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Working Party on the Transport of Dangerous Goods

120th session
Geneva, 3–6 November 2026

Report of the Working Party on its 120th session

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I. Attendance

1. The Working Party on the Transport of Dangerous Goods held its 120th session from 3 to 6 November 2026, with Ms. A. Roumier (France) as Chair and Mr. A. Simoni (Italy) as Vice-Chair.

2. Representatives from the following countries took part in the session: Austria, Belgium, Denmark, Finland, France, Germany, Hungary, Italy, Kazakhstan, Latvia, Luxembourg, Netherlands (Kingdom of the), Norway, Poland, Portugal, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Türkiye and United Kingdom of Great Britain and Northern Ireland.

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

4. The following non-governmental organizations were represented: European Confederation of Fuel Distributors (ECFD), European Industrial Gases Association (EIGA), International Association of Dangerous Goods Safety Advisers (IASA), Federation of European Explosives Manufacturers (FEEM), International Association of the Body and Trailer Building Industry (CLCCR), International Organization of Automobile Manufacturers (OICA) and International Road Transport Union (IRU).

II. Introductory statement

5. Ms. Hannie Meesters, Director of the Sustainable Transport Division, congratulated the Working Party on its work over the previous biennium, which had led to the publication of ADR 2027. She noted that the Working Party, at its 120th session, would consider draft amendments due to come into force in 2029 and might pursue new lines of work, including on automated vehicles and cargo bikes and bike trailers, which were increasingly used to transport dangerous goods, particularly in urban areas.

6. She pointed out that the eightieth anniversary of the Inland Transport Committee (ITC) in 2027 would occur during a transition period, marked by the Organization's budgetary constraints, the ongoing reorganization of the Economic Commission for Europe (ECE) and the deliberations by ITC on its future.

7. Ms. Meesters stated that vacancies left unfilled because of the budgetary situation were placing an additional burden on existing staff and had already resulted in the cancellation of meetings, particularly in the field of dangerous goods. She announced that the Controller had granted an exemption for the recruitment of the Chief of the Dangerous Goods Section, a process that could be completed before the end of the year. However, she warned that budgetary constraints could continue to affect the duration and frequency of meetings, the timely production of documents, the ability to address new areas of work and publications, and that the publication of the Russian version of ADR 2027 was not ensured.

8. Pointing out that ADR was an essential reference for competent authorities, inspection bodies, training bodies and industry, and that its quality and availability depended on stable resources, Ms. Meesters noted that the secretariat must be able to count on stable funding for its core functions, which was no longer currently the case. She invited the delegations to share their views on the future of ADR publications under agenda item 8. She called on member States to support the structure of ITC and its agreements, and a strong secretariat with stable funding, and wished the delegates a productive session.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/277 and ECE/TRANS/WP.15/277/Add.1 (Secretariat)

Informal documents: INF.1 and INF.2 (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.15.

IV. Status of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and related issues (agenda item 2)

A. Status of the Agreement

10. There were no changes to the status of ADR (55 Contracting Parties) since the previous session.

11. The Working Party noted that the amendments adopted over the previous two years (ECE/TRANS/WP.15/274, ECE/TRANS/WP.15/274/Corr.1, ECE/TRANS/WP.15/274/Add.1 and ECE/TRANS/WP.15/274/Add.1/Corr.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 2027 (depositary notifications C.N.252.2026.TREATIES-XI.B.14 of 1 July 2026 and C.N.395.2026.TREATIES-XI.B.14 of 9 October 2026).

B. Protocol of amendment of 1993

12. There were no changes to the status of the Protocol of amendment of 1993 (40 Contracting Parties) since the previous session.

13. The Working Party deplored the fact that there were still 15 countries (Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Kyrgyzstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino, Tajikistan and Uganda) that had not deposited the appropriate legal instrument, thereby preventing the Protocol from entering into force. The Working Party encouraged those countries to take the necessary steps to ratify or accede to the Protocol.

C. Instructions in writing and other information relevant to the implementation of ADR

14. The secretariat recalled that, in accordance with section 1.8.4 of ADR, Contracting Parties were required to communicate to the Economic Commission for Europe the addresses of the authorities and bodies designated by them that were competent, in accordance with their national law, to implement ADR. The Contracting Parties were invited to check the contact details of the competent authorities that had been notified to the secretariat and published at the following address: https://unece.org/transport/dangerous-goods/country-information-competent-authorities-notifications.

15. The secretariat reiterated that the competent authorities should provide it with further information relevant to the implementation of ADR and conducive to dialogue and communication among them, including translations of the instructions in writing, as revised by the amendments that would enter into force on 1 January 2027.

16. The secretariat also asked representatives of the Contracting Parties to ADR who so wished to provide it with a link to their national translations of ADR 2027 so that they could be listed on the ECE website.

V. Work of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (agenda item 3)

A. Amendments proposed by the Joint Meeting at its spring 2026 session for entry into force on 1 January 2029

Document: ECE/TRANS/WP.15/AC.1/180 (Report of the Joint Meeting on its spring 2026 session)

17. The Working Party adopted the proposed amendments to ADR contained in annex III of the report of the Joint Meeting on its spring 2026 session with an editorial modification for 4.2.1.9 (see annex I). The Working Party noted that the amendments would also be brought to the attention of the RID Committee of Experts.

B. Informal autumn 2026 session of the Joint Meeting

18. The secretariat pointed out that, owing to vacancies within the section and in view of the workload expected for the second half of 2026 and the work cycle of the intergovernmental bodies it serviced, it had been decided to cancel the autumn 2026 session of the Joint Meeting. The next session would be held in Bern from 22 to 25 March 2027.

19. An informal session of the Joint Meeting was nevertheless held in Bern and online from 15 to 17 September 2026. In addition, the Joint Meeting's Working Group on Tanks held an informal hybrid session in Bern on 14 and 15 September 2026. The Chair of the Joint Meeting, Mr. Soedesh Mahesh (Netherlands), informed the Working Party that the informal sessions had focused on various topics, including the development of an alternative tank instruction system for portable tanks used solely for inland carriage, the revision of the provisions of sections 1.8.6 and 1.8.7 on the accreditation of inspection bodies, and references to competent authorities. They had provided an opportunity to take stock of the progress made on those issues and to refine the proposals to be submitted to the Joint Meeting at its spring 2027 session.

VI. Proposals for amendments to annexes A and B of ADR (agenda item 4)

A. Construction and approval of vehicles

1. Maintenance of automatic fire suppression systems for the engine compartment

Document: ECE/TRANS/WP.15/2026/10 (United Kingdom on behalf of the informal working group on the reduction of the risk of BLEVE)

20. The representative of the United Kingdom, on behalf of the informal working group on the reduction of the risk of BLEVE, presented document ECE/TRANS/WP.15/2026/10. The document proposed that 9.7.9.1 be amended to specify that automatic fire suppression systems for the engine compartment should be maintained regularly in accordance with the instructions provided by the system manufacturer and that this should be verified by competent authorities before the vehicle approval certificate could be renewed in accordance with 9.1.3 of ADR.

21. The delegations that spoke recognized the need to ensure that those systems remained operational throughout the life of the vehicle. However, a number of issues had been discussed:

- The most appropriate place for the provision (9.7.9.1, Chapter 9.1 or Chapter 8.1)
- The need to distinguish between maintenance, which was the operator's responsibility, and the verification at the annual technical inspection, and to specify

the procedures for this inspection, as a simple declaration by the owner or operator was deemed insufficient by some delegations

- Whether to leave it to the Contracting Parties to decide on the verification procedures or, conversely, to harmonize practices
- The availability of maintenance instructions throughout the life of the vehicle, particularly in the event of resale, and the option of retaining them on board or in electronic form, or of maintaining a maintenance record
- The value of taking into account the experience gained with vehicles used for the carriage of passengers that were already equipped with such systems, since UN Regulation No. 107 contained no provisions regarding their maintenance.

It was also proposed to rephrase the text so that it began with the obligation incumbent upon the owner or operator.

22. The Chair of the Joint Meeting noted that the informal working group on the reduction of the risk of BLEVE had fulfilled the mandate entrusted to it by the Joint Meeting and that issues related to maintenance and monitoring did not fall within the scope of its work. The Working Party concluded that the proposed solution was not suitable as it stood. As no delegation had offered to chair an informal working group on this topic, the Working Party agreed to continue its consideration of the matter in plenary session, on the basis of new proposals taking account of the comments made.

2. Section 9.7.9 – Additional safety requirements concerning FL and EX/III vehicles

Document: ECE/TRANS/WP.15/2026/13 (OICA)

Informal documents: INF.3 (OICA) and INF.6 (United Kingdom on behalf of the informal working group on the reduction of the risk of BLEVE)

23. Most of the delegations that spoke expressed support for the proposal as amended by informal document INF.6. However, some delegations expressed regret that the proposed values were not supported by a safety study.

24. The Working Party considered whether the surface area of each opening should also be limited. Some delegations shared this view. Others believed that a maximum aggregate surface area was sufficient, as the proposed limits had been examined by the informal working group on the reduction of the risk of BLEVE.

25. The Working Party adopted the proposal as amended by informal document INF.6, with a few further amendments, with a view to its entry into force on 1 January 2029 (see annex I).

3. Digital certificate of approval

Document: ECE/TRANS/WP.15/2026/12 (United Kingdom)

26. Several delegations supported the principle of introducing a digital certificate of approval. However, some felt that the proposal did not yet adequately address the concerns raised during previous sessions, particularly on two points:

- Authentication of digital certificates and their protection against falsification;
- The ability of enforcement authorities to verify their authenticity quickly, including in areas without network coverage.

27. Views differed on the level of access protection that should be required. Comments were also made regarding the removal of the reference to the business address in item 5 of the model for certificate of approval, the reference to the operator, whether authorities should be required to provide a means of printing the certificate and the need to amend 8.1.2.2

accordingly. It was also suggested to take into account the ongoing work on the eFTI Regulation[1] and that the Joint Meeting examine the use of digital documents more generally.

28. The representative of the United Kingdom said that he would submit a revised proposal, taking into account the comments received.

4. Proposed amendments to transitional measures to enter into force on 1 January 2027

Informal document: INF.4 (Chair of the Working Party)

29. In informal document INF.4, the Chair proposed amendments to 1.6.5.29, 1.6.5.30 and 1.6.5.32, noting that those provisions could be interpreted as exempting vehicles first registered before 1 January 2029 from all the requirements of 9.7.6, 9.8.5 and 9.7.9.1, including those already in force, whereas the intention was solely to exempt them from the new provisions applicable from 1 January 2027. According to the Treaty Section of the Office of Legal Affairs, those changes could not be made through the correction procedure.

30. Some delegations considered that an interpretation published on the ECE website would suffice for the time being. Others, pointing out that the text of ADR was being applied to the letter in some countries, preferred that the amendment be made as quickly as possible.

31. The Working Party adopted the amendments proposed in informal document INF.4 with a view to their entry into force as soon as possible (see annex II). The representative of France stated that her country would submit the relevant proposal, in accordance with article 14 of ADR. In the meantime, the secretariat was asked to publish a notice on the ADR interpretation list page of the ECE website stating that those transitional measures should be read in their amended form (see annex IV).

B. Miscellaneous proposals

1. Proposal for an editorial amendment

Document: ECE/TRANS/WP.15/2026/14 (Secretariat)

32. The Working Party confirmed that the proposed correction was purely technical in nature and was intended to resolve the discrepancy between the English text and the authentic French text. Considering that it did not alter the content of the provisions of ADR, the Working Party adopted the proposed correction and requested the secretariat to take the necessary steps to ensure that a corrigendum could be published as soon as possible (see annex III).

2. Cross-references in connection with the restructuring of 6.8.3.2

Informal documents: INF.5 (OTIF secretariat), INF.10 (France)

33. Informal document INF.5 proposed updating several references to 6.8.3.2, the paragraphs of which were renumbered during the restructuring of that sub-section.

34. The Working Party confirmed that proposals 2 to 5 were intended solely to correct cross-referencing errors and did not alter the content of the provisions of ADR. Proposal 2 was amended to refer to 6.8.3.2.1.8.1, which corresponded to 6.8.3.2.9 of ADR 2025. The Working Party adopted those corrections and requested the secretariat to take the necessary steps to ensure that a corrigendum to the 2027 edition of ADR was published as soon as possible (see annex III).

35. Some delegations considered that the reference to 6.8.3.2.1.8.1 in 6.8.2.2.10 could be clarified further. The Working Party invited interested delegations to submit proposals to that effect to the Joint Meeting.

[1] Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information.

36. The Working Party adopted proposal 1 of informal document INF.5, relating to 1.6.3.36, without amendment, with a view to its entry into force on 1 January 2029 (see annex I).

37. Informal document INF.10 (France) proposed adding, in parentheses, references to the renumbered paragraphs in 6.8.3.2 referred to in the transitional measures in 1.6.3.36, 1.6.3.57 and 1.6.4.60. Some delegations acknowledged that clarification might be helpful. Others were reluctant and felt that the most appropriate way to address those references in the transitional provisions warranted further consideration. The Working Party did not reach a conclusion and agreed that the matter should continue to be considered by the Joint Meeting.

3. Proposed amendment regarding UN No. 3553, DISILANE

Informal document: INF.7 (Poland)

38. Informal document INF.7 proposed that, in Table A of Chapter 3.2, for UN No. 3553, DISILANE, the tunnel restriction code (B/D) in column (15) should be replaced with (D) and hazard identification number 23 in column (20) should be deleted. Those amendments were intended to ensure consistency with the removal of provisions relating to carriage in tanks, with effect from 1 January 2027. The Working Party confirmed that carriage in tanks would no longer be permitted from that date and adopted the proposal for it to come into force on 1 January 2029 (see annex I).

4. Clarification of the application of note 1 in 5.4.1.1.1 (f) when applying the exemption in 1.1.3.6

Document: ECE/TRANS/WP.15/2026/11 (IASA)

39. IASA sought clarification as to whether, when applying the exemption provided for in 1.1.3.6, note 1 to 5.4.1.1.1 (f) required each transport category to be indicated in the transport document, including those for which no goods were being carried, or only the categories applicable to the goods actually carried.

40. Most delegations that spoke considered that the provision was clear and that only the transport categories of the goods actually carried should be indicated. It was therefore not necessary to indicate any other transport categories, nor to indicate transport category 0, the presence of which precluded the application of 1.1.3.6. However, some delegations noted that the use of pre-printed forms or software displaying all transport categories could give rise to difficulties during inspections. They suggested that the interpretation relating to 5.4.1.1.1, already published on the ECE website, be amended accordingly.

41. The Working Party confirmed that the requirements of 5.4.1.1.1 (f) applied only to the transport categories of the dangerous goods actually being carried. It invited IASA to prepare a proposal to amend the interpretation of 5.4.1.1.1 already published on the ECE website. The representative of IASA said that he might also submit a proposal aimed at simplifying note 1.

VII. Interpretation of ADR (agenda item 5)

Labels for toxic gases (model No. 2.3) and toxic substances (model No. 6.1)

Informal document: INF.11 (Secretariat)

42. The secretariat reported that slightly different versions of the labels and placards for models Nos. 2.3 and 6.1 (5.2.2.2.2) were in circulation. The symbol shown on the specimen label reproduced in the official printed editions of ADR published by the United Nations was consistent with the corresponding pictogram in GHS. However, some electronic versions and certain editions produced by distributors contained an older version, the symbol of which was less detailed.

43. The Working Party confirmed that the version reproduced in the official printed publications of the United Nations was the authoritative version. It also confirmed that labels and placards conforming to the old model, as shown in paragraph 4 of informal document INF.11, remained acceptable. It requested the secretariat to publish a notice to that effect on the page of the ECE website dedicated to interpretations of ADR (see annex IV).

44. The Working Party also invited the Joint Meeting to consider whether the last sentence of 5.2.2.2.1 of the RID/ADR/ADN should be aligned with the corresponding text in the twenty-fourth revised edition of the Model Regulations.

45. The OTIF representative stated that the issue of the different versions of the labels for models Nos. 2.3 and 6.1 would be examined, with regard to RID, at the next session of the RID Committee of Experts' standing working group in the light of the Working Party's conclusions. The Working Party also suggested that the ADN Safety Committee should take these findings into account with regard to ADN, as necessary.

VIII. Circular economy, sustainable use of natural resources and Sustainable Development Goals (agenda item 6)

46. As no document had been submitted under this agenda item, the Working Party did not consider the matter.

IX. Programme of work (agenda item 7)

47. The Working Party agreed that the agenda items for the next session (scheduled for 10–14 May 2027) would include: Adoption of the agenda; Eighty-ninth session of the Inland Transport Committee; Status of 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.

48. The Working Party noted that the deadline for submission of official documents for that session would be 12 February 2027. Delegations were invited to submit official documents as early as possible before the deadline or at least inform the secretariat by 27 January 2027 of their intention to submit official documents so that the forecast of translation requests could be adjusted.

49. The Working Party agreed to include the issue of the carriage of dangerous goods by cargo bikes and bike trailers in its programme of work for 2027, with a view to developing guidelines or, where appropriate, relevant provisions (see paragraphs 63 to 67).

X. Any other business (agenda item 8)

A. Request for consultative status

Informal document: INF.12 (FEEM)

50. The Working Party decided to grant consultative status to FEEM so that it could participate in its work and in that of the Joint Meeting.

B. Automated vehicles and driving systems

Document: ECE/TRANS/WP.15/276, paragraphs 40–43 (report of the Working Party on its 119th session)

Informal documents: INF.13 of the 118th session (OICA), INF.8 (Finland), INF.15 (GRVA secretariat)

51. The Working Party continued its discussions on automated vehicles and driving systems. The secretary of GRVA and WP.1 reported on the latest work carried out by the two bodies, including the adoption in June 2026 of a regulatory framework for automated driving systems. In informal document INF.8, Finland asked whether countries were developing national legislative frameworks for driverless vehicles and, if so, whether they took into account the carriage of dangerous goods and how responsibilities currently assumed by the driver would be allocated.

52. Several delegations pointed out that ADR was based on the assumption that a driver was on board and that many of its provisions were based on requirements applicable to the driver, such as training or instructions in writing. The OICA representative noted that vehicle automation was advancing rapidly and that the provisions of ADR referring to the driver should be reviewed, in coordination with WP.1. Other delegations considered that it was first necessary to clarify that ADR, in its current form, did not permit the transport of dangerous goods by vehicles without a driver and then to determine whether to move in that direction. It was also suggested that issues relating to Chapter 1.4 (Safety obligations of participants), which was common to RID, ADR and ADN, should be examined by the Joint Meeting.

53. The Working Party concluded that, under the provisions currently in force, including those contained in the version of ADR due to enter into force on 1 January 2027, the presence of a driver on board was required for the carriage of dangerous goods and that a vehicle without a driver could not therefore be used for such carriage. It noted that this conclusion did not preclude the use of automated driving systems, which could help improve safety. It was agreed that, in future, consideration should be given to the conditions under which the carriage of dangerous goods by driverless vehicles might be envisaged.

54. Many delegations expressed support for the establishment of an informal working group tasked, as a first step, with assessing the amendments to ADR that such a development would require. The Working Party thanked OICA for offering to organize a workshop with interested parties before its May 2027 session. The workshop would provide an opportunity to prepare draft terms of reference for such a group, for consideration by the Working Party.

C. Use of self-adhesive sheets instead of orange-coloured plates

Informal document: INF.9 (Switzerland)

55. In informal document INF.9, Switzerland noted that the last paragraph of 5.3.2.2.1 permits the replacement of orange-coloured plates by a self-adhesive sheet, paint or any other equivalent process only for containers carrying dangerous solid substances in bulk and for tank containers, MEGCs and portable tanks. This wording appeared to exclude unpackaged articles, packaged radioactive material and batteries installed in cargo transport units (UN Nos. 3536, 3563 and 3564), which would be subject to the same marking requirements effective 1 January 2027. However, RID permitted the use of self-adhesive sheets on all containers, creating an inconsistency in combined rail-road transport. Switzerland sought clarification from the Working Party as to whether such goods were indeed excluded, whether such exclusion was justified, and, if so, what rules should apply in combined rail-road transport.

56. The delegations that spoke confirmed that, as currently worded, 5.3.2.2.1 did not apply to such goods. Some delegations suggested that the divergence from RID could be explained by the higher fire risk associated with road transport, since self-adhesive sheets were not subject to fire resistance requirements. It was also noted that ADR did not contain a provision equivalent to 1.1.4.4 of RID that would allow for the use of markings in accordance with the other regulation in the context of combined rail-road transport. It was noted that no practical difficulties had been encountered to date. The OTIF representative pointed out that this matter had been considered by the Joint Meeting some 20 years earlier. The representative of Switzerland highlighted the practical advantages of self-adhesive sheets for containers that continued to be equipped with batteries and retained their markings, including when they were stored outside transport operations.

57. The Working Party requested the secretariat to investigate, before its next session, the origin of this difference between ADR and RID so that it might continue its consideration of the matter. The representative of Switzerland stated that she intended to submit an amendment proposal at the next session, in the light of the discussions at the current session and any information the secretariat might have gathered.

D. Future of the ADR publication: use of printed copies and possible digital tools

58. The secretariat would welcome the Working Party's input on three points:

- The use of printed copies of ADR at the national level, including for regulatory purposes such as examinations for safety advisers;
- Digital tools that could be developed for ADR under the auspices of ECE;
- The practical usefulness of a consolidated version of ADR prepared by the secretariat, as compared with the lists of amendments notified to the Contracting Parties in accordance with article 14 of ADR.

59. The delegations that spoke unanimously emphasized the importance of the secretariat continuing to produce the consolidated version of ADR in the three languages of ECE. Although only amendments notified in accordance with article 14 were considered authentic, the consolidated version served as the basis for the preparation of national language versions and was used by competent authorities for verification purposes when preparing their national legislation. Relying solely on lists of amendments would create practical difficulties for the competent authorities, inspection bodies, training centres and businesses and could, over time, lead to discrepancies between national versions. The delegations of the Russian Federation and Kazakhstan expressed regret that there was currently no guarantee that the 2027 edition of ADR would be published in Russian and requested that it be translated and published in that language. Most delegations confirmed that printed copies were still widely used, particularly by enforcement authorities, by training centres for examinations and, in some countries, in legal proceedings.

60. Several delegations expressed their openness to the development of digital tools, provided that these complemented the consolidated version rather than replacing it. They considered that the level of reliability offered by existing applications, including those based on artificial intelligence, was not yet sufficient.

61. The Working Party agreed to continue its consideration of the issue of digital tools at its next session. The aim would be to assess demand, identify the tools already in use within the sector and evaluate the specific added value of a product published under the auspices of ECE.

62. It was noted that these issues also related to ADN. The representative of the secretariat of the ADN Safety Committee confirmed that such discussions were coordinated by the secretariat.

E. Transport of dangerous goods by cargo bikes and bike trailers

Documents: ECE/TRANS/WP.15/2026/3 (France) and ECE/TRANS/WP.15/276, paragraphs 37–39 (Report of the Working Party on its 119th session)

Informal document: INF.14 (France)

63. The Working Party continued its consideration of this topic, which it had begun at its 119th session. It took note of the information provided by France on recent changes to its national regulations.

64. Several delegations confirmed the value of a harmonized approach, noting in particular that: the issue was not limited to domestic transport; the carriage of goods by bicycle was growing rapidly; and the carrying capacity of these vehicles was increasing. They reiterated that guidelines prepared by the Working Party would be useful and suggested

involving the cycling industry in the work, in particular the World Bicycle Industry Association (WBIA). The industry could be invited to submit proposals to initiate the discussion.

65. The Chair noted that, in principle, these vehicles did not fall within the scope of ADR. However, she confirmed that the development of guidelines fell within the Working Party's revised terms of reference (ECE/TRANS/WP.15/2024/9, annex I, paras. 1–4).

66. The representative of Austria referred to previous discussions on the scope of ADR (ECE/TRANS/WP.15/2023/5 and ECE/TRANS/WP.15/262, paras. 40–45). In his view, certain electrically assisted bicycles could fall within the scope of ADR, making it possible to include specific provisions in ADR rather than developing non-binding guidance. It was agreed that this issue would be examined before the next session. That examination should also take account of the possible entry into force of the 1993 Protocol amending ADR, which would limit the definition of "vehicle" to vehicles with at least four wheels.

67. The Working Party agreed to continue its consideration of this matter, which would be included in its programme of work. The delegations and interested organizations were invited to submit written proposals.

F. Issues identified during and after the preparation of the 2027 edition of ADR

Informal document: INF.13 (Secretariat)

68. The Working Party noted the information contained in informal document INF.13. In that document, the secretariat drew attention to several issues identified during and after the preparation of the 2027 printed edition of ADR in connection with the lists of amendments issued under the symbols ECE/TRANS/WP.15/274 and ECE/TRANS/WP.15/274/Add.1 and outlined the measures taken or envisaged to address them.

69. The Working Party noted that the correction to 2.1.5.1 would be made directly by means of a corrigendum to the published edition and approved the other proposed amendments and corrections (see annexes I and III).

XI. Election of officers (agenda item 9)

70. On a proposal from the representative of Spain, seconded by the representative of the Netherlands, the Working Party elected Ms. Ariane Roumier (France) as Chair and Mr. Alfonso Simoni (Italy) as Vice-Chair for 2027. In making the proposal, the representative of Spain praised the experience, commitment and availability of Ms. Roumier, who had chaired the Working Party for many years, as well as the way in which she conducted its meetings, with the very able support of Mr. Simoni. She stressed the importance of ensuring continuity in its work.

XII. Adoption of the report (agenda item 10)

71. The Working Party adopted the report on its 120th session and its annexes based on a draft prepared by the secretariat.

Annex I

Draft amendments to annexes A and B of ADR for entry into force on 1 January 2029

Chapter 1.6

1.6.3.36 After “requirements of 6.8.3.2.3”, insert “applicable as from 1 January 2011”.

(Reference document: informal document INF.5)

Chapter 2.2

2.2.8.1.4.1 The amendment does not apply to the English version.

(Reference document: informal document INF.13)

Chapter 3.2

3.2.1 In the explanatory notes for column (10), amend the following:

– In the first paragraph, in the first sentence, after “Contains”, insert “at the top of the cell”.

– After the note, insert the following new paragraph:

“Contains at the bottom of the cell, between brackets, an alternative portable tank instruction that may be used when maritime carriage is not included in the transport chain.”

(Reference document: ECE/TRANS/WP.15/AC.1/180, annex III)

Chapter 3.2, 3.2.1, table A

For UN No. 3553, in column (15), replace “(B/D)” by “(D)” and delete the contents of column (20).

(Reference document: informal document INF.7)

Chapter 3.3

Special provisions 310, 363 and 388 The amendment does not apply to the English version.

(Reference document: informal document INF.13)

Chapter 4.2

4.2.1.9 Under the title, insert the following note:

“***NOTE:*** *When maritime carriage is not included in the transport chain, portable tank degrees of filling may be calculated according to 4.3.2.2.1 (a) and (b) for the substances stated.*”

(Reference document: ECE/TRANS/WP.15/AC.1/180, annex III, as amended)

4.2.5.1.1 At the end, the existing note becomes note 2.

Before note 2, insert the following new note 1:

*“**NOTE 1**: Alternatively, the portable tank instructions given in column (10) of Table A of Chapter 3.2 in brackets at the bottom of the cell may be used when maritime carriage is not included in the transport chain.”*

(Reference document: ECE/TRANS/WP.15/AC.1/180, annex III)

Chapter 9.7

9.7.9.3 In (b), at the end, add the following new text:

", except for cut-outs in the rear wall used e.g. for ventilation or pressure relief, that have a maximum cumulative area of no more than 880 cm² regardless of their shape. Such openings shall be covered by elements (e.g. grilles or louvered structures) which are made of steel or a material with equivalent fire resistance properties and are intended to reduce direct flame propagation toward the load.

Cut-outs, each no larger than 20 cm², e.g. for cable routing or piping, sealed by installed components, shall not be considered as openings."

(Reference document: ECE/TRANS/WP.15/2026/13 and informal document INF.6, as amended)

Annex II

Draft amendments to annex A of ADR for entry into force as soon as possible

Chapter 1.6

1.6.5.29 Amend to read:

"1.6.5.29 Vehicles first registered (or which entered service if registration is not mandatory) before 1 January 2029 which conform to the requirements of 9.7.6 applicable until 31 December 2026, but which do not conform to the requirements of 9.7.6 applicable from 1 January 2027, may continue to be used."

(Reference document: informal document INF.4, with editorial changes in the English version)

1.6.5.30 Amend to read:

"1.6.5.30 Vehicles first registered (or which entered service if registration is not mandatory) before 1 January 2029 which conform to the requirements of 9.8.5 applicable until 31 December 2026, but which do not conform to the requirements of 9.8.5 applicable from 1 January 2027, may continue to be used."

(Reference document: informal document INF.4, with editorial changes in the English version)

1.6.5.32 Amend to read:

"1.6.5.32 EX/III vehicles first registered (or which entered service if registration is not mandatory) before 1 January 2029 which conform to the requirements of 9.7.9.1 applicable until 31 December 2026, but which do not conform to the requirements of 9.7.9.1 applicable from 1 January 2027, may continue to be used."

(Reference document: informal document INF.4, with editorial changes)

Annex III

Corrections to annexes A and B of ADR as modified by the amendments entering into force on 1 January 2027

Chapter 6.8, 6.8.2.2.10, second paragraph

For 6.8.3.2.9 *read* 6.8.3.2.1.8.1

(Reference document: informal document INF.5, as amended)

Chapter 6.8, 6.8.2.6.1, table, column (2), entries for EN 12252:2000 and EN 12252:2005 + A1:2008, note 2

For 6.8.3.2.3 *read* 6.8.3.2.1.4

(Reference document: informal document INF.5)

Chapter 6.8, 6.8.3.2.1.8.1, second paragraph

For 6.8.3.1.2.8.6 *read* 6.8.3.2.1.8.6

(Reference document: informal document INF.5)

Chapter 6.8, 6.8.4 (b), TE12

For 6.8.3.2.14 *read* 6.8.3.2.1.11

(Reference document: informal document INF.5)

Chapter 9.2, 9.2.2.8.2

For Camera Monitoring System *read* camera-monitor system

(Reference document: ECE/TRANS/WP.15/2026/14)

Chapter 9.2, 9.2.2.8.3

For electrical circuits *read* electrical systems

(Reference document: informal document INF.13)

Annex IV

Interpretations to be published on the ECE website

A. Transitional measures 1.6.5.29, 1.6.5.30 and 1.6.5.32

At its 120th session (3–6 November 2026), the Working Party on the Transport of Dangerous Goods (WP.15) confirmed that transitional measures 1.6.5.29, 1.6.5.30 and 1.6.5.32, entering into force on 1 January 2027, should be read as follows:

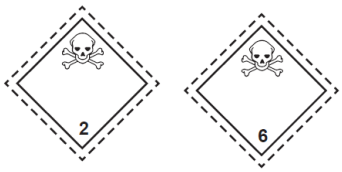
"1.6.5.29 Vehicles first registered (or which entered service if registration is not mandatory) before 1 January 2029 which conform to the requirements of 9.7.6 applicable until 31 December 2026, but which do not conform to the requirements of 9.7.6 applicable from 1 January 2027, may continue to be used."

"1.6.5.30 Vehicles first registered (or which entered service if registration is not mandatory) before 1 January 2029 which conform to the requirements of 9.8.5 applicable until 31 December 2026, but which do not conform to the requirements of 9.8.5 applicable from 1 January 2027, may continue to be used."

"1.6.5.32 EX/III vehicles first registered (or which entered service if registration is not mandatory) before 1 January 2029 which conform to the requirements of 9.7.9.1 applicable until 31 December 2026, but which do not conform to the requirements of 9.7.9.1 applicable from 1 January 2027, may continue to be used."

B. Labels for toxic gases (model No. 2.3) and toxic substances (model No. 6.1) – ADR 5.2.2.2.2

Slightly different versions of the labels conforming to models No. 2.3 and No. 6.1 have appeared in different editions of ADR. The version in the official printed United Nations publications (ISBN 978-92-1-159199-6 / 978-92-1-159203-0 / 978-92-1-159207-8) is the reference model. Its symbol is consistent with the corresponding GHS pictogram:



Some electronic versions and some editions produced by distributors contain an older model with a less detailed symbol:



At its 120th session (3–6 November 2026), the Working Party on the Transport of Dangerous Goods (WP.15) confirmed the following:

Labels and placards conforming to the older model may continue to be used.

Users are encouraged to use the reference model in the official printed United Nations publications as soon as possible. Label manufacturers are encouraged to use it for new production.