
ADR

applicable as from 1 January 2025

Agreement Concerning the International
Carriage of Dangerous Goods by Road

Volume I

INTRODUCTION

General

The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) was done at Geneva on 30 September 1957 under the auspices of the United Nations Economic Commission for Europe, and it entered into force on 29 January 1968. The Agreement itself was amended by the Protocol amending article 14 (3) done at New York on 21 August 1975, which entered into force on 19 April 1985. The title of the Agreement was modified by the Protocol amending the title of the ADR adopted by the Conference of the Parties to the Agreement on 13 May 2019 and entering into force on 1 January 2021. Since this date the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) became the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). According to article 2 of the Agreement, dangerous goods barred from carriage by Annex A shall not be accepted for international transport, while international transport of other dangerous goods shall be authorized subject to compliance with:

- The conditions laid down in Annex A for the goods in question, in particular as regards their packaging and labelling; and
- The conditions laid down in Annex B, in particular as regards the construction, equipment and operation of the vehicle carrying the goods in question.

Nevertheless, according to article 4, each Contracting Party shall retain the right to regulate or prohibit, for reasons other than safety during carriage, the entry of dangerous goods into its territory. Contracting Parties also retain the right to arrange, by bilateral or multilateral agreements, that certain dangerous goods which are prohibited from carriage by Annex A be internationally carried, subject to certain conditions, on their territories, or that dangerous goods authorized to be carried internationally according to Annex A be carried on their territories under conditions less stringent than those specified in Annexes A and B.

Annexes A and B have been regularly amended and updated since the entry into force of ADR.

Structure of Annexes A and B

The Working Party on the Transport of Dangerous Goods (WP.15) of the Economic Commission for Europe's Committee on Inland Transport decided, at its fifty-first session (26-30 October 1992), to restructure Annexes A and B, on the basis of a proposal by the International Road Transport Union (TRANS/WP.15/124, paras. 100-108). The main objectives were to make the requirements more accessible and more user-friendly so that they could be applied more easily not only to international road transport operations under ADR, but also to domestic traffic in all European States through national or European Community legislation, and ultimately to ensure a consistent regulatory framework at European level. It was also considered necessary to identify more clearly the duties of the various participants in the transport chain, to group more systematically the requirements concerning these various participants, and to differentiate the legal requirements of ADR from the European or international standards that could be applied to meet such requirements.

The structure is consistent with that of the United Nations *Recommendations on the Transport of Dangerous Goods, Model Regulations*, the *International Maritime Dangerous Goods Code (IMDG Code)* and the *Regulations concerning the International Carriage of Dangerous Goods by Rail (RID)*.

It has been split into nine parts, but still grouped under two annexes to align with the wording of article 2 of the Agreement itself. The layout is as follows:

- Annex A: General provisions and provisions concerning dangerous articles and substances

- Part 1: General provisions
- Part 2: Classification
- Part 3: Dangerous goods list, special provisions and exemptions related to limited and excepted quantities
- Part 4: Packing and tank provisions
- Part 5: Consignment procedures

- Part 6: Requirements for the construction and testing of packagings, intermediate bulk containers (IBCs), large packagings, tanks and bulk containers
- Part 7: Provisions concerning the conditions of carriage, loading, unloading and handling

- Annex B: Provisions concerning transport equipment and transport operations

- Part 8: Requirements for vehicle crews, equipment, operation and documentation
- Part 9: Requirements concerning the construction and approval of vehicles

Part 1, which contains general provisions and definitions, is an essential part, since it contains all definitions for terms used throughout the other parts, and it defines precisely the scope and applicability of ADR, including the possibility of exemptions, as well as the applicability of other regulations. It also contains provisions concerning training, derogations and transitional measures, the respective safety obligations of the various participants in a chain of transport of dangerous goods, control measures, safety advisers, restrictions for the passage of vehicles carrying dangerous goods through road tunnels and transport of dangerous goods security.

Central to the use of the restructured ADR is table A of Chapter 3.2 which contains the dangerous goods list in the numerical order of UN numbers. Once the UN number of a specific dangerous substance or article has been determined, the table provides cross-references to specific requirements to be applied for the carriage of that substance or article, and to the chapters or sections where these specific requirements may be found. Nevertheless, it should be borne in mind that the general requirements or class specific requirements of the various Parts have to be applied in addition to specific requirements, as relevant.

An alphabetical index which indicates the UN number assigned to specific dangerous goods has been prepared by the secretariat and added as table B of Chapter 3.2 to facilitate the access to table A when the UN number is unknown. This table B is not an official part of ADR and has been added in the publication for easy reference only.

When goods which are known or suspected to be dangerous cannot be found by name in any of tables A or B, they have to be classified in accordance with Part 2, which contains all relevant procedures and criteria to determine whether such goods are deemed to be dangerous or not and which UN number should be assigned.

Applicable texts

This version ("2025 ADR") takes into account all new amendments adopted by WP.15 in 2022, 2023 and 2024, circulated under the symbols ECE/TRANS/WP.15/265 and -/Corr.1 and ECE/TRANS/WP.15/265/Add.1, which, subject to acceptance by the Contracting Parties in accordance with article 14 (3) of the Agreement, should enter into force on 1 January 2025.

Nevertheless, due to the transitional measures provided for in 1.6.1.1 of Annex A, the previous version ("2023 ADR") may continue to be used until 30 June 2025.

Territorial applicability

ADR is an Agreement between States, and there is no overall enforcing authority. In practice, highway checks are carried out by Contracting Parties, and non-compliance may then result in legal action by national authorities against offenders in accordance with their domestic legislation. ADR itself does not prescribe any penalties. At the time of publishing, the Contracting Parties are Albania, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kazakhstan, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Montenegro, Morocco, Netherlands, Nigeria, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Tunisia, Türkiye, Uganda, Ukraine, United Kingdom and Uzbekistan.

ADR applies to transport operations performed on the territory of at least two of the above-mentioned Contracting Parties. In addition, it should be noted that, in the interest of uniformity and free trading across the European Union (EU), Annexes A and B of ADR have also been adopted by EU Member States as the basis for regulation of the carriage of dangerous goods by road within and between their territories (Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, as amended). A number of non-EU countries have also adopted Annexes A and B of ADR as the basis for their national legislation.

Additional practical information

Any query concerning the application of ADR should be directed to the relevant competent authority. Additional information may be found on the UNECE Transport Division website on the following page:

<https://unece.org/transport/dangerous-goods>

This website is regularly updated and contains the following information:

- General information on ADR
- Agreement (without annexes)
- Protocol of signature
- Present status of ADR
- Depositary notifications
- Country information (Competent Authorities, notifications)
- Linguistic versions (ADR, instructions in writing)
- Multilateral agreements
- ADR 2025 (files)
- ADR 2023 (files)
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- Previous versions (files and amendments)
- Publication details and Corrigenda

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AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR)¹

THE CONTRACTING PARTIES,

DESIRING to increase the safety of international transport by road,

HAVE AGREED as follows:

Article 1

For the purpose of this Agreement,

- (a) The term "vehicle" shall mean motor vehicles, articulated vehicles, trailers and semi trailers, as defined in article 4 of the Convention on Road Traffic of 19 September 1949, other than vehicles belonging to or under the orders of the armed forces of a Contracting Party;
- (b) The term "dangerous goods" shall mean those substances and articles the international carriage by road of which is prohibited by, or authorized only on certain conditions by, Annexes A and B;
- (c) The term "international transport" shall mean any transport operation performed on the territory of at least two Contracting Parties by vehicles defined in (a) above.

Article 2

- 1. Subject to the provisions of article 4, paragraph 3, dangerous goods barred from carriage by Annex A shall not be accepted for international transport.
- 2. International transport of other dangerous goods shall be authorized subject to compliance with:
 - (a) The conditions laid down in Annex A for the goods in question, in particular as regards their packaging and labelling, and
 - (b) The conditions laid down in Annex B, in particular as regards the construction, equipment and operation of the vehicle carrying the goods in question, subject to the provisions of article 4, paragraph 2.

Article 3

The Annexes to this Agreement shall form an integral part thereof.

Article 4

- 1. Each Contracting Party shall retain the right to regulate or prohibit, for reasons other than safety during carriage, the entry of dangerous goods into its territory.
- 2. Vehicles in service on the territory of a Contracting Party at the time of entry into force of this Agreement or brought into service on such territory within two months after its entry into force shall be allowed, for a period of three years from such entry into force, to perform the international transport of dangerous goods even if their construction and equipment do not entirely conform to the requirements laid down in Annex B for the transport operation in question. Under special clauses of Annex B, however, this period may be reduced.
- 3. The Contracting Parties shall retain the right to arrange, by special bilateral or multilateral agreements, that certain of the dangerous goods which under this Agreement are barred from all international transport may, subject to certain conditions, be accepted for international transport on their territories, or that dangerous goods which under this Agreement are acceptable for international transport only on specified conditions may be accepted for international transport on their territories under conditions less stringent than those laid down in the Annexes to this Agreement. The

¹ *Note by the secretariat: The title includes a modification in force since 1 January 2021 in accordance with a Protocol transmitted to Contracting Parties under cover of Depositary Notification C.N. 233.2019.TREATIES-XI.B.14 of 31 May 2019.*

special bilateral or multilateral agreements referred to in this paragraph shall be communicated to the Secretary General of the United Nations, who shall communicate them to the Contracting Parties which are not signatories to the said agreements.

Article 5

The transport operations to which this Agreement applies shall remain subject to national or international regulations applicable in general to road traffic, international road transport and international trade.

Article 6

1. Countries members of the Economic Commission for Europe and countries admitted to the Commission in a consultative capacity under paragraph 8 of the Commission's terms of reference may become Contracting Parties to this Agreement:

- (a) By signing it;
- (b) By ratifying it after signing it subject to ratification;
- (c) By acceding to it.

2. Such countries as may participate in certain activities of the Economic Commission for Europe in accordance with paragraph 11 of the Commission's terms of reference may become Contracting Parties to this Agreement by acceding to it after its entry into force.

3. The Agreement shall be open for signature until 15 December 1957. Thereafter, it shall be open for accession.

4. Ratification or accession shall be effected by the depositing of an instrument with the Secretary General of the United Nations.

Article 7

1. This agreement shall enter into force one month after the date on which the number of countries mentioned in article 6, paragraph 1, which have signed it without reservation of ratification or have deposited their instruments of ratification or accession has reached a total of five. However, the Annexes thereto shall not apply until six months after the entry into force of the Agreement itself.

2. For any country ratifying or acceding to this Agreement after five of the countries referred to in article 6, paragraph 1, have signed it without reservation of ratification or have deposited their instruments of ratification or accession, this Agreement shall enter into force one month after the said country has deposited its instrument of ratification or accession and the Annexes thereto shall apply for the said country either on the same date, if they are already in force by that date, or, if they are not in force by that date, on the date on which they apply under the provisions of paragraph 1 of this article.

Article 8

1. Any contracting Party may denounce this Agreement by so notifying the Secretary General of the United Nations.

2. Denunciation shall take effect twelve months after the date of receipt by the Secretary General of the notification of denunciation.

Article 9

1. This Agreement shall cease to have effect if, after its entry into force, the number of Contracting Parties is less than five during twelve consecutive months.

2. In the event of the conclusion of a worldwide agreement for the regulation of the transport of dangerous goods, any provision of this Agreement which is contrary to any provision of the said worldwide agreement shall, from the date on which the latter enters into force, automatically cease to apply to relations between the Parties to this Agreement which

become parties to the worldwide agreement, and shall automatically be replaced by the relevant provision of the said worldwide agreement.

Article 10

1. Any country may, at the time of signing this Agreement without reservation of ratification or of depositing its instrument of ratification or accession or at any time thereafter, declare by notification addressed to the Secretary General of the United Nations that this Agreement shall extend to all or any of the territories for the international relations of which it is responsible. The Agreement and the annexes thereto shall extend to the territory or territories named in the notification one month after it is received by the Secretary General.
2. Any country which has made a declaration under paragraph 1 of this article extending this Agreement to any territory for whose international relations it is responsible may denounce the Agreement separately in respect of the said territory in accordance with the provisions of article 8.

Article 11

1. Any dispute between two or more Contracting Parties concerning the interpretation or application of this Agreement shall so far as possible be settled by negotiation between them.
2. Any dispute which is not settled by negotiation shall be submitted to arbitration if any one of the Contracting Parties in dispute so requests and shall be referred accordingly to one or more arbitrators selected by agreement between the Parties in dispute. If within three months from the date of the request for arbitration the Parties in dispute are unable to agree on the selection of an arbitrator or arbitrators, any of those Parties may request the Secretary General of the United Nations to nominate a single arbitrator to whom the dispute shall be referred for decision.
3. The decision of the arbitrator or arbitrators appointed under paragraph 2 of this article shall be binding on the Contracting Parties in dispute.

Article 12

1. Each Contracting Party may, at the time of signing, ratifying, or acceding to, this Agreement, declare that it does not consider itself bound by article 11. Other Contracting Parties shall not be bound by article 11 in respect of any Contracting Party which has entered such a reservation.
2. Any Contracting Party having entered a reservation as provided for in paragraph 1 of this article may at any time withdraw such reservation by notifying the Secretary General of the United Nations.

Article 13

1. After this Agreement has been in force for three years, any Contracting Party may, by notification to the Secretary General of the United Nations, request that a conference be convened for the purpose of reviewing the text of the Agreement. The Secretary General shall notify all Contracting Parties of the request and a review conference shall be convened by the Secretary General if, within a period of four months following the date of notification by the Secretary General, not less than one fourth of the Contracting Parties notify him of their concurrence with the request.
2. If a conference is convened in accordance with paragraph 1 of this article, the Secretary-General shall notify all the Contracting Parties and invite them to submit within a period of three months such proposals as they may wish the Conference to consider. The Secretary General shall circulate to all Contracting Parties the provisional agenda for the conference, together with the texts of such proposals, at least three months before the date on which the conference is to meet.
3. The Secretary General shall invite to any conference convened in accordance with this article all countries referred to in article 6, paragraph 1, and countries which have become Contracting Parties under article 6, paragraph 2.

Article 14²

1. Independently of the revision procedure provided for in article 13, any Contracting Party may propose one or more amendments to the Annexes to this Agreement. To that end it shall transmit the text thereof to the Secretary General of the United Nations. The Secretary General may also propose amendments to the Annexes to this Agreement for the purpose of ensuring concordance between those Annexes and other international agreements concerning the carriage of dangerous goods.
2. The Secretary General shall transmit any proposal made under paragraph 1 of this article to all Contracting Parties and inform thereof the other countries referred to in article 6, paragraph 1.
3. Any proposed amendment to the Annexes shall be deemed to be accepted unless, within three months from the date on which the Secretary General circulates it, at least one third of the Contracting Parties, or five of them if one third exceeds that figure, have given the Secretary General written notification of their objection to the proposed amendment. If the amendment is deemed to be accepted, it shall enter into force for all the Contracting Parties, on the expiry of a further period of three months, except in the following cases:
 - (a) In cases where similar amendments have been or are likely to be made to the other international agreements referred to in paragraph 1 of this article, the amendment shall enter into force on the expiry of a period the duration of which shall be determined by the Secretary General in such a way as to allow, wherever possible, the simultaneous entry into force of the amendment and those that have been made or are likely to be made to such other agreements; such period shall not, however, be of less than one month's duration;
 - (b) The Contracting Party submitting the proposed amendment may specify in its proposal, for the purpose of entry into force of the amendment, should it be accepted, a period of more than three months' duration.
4. The Secretary General shall, as soon as possible, notify all Contracting Parties and all the countries referred to in article 6, paragraph 1, of any objection which may be received from the Contracting Parties to a proposed amendment.
5. If the proposed amendment to the Annexes is not deemed to be accepted, but if at least one Contracting Party other than the Contracting Party which proposed the amendment has given the Secretary General written notification of its agreement to the proposal, a meeting of all the Contracting Parties and all the countries referred to in article 6, paragraph 1, shall be convened by the Secretary General within three months after the expiry of the period of three months within which, under paragraph 3 of this article, notification must be given of objection to the amendment. The Secretary General may also invite to such meeting representatives of:
 - (a) Intergovernmental organizations which are concerned with transport matters;
 - (b) International non governmental organizations whose activities are directly related to the transport of dangerous goods in the territories of the Contracting Parties.
6. Any amendment adopted by more than half the total number of Contracting Parties at a meeting convened in accordance with paragraph 5 of this article shall enter into force for all Contracting Parties in accordance with the procedure agreed at such meeting by the majority of the Contracting Parties attending it.

Article 15

In addition to the notifications provided for in articles 13 and 14, the Secretary General of the United Nations shall notify the countries referred to in article 6, paragraph 1, and the countries which have become Contracting Parties under article 6, paragraph 2, of

- (a) Signatures, ratifications and accessions in accordance with article 6;
- (b) The dates on which this Agreement and the Annexes thereto enter into force in accordance with article 7;
- (c) Denunciations in accordance with article 8;
- (d) The termination of the Agreement in accordance with article 9;

² *Note by the Secretariat: The text of Article 14, paragraph 3 incorporates a modification which entered into force on 19 April 1985 in accordance with a Protocol transmitted to Contracting Parties under cover of Depositary Notification C.N.229.1975.TREATIES-8 of 18 September 1975.*

- (e) notifications and denunciations received in accordance with article 10;
- (f) declarations and notifications received in accordance with article 12, paragraphs 1 and 2;
- (g) the acceptance and date of entry into force of amendments in accordance with article 14, paragraphs 3 and 6.

Article 16

1. The Protocol of Signature of this Agreement shall have the same force, effect and duration as the Agreement itself, of which it shall be considered to be an integral part.
2. No reservation to this Agreement, other than those entered in the Protocol of Signature and those made in accordance with article 12, shall be permitted.

Article 17

After 15 December 1957, the original of this Agreement shall be deposited with the Secretary General of the United Nations, who shall transmit certified true copies thereof to each of the countries referred to in article 6, paragraph 1.

IN WITNESS WHEREOF the undersigned, being duly authorized thereto, have signed this Agreement.

DONE at Geneva, this thirtieth day of September one thousand nine hundred and fifty seven, in a single copy, in the English and French languages for the text of the Agreement proper, and in the French language for the Annexes, each text being equally authentic for the Agreement proper.

The Secretary General of the United Nations is requested to prepare an authoritative translation of the Annexes in the English language and attach it to the certified true copies referred to in article 17.

PROTOCOL OF SIGNATURE

TO THE EUROPEAN AGREEMENT ON THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR)

On proceeding to sign the European Agreement on the International Carriage of Dangerous Goods by Road (ADR) the undersigned, duly authorized,

1. **CONSIDERING** that the conditions governing the carriage of dangerous goods by sea to or from the United Kingdom differ basically from those set forth in Annex A to ADR and that it is impossible to modify them so as to conform to the latter in the near future;

HAVING REGARD to the undertaking given by the United Kingdom to submit as an amendment to the said Annex A a special appendix containing special provisions for road sea carriage of dangerous goods between the Continent and the United Kingdom;

HAVE AGREED that, until the entry into force of such special appendix, dangerous goods carried under ADR to or from the United Kingdom shall comply with the provisions of Annex A to ADR and also with the United Kingdom conditions for the carriage of dangerous goods by sea;

2. **TAKE NOTE OF** a declaration by the representative of France to the effect that the Government of the French Republic reserves the right, notwithstanding the provisions of article 4, paragraph 2, to refuse to allow vehicles in service on the territory of another Contracting Party, whatever the date on which they were put into service, to be used for the carriage of dangerous goods on French territory unless such vehicles comply either with the conditions laid down for such carriage in Annex B or with the conditions laid down for the carriage of the goods in question in the French regulations governing the carriage of dangerous goods by road;

3. **RECOMMEND** that, before submission in accordance with article 14, paragraph 1, or article 13, paragraph 2, proposed amendments to this Agreement or its Annexes shall as far as possible first be discussed at meetings of experts of the Contracting Parties and, if necessary, of the other countries mentioned in article 6, paragraph 1, of the Agreement and of the international organizations mentioned in article 14, paragraph 5, of the Agreement.

ANNEX A

GENERAL PROVISIONS AND PROVISIONS CONCERNING DANGEROUS SUBSTANCES AND ARTICLES

PART 1

General provisions

CHAPTER 1.1

SCOPE AND APPLICABILITY

1.1.1 Structure

Annexes A and B of ADR are grouped into nine parts. Annex A consists of Parts 1 to 7, and Annex B of Parts 8 and 9. Each part is subdivided into chapters and each chapter into sections and sub-sections. Within each part the number of the part is included with the numbers of the chapters, sections and sub-sections, for example Part 4, Chapter 2, Section 1 is numbered "4.2.1".

1.1.2 Scope

1.1.2.1 For the purposes of Article 2 of ADR, Annex A specifies:

- (a) Dangerous goods which are barred from international carriage;
- (b) Dangerous goods which are authorized for international carriage and the conditions attaching to them (including exemptions) particularly with regard to:
 - Classification of goods, including classification criteria and relevant test methods;
 - Use of packagings (including mixed packing);
 - Use of tanks (including filling);
 - Consignment procedures (including marking and labelling of packages and placarding and marking of means of transport as well as documentation and information required);
 - Provisions concerning the construction, testing and approval of packagings and tanks;
 - Use of means of transport (including loading, mixed loading and unloading).

1.1.2.2 Annex A contains certain provisions which, according to Article 2 of ADR, pertain to Annex B or to both Annexes A and B, as follows:

1.1.1	Structure
1.1.2.3	(Scope of Annex B)
1.1.2.4	
1.1.3.1	Exemptions related to the nature of the transport operation
1.1.3.6	Exemptions related to quantities carried per transport unit
1.1.4	Applicability of other regulations
1.1.4.5	Carriage other than by road
Chapter 1.2	Definitions, units of measurements and abbreviations
Chapter 1.3	Training of persons involved in the carriage of dangerous goods
Chapter 1.4	Safety obligations of the participants
Chapter 1.5	Derogations
Chapter 1.6	Transitional measures
Chapter 1.8	Checks and other support measures to ensure compliance with safety requirements
Chapter 1.9	Transport restrictions by the competent authorities
Chapter 1.10	Security provisions
Chapter 3.1	General
Chapter 3.2	Columns (1), (2), (14), (15) and (19) (application of provisions of Parts 8 and 9 to individual substances or articles).

1.1.2.3 For the purposes of Article 2 of ADR, Annex B specifies the conditions regarding the construction, equipment and operation of vehicles carrying dangerous goods authorized for carriage:

- Requirements for vehicle crews, equipment, operation and documentation;
- Requirements concerning the construction and approval of vehicles.

- 1.1.2.4 In Article 1(c) of ADR, the word "vehicles" need not refer to one and the same vehicle. An international transport operation may be performed by several different vehicles provided that the operation takes place on the territory of at least two Contracting Parties to ADR between the consignor and the consignee indicated in the transport document.

1.1.3 Exemptions

1.1.3.1 *Exemptions related to the nature of the transport operation*

The provisions laid down in ADR do not apply to:

- (a)
 - (i) The carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their leisure or sporting activities provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage. When these goods are flammable liquids carried in refillable receptacles filled by, or for, a private individual, the total quantity shall not exceed 60 litres per receptacle and 240 litres per transport unit. Dangerous goods in IBCs, large packagings or tanks are not considered to be packaged for retail sale;
 - (ii) The carriage of dangerous goods by private individuals in the limits defined in paragraph (a) (i) intended initially for their personal or domestic use or for their leisure or sporting activities and which are carried as waste, including the cases when these dangerous goods are no longer packaged in the original package for retail sale, provided that measures have been taken to prevent any leakage under normal conditions of carriage;
- (b) *(Deleted)*
- (c) The carriage undertaken by enterprises which is ancillary to their main activity, such as deliveries to or returns from building or civil engineering sites, or in relation to surveying, repairs and maintenance, in quantities of not more than 450 litres per packaging, including intermediate bulk containers (IBCs) and large packagings, and within the maximum quantities specified in 1.1.3.6. Measures shall be taken to prevent any leakage of contents in normal conditions of carriage. These exemptions do not apply to Class 7.

Carriage undertaken by such enterprises for their supply or external or internal distribution does not fall within the scope of this exemption;
- (d) The carriage undertaken by the competent authorities for the emergency response or under their supervision, insofar as such carriage is necessary in relation to the emergency response, in particular carriage undertaken:
 - By breakdown vehicles carrying vehicles which have been involved in accidents or have broken down and contain dangerous goods; or
 - To contain and recover the dangerous goods involved in an incident or accident and move them to the nearest appropriate safe place;
- (e) Emergency transport intended to save human lives or protect the environment provided that all measures are taken to ensure that such transport is carried out in complete safety;
- (f) The carriage of uncleaned empty static storage vessels which have contained gases of Class 2, groups A, O or F, substances of Class 3 or Class 9 belonging to packing group II or III or pesticides of Class 6.1 belonging to packing group II or III, subject to the following conditions:
 - All openings with the exception of pressure relief devices (when fitted) are hermetically closed;
 - Measures have been taken to prevent any leakage of contents in normal conditions of carriage; and
 - The load is fixed in cradles or crates or other handling devices or to the vehicle or container in such a way that they will not become loose or shift during normal conditions of carriage.

This exemption does not apply to static storage vessels which have contained desensitized explosives or substances the carriage of which is prohibited by ADR.

NOTE: For radioactive material, see also 1.7.1.4.

1.1.3.2

Exemptions related to the carriage of gases

The provisions laid down in ADR do not apply to the carriage of:

- (a) Gases contained in the fuel tanks or cylinders of a vehicle performing a transport operation and destined for its propulsion or for the operation of any of its equipment used or intended for use during carriage (e.g. refrigerating equipment).

The gases may be carried in fixed fuel tanks or cylinders, directly connected to the vehicle's engine and/or auxiliary equipment or transportable pressure receptacles, which comply with the pertinent legal provisions.

The total capacity of the fuel tanks or cylinders for a transport unit, including those allowed in accordance with 1.1.3.3 (a), shall not exceed the amount of energy (MJ) or mass (kg) corresponding to 54 000 MJ energy-equivalent.

NOTE 1: The value of 54 000 MJ energy-equivalent corresponds to the fuel limit of 1.1.3.3 (a) (1500 litres). For the energy content of fuels see the following Table:

Fuel	Energy content
Diesel	36 MJ/litre
Petrol	32 MJ/litre
Natural Gas/Biogas	35 MJ/Nm ³ ^a
Liquefied Petroleum Gas (LPG)	24 MJ/litre
Ethanol	21 MJ/litre
Biodiesel	33 MJ/litre
Emulsion fuel	32 MJ/litre
Hydrogen	11 MJ/Nm ³ ^a

^a 1 Nm³ refers to a normal cubic metre: the amount of a gas occupying 1 m³ under temperature and pressure conditions of 0 °C and 1.01325 bar (0.101325 MPa).

The total capacity shall not exceed:

- 1 080 kg for LNG and CNG;
- 2 250 litres for LPG;

NOTE 2: A container fitted with equipment for use during carriage, secured on a vehicle, is considered as an integral part of the vehicle and benefits from the same exemptions as regards the fuel necessary to operate the equipment.

- (b) (Deleted)
- (c) Gases of Groups A and O (according to 2.2.2.1), if the pressure of the gas in the receptacle or tank at a temperature of 20 °C does not exceed 200 kPa (2 bar) and if the gas is not a liquefied or a refrigerated liquefied gas. This includes every kind of receptacle or tank, e.g. also parts of machinery and apparatus;

NOTE: This exemption does not apply to lamps. For lamps see 1.1.3.10.

- (d) Gases contained in the equipment used for the operation of the vehicle (e.g. fire extinguishers), including in spare parts (e.g. inflated pneumatic tyres); this exemption also applies to inflated pneumatic tyres carried as a load;
- (e) Gases contained in the special equipment of vehicles and necessary for the operation of this special equipment during transport (cooling systems, fish-tanks, heaters, etc.) as well as spare receptacles for such equipment or uncleaned empty exchange receptacles, transported in the same transport unit;
- (f) Gases contained in foodstuffs (except UN No. 1950), including carbonated beverages; and

(g) Gases contained in balls intended for use in sports.

(h) *(Deleted)*

1.1.3.3 Exemptions related to the carriage of liquid fuels

The provisions laid down in ADR do not apply to the carriage of:

(a) Fuel contained in the tanks of a vehicle performing a transport operation and destined for its propulsion or for the operation of any of its equipment used or intended for use during carriage.

The fuel may be carried in fixed fuel tanks, directly connected to the vehicle's engine and/or auxiliary equipment, which comply with the pertinent legal provisions, or may be carried in portable fuel containers (such as jerricans).

The total capacity of the fixed tanks shall not exceed 1500 litres per transport unit and the capacity of a tank fitted to a trailer shall not exceed 500 litres. A maximum of 60 litres per transport unit may be carried in portable fuel containers. These restrictions shall not apply to vehicles operated by the emergency services.

NOTE 1: *A container fitted with equipment for use during carriage, secured on a vehicle, is considered as an integral part of the vehicle and benefits from the same exemptions as regards the fuel necessary to operate the equipment.*

NOTE 2: *The total capacity of the tanks or cylinders, including those containing gaseous fuels, shall not exceed 54 000 MJ energy-equivalent (see NOTE 1 in 1.1.3.2 (a)).*

(b) and (c) *(Deleted)*

1.1.3.4 Exemptions related to special provisions or to dangerous goods packed in limited or excepted quantities

NOTE: *For radioactive material, see also 1.7.1.4.*

1.1.3.4.1 Certain special provisions of Chapter 3.3 exempt partially or totally the carriage of specific dangerous goods from the requirements of ADR. The exemption applies when the special provision is referred to in column (6) of Table A of Chapter 3.2 against the dangerous goods entry concerned.

1.1.3.4.2 Certain dangerous goods may be subject to exemptions provided that the conditions of Chapter 3.4 are met.

1.1.3.4.3 Certain dangerous goods may be subject to exemptions provided that the conditions of Chapter 3.5 are met.

1.1.3.5 Exemptions related to empty uncleaned packagings

Empty uncleaned packagings (including IBCs and large packagings) which have contained substances of Classes 2, 3, 4.1, 5.1, 6.1, 8 and 9 are not subject to the conditions of ADR if adequate measures have been taken to nullify any hazard. Hazards are nullified if adequate measures have been taken to nullify all hazards of Classes 1 to 9.

1.1.3.6 Exemptions related to quantities carried per transport unit

1.1.3.6.1 For the purposes of this sub-section, dangerous goods are assigned to transport categories 0, 1, 2, 3, or 4, as indicated in column (15) of Table A of Chapter 3.2. Empty uncleaned packagings having contained substances assigned to transport category "0" are also assigned to transport category "0". Empty uncleaned packagings having contained substances assigned to a transport category other than "0" are assigned to transport category "4".

1.1.3.6.2 Where the quantity of dangerous goods carried on a transport unit does not exceed the values indicated in column (3) of the table in 1.1.3.6.3 for a given transport category (when the dangerous goods carried in the transport unit belong to the same category) or the value calculated in accordance with 1.1.3.6.4 (when the dangerous goods carried in the transport unit belong to different transport categories), they may be carried in packages in one transport unit without application of the following provisions:

- Chapter 1.10 except for high consequence dangerous goods of Class 1 (in accordance with 1.10.3.1) and except for Class 7 excepted packages of UN Nos. 2910 and 2911 if the activity level exceeds the A₂ value;
- Chapter 5.3;
- Section 5.4.3;
- Chapter 7.2, except for V5 and V8 of 7.2.4;
- CV1 of 7.5.11;
- Part 8 except for
 - 8.1.2.1 (a),
 - 8.1.4.2 to 8.1.4.5,
 - 8.2.3,
 - 8.3.3,
 - 8.3.4,
 - 8.3.5,
 - Chapter 8.4,
 - S1(3) and (6),
 - S2(1),
 - S4; S5,
 - S14 to S21 and
 - S24 of Chapter 8.5;
- Part 9.

1.1.3.6.3 Where the dangerous goods carried in the transport unit belong to the same category, the maximum total quantity per transport unit is indicated in column (3) of the table below:

Transport category (1)	Substances or articles packing group or classification code/group or UN No. (2)	Maximum total quantity per transport unit ^b (3)
0	Class 1: 1.1A/1.1L/1.2L/1.3L and UN No. 0190 Class 3: UN No. 3343 Class 4.2: Substances belonging to packing group I Class 4.3: UN Nos. 1183, 1242, 1295, 1340, 1390, 1403, 1928, 2813, 2965, 2968, 2988, 3129, 3130, 3131, 3132, 3134, 3148, 3396, 3398 and 3399 Class 5.1: UN No. 2426 Class 6.1: UN Nos. 1051, 1600, 1613, 1614, 2312, 3250 and 3294 Class 6.2: UN Nos. 2814, 2900 and 3549 Class 7: UN Nos. 2912 to 2919, 2977, 2978 and 3321 to 3333 Class 8: UN No. 2215 (MALEIC ANHYDRIDE, MOLTEN) Class 9: UN Nos. 2315, 3151, 3152 and 3432 and articles containing such substances or mixtures and empty uncleaned packagings, except those classified under UN No. 2908, having contained substances classified in this transport category.	0
1	Substances and articles belonging to packing group I and not classified in transport category 0 and substances and articles of the following classes: Class 1: 1.1B to 1.1J ^a /1.2B to 1.2J/1.3C/1.3G/1.3H/1.3J/1.5D ^a Class 2: groups T, TC ^a , TO, TF, TOC ^a and TFC aerosols: groups C, CO, FC, T, TF, TC, TO, TFC and TOC chemicals under pressure: UN Nos. 3502, 3503, 3504 and 3505 Class 4.1: UN Nos. 3221 to 3224, 3231 to 3240, 3533 and 3534 Class 5.2: UN Nos. 3101 to 3104 and 3111 to 3120	20
2	Substances belonging to packing group II and not classified in transport categories 0, 1 or 4 and substances and articles of the following classes: Class 1: 1.4B to 1.4G and 1.6N Class 2: group F aerosols: group F chemicals under pressure: UN No. 3501 Class 4.1: UN Nos. 3225 to 3230, 3531 and 3532 Class 4.3: UN No. 3292 Class 5.1: UN No. 3356 Class 5.2: UN Nos. 3105 to 3110 Class 6.1: UN Nos. 1700, 2016 and 2017 and substances belonging to packing group III Class 6.2: UN No. 3291 Class 9: UN Nos. 3090, 3091, 3245, 3480, 3481, 3536, 3551 and 3552	333
3	Substances belonging to packing group III and not classified in transport categories 0, 2 or 4 and substances and articles of the following classes: Class 2: groups A and O aerosols: groups A and O chemicals under pressure: UN No. 3500 Class 3: UN No. 3473 Class 4.3: UN No. 3476 Class 8: UN Nos. 2794, 2795, 2800, 3028, 3477, 3506 and 3554 Class 9: UN Nos. 2990 and 3072	1 000
4	Class 1: 1.4S Class 2: UN Nos. 3537 to 3539 Class 3: UN No. 3540 Class 4.1: UN Nos. 1331, 1345, 1944, 1945, 2254, 2623 and 3541 Class 4.2: UN Nos. 1361 and 1362 packing group III and UN No. 3542 Class 4.3: UN No. 3543 Class 5.1: UN No. 3544 Class 5.2: UN No. 3545 Class 6.1: UN No. 3546 Class 7: UN Nos. 2908 to 2911 Class 8: UN No. 3547 Class 9: UN Nos. 3268, 3499, 3508, 3509, 3548 and 3559 and empty, uncleaned packagings having contained dangerous goods, except for those classified in transport category 0	unlimited

^a For UN Nos. 0081, 0082, 0084, 0241, 0331, 0332, 0482, 1005 and 1017, the total maximum quantity per transport unit shall be 50 kg.

^b The maximum total quantity for each transport category corresponds to a calculated value of "1000" (see also 1.1.3.6.4).