



OTIF/RID/CE/GTP/2022/8

17 May 2022

Original: French

RID: 14th Session of the RID Committee of Experts' standing working group
(Berne/hybrid, 23 May 2022)

Subject: 111th session of WP.15 (Geneva, 9 to 13 May 2022)

Transmitted by the Secretariat

Extracts from the draft report of the 111th session of WP.15 (Geneva, 9 to 13 May 2022)
(documents ECE/TRANS/WP.15/2022/R.1 to R.1/Add.5 and
ECE/TRANS/WP.15/2022/R.2)

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.
3. Accordingly, the session was held from the afternoon of 8 November to 12 November 2020, in a hybrid format, with the possibility of participation online or in person.

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.

(...)

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

(...)

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 publishing the Arabic translation of ADR 2023 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, 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](#) (secretariat)
[ECE/TRANS/WP.15/AC.1/162](#) (secretariat)
[ECE/TRANS/WP.15/AC.1/2022/2](#) (secretariat)
[ECE/TRANS/WP.15/AC.1/2022/12](#) (Liquid Gas Europe)
[ECE/TRANS/WP.15/AC.1/164](#) (secretariat)

Informal documents: [INF.5](#) (secretariat)
[INF.9](#) (France)
[INF.17](#) (OTIF) ([INF.2](#) of the 14th session of the RID Committee of Experts' standing working group)

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 ...). 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 under 6.8.3.2.9.1 of the draft amendments to Annexes A and B of ADR

Document: [ECE/TRANS/WP.15/256](#) (secretariat) ([\(OTIF/RID/NOT/2023\)](#))

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, rather, 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.

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 P 200 was confirmed, with a change in the year of publication of the revised version (see annex ...).
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) ([\(OTIF/RID/NOT/2023\)](#))

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 ...). 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 ...).

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

(...)

B. Miscellaneous proposals

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

Informal document: [INF.11](#) (secretariat)

25. 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 ...).

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

Informal document: [INF.16](#) (secretariat)

26. 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 ...).

IX. Any other business (agenda item 8)

1. Table B of ADR

Informal document: [INF.22](#) and [INF.22/Add.1](#) (secretariat)

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

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

B. Miscellaneous proposals (*continued*)

(...)

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

Informal document: [INF.13](#) (OTIF)
(Document [OTIF/RID/CE/GTP/2022/7](#) of the 14th session of the RID Committee of Experts' standing working group)

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

(...)

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)
[INF.26/Rev.1](#) (secretariat)

49. 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.
50. Alternative 2 was to restrict the amendment to high consequence dangerous goods of Class 1.
51. 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.
52. 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 ...).

(...)

VIII. Programme of work (agenda item 7)

(...)

B. Amendments for the 2023 edition of ADR

60. 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.
61. 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.

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

(...)

B. Miscellaneous issues (*continued*)

(...)

4. Transport Community

66. 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

67. 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 was no longer involved in 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.
68. The Working Party was informed that Mr. David Manuel Gilabert, of Switzerland, was attending his last session, as he would soon be retiring.
69. 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.

X. Adoption of the report (agenda item 9)

70. The Working Party adopted the report on its 111th session and its annexes on the basis of a draft prepared by the secretariat.
71. 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>).
72. [After publication, no objections were received. The decisions are deemed adopted.] [After publication, the Secretariat received the following comments: ...]

Texts adopted by the 111th session of WP.15 (Geneva, 9 to 13 November 2022)

The 111th session of WP.15 (Geneva, 9 to 13 November 2022) 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 [\[OTIF/RID/NOT/2023\]](#) are not shown. The amendments are already worded as they would have to be if adopted for RID.

I. Draft amendments to annexes A and B of ADR for entry into force on 1 January 2023**A. Corrections to document [\[OTIF/RID/NOT/2023\]](#)****Chapter 1.6**

1.6.2.21 Replace "EN 14912:2015" by:

"EN 14912:2005".

Chapter 1.8

1.8.6.3.1 Replace "quality management system" by:

"quality system".

Chapter 4.1**4.1.4.1**

P 200 In paragraph (11), replace "EN 1439:[2022]" by:

"EN 1439:2021".

In paragraph (11), in the title of standard "EN 1439:2021", before "LPG cylinders", insert:

"transportable refillable".

In paragraph (12) 2.1, in the second indent, replace "EN 1439:[2022]" by

"EN 1439:2021".

In paragraph (12) 3.4, in the third indent, delete the square brackets.

In paragraph (13) 3.4, delete the square brackets.

4.1.6.15 In the first sentence, replace "Table 1" by:

"Table 4.1.6.15.1".

Chapter 6.2

6.2.4.1 In the table, under "***for design and construction of pressure receptacles or pressure receptacle shells***", in the sixth, eighth, sixteenth and eighteenth indent, delete the square brackets.

In the table, under "***for design and construction of closures***", in the eleventh and twelfth indent, delete the square brackets.

In the table, under "***for design and construction of closures***", in the last indent, delete the row for standard "EN 13799:[2022]".

6.2.4.2 In the fourteenth and fifteenth indent, delete the square brackets.

In the eighteenth and nineteenth indent, delete the square brackets.

Chapter 6.8

6.8.2.2.4 [The correction in the French version does not apply to the English text.]

6.8.2.6.1 Delete the amendments in the first and second indent.

In the fifth and sixth indent, delete the square brackets.

In the last indent, delete the row for standard "EN 13799:[2022]".

6.8.3.2.9.1 In the first paragraph, in the last sentence, replace "6.7.3.8.1" by:

"6.7.3.8.1.1".

Delete the Note.

[Reference document: informal document [INF.15](#)]

6.8.3.2.9.6.4 In the right-hand column, in the first sentence, replace "less than 3 000 litres" by:

"not more than 3 000 litres".

[Reference document: informal document [INF.17](#)]

6.8.3.2.9.6.7 In the right-hand column, replace "less than 3 000 litres" by:

"not more than 3 000 litres".

[Reference document: informal document [INF.17](#)]

B. Additions to document [OTIF/RID/NOT/2023](#)

Chapter 1.8

1.8.5.4 In the model for the "Report on occurrences during the carriage of dangerous goods", section 6, note (3), add a new entry at the end to read:

"18 Extra-large tank-container".

[Reference document: informal document [INF.13](#)]

Chapter 1.10

1.10.4 Delete the first sentence.

In the second sentence, replace "In addition, the requirements" by:

"The requirements".

[Reference documents: [ECE/TRANS/WP.15/2022/3](#), alternative 2, informal document [INF.19](#)]

Chapter 5.4

5.4.2 In footnote 12, amend the following:

- In the first sentence, replace "(Amendment 39-18)" by:
"(Amendment 40-20)".
- In 5.4.2.1.2, delete the commas after "Packages" and after "requirements".
- In 5.4.2.1.4, delete the comma after "loaded".
- In 5.4.2.1.6, delete the comma after "class 1".
- In 5.4.2.1.7, delete the comma after "labelled".
- In 5.4.2.1.9, add a comma after "(of the IMDG Code)".
- In 5.4.2.2, at the end of the first sentence, delete:
"one to the other".

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

Informal document [INF.10](#) was adopted.
