



Economic and Social Council

Distr.: General
25 November 2022
English
Original: English and French

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

112th session

Geneva, 8–11 November 2022

Report of the Working Party on its 112th session

Held in Geneva from 8 to 11 November 2022

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Organizational matters and attendance.....	1-8	3
A. Organizational matters.....	2-3	3
B. Attendance.....	4-8	3
II. Adoption of the agenda (agenda item 1).....	9	3
III. Eighty-fourth session of the Inland Transport Committee (ITC) (agenda item 2) ..	10	4
IV. Status of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 3)	11-18	4
A. Status of the Agreement.....	11-17	4
B. Protocol of amendment of 1993.....	18	4
V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4).....	19	5
VI. Proposals for amendments to Annexes A and B of ADR (agenda item 5)	20-39	5
A. Construction and approval of vehicles.....	20-30	5
1. Publication dates of standards in 9.2.2.2.....	20	5
2. Report of the informal working group on electrified vehicles.....	21-26	5
3. UN Regulation No. 105.....	27-28	5
4. Guidelines for determination of the first date of registration of road vehicles	29-30	6
B. Miscellaneous proposals	31-39	6
1. Tunnel exemptions for dangerous goods with transport category 4.....	31-33	6
2. Section 9.1.3 - Certificate of approval of vehicles	34	6
3. New provisions for fibre-reinforced plastics tanks – consequential amendments.....	35-39	6



VII.	Interpretation of ADR (agenda item 6)	40-43	7
A.	Calculation of the net explosive mas	40-41	7
B.	Scope of ADR.....	42-43	7
VIII.	Programme of work (agenda item 7).....	44	7
IX.	Any other business (agenda item 8)	45-60	8
A.	Circular economy and sustainable use of natural resources.....	45-51	8
B.	EuroMed TSP	52-55	9
C.	Translations of ADR.....	56	9
D.	ADR Road Map	57	9
E.	Learn ITC e-learning platform.....	58-59	9
F.	Tribute	60	9
X.	Election of officers for 2023 (agenda item 9).....	61	10
XI.	Adoption of the report (agenda item 10).....	62-64	10

Annex

Draft amendments to annexes A and B of ADR for entry into force on 1 January 2025	11
--	----

I. Organizational matters and attendance

1. The Working Party on the Transport of Dangerous Goods held its 112th session from 8 to 11 November 2022, with Ms. A. Roumier (France) as Chair and Mr. A. Simoni (Italy) as Vice-Chair.

A. Organizational matters:

Informal document: INF.5/Rev.1 (secretariat)

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.5/Rev.1.

3. The Working Group noted that, from 2023 onwards, all meetings would be held in person and that remote simultaneous interpretation (RSI) platforms, if requested, would be subject to a fee and could only be made available subject to the availability of extrabudgetary funding.

B. Attendance

4. Representatives from the following countries took part in the session: Austria, Belarus, Belgium, Bulgaria, Czechia, Denmark, Finland, France, Georgia, Germany, Hungary, Italy, Latvia, Luxembourg, Malta, the Netherlands, Poland, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

5. Representatives from Australia, Jordan and Nigeria 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 Nigeria took part in the session as 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.

6. The European Union was represented.

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

8. The following non-governmental organizations were represented: European Chemical Industry Council (Cefic); European Confederation of Fuel Distributors (ECFD); European Federation of Waste Management and Environmental Services (FEAD); International Organization of Motor Vehicle Manufacturers (OICA); International Dangerous Goods and Containers Association (IDGCA); 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.15/259 and Add.1 (secretariat)

Informal documents: INF.1, INF.2 and INF.5/Rev.1 (secretariat)

9. 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.11.

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

Document: ECE/TRANS/316, -/Add.1 and -/Add.2 (Report of the Inland Transport Committee on its eighty-fourth session)

10. The Working Group noted that the ITC report on its eighty-fourth session was available in English, French and Russian.

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

11. The Working Party welcomed the accession of Uganda to ADR (depository notification C.N. 278.2022. TREATIES-XI.B.14), which brought the number of contracting parties to 54.

12. The Working Party noted that the new accession brought the quorum for taking decisions on ADR to 18 contracting parties.

13. The Chair recalled that participation in the Working Party sessions was an excellent way to meet counterparts, share feedback and discuss implementation issues and that all countries that were contracting parties to ADR had equal opportunities to shape its development by submitting proposals for amendments and thus have a say in future changes to the regulations.

14. The Working Party recommended that all countries that were contracting parties to ADR, all countries wishing to accede to ADR and all countries applying or intending to apply the provisions of the annexes to ADR as national regulations participate in its meetings.

15. The secretariat noted that, in section 1.8.4 of ADR, contracting parties were asked to communicate to ECE the addresses of the authorities and bodies designated by them which were competent to implement ADR in accordance with national law. The contracting parties were invited to check the contact details of competent authorities notified to the secretariat published at: <https://unece.org/transport/dangerous-goods/country-information-competent-authorities-notifications>.

16. The secretariat also recalled that the competent authorities should transmit other information relevant to the implementation of ADR and to promoting dialogue and communication among competent authorities. That concerned, for example, the translation of written instructions and models of training certificates for ADR drivers. The secretariat noted that a table summarizing the main information to be communicated to the secretariat could be found in the annex to the Road Map for the accession and implementation of ADR (see also paragraph 57).

17. The Working Party noted that the amendments adopted in the preceding two years (ECE/TRANS/WP.15/256 and Corr.1 and ECE/TRANS/WP.15/256/Add.1) had been proposed to the contracting parties by the Government of France and had been deemed to be accepted for entry into force on 1 January 2023 (depository notification C.N. 171.2022.TREATIES-XI.B.14 of 6 July 2022 and C.N.350.2022.TREATIES-XI-B.14 of 13 October 2022).

B. Protocol of amendment of 1993

18. The Working Party urged 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.

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

Informal document: INF.7 (secretariat)

19. The amendments were adopted for entry into force on 1 January 2025, with the removal of the square brackets around the date of the standard EN 13799:2022, which had been published (see annex).

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

A. Construction and approval of vehicles

1. Publication dates of standards in 9.2.2.2.2

Document: ECE/TRANS/WP.15/2022/8 (secretariat)

20. The proposed amendment to 9.2.2.2.2 was adopted (see annex).

2. Report of the informal working group on electrified vehicles

Informal document: INF.6 (Netherlands, on behalf of the informal working group on electrified vehicles)

21. The representative of the Netherlands, as Chair of the informal working group on electrified vehicles, presented a report on the progress of its work.

22. The Working Party confirmed the approach proposed by the informal working group, namely:

- Include in ADR generic safety objectives for the use of battery electric vehicles as FL vehicles and for the use of hydrogen fuelled vehicles to transport dangerous goods;
- Invite the World Forum for Harmonization of Vehicle Regulations (WP.29) to amend UN Regulations No. 100 and No. 134 to complete the requirements for the design of those vehicles to ensure that they can be used for those purposes.

23. The representative of Cefic presented the ongoing work of the user subgroup and the most concerning scenarios related to the use of battery electric vehicles and hydrogen fuelled vehicles by fillers, unloaders, carriers and consignors.

24. The Working Party encouraged the informal working group and its subgroups to continue their work.

25. The Working Party noted that work was under way in WP.29 towards the issuance of regulations for the use of highly automated vehicles and autonomous vehicles by 2025. The Working Party might have to take a position in the near future on the use of those vehicles for the transport of dangerous goods.

26. The Working Party noted that, within the European Union, new vehicles should be equipped with electronic stability control and that it might be interesting to introduce similar requirements in ADR to extend that obligation to all countries contracting parties to ADR.

3. UN Regulation No. 105

27. OICA had submitted to the Working Party on General Safety Provisions (GRSG) of WP.29 a proposal to align the provisions of Regulation No. 105 with those of the new 2023 edition of ADR (see ECE/TRANS/WP.29/GRSG/2022/29). GRSG agreed to the proposal as corrected by informal document No. GRSG-124-18.

28. The Working Party noted that the proposal would be presented to the March 2023 session of WP.29 for adoption.

4. Guidelines for determination of the first date of registration of road vehicles

29. At its 110th session, the Working Party on the Transport of Dangerous Goods (WP.15) had adopted (ECE/TRANS/WP.15/255, para. 69 and annex IV) guidelines for the determination of the first date of registration of road vehicles (or date of entry into service if registration is not mandatory) for the carriage of dangerous goods in accordance with the requirements of Chapter 9.2.

30. The Working Party noted that the guidelines had been published on the dedicated page of the ECE website (<https://unece.org/guidelines-telematics-application-standards-construction-and-approval-vehicles-calculation-risks>) with a correction in the English version to the reference to “date of entry into service if registration is mandatory”, replacing it with “date of entry into service if registration is not mandatory”.

B. Miscellaneous proposals

1. Tunnel exemptions for dangerous goods with transport category 4

Document: ECE/TRANS/WP.15/2022/6 (Türkiye)

31. The proposal of Türkiye did not receive support.

32. The Working Party confirmed that the tunnel restriction code “(E)” for the entries listed was justified on the basis of the hazards associated with the tunnel transport of those goods outside of the exemption regime under 1.1.3.6.

33. The Working Party noted that the wording of 1.9.5.3.6 and 8.6.3.3 might need to be amended to clarify that tunnel restrictions remained applicable to the carriage of goods with the entries listed in 1.1.3.6.2 outside of the exemption regime under 1.1.3.6.

2. Section 9.1.3 – Certificate of approval of vehicles

Document: ECE/TRANS/WP.15/2022/7 (Poland)

Informal document: INF.10 (Netherlands)

34. The Working Party adopted the alternative proposal contained in informal document INF.10, amended to include digital security devices (see annex).

3. New provisions for fibre-reinforced plastics tanks – consequential amendments

Document: ECE/TRANS/WP.15/2022/10 (secretariat)

Informal documents: INF.3 (secretariat), INF.9 (Poland)

35. The Working Party adopted proposal 1 to amend the title of Chapter 4.4 with an editorial change (see annex).

36. The Chair confirmed that the date of 1 July 2033 in transitional measure 1.6.4.59, in force from 1 January 2023, was the date that had been adopted by the Joint Meeting on the basis of a proposal by the Working Group on Tanks in order to allow the use and construction of tank-containers built in accordance with the requirements of Chapter 6.9 applicable until 31 December 2022.

37. The Working Party confirmed that the provisions of Chapter 4.4 in force until 31 December 2022 remained applicable to fibre-reinforced plastics tank-containers used in accordance with transitional measure 1.6.4.59. That interpretation would be published on the relevant page of the ECE website.

38. On that basis, the Working Party adopted the proposed amendment to 1.6.4.59 as set out in informal document INF.9, except in respect of the deadline for application, which would remain 1 July 2033 (see annex).

39. The Working Party also adopted the consequential amendment to the explanatory note to column (10) of Table A proposed in informal document INF.3 (see annex).

VII. Interpretation of ADR (agenda item 6)

A. Calculation of the net explosive mass

Document: ECE/TRANS/WP.15/2022/9 (secretariat)

40. The Working Party took note of the conclusions of the Explosives Working Group, which had met during the sixtieth session of the Sub-Committee of Experts on the Transport of Dangerous Goods (Geneva, 27 June–6 July 2022). The Working Party also noted that Sweden would present a proposal at the Sub-Committee's sixty-first session (Geneva, 28 November–6 December 2022) for an amendment to the definition of "pyrotechnic substance" in the Model Regulations to clarify that pyrotechnic substances were explosive substances (document ST/SG/AC.10/C.3/2022/47).

41. In the light of the Explosive Working Group's conclusions, the Working Party confirmed that the quantities of pyrotechnic substances should be taken into account in the calculation of the net mass of explosive substance 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. That interpretation would be published on the dedicated page of the ECE website.

B. Scope of ADR

Informal document: INF.4 (secretariat)

42. The document prepared by the secretariat tried to provide some initial responses concerning the applicability of the ADR agreement and its annexes to two- and three-wheeled vehicles. The Working Party agreed that the matter still needed to be discussed further, in particular regarding other types of motorized two- and three-wheeled vehicles, such as electric bicycles, the status of means of transport falling outside the scope of ADR and the possibility of modifying the scope of ADR before the Protocol of amendment of 1993 entered into force, particularly in the light of article 18 of the Vienna Convention on the Law of Treaties (1968).

43. The Working Party agreed that it would be premature to present the document to the Joint Meeting and wished to resume the discussion at its next session. It requested the secretariat to prepare an official document incorporating the information given in informal document INF.4, taking into account the comments received during the session or intersessionally and after the consultation with the office of legal affairs of the United Nations.

VIII. Programme of work (agenda item 7)

44. The agenda items for the next session (provisionally scheduled for 15–19 May 2023) would be:

Adoption of the agenda

Eighty-fifth 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

IX. Any other business (agenda item 8)

A. Circular economy and sustainable use of natural resources

Informal document: INF.8/Rev.1 (secretariat)

45. A round table discussion on the circular economy from the perspective of multimodal transport of dangerous goods was held during the Working Party's 112th session. The round table was a response to discussions held during the Working Party's 111th session and to the request from the Inland Transport Committee, in the context of its strategy to 2030, for an annual report on the work of the subsidiary bodies related to the circular economy and the Sustainable Development Goals.

46. The programme and all the presentations made during the round table would be made available on the web page of the Working Party's 112th session (<https://unece.org/info/Transport/Dangerous-Goods/events/364687>).

47. The round table began with welcome addresses from the Executive Secretary of the Economic Commission for Europe, the Director of the Sustainable Transport Division and the Chief of the Dangerous Goods Section. The Executive Secretary highlighted the importance of the circular economy and sustainable use of natural resources in achieving the Sustainable Development Goals (SDGs) of Agenda 2030. The Director of the Sustainable Transportation Division recalled, in particular, that the Economic and Social Council had recently approved the revised terms of reference of the Inland Transport Committee. The new terms of reference had been drafted with a view to encouraging non-member countries of ECE to participate in the sessions of the Inland Transport Committee and its subsidiary bodies and enable them to accede to the United Nations legal instruments developed under the auspices of the Sustainable Transport Division. The Chief of the Dangerous Goods Section recalled the decisions taken by the Joint Meeting regarding the addition to its programme of work of a specific item on the circular economy and the SDGs and references to those topics in working documents.

48. The panellists and the participants recognized that the work of United Nations bodies on the transport of dangerous goods was already having an impact, direct or indirect, on the development of the circular economy and the SDGs and that it was now important to better identify the links between those areas.

49. The Working Party expressed its appreciation of the round table discussion. It stressed the importance of continuing to consider its work in the light of goals related to the circular economy and the sustainable use of natural resources, while reconciling those issues with expected safety objectives.

50. The Working Party decided to dedicate a new agenda item to the issue of the Sustainable Development Goals and the circular economy so as to allow for regular discussion on follow-up actions. It also invited delegations, when submitting proposals, to note in the justification part any interlinkage there might be with those topics.

51. The Working Party noted that, at its spring 2023 session, the Joint Meeting would further discuss the key Sustainable Development Goals applicable to its work; the Working Party would be informed of the outcome of those discussions at its 113th session.

B. EuroMed TSP

Informal document: INF.11 (EuroMed)

52. A representative of the EuroMed TSP gave an overview of the activities of the EuroMed Road, Rail and Urban (RRU) Transport Project and the EuroMed TSP of the European Union since 2012 in respect of the road transport of dangerous goods and the promotion of ADR and aligned legislation for national transport in some Middle Eastern and North African Mediterranean and neighbouring countries. The Working Party noted with satisfaction the results achieved so far, while emphasizing that the project would end in 2023 and that much work remained to be done.

53. The Working Party also noted that a new phase of the project could be initiated after 2023 and strongly encouraged the European Commission to follow up appropriately.

54. The Working Party further noted that, following discussions at previous sessions regarding the translation of ADR into Arabic and considering the impossibility of finding a solution within the United Nations Secretariat for the time being, the EuroMed TSP had finally decided to take on the task. An Arabic version of ADR 2023 should be available by the end of November 2022. It would be made available to the ECE secretariat for publication and dissemination on the website. The Working Party welcomed the outcome. To ensure that the work involved would be of continued use, a permanent solution should be found for the translation of amendments every two years and the publication of the corresponding consolidated amended versions. The secretariat was invited to consult the services concerned to identify a sustainable solution.

55. The EuroMed TSP experts thanked the ECE secretariat and the Sustainable Transport Division for their continued support since the beginning of the project.

C. Translations of ADR

56. The Secretariat reminded delegations that, if they so wished, they could send a link to their national translation of the ADR so that it could be posted on the ECE website.

D. ADR Road Map

57. The Working Party noted with satisfaction that the electronic version of the ADR Road Map was available on the ECE website in English, French and Russian (<https://unece.org/info/Transport/pub/2576>) and that the secretariat was finalizing a Spanish version.

E. LearnITC e-learning platform

58. A member of the secretariat presented LearnITC, the inland transport and trade connectivity e-learning platform (<https://learmitc.unece.org/>).

59. The e-learning platform, which covered United Nations legal instruments, standards and other tools for inland transport and trade, was particularly aimed at representatives of institutional and sectoral actors who wished to implement sustainable transport and trade connectivity policies.

F. Tribute

60. The Working Group learned that Ms. Karine Pelletier of OICA would no longer be participating in its work and wished her well in her new assignment. It thanked her for her expertise and the significant contribution she had made to the work on vehicle construction, including through her participation in the informal working group on electrified vehicles.

X. Election of officers for 2023 (agenda item 9)

61. On a proposal from the representative of Luxembourg, supported by the Netherlands, the Working Party elected Ms. Ariane Roumier (France) as Chair and Mr. Alfonso Simoni (Italy) as Vice-Chair for 2023.

XI. Adoption of the report (agenda item 10)

62. The Working Party adopted the report on its 112th session and its annex on the basis of a draft prepared by the secretariat.

63. 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>).

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

Annex

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

Chapter 1.6

1.6.4.59 Amend to read as follows:

“1.6.4.59 Fibre-reinforced plastics tank-containers constructed before 1 July 2033 in accordance with the requirements of Chapter 6.9 in force up to 31 December 2022, may still be used, in accordance with the provisions of Chapter 4.4 in force up to 31 December 2022.”

(Reference document: ECE/TRANS/WP.15/2022/10, as amended by informal document INF.9)

Chapter 1.8

1.8.3.2 Renumber (a) and (b) as (b) and (c). In the renumbered (c), before “carriage”, insert “consignment,” (twice).

Add a new (a) to read as follows:

“(a) (Reserved);”

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

Chapter 3.2

3.2.1 In the explanatory note for column (10) of Table A, replace “For fibre-reinforced plastic portable tanks” by “For portable tanks with shells made of FRP materials”.

(Reference document: informal document INF.3)

Chapter 3.2, table A

For UN Nos. 3090, 3091, 3480, 3481, in column (6), add “677”.

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

Chapter 3.3

SP 376 In the fifth paragraph, delete the last sentence, which reads “In both cases the cells and batteries are assigned to transport category 0.”.

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

Add the following new special provision:

“SP 677 Cells and batteries which, in accordance with special provision 376, are identified as damaged or defective and liable to rapidly disassemble, dangerously react, produce a flame or a dangerous evolution of heat or a dangerous emission of toxic, corrosive or flammable gases or vapours under normal conditions of carriage, shall be assigned to transport category 0. In the transport document, the words "Carriage in accordance with special provision 376" shall be supplemented by the words "Transport category 0".”

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

Chapter 4.1

- 4.1.6.15 In Table 4.1.6.15.1, for “4.1.6.2”, in the second column, replace “EN ISO 11114-2:2013” by “EN ISO 11114-2:2021”.

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

Chapter 4.3

- 4.3.2.1.7 At the end, add the following new note:

“**NOTE:** The tank record may alternatively be maintained in electronic form.”

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

Chapter 4.4

- 4.4 Amend the title of Chapter 4.4 to read as follows: “USE OF FIBRE-REINFORCED PLASTICS (FRP) FIXED TANKS (TANK-VEHICLES) AND DEMOUNTABLE TANKS”.

(Reference document: ECE/TRANS/WP.15/2022/10 with editorial modification)

Chapter 6.2

- 6.2.4.1 Amend the table “for design and construction of closures” as follows:

- At the end, insert the following new row:

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

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

Chapter 6.8

- 6.8.2.1.17 At the end of the definition for “P_C”, add “or in the table of 4.3.3.1.1”.

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

- 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 NOTE: Materials of shells shall at least be attested by a type 3.1 certificate issued in accordance with standard EN 10204.	6.8.2.1 and 6.8.3.1	Until further notice	
-----------------	--	---------------------	----------------------	--

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

- In the table, under “For equipment”:

- [- In the row for EN 14432:2014, in column (4), replace “Until further notice” by “Between 1 January 2019 and 31 December 2026”. Add a new row beneath this row as follows:

EN 14432:[2023]	Tanks for the transport of dangerous goods – Tank equipment for the transport of liquid chemicals and liquefied gases – Product discharge and air inlet valves <i>NOTE: This standard may also be used for gravity discharge tanks.</i>	6.8.2.2.1, 6.8.2.2.2 and 6.8.2.3.1	Until further notice	
-----------------	--	------------------------------------	----------------------	--

]

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

- [- In the row for EN 14433:2014, in column (4), replace “Until further notice” by “Between 1 January 2019 and 31 December 2026”. Add a new row beneath this row as follows:

EN 14433:[2023]	Tanks for the transport of dangerous goods – Tank equipment for the transport of liquid chemicals and liquefied gases – Foot valves <i>NOTE: This standard may also be used for gravity discharge tanks.</i>	6.8.2.2.1, 6.8.2.2.2 and 6.8.2.3.1	Until further notice	
-----------------	---	------------------------------------	----------------------	--

]

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

- Insert the following new row after the last row.

EN 13799:2022	LPG equipment and accessories – Contents gauges for Liquefied Petroleum Gas (LPG) pressure vessels	6.8.2.2.1 and 6.8.2.2.11	Until further notice	
---------------	--	--------------------------	----------------------	--

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

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

(Reference document: ECE/TRANS/WP.15/AC.1/166, Annex, as reproduced in informal document INF.7)

Chapter 9.1

9.1.3.3 At the end of the first paragraph, add the following text:

“It may include additional security features such as a hologram, UV printing, guilloche patterns or barcode.

Contracting Parties that have introduced additional security features in the certificate of approval shall provide the UNECE secretariat with an example of the national model for any certificate intended for issue in accordance with this section. Contracting Parties shall also provide explanatory notes to enable the verification of conformity of certificates against the examples provided. The secretariat shall make this information available on its website.”

(Reference document: ECE/TRANS/WP.15/2022/7, proposal 2 as amended by informal document INF.10) (Reference for translation of the second paragraph: ADR 2021, 8.2.2.8.6)

Chapter 9.2

9.2.2.2.2 In the third paragraph, replace “ISO 19642-8, ISO 19642-9 or ISO 19642:10:2019” by “ISO 19642-8:2019, ISO 19642-9:2019 or ISO 19642-10:2019”.

(Reference document: ECE/TRANS/WP.15/2022/8)