were in favour of initiating work to introduce into ADR requirements for the construction of the partition compartments provided for in note a, under the table in 7.2.2.2, and the tests to which they are subject.
45. Other delegations were of the view that it would be difficult to define harmonized requirements in view of the different possible configurations and uses. It was preferable to continue case-by-case studies and testing for the approval of such compartments.
46. The representative of Turkey thanked the delegations that had presented the construction and testing requirements in force in their countries and invited them to transmit that information to her in writing.
47. It was recalled that the informal working group for the clarification of 9.3.4.2 (construction of bodies of EX/III vehicles) was not continuing its work and therefore could not host a discussion on the subject.
48. The Working Party noted that Ireland relied on the specifications contained in the publication of the Institute of Makers of Explosives (IME), "Recommendations for the Safe Transportation of Detonators in a Vehicle with Certain Other Explosive Materials", and that the publication could serve as a basis for future work.

(...)

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

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

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

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

*Informal document:* [INF.6](#) (Germany)

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

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

*Informal document:* [INF.10](#) (Sweden)

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

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

(...)

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

(...)

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

*Informal document:* [INF.18](#) (Spain)

59. The Working Party noted that, as a result of the elimination of the leakage test for low specific activity radioactive material, LSA-III, some consequential amendments had been omitted in the proposals for harmonization between the Model Regulations and the IAEA Regulations.
60. In order to correct those points, IAEA had submitted a proposal for consideration at the fifty-seventh session of the Sub-Committee of Experts on the Transport of Dangerous Goods.<sup>1</sup>
61. The Working Party noted that the differences between the Model Regulations and the IAEA Regulations could affect land transport activities and took note that the representative of Spain might initiate multilateral agreements to allow the implementation of the corresponding amendments as soon as possible after their adoption by the Sub-Committee.

#### D. Languages used for documentation

*Informal document:* [INF.20](#) (United Kingdom)

62. The delegations that took the floor said that the languages used in the transport documents in accordance with ADR did not seem to pose any problems for inspections in their countries. It was recalled that ADR documentation contained a great deal of information in the form of easily identifiable codes and that the use of the standard formats for certificates, provided in ADR, made it possible to quickly find information. In addition to the

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<sup>1</sup> See informal document [INF.30](#) of the 57<sup>th</sup> session of the Sub-Committee.

translation tools available to the general public, inspectors had at their disposal the multi-lingual [guide](#) published by Euro Contrôle Route (ECR) to facilitate inspections.

(...)

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

### **6. Interpretation of 8.5 S1 (6) as amended to be effective 1 January 2021**

*Informal documents:*      [INF.9](#) (Norway), [INF.14](#) (Sweden), [INF.27](#) (Secretariat)

(...)

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

(...)

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

72. The Working Party adopted the report on its 108<sup>th</sup> 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, the decisions contained in annex ... were published in accordance with the procedure agreed by the Executive Committee and notified to all the permanent missions in Geneva. [After publication, and following the no-objection procedure, no objections were received.] The decisions are deemed adopted.] [After publication, the secretariat received the following comments ...]

**Texts adopted by the 108<sup>th</sup> session of WP.15 (Geneva, 10 – 13 November 2020)**

The 108<sup>th</sup> session of WP.15 (Geneva, 10 – 13 November 2020) adopted amendments that have repercussions for RID and which are therefore reproduced below. Amendments that only concern ADR or which have already been taken into account in document [ECE/TRANS/WP.15/AC.1/158](#) are not shown. The amendments are already worded as they would have to be if adopted for RID.

**Draft amendments to annexes A and B of ADR for entry into force on 1 January 2023****Chapter 1.1**

**1.1.3.6.3** In the table, in the entry for transport category 2, in column (2), after the row for "Class 6.1", insert the following new row:

"Class 6.2: UN 3291"

[Reference document: informal document [INF.10](#)]

**Informal document [INF.8](#) was adopted with the following modifications:**

**1.2** Remove all the amendments to chapter 1.2.

**1.6.4.55** Replace "6.8.3.4.6" by  
"6.8.3.4.6 b)".

**1.9.4** Remove the amendment to 1.9.4.

**Chapter 3.2**

**Table A** Remove the square brackets in the amendment to UN 3509.

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