

LOGISTICS UK

Dangerous Goods update and Member Advice Centre frequently asked questions

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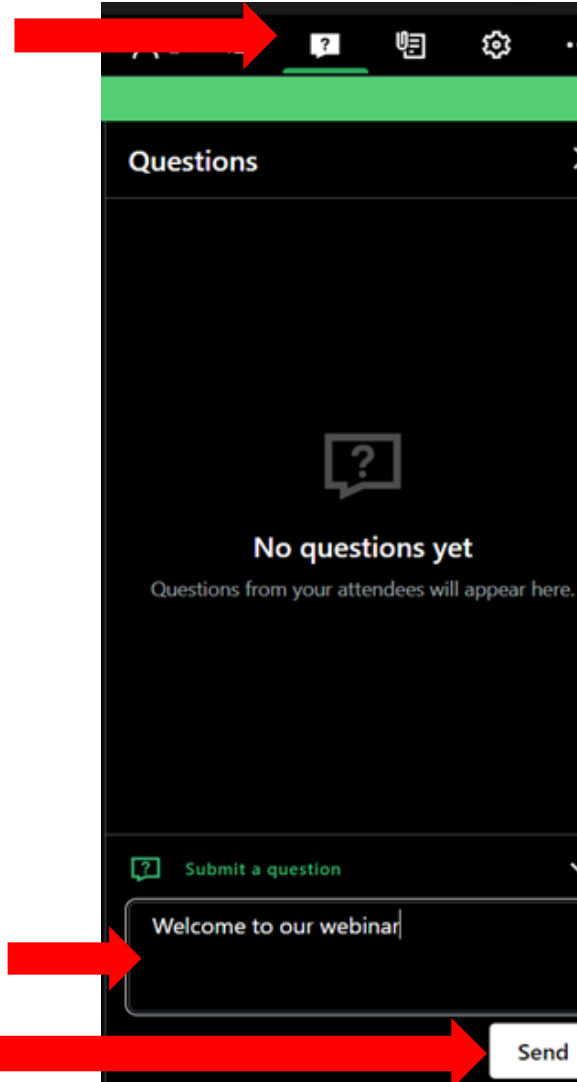
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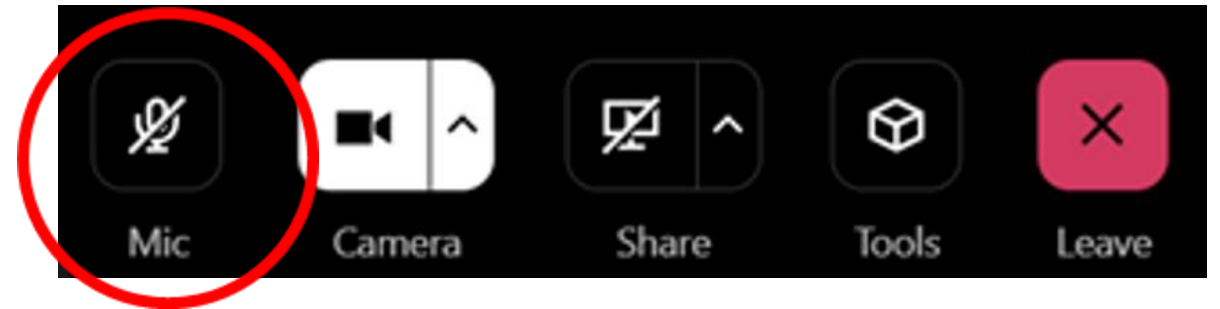
Introduction – How to ask questions

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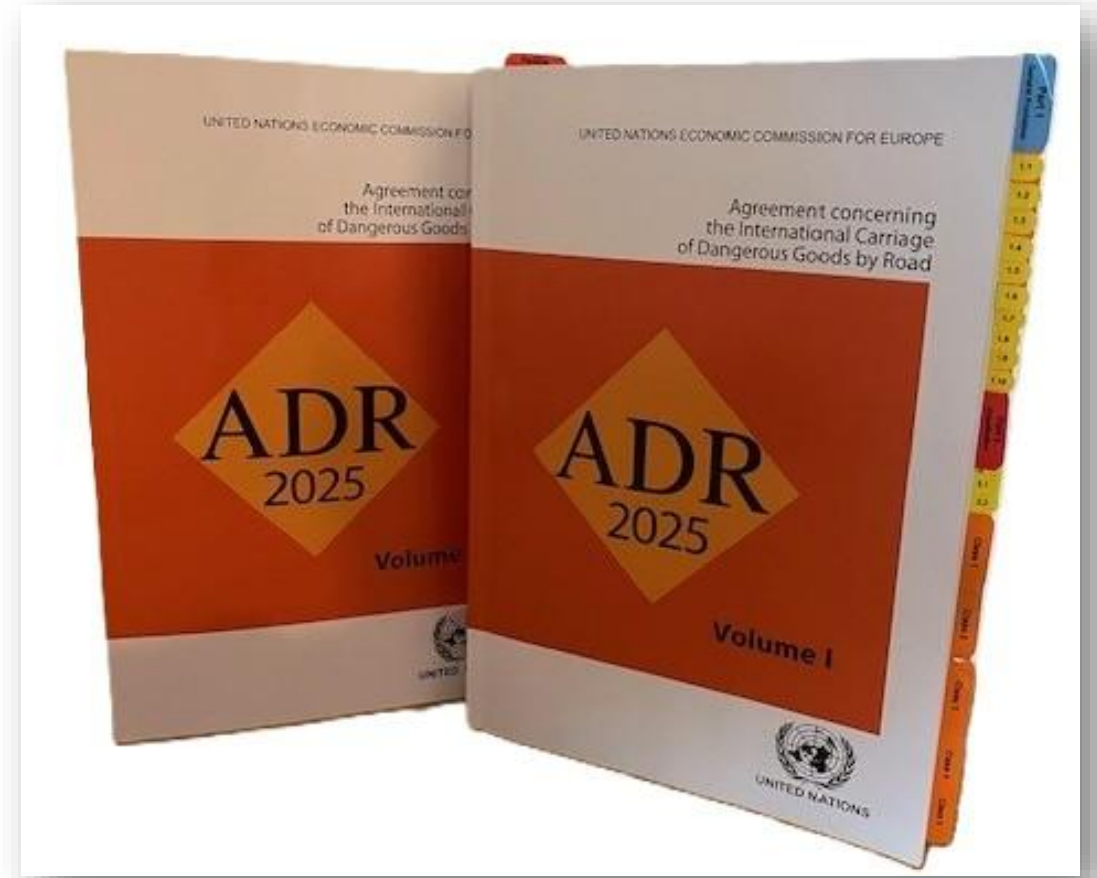
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ADR 2025 - update

- The new version (ADR 2025) came into force on 1 January 2025.
- Please refer to the ADR Agreement for the full updates.
- [ADR 2025 - Agreement concerning the International Carriage of Dangerous Goods by Road UNECE](#)



1.1.3.1 - Exemptions related to the nature of the transport operation.

a (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 are which are carried as waste, include 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.



Part 1 Scope and Applicability

Table 1.1.3.6.3

2	<p>Class 5.2: UN Nos. 3101 to 3104 and 3111 to 3120</p> <p>Substances belonging to packing group II and not classified in transport categories 0, 1 or 4 and substances and articles of the following classes:</p> <p>Class 1: 1.4B to 1.4G and 1.6N</p> <p>Class 2: group F aerosols: group F chemicals under pressure: UN No. 3501</p> <p>Class 4.1: UN Nos. 3225 to 3230, 3531 and 3532</p> <p>Class 4.3: UN No. 3292</p> <p>Class 5.1: UN No. 3356</p> <p>Class 5.2: UN Nos. 3105 to 3110</p> <p>Class 6.1: UN Nos. 1700, 2016 and 2017 and substances belonging to packing group III</p> <p>Class 9: UN Nos. 3090, 3091, 3245, 3480, 3481, 3536, 3551 and 3552</p>	333
3	<p>Substances belonging to packing group III and not classified in transport categories 0, 2 or 4 and substances and articles of the following classes:</p> <p>Class 2: groups A and O aerosols: groups A and O chemicals under pressure: UN No. 3500</p> <p>Class 3: UN No. 3473</p> <p>Class 4.3: UN No. 3476</p> <p>Class 8: UN Nos. 2794, 2795, 2800, 3028, 3477, 3506 and 3554</p> <p>Class 9: UN Nos. 2990 and 3072</p>	1 000
4	<p>Class 1: 1.4S</p> <p>Class 2: UN Nos. 3537 to 3539</p> <p>Class 3: UN No. 3540</p> <p>Class 4.1: UN Nos. 1331, 1345, 1944, 1945, 2254, 2623 and 3541</p> <p>Class 4.2: UN Nos. 1361 and 1362 packing group III and UN No. 3542</p> <p>Class 4.3: UN No. 3543</p> <p>Class 5.1: UN No. 3544</p> <p>Class 5.2: UN No. 3545</p> <p>Class 6.1: UN No. 3546</p> <p>Class 7: UN Nos. 2908 to 2911</p> <p>Class 8: UN No. 3547</p> <p>Class 9: UN Nos. 3268, 3499, 3508, 3509, 3548 and 3559 and empty, uncleaned packagings having contained dangerous goods, except those classified in transport category 0</p>	unlimited

1.2.1 Definitions

New:

“Recycled plastics material” means material recovered from used industrial packagings or from other plastics material that has been pre-sorted and prepared for processing into new packagings, including IBCs.

- The properties of the recycled material shall be assured and documented regularly as part of a quality assurance programme: Pre-sorting and verification (melt flow rate, density, tensile properties).

“Degree of filling” means the ratio, expressed in %, of the volume of liquid or solid introduced at 15 °C into the means of containment and the volume of the means of containment ready for use.

Amended:

“Filling ratio” means the ratio of the mass of gas to the mass of water at 15°C that would fill completely a pressure receptacle the means of containment fitted ready for use.

Chapter 1.6 Transitional Measures

Amended

1.6.1.8 - Existing orange-coloured plates which meet the requirements of sub-section 5.3.2.2 applicable up to 31 December 2004 may continue to be used until 31 December 2026.

Deleted

1.6.1.38 - Issue and use of the old style DGSA certificates are no longer valid.

1.6.1.53 - High consequence dangerous goods of class 1 carried in packages not exceeding quantities in table 1.1.3.6.

1.6.2.17 - Delete and replace “1.6.2.16 (Deleted)” by “1.6.2.16 and 1.6.2.17 (Deleted)”.

1.6.2.21 - Standard 14912:2005 referenced in packing instruction P200 (12), ends 31 December 2024.

1.6.2.22 - Standard EN ISO 22434:2011 referenced in packing instruction P200 (13), ends 31 December 2024.

Chapter 1.6 Transitional Measures Cont.

- 1.6.2.24 - For the carriage of gases of UN Nos. 1006, 1013, 1046 and 1066 in cylinders having a test pressure capacity product of maximum 15.2 MPa·l (152 bar·l), the provisions of special provision 653 of Chapter 3.3 applicable until 31 December 2024 may continue to be applied until 31 December 2026.
- 1.6.3.61 - Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2025 in accordance with the requirements in force up to 31 December 2024, but which however do not conform to the requirements of 6.8.2.2.11 applicable from 1 January 2025, may continue to be used.
- 1.6.4.65 - Tank containers constructed in accordance with the requirements but do not conform to 6.8.2.2.1.1 can continue to be used.

Chapter 1.6 Transitional Measures Cont.

- 1.6.4.66 - Portable tanks constructed before 1 January 2027 in accordance with the requirements in force up to 31 December 2024, but which do not, however, conform to the requirements of 6.7.4.15.1 (i) (iv) applicable as from 1 January 2025 may continue to be used.

- 1.6.5.4 - Replace “(Reserved)” by “As regards the construction of AT vehicles, the requirements of Part 9 in force up to 31 December 2024 may be applied until 31 December 2026”
 - 1.6.5.26 - Vehicles first registered (or which entered into service if registration is not mandatory) before 1 January 2027, approved as AT vehicle not in compliance with the provisions of 9.2.4.2 concerning fuel tanks may continue to be used.

- 1.6.5.27 - Vehicles first registered (or which entered into service if registration is not mandatory) before 1 January 2027, approved as AT vehicle not in compliance with the provisions of 9.2.4.4.2 concerning the evaluation of the rechargeable electrical energy storage system may continue to be used.

- 1.6.5.28 - Vehicles first registered (or which entered into service if registration is not mandatory) before 1 January 2027, approved as AT vehicles, not in compliance with the provisions of 9.2.4.3.1 concerning engines, may continue to be used.

2.1.5 (Classification of articles as articles containing dangerous goods, n.o.s.)

2.1.5.2

Such articles may in addition contain cells and batteries. Lithium metal, lithium ion and sodium ion cells and batteries that are integral to the article shall be of a type proven to meet the testing requirements of the Manual of Tests and Criteria, Part III, sub-section 38.3. ~~except when otherwise specified by ADR (e.g. for pre-production prototype articles containing lithium batteries or for a small production run, consisting of not more than 100 such articles)~~ For articles containing pre-production prototype lithium metal, lithium ion or sodium ion cells or batteries carried for testing, or for articles containing lithium metal, lithium ion or sodium ion cells or batteries manufactured in production runs of not more than 100 cells or batteries, the requirements of special provision 310 of Chapter 3.3 shall apply.

Chapter 2.2 Class Specific Provisions

Class 1 - Explosive substances and articles

2.2.1.4 – Glossary of names

FIRE SUPPRESSANT DISPERSING DEVICES: UN 0514

Articles which contain a pyrotechnic substance, which are intended to disperse a fire extinguishing agent (or aerosol) when activated, and which do not contain any other dangerous goods.



Class 2 - Gases

2.2.2.3 - In the list of collective entries for liquefied gases under 2F, UN 1010 BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE STABILIZED, has had the quantity of Butadienes reduced to 20%.



Class 3 - Flammable liquids

2.2.3.1.1 - In the paragraph that describes how class 3 also covers liquid desensitized explosives, UN3555 has been added.

2.2.3.3 – List of collective entries - UN 3269 POLYESTER RESIN KIT, liquid base material, has been removed from subdivision F3 and moved to subdivision F1.



Class 4.1 - Flammable solids, self-reactive substances, polymerizing substances and solid desensitizing explosives.

2.2.41.1.5 – In sub-paragraphs of (a) and (b) remove the text, or powders of metal-alloys.

2.2.41.1.8 - In sub-paragraph(b) remove the text, or powders of metal-alloys.



Class 4.2 - Substances liable to spontaneous combustion



2.2.42.1.2 - “Substances ~~which, in contact with water emit flammable gases;~~ liable to spontaneous combustion, without subsidiary hazard, and articles containing such substances”.

“SW - Substances liable to spontaneous combustion” by “Substances liable to spontaneous combustion and articles containing such substances”.

SW1 Substances;

SW2 Articles

2.2.42.3 – list of collective entries

Water-reactive SW	substances SW1	3393 ORGANOMETALLIC SUBSTANCE, SOLID, PYROPHORIC, WATER-REACTIVE 3394 ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC, WATER-REACTIVE
	articles SW2	(No collective entry with this classification code available; if need be, classification under a collective entry with a classification code to be determined according to the table of precedence of hazard in 2.1.3.10.)

Class 4.3 - Substances which, in contact with water, emit flammable gases.

2.2.43.3 - List of collective entries – title change. Substances which, in contact with water, emit flammable gases, [and articles containing such substances](#).

W3 - UN3292 has had a name change to read BATTERIES CONTAINING METALLIC SODIUM OR SODIUM ALLOY or UN3292 CELLS, CONTAINING METALLIC SODIUM OR SODIUM ALLOY.



Class 5.2 - Organic peroxides

2.2.52.4 - List of currently assigned organic peroxides in packages.

DIBENZOYL PEROXIDE	≤ 42	≥ 38			≥ 13	OP8			3109	
2,5-DIMETHYL-2,5-DI-(tert-BUTYLPEROXY) HEXANE	≤ 22			≥ 78					Exempt	29)
METHYL ETHYL KETONE PEROXIDE(S)	see remark 33)	≥ 41			≥ 9	OP8			3105	33) 34)



Class 6.1 - Toxic substances

2.2.61.1.2 - Subdivision “T” name as been changed to “Toxic substances without subsidiary hazard and articles containing such substances”.

Subdivision “TF” new subdivision “TF4 Articles”.

Subdivision “TC” new subdivision “TC5 Articles”.

2.2.61.3 - Amend the titles before the trees to read:

“Toxic substances without subsidiary hazard(s), [and articles containing such substances](#)”.

“Toxic substances with subsidiary hazard(s), [and articles containing such substances](#)”.

UN 1700 TEAR GAS CANDLES has been deleted from subdivision TF3 and added to TF4.



Class 6.2 - Infectious substances

Under UN 2814 Monkeypox virus (cultures only).

Class 7 - Radioactive material

2.2.7.1.3 Definitions of specific terms

“NOTE: The terms "activity concentration" and "specific activity" are **synonymous** for the purpose of ADR.”

INDICATIVE EXAMPLES OF INFECTIOUS SUBSTANCES INCLUDED IN CATEGORY A IN ANY FORM UNLESS OTHERWISE INDICATED (2.2.62.1.4.1)	
UN Number and name	Microorganism
UN No. 2814 Infectious substances affecting humans	<i>Bacillus anthracis</i> (cultures only) <i>Brucella abortus</i> (cultures only) <i>Brucella melitensis</i> (cultures only) <i>Brucella suis</i> (cultures only) <i>Burkholderia mallei</i> - <i>Pseudomonas mallei</i> - Glanders (cultures only) <i>Burkholderia pseudomallei</i> - <i>Pseudomonas pseudomallei</i> (cultures only) <i>Chlamydia psittaci</i> - avian strains (cultures only) <i>Clostridium botulinum</i> (cultures only) <i>Coccidioides immitis</i> (cultures only) <i>Coxiella burnetii</i> (cultures only) Crimean-Congo haemorrhagic fever virus Dengue virus (cultures only) Eastern equine encephalitis virus (cultures only) <i>Escherichia coli</i> , verotoxigenic (cultures only) * Ebola virus Flexal virus <i>Francisella tularensis</i> (cultures only) Guanarito virus Hantaan virus Hantavirus causing haemorrhagic fever with renal syndrome Hendra virus Hepatitis B virus (cultures only) Herpes B virus (cultures only) Human immunodeficiency virus (cultures only) Highly pathogenic avian influenza virus (cultures only) Japanese Encephalitis virus (cultures only) Junin virus Kyasaur Forest disease virus Lassa virus Machupo virus Marburg virus Monkeypox virus (cultures only) <i>Mycobacterium tuberculosis</i> (cultures only) * Nipah virus Omsk haemorrhagic fever virus Poliovirus (cultures only) Rabies virus (cultures only) <i>Rickettsia prowazekii</i> (cultures only) Simpliciflex virus (cultures only) Russian spring-summer encephalitis virus (cultures only) Sabia virus <i>Shigella dysenteriae</i> type 1 (cultures only) * Tick-borne encephalitis virus (cultures only) Variola virus Venezuelan equine encephalitis virus (cultures only) West Nile virus (cultures only) Yellow fever virus (cultures only) <i>Yersinia pestis</i> (cultures only)



Class 9 - Miscellaneous dangerous substances and articles

2.2.9.1.2 - M4 renamed “Lithium batteries and sodium ion batteries”.

2.2.9.1.7.1 (g)

NOTE: “The term “make available” means that manufacturers and subsequent distributors ensure that the test summary is accessible so that the consignor or other persons in the supply chain can confirm compliance.”

2.2.9.1.7.2 - Sodium ion batteries - Cells and batteries, cells and batteries contained in equipment, or cells and batteries packed with equipment containing sodium ion, which are a rechargeable electrochemical system where the positive and negative electrode are both intercalation or insertion compounds, constructed with no metallic sodium (or sodium alloy) in either electrode and with an organic non aqueous compound as electrolyte, shall be assigned to UN Nos. 3551 or 3552, as appropriate.



Part 2 Classification

Class 9 - Miscellaneous dangerous substances and articles Cont.

2.2.9.3 In the list of entries for code M4 has two new entries:

- UN3551 - SODIUM ION BATTERIES with organic electrolyte.
- UN3552 - SODIUM ION BATTERIES CONTAINED IN EQUIPMENT or SODIUM ION BATTERIES PACKED WITH EQUIPMENT, with organic electrolyte.

Subdivision M5 has one new entry:

- UN3559 - FIRE SUPPRESSANT DISPERSING DEVICES.

Subdivision M11 has three new entries:

- UN3556 - VEHICLE, LITHIUM ION BATTERY POWERED.
- UN3557 - VEHICLE, LITHIUM METAL BATTERY POWERED.
- UN3558 - VEHICLE, SODIUM ION BATTERY POWERED.



Part 3 Dangerous goods list, special provisions and exemptions related to limited and excepted quantities

3.2.1 Table A

UN No.	Name and Description	Class	Labels
0514	FIRE SUPPRESSANT DISPERSING DEVICES	1	1.4S
3551	SODIUM ION BATTERIES with organic electrolyte	9	9A
3552	SODIUM ION BATTERIES CONTAINED IN EQUIPMENT or SODIUM ION BATTERIES PACKED WITH EQUIPMENT, with organic electrolyte	9	9A
3553	DISILANE	2	2.1
3554	GALLIUM CONTAINED IN MANUFACTURED ARTICLES	8	8
3555	TRIFLUOROMETHYLTETRAZOLE-SODIUM SALT IN ACETONE, with not less than 68 % acetone, by mass	3	3
3556	VEHICLE, LITHIUM ION BATTERY POWERED	9	9A
3557	VEHICLE, LITHIUM METAL BATTERY POWERED	9	9A
3558	VEHICLE, SODIUM ION BATTERY POWERED	9	9A
3559	FIRE SUPPRESSANT DISPERSING DEVICES	9	9
3560	TETRAMETHYLAMMONIUM HYDROXIDE AQUEOUS SOLUTION with not less than 25 % tetramethylammonium hydroxide	6.1	6.1 +8

Part 3 Dangerous goods list, special provisions and exemptions related to limited and excepted quantities

Chapter 3.3 – Special provisions applicable to certain articles or substances

SP 188	<p>In (a), after “lithium ion”, insert “or sodium ion”.</p> <p>In the note under (a), replace “2.2.9.1.7” by “2.2.9.1.7.1”.</p> <p>In (b), first sentence, after “lithium ion”, insert “or sodium ion”. In the second sentence, after “Lithium ion”, insert “and sodium ion” and replace “except those” by “except lithium ion batteries”.</p> <p>In the note under (b), replace “2.2.9.1.7” by “2.2.9.1.7.1”.</p> <p>In (c), after “Each”, insert “lithium”, replace “2.2.9.1.7” by “2.2.9.1.7.1” and after “(g)”, insert “or for sodium ion cells or batteries, the provisions of 2.2.9.1.7.2 (a), (e) and (f) shall apply”.</p> <p>In (f), in the first and last paragraphs, replace “lithium battery mark” by “lithium battery or sodium ion battery mark”. In the Note, replace “lithium battery mark” by “lithium battery or sodium ion battery mark”.</p> <p>In the antepenultimate paragraph, second sentence, delete “lithium”.</p>
SP 376	<p>In the first paragraph, replace “Lithium ion cells or batteries and lithium metal cells or batteries” by “Lithium metal, lithium ion or sodium ion cells or batteries”.</p> <p>In the paragraph after the note, replace “UN No. 3090, UN No. 3091, UN No. 3480 and UN No. 3481” by “UN Nos. 3090, 3091, 3480, 3481, 3551 and 3552, as appropriate”.</p> <p>In the third paragraph after the note, delete the last sentence, which reads “In both cases the cells and batteries are assigned to transport category 0.”.</p> <p>In the fourth paragraph after the note, replace “or” by a comma and after “LITHIUM METAL BATTERIES””, add “or “DAMAGED/DEFECTIVE SODIUM ION BATTERIES””.</p>
SP 636	<p>In (f), amend the second sentence to read “However, lithium batteries shall meet the provisions of 2.2.9.1.7.1, except that (a), (e) (vii), (f) (iii) if applicable, (f) (iv) if applicable and (g) do not apply when batteries of a production run of not more than 100 cells or batteries, or pre-production prototypes of cells or batteries when these prototypes are carried for testing, are installed in machinery or engines.”. Add the following new third sentence: “Furthermore, sodium ion batteries shall meet the provisions of 2.2.9.1.7.2, except that (a), (e) and (f) do not apply when batteries of a production run of not more than 100 cells or batteries, or pre-production prototypes of cells or batteries when these prototypes are carried for testing, are installed in machinery or engines.”.</p>

Part 3 Dangerous goods list, special provisions and exemptions related to limited and excepted quantities

Chapter 3.3 – Special provisions applicable to certain articles or substances Cont.

Amended special provision

SP 280	In the last sentence, at the end, add “or to fire suppressant dispersing devices described in special provision 407 (UN Nos. 0514 and 3559)”.
SP 365	After “mercury”, add “or gallium”. Replace “UN No. 3506” by “UN Nos. 3506 or 3554, as appropriate”.
SP 366	After “mercury”, add “or gallium”.
SP 668	Amend the introductory sentence to read as follows: “Substances for the purpose of applying road markings and bitumen or similar products for the purpose of repairing cracks and crevices in existing road surfaces, carried at elevated temperature, are not subject to the other requirements of ADR, provided that the following conditions are met:”.

Deleted

SP 532	Delete and add “532 (Deleted)”.
SP 543	Delete and add “543 (Deleted)”.
SP 644	Delete and add “644 (Deleted)”.
SP 653	Delete and add “653 (Deleted)”.

Part 3 Dangerous goods list, special provisions and exemptions related to limited and excepted quantities

Chapter 3.3 – Special provisions applicable to certain articles or substances Cont.

SP number	
28	This substance may be carried under the provisions of Class 3 or Class 4.1 only if it is so packed that the percentage of diluent will not fall below that stated, at any time during carriage (see 2.2.3.1.1 and 2.2.41.1.18). In cases where the diluent is not stated, the substance shall be packed so that the amount of explosive substance does not exceed the stated value.”
400	Sodium ion cells and batteries and sodium ion cells and batteries contained in or packed with equipment, prepared and offered for carriage, are not subject to other provisions of ADR if they meet certain criteria
401	Sodium ion cells and batteries with organic electrolyte shall be carried as UN No. 3551 or 3552, as appropriate. Sodium ion cells and batteries with aqueous alkali electrolyte shall be carried as UN No. 2795. Batteries containing metallic sodium or sodium alloy shall be carried as UN No. 3292.”.
402	Substances carried under this entry shall have a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/l.”
403	Nitrocellulose membrane filters covered by this entry with nitrocellulose content not exceeding 53 g/m ² and a nitrocellulose net mass not exceeding 300 g per inner packaging, are not subject to the requirements of ADR if they meet certain criteria
404	Vehicles powered by sodium ion batteries, containing no other dangerous goods, are not subject to other provisions of ADR, if the battery is short-circuited in a way that the battery does not contain electrical energy. The short-circuiting of the battery shall be easily verifiable (e.g. busbar between terminals).”
406	Substances under this entry may be carried in accordance with the limited quantity provisions of Chapter 3.4 when carried in pressure receptacles containing not more than 1 000 ml. The pressure receptacles shall meet the requirements of packing instruction P200 of 4.1.4.1 and have a test pressure capacity product not exceeding 15.2 MPa·l (152 bar·l). The pressure receptacles shall not be packed together with other dangerous goods.”
407	Fire suppressant dispersing devices are articles which contain a pyrotechnic substance, which are intended to disperse a fire extinguishing agent (or aerosol) when activated, and which do not contain any other dangerous goods. These articles, as packaged for carriage, shall fulfil the criteria for Division 1.4, Compatibility Group S, when tested in accordance with test series 6 (c) of Section 16 of Part I of the Manual of Tests and Criteria. The device shall be carried with either the means of activation removed or equipped with at least two independent means to prevent accidental activation. Fire suppressant dispersing devices shall only be assigned to Class 9, UN No. 3559 if they meet certain criteria
408	This entry applies only to aqueous solutions comprised of water, tetramethylammonium hydroxide (TMAH), and no more than 1 % of other constituents. Other formulations containing tetramethylammonium hydroxide shall be assigned to an appropriate generic or N.O.S. entry (e.g. UN 2927 TOXIC LIQUID, CORROSIVE, ORGANIC, N.O.S.).
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".”
678	Waste consisting of objects and materials contaminated with free asbestos (UN Nos. 2212 and 2590), which is not fixed or immersed in a binder in such a way that no emission of hazardous quantities of respirable asbestos can occur, may be carried under the provisions of chapter 7.3 provided that they meet certain criteria :

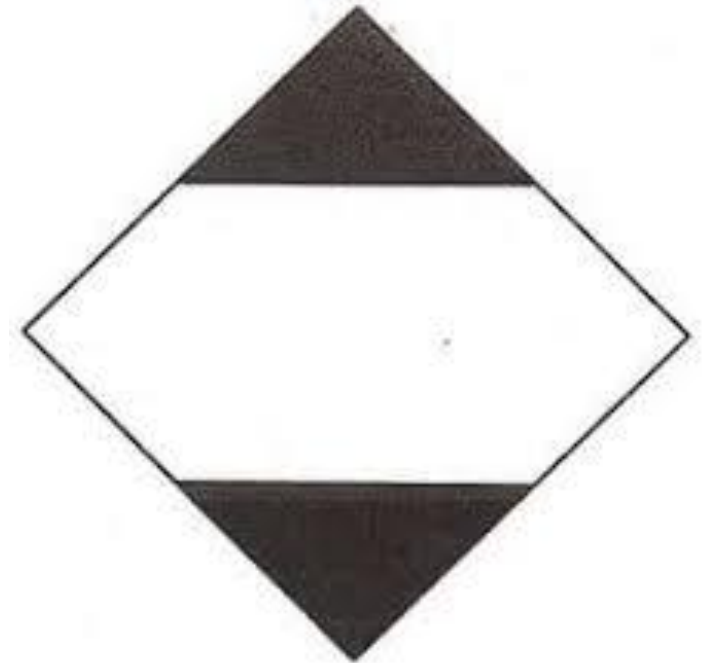
Part 3 Dangerous goods list, special provisions and exemptions related to limited and excepted quantities

3.4.1 – Dangerous goods packed in limited Quantities

In reference (h) add “Part 8, 8.2.3”:

8.2.3 - Training of persons other than the drivers holding a certificate in accordance with 8.2.1. involved in the carriage of dangerous goods by road.

Persons whose duties concern the carriage of dangerous goods by road shall have received training in the requirements governing the carriage of such goods appropriate to their responsibilities and duties according to chapter 1.3. this requirement shall apply to individuals such as personnel who are employed by the road vehicle operator or the consignor, personnel who load or unload dangerous goods, personnel in freight forwarding or shipping agencies and drivers of vehicles other than drivers holding a certificate in accordance with 8.2.1, involved in the carriage of dangerous goods by road.



Chapter 4.1 Use of Packaging, including Intermediate Bulk Containers (IBCs) and Large Packagings.

4.1.1.5.3

For the carriage of waste, other than articles, inner packagings of different sizes and shapes, containing liquids or solids, may be packed together in one outer packaging, provided that the following conditions are met:

- | | |
|-----|--|
| (a) | The waste carried in each inner packaging is not classified as class 1, 2, 6.2 or 7; |
| (b) | By derogation from 4.1.1.5, 4.1.1.5.1, 4.1.1.5.2, 4.1.1.21, 4.1.3.1 to 4.1.3.5, 4.1.3.7, 4.1.4, 6.1.5.2.1, 6.5.6.1.2 and 6.6.5.2.1: <ul style="list-style-type: none">(i) The outer packaging is one of the following types:
1H2, 1A2, 3A2, 3H1, 3H2, 4A or 4H2;
11A, 11H1 or 11H2;
50A or 50H;(ii) The outer packaging is tested for packing group I;(iii) The outer packaging does not need to be tested according to the tests required for packagings intended to contain liquids, but it shall be capable of retaining liquids under normal conditions of carriage;(iv) Sufficient cushioning material is used to prevent significant movement of the inner packagings under normal conditions of carriage;(v) If the outer packaging contains inner packagings that are liable to break easily, such as those made of glass, porcelain or stoneware, or non-leakproof inner packagings, the outer packaging has a means of retaining any free liquid that might escape from the inner packagings during carriage, e.g. absorbent material or other equally efficient means of retention;(vi) For polyethylene outer packaging, proof of sufficient chemical compatibility is deemed to have been provided if the chemical compatibility of the material of the outer packaging with all the standard liquids described in 6.1.6.1 has been verified as part of a design type test and approval for packaging of the same material with code 1H1 or 3H1; |
| (c) | Depending on the waste identified in each inner packaging, inner packagings are packed together in an appropriate outer packaging only by trained and competent personnel in accordance with 1.3.2.2, with the use of instructions or procedures ensuring compliance with 4.1.1.6 and the provisions of mixed packing of 4.1.10.4; |
| (d) | The waste contained in one outer packaging is assigned to the most appropriate entry. More than one entry may be used, if needed. By derogation from 5.1.4, the only marking and labelling on the outer packaging corresponds to the entry or entries assigned to the outer packaging. |

Chapter 4.1 Use of Packaging, including Intermediate Bulk Containers (IBCs) and Large Packagings Cont.

4.1.1.21.7

By derogation from 4.1.1.21.1, liquid waste classified under 2.1.3.5.5 may be filled into polyethylene packaging provided that the packagings have passed the tests with all standard liquids described in 6.1.6.1. Packagings shall conform to the packing group performance level as assigned in accordance with 2.1.3.5.5.

By derogation from 4.1.1.15, on the basis of the knowledge of the composition of the liquid waste, in case of presence of substances that could weaken the polyethylene packaging (e.g. some chlorinated compounds), the period of use permitted for this packaging shall be two and a half years from the date of its manufacture.”

Part 4 Packing and tank provisions

4.1.4.1. Packing instructions

P006 (5)

Articles containing pre-production prototype lithium cells or batteries when these prototypes are carried for testing or production runs of not more than 100 lithium cells or batteries that are of a type that has not met the testing requirements of the Manual of Tests and Criteria, Part III, sub-section 38.3 shall in addition meet the following:

- (a) Packagings shall conform to the requirements in paragraph (1) of this packing instruction;
- (b) Appropriate measures shall be taken to minimize the effects of vibration and shocks and prevent movement of the article within the package that may lead to damage and a dangerous condition during carriage. When cushioning material is used to meet this requirement it shall be non-combustible and electrically non-conductive;
- (c) Non-combustibility of the cushioning material shall be assessed according to a standard recognized in the country where the packaging is designed or manufactured;
- (d) The article may be carried unpackaged under conditions specified by the competent authority of any Contracting Party to ADR, which may also recognize an approval granted by the competent authority of a country which is not a Contracting Party to ADR, provided that this approval has been granted in accordance with the procedures applicable according to RID, ADR, ADN, the IMDG Code or the ICAO Technical Instructions. Additional conditions that may be considered in the approval process include, but are not limited to:
 - (i) The article shall be strong enough to withstand the shocks and loadings normally encountered during carriage, including trans-shipment between cargo transport units and between cargo transport units and warehouses as well as any removal from a pallet for subsequent manual or mechanical handling; and
 - (ii) The article shall be fixed in cradles or crates or other handling devices in such a way that it will not become loose during normal conditions of carriage.

P200 - (7) (a) replace “degree or pressure of filling” by “filling ratio or pressure of filling”.

Table 2

UN No.	Name and description	Classification code	LC ₅₀ (ml/m ³)	Cylinders	Tubes	Pressure drums	Bundles of cylinders	Test period, years ^a	Test pressure, bar	Filling ratio	Special packing provisions
3553	DISILANE ^d	2F		X	X	X	X	10	225	0.39	q

-
- P203 Under “Requirements for open cryogenic receptacles”, at the end of the first paragraph, add “For these gases, when used as a coolant, the requirements of 5.5.3 shall apply”.
- P301 In the second row after the heading, first sentence, replace “4.1.1” by “4.1.1.1, 4.1.1.2, 4.1.1.4, 4.1.1.5, 4.1.1.6”.
- P603 Add a new additional requirement reading “4. In the case of fissile-excepted material, limits specified in 2.2.7.2.3.5 shall be met.”. Delete the entire row for special packing provision.
- P620 In additional requirement 1, at the end, add “When dry ice or other refrigerants presenting a risk of asphyxiation are used as a coolant, the requirements of 5.5.3 shall apply.”.
In additional requirement 2 (b), after the third sentence, add “When dry ice or other refrigerants presenting a risk of asphyxiation are used as a coolant, the requirements of 5.5.3 shall apply.”.
In additional requirement 2 (c), after the first sentence, add “When liquid nitrogen is used as a coolant, the requirements of 5.5.3 shall apply.”.

P650 In the first sentence, after “This”, delete “packing”.

Amend (6) to read as follows:

“(6)The completed package shall be capable of withstanding a 1.2m drop in any orientation without leakage from the primary receptacle(s), which shall remain protected by absorbent material, when required, in the secondary packaging.

“NOTE: Capability may be demonstrated by testing, assessment or experience.”

In (7) (d), at the end, add “and”.

Under (7) (e), add the following new note:

“NOTE: Capability may be demonstrated by testing, assessment or experience.”

In (8) (c), at the end, add “and”.

In (9) (a), at the end, replace the full stop by “; and”.

Additions to the First Line

P902 - UN 3559

P903 - UN 3551 & UN 3552

P908 - UN 3551 & UN 3552

P909 - UN 3551 & UN 3552

P910 - UN 3551 & UN 3552

P911 - UN 3551 & UN 3552

Part 4 Packing and tank provisions

UN 3555 TRIFLUOROMETHYLTETRAZOLE-SODIUM SALT IN ACETONE, with not less than 68% acetone, by mass

P303	PACKING INSTRUCTION	P303
	This instruction applies to UN 3555.	
	The following packagings are authorized, provided that the general provisions of 4.1.1 and 4.1.3 as well as 4.1.5.12 are met: Plastics drum non-removable head (1H1) of maximum capacity 250 l.	
	Special packing provision	
PP26	For UN 3555, packagings shall be lead free.	

UN3556 VEHICLE, LITHIUM ION BATTERY POWERED

UN3557 VEHICLE, LITHIUM METAL BATTERY POWERED

UN3558 VEHICLE, SODIUM ION BATTERY POWERED

P912	PACKING INSTRUCTION	P912
	This instruction applies to UN Nos. 3556, 3557 and 3558.	
	The vehicle shall be secured in a strong, rigid outer packaging constructed of suitable material, and of adequate strength and design in relation to the packaging capacity and its intended use. It shall be constructed in such a manner as to prevent accidental operation during carriage. Packagings need not meet the requirements of 4.1.1.3. The vehicle shall be secured by means capable of restraining the vehicle in the outer packaging to prevent any movement during carriage which would change the orientation or cause the battery in the vehicle to be damaged. Vehicles carried in a packaging may have some parts of the vehicle, other than the battery, detached from its frame to fit into the packaging. <i>NOTE: The packagings may exceed a net mass of 400 kg (see 4.1.3.3).</i> Vehicles with an individual net mass of 30 kg or more: (a) may be loaded into crates or secured to <u>pallets</u> ; (b) may be carried unpackaged providing that the vehicle is capable of remaining upright during carriage without additional support and the vehicle provides adequate protection to the battery so that no damage to the battery can occur; or (c) where they have the potential to topple over during carriage (e.g. <u>motor cycles</u>), may be carried unpackaged in a cargo transport unit fitted out with the means to prevent toppling in carriage, such as by the use of bracing, frames or racking.	

4.1.4.2 Packing instructions for IBC's

IBC520 - For UN 3119, amend the entry for “Di-(3,5,5-trimethylhexanoyl) peroxide, not more than 52%, stable dispersion, in water” to read as follows:

	Di-(3,5,5-trimethylhexanoyl) peroxide, not more than 52 %, stable dispersion, in water	31A 31HA1	1 250 1 000	+10 °C +10 °C	+15 °C +15 °C
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4.1.4.3 Large Packaging

LP03 -(4)

Articles containing pre-production prototype lithium cells or batteries when these prototypes are carried for testing or production runs of not more than 100 lithium cells or batteries that are of a type that has not met the testing requirements of the Manual of Tests and Criteria, Part III, sub-section 38.3 shall in addition meet the following:

- (a) Packagings shall conform to the requirements in paragraph (1) of this packing instruction;
- (b) Appropriate measures shall be taken to minimize the effects of vibration and shocks and prevent movement of the article within the package that may lead to damage and a dangerous condition during carriage. When cushioning material is used to meet this requirement it shall be non-combustible and electrically non-conductive;
- (c) Non-combustibility of the cushioning material shall be assessed according to a standard recognized in the country where the packaging is designed or manufactured.”

4.1.4.3 Large Packaging

LP903	Amend the first sentence under the heading to read: “This instruction applies to large cells with a gross mass of more than 500 g, large batteries with a gross mass of more than 12 kg, and equipment containing large cells or large batteries of UN Nos. 3090, 3091, 3480, 3481, 3551 and 3552.”.		
	In the second line, first paragraph, replace “for a single battery and for a single item of equipment containing batteries” by “for cells, batteries and equipment containing cells or batteries”.		
	In the second line, modify the last paragraph to read as follows:		
		“Cells, batteries or equipment shall be placed in inner packagings or separated by other suitable means, such as placement in trays or by dividers, to ensure protection against damage that may be caused under normal conditions of carriage by:	
	(a)	its movement or placement within the large packaging;	
	(b)	contact with other cells, batteries or equipment within the large packaging; and	
	(c)	any loads arising from the superimposed weight of cells, batteries, equipment and packaging components above the cell, battery or equipment within the large packaging.	
		When multiple cells, batteries or items of equipment, are packed in the large packaging, bags (e.g. plastics) alone shall not be used to satisfy these requirements.”	

LP904	UN 3551 & UN 3552
LP905	UN 3551 & UN 3552
LP906	UN 3551 & UN 3552

Chapter 4.2 Portable Tank Instructions

Actual Holding Time

- 4.2.3.7.1 - “The calculation of the actual holding time may be waived when the whole journey takes place by road only, without trans-shipment onto another vehicle and without intermediate temporary storage. When the calculation of the actual holding time is waived the provisions of 4.2.3.7.2, 4.2.3.7.3 and 4.2.3.8 (e) and (f) shall not apply.”
- 4.2.5.2.6 - “Portable tank instructions T1 to T22 specify the applicable minimum test pressure, the minimum shell thickness (in mm reference steel) or the minimum shell thickness for fibre reinforced plastics (FRP) portable tanks, and the pressure-relief and bottom-opening requirements.”



Chapter 4.3 Use of fixed tanks (Tank Vehicles), Demountable Tanks, Tank-Containers and Tank Swap bodies with shells made of metallic materials and battery-vehicles and multiple-element gas containers (MEGCs)

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

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

4.3.2.2.3

The provisions of 4.3.2.2.1 (a) to (d) above shall not apply to tanks carrying liquids at a temperature above 50 °C.

The degree of filling of:

(a) liquid substances carried at a temperature above 50 °C;

(b) liquid substances filled below 50 °C but intended to be heated above 50 °C during the carriage operation, and

(c) solid substances carried above their melting point,

shall at the outset be such that the tank is not more than 95% full at any time during carriage.

The maximum degree of filling shall be determined by the following formula:

$$\text{Degree of filling} = \frac{d_r}{d_f} \times 95 \% \text{ of capacity}$$

in which d_f and d_r are the densities of the substance at the mean temperature during filling and the maximum mean bulk temperature during carriage respectively.

Tanks with a heating device shall have the temperature so regulated that the maximum degree of filling of 95% of capacity is not exceeded at any time during carriage.”

4.3.3.5 - In the right column, last paragraph, at the end, add the following new sentence: “The requirements of 4.3.3.5 need not be complied with for empty, uncleaned tank-containers.”.

4.3.3.6 - In the right column, in sub-paragraph (a), replace “an ullage condition” by “a filling condition”. Between (d) and (e), add “and for refrigerated liquefied gases:”. In (e), delete “refrigerated liquefied”. In (g), at the end, replace the period by a semicolon. At the end, add a new sub-paragraph to read as follows:

“(h) When empty, uncleaned, unless the pressure has been reduced to a level that ensures that the pressure relief devices will not activate during carriage⁴.”

4.3.4.1.2 - Numerous changes to the tank code table.

- For L4BN, class 3, F1, in the “Packing group” column, delete “III, boiling point ≤ 35 °C”.
- For L4BN, class 5.1, O1, in the “Packing group” column, delete “I,”.

4.3.4.2.1 - Replace “tank” with “shell, excluding openings and their closures”.

Chapter 4.4

“USE OF FIBRE-REINFORCED PLASTICS (FRP) FIXED TANKS (TANK-VEHICLES) AND DEMOUNTABLE TANKS”.

Chapter 5.3 Placarding and Marking of Containers, Bulk Containers, MEGCs, MEMUs, Tank-Containers, Portable Tanks and Vehicles.

NOTE 3: Removable skips not conforming to chapter 6.11 are considered as containers under this chapter.

5.3.2.1.1 - At the end of the second paragraph, add “or to UN No. 3475, as appropriate”.

5.3.2.1.3 - Add, or 3475, and amend the end of the paragraph to read, and the UN number prescribed:

(a) For UN No. 3475; or

(b) For the most hazardous substance carried, eg the substance with the lowest flash-point in the absence of any substance assigned to UN No. 3475.

5.3.2.3.2 - Delete Number 78 radioactive material, corrosive.

Part 5 Consignment procedures

Chapter 5.4 Documentation

5.4.0.2 - A new sentence has been added, “The information prescribed in this chapter related to the dangerous goods carried shall be available during carriage in such a way that the goods per vehicle and the vehicle can be identified in the documentation.”

5.4.1.1.3.1 - Amend the last paragraph “If the provision for waste as set out in 2.1.3.5.5 is applied, the technical name, as prescribed in Chapter 3.3, special provision 274, need not be added.”

5.4.1.1.3.2 - In the second dashed bullet, after “2.1.3.5.3”, insert “(with the exception of UN 3291 clinical waste, unspecified, n.o.s. or (bio)medical waste, n.o.s. or regulated medical waste, n.o.s. in packaging conforming to packing instruction P621)”.

5.4.1.1.3.3 - Special provisions for the carriage of waste in inner packagings packed together in an outer packaging.
For carriage in accordance with 4.1.1.5.3, a statement shall be included in the transport document, as follows "Carriage in accordance with 4.1.1.5.3". The additional statement prescribed in 5.4.1.1.3.2 is not necessary. For example:

"UN 1993 WASTE FLAMMABLE LIQUID, N.O.S., 3, III, (E); CARRIAGE IN ACCORDANCE WITH 4.1.1.5.3".

Information in the transport document in accordance with 5.4.1.1, shall be based on the entry or entries assigned to the outer packaging in accordance with 4.1.1.5.3 (d). The technical name, as prescribed in chapter 3.3, special provision 274, need not be added.”

Chapter 5.4 Documentation Cont.

5.4.1.1.4 - Special provisions for wastes contaminated with free asbestos (UN Nos. 2212 and 2590)

When special provision 678 of Chapter 3.3 is applied, the following statement shall be included in the transport document "Carriage under special provision 678".

The description of wastes carried in accordance with special provision 678 (b) of Chapter 3.3 shall be added to the description of dangerous goods required in 5.4.1.1.1 (a) to (d) and (k). The transport document shall also be accompanied by the following documents:

- (a) A copy of the technical data sheet for the type of container-bag used, on the manufacturer's or distributor's letterhead, giving the dimensions of the packaging and its maximum mass;
- (b) A copy of the unloading procedure in accordance with special provision CV38 of 7.5.11, if applicable."

5.4.1.1.21 - has amended the text to read, where in accordance with the provisions in chapters 3.3, 3.5, 4.1, 4.2, 4.3 and 5.5 information is necessary, this information shall be included in the transport information.

Chapter 5.5 Special Provisions

5.5.3.3.1 - Replace "P650, P800, P901 or P904" by "P650 or P800".

Part 6 Requirements for the construction and testing of packagings, intermediate bulk container (IBCs), large packagings, tanks and bulk containers

Chapter 6.1 Requirements for construction and testing of packagings

6.1.4.1.4 - Replace the first sentence by “Drums may have rolling hoops, either expanded or separate.”.

6.1.4.2.3 - Replace the first sentence by “Drums may have rolling hoops, either expanded or separate.”.

6.1.4.3.3 - Replace the first sentence by “Drums may have rolling hoops, either expanded or separate.”.

Chapter 6.2 Requirements for construction and testing of pressure receptacles, aerosols dispensers, small receptacles containing gas (gas cartridges) and fuel cell cartridges containing liquefied flammable gas.

6.2.2.1.1 and 6.2.2.1.2 ISO references have been updated

ISO 11119-2:2020	Gas cylinders — Design, construction and testing of refillable composite gas cylinders and tubes — Part 2: Fully wrapped fibre reinforced composite gas cylinders and tubes up to 450 l with load-sharing metal liners	Until further notice
ISO 11119-3:2020	Gas cylinders — Design, construction and testing of refillable composite gas cylinders and tubes — Part 3: Fully wrapped fibre reinforced composite gas cylinders and tubes up to 450 l with non-load-sharing metallic or non-metallic liners or without liners	Until further notice

Part 6 Requirements for the construction and testing of packagings, intermediate bulk container (IBCs), large packagings, tanks and bulk containers

Chapter 6.6 Requirements for construction and testing of large packagings

6.6.5.3.2.4 - In (a), replace “Metal and rigid plastics” by “All types of large packagings other than flexible”.

Chapter 6.7 Requirements for the design, construction, inspection and testing of portable tanks and UN multiple-element gas containers (MEGCs)

6.7.2.1 - In the definition of “Portable tank”, in the last sentence, insert “(except FRP portable tanks, see Chapter 6 .9)” after “non-metallic tanks”.

Chapter 6.8 Requirements for construction, equipment, type approval, inspection and tests, marking of fixed tanks (tank vehicles), demountable tanks and tank container and tank swap bodies with shells made of metallic materials, and battery-vehicle and multiple-element gas containers (MEGCs)

6.8.2.1.23 - After the first sub-paragraph, insert the following Note:

“NOTE: When 6.8.5 is applicable, the impact-strength tests carried out for the qualifications of the welding processes shall comply with the requirements of 6.8.5.3.”

Replace the text in 6.8.2.2.11 to read, Level-gauges shall neither be part of, nor fitted to shells, if they incorporate transparent material which can, at any time, come into direct contact with the substance carried in the shell.

Part 7 Provisions concerning the conditions of carriage, loading, unloading and handling

Chapter 7.2 Provisions concerning carriage in packages

7.2.4, - V14 After “Aerosols”, add “and gas cartridges”.

Chapter 7.3 Provisions concerning carriage in bulk

7.3.1.1 - In the last paragraph, before the note, replace “this mode of carriage is not explicitly prohibited by other provisions of ADR.” by “the dangerous goods they have contained are allowed for this mode of carriage.” and add a new sentence at the end to read: “The instructions for carriage in bulk mentioned in columns (10) or (17) of table A of chapter 3.2 for these goods shall be applied.”.

7.3.3.2.7 – provisions for the carriage in bulk when the provision of 7.3.1.1 (b) are applied.
New provisions AP11, AP12.

Part 7 Provisions concerning the conditions of carriage, loading, unloading and handling

Chapter 7.5 Provisions concerning loading, unloading and handling

CV29 “Packages shall be stored upright.”

CV38 “The load compartments shall have no sharp internal edges (internal steps, etc.) capable of tearing container-bags during unloading. They shall be inspected before any loading operation. The container-bags shall be placed in the load compartments for carriage prior to any filling. The outer lining of the container-bags shall be positioned so that the slider of the zipper is placed on the front side of the load compartment when closed. After filling, the container-bags shall be closed in accordance with the manufacturer’s instructions. Once loaded, the container-bags shall not be lifted or transferred from one load compartment to another. Multiple filled container-bags shall not be loaded into the same load compartment. After any filling operation and after closing, the outer surfaces of the container-bags shall be decontaminated. Container-bags carried in removable load compartments shall be unloaded with the latter placed on the ground. The unloading of container-bags filled with roadworks waste or with soil contaminated with free asbestos by tipping the load compartment is authorized, provided that an unloading protocol agreed jointly between the carrier and the consignee is respected to prevent the container-bags from tearing during unloading. The protocol shall ensure that the container-bags do not fall or tear during the unloading operation.”

Part 8 Requirements for vehicle crews, equipment, operation and documentation

Chapter 8.1 General requirements concerning transport units and equipment on board

8.1.2.1 - In addition to the documents required under other regulations, the following documents shall be carried ~~on the transport unit~~ on the driver's cab of the transport unit.

8.1.2.2 - In addition to the documents required under other regulations, the following documents shall be carried ~~on the transport unit~~ on the driver's cab of the transport unit.



Part 9 Requirements concerning the construction and approval of vehicles

Chapter 9.1 Scope, definitions and requirements for the approval of vehicles

9.1.3.3 - “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.”

Chapter 9.2 Requirements concerning the construction of vehicles

	TECHNICAL SPECIFICATION	EX/II	EX/III	AT	FL	COMMENTS
9.2.4.3	Internal combustion engine	X	X	X ⁱ	X	ⁱ Applicable to motor vehicles first registered after 31 December 2026.
9.2.4.3.1	Engine	X	X	X ⁱ	X	ⁱ Applicable to motor vehicles first registered after 31 December 2026.
9.2.4.3.2	Exhaust system	X	X		X	
9.2.4.4	Electric power train			X		
9.2.4.4.1	General provisions			X	X	
9.2.4.4.2	Rechargeable electrical energy system			X ⁱ	X	ⁱ Applicable to motor vehicles first registered after 31 December 2026.
9.2.4.4.3	Measures against thermal propagation				X	
9.2.4.4.4	Vehicle charging inlet				X	
9.2.4.5	Hydrogen fuel cell			X	X	

Part 9 Requirements concerning the construction and approval of vehicles

Chapter 9.2 Requirements concerning the construction of vehicles Cont.

- 9.2.1.1 In the table, for 9.2.2.8, in the second column, replace “Battery master switch” by “De-energizing electrical circuits”.
- 9.2.2.8.1 Features to enable the de-energization of the electrical circuits for all voltage levels shall be placed as close to the energy sources as practicable. In the case the feature interrupts only one lead from the energy source, it shall interrupt the supply lead.
- 9.2.2.8.2 A control device to facilitate the de-energizing shall be installed in the driver's cab. It shall be readily accessible to the driver and be distinctively marked. It shall be protected against inadvertent operation either by adding a protective cover, by using a dual movement control device or by other suitable means. Additional control devices may be installed provided they are distinctively marked and protected against inadvertent operation. If the control devices are electrically operated, the circuits of the control devices are subject to the requirements of 9.2.2.9.
- 9.2.2.8.3 Features to enable the de-energization of the electrical circuits shall be designed so that they can be operated when the vehicle is stationary. The de-energization shall be completed within 30 seconds after the activation of the control device.
- 9.2.2.8.4 The feature shall be installed in such a way that protection IP65 in accordance with IEC 60529 is complied with.
- 9.2.2.8.5 Cable connections on the feature
Systems with a voltage that exceed 25 V AC or 60 V DC and systems under the scope of UN Regulation No. 100¹, shall comply with the requirements of the said regulation.
Systems with a voltage up to 25 V AC or 60 V DC shall have a protection degree IP 54 in accordance with IEC 60529. However, this does not apply if these connections are contained in a housing, which may be the battery box. In this case, it is sufficient to insulate the connections against short circuits, for example by a rubber cap.”

Part 9 Requirements concerning the construction and approval of vehicles

Chapter 9.2 Requirements concerning the construction of vehicles Cont.

- 9.2.3.1.1 Add a new second paragraph to read: “Trailers with regenerative braking or electric power train are not allowed.”.
- 9.2.3 Transfer the current 9.2.4.7 as a new 9.2.3.3.
- 9.2.4 Amend the heading to read “Vehicle propulsion system”.
- 9.2.4.1 Add a new second paragraph to read: “Hybrid vehicles equipped with an internal combustion engine and electric power train shall comply with the relevant provisions of 9.2.4.2 to 9.2.4.5.”.
- 9.2.4.3 Renumber as 9.2.4.2 and amend as follows:
- Delete the note.
 - In the first paragraph, after “engine”, add “or fuel cell”.
 - Transfer the last two sentences of (b) to a new (c) and (d). After this, add a new (e) as follows:
“(e) Fuel tanks and cylinders for hydrogen shall meet the relevant requirements of UN Regulation No. 1349, as amended at least by the 02 series of amendments, or for liquid hydrogen containers the technical provisions of Global Technical Regulation No.1310, Amendment 1, part 7.”.
 - Add a new footnote 9 to read: “9 UN Regulation No. 134 (Uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of Hydrogen-Fuelled Vehicles (HFCV))”.
 - Add a new footnote 10 to read: “10 UN Global technical regulation No.13 on hydrogen and fuel cell vehicles”.
 - Renumber (c) as (f) and, in the first sentence, after “engine intakes,”, add “electric storage systems,”.

Part 9 Requirements concerning the construction and approval of vehicles

Chapter 9.2 Requirements concerning the construction of vehicles Cont.

9.2.4.3 Internal combustion engine.

9.2.4.3.1 Engine

The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. The use of a fuel shall only be permitted if components are approved and installation meet the provisions of 9.2.2 and the technical requirements of:

(a) UN Regulation No. 1107 for CNG or LNG.

(b) UN Regulation No. 678 for LPG.

(c) UN Regulation No. 1349 for compressed hydrogen and the technical provisions of Global Technical.

Regulation No.1310, Amendment 1 for liquid hydrogen, as relevant.

In the case of EX/II and EX/III vehicles the engine shall be of compression-ignition construction using only liquid fuels with a flashpoint above 55 °C. Gases shall not be used.”

9.2.4.5 Renumber as 9.2.4.3.2 (exhaust system) and reformat the heading accordingly.

Part 9 Requirements concerning the construction and approval of vehicles

Chapter 9.2 Requirements concerning the construction of vehicles Cont.

- 9.2.4.6 Renumber as 9.2.4.4 and amend to read as follows:
Electric power trains shall not be used for EX vehicles. Trailers with re-generative braking or electric power train are not allowed.
- 9.2.4.4.1 General provisions
The electric power train shall meet the requirements of UN Regulation No. 1001, as amended at least by the 03 series of amendments.
Vehicles with an electric power train shall be equipped with an isolation resistance monitoring system.
The vehicle shall give external signals in stationary conditions, in addition to the warning to the driver receives in the driver's cab as required by 6.15.1 of UN Regulation No.1001, as amended at least by the 03 series of amendments.
- 9.2.4.4.2 Rechargeable electrical energy storage system (REESS)
NOTE: Other acronyms for REESS are used in other documentation for similar systems (e.g. RESS).
REESS of vehicles with an electric power train shall be designed and constructed taking into account a risk evaluation according to ISO 6469-1:2019/Amd 1:2022 to establish safety for normal operational conditions. A review shall be carried out by a technical service such as a technical service for vehicle approvals according to UN Regulation No. 1001, as amended at least by the 03 series of amendments.
NOTE: Normal operational conditions also include malfunctioning and reasonably foreseeable accidental situations.
- 9.2.4.4.3 Measures against thermal propagation
REESS containing cells for which thermal propagation cannot be guaranteed to be contained within the REESS, measures shall be taken to mitigate danger to the load by heating or ignition.

Part 9 Requirements concerning the construction and approval of vehicles

Chapter 9.2 Requirements concerning the construction of vehicles Cont.

9.2.4.4.4 Vehicle charging inlet

The vehicle charging inlet shall be provided with thermal sensing function which limits or interrupts current transfer according to ISO 17409:2020, when the temperature exceeds component rated values or required limits by applicable product standards, see e.g. IEC 62196-3-1:2020.”

9.2.4.5 Hydrogen fuel cell vehicles

9.2.4.5.1 Hydrogen fuel cell vehicles shall comply with the requirements for the electrical power train of 9.2.4.4.

9.2.4.5.2 Hydrogen fuel cell vehicles shall comply with UN Regulation No. 1349, as amended at least by the 02 series of amendments. For vehicles using liquid hydrogen the technical requirements of the Global Technical Regulation No.1310, Amendment 1 applies.

9.2.4.5.3 Shut-off devices of hydrogen containers shall close automatically:

- (a) when the vehicle is no longer in driving mode;
- (b) at a deceleration of $3.25 \text{ m}\cdot\text{s}^{-2}$ for 0.7 s;
- (c) in case of a lateral overturning above an angle of 23° .

The shut-off devices may be re-opened by a deliberate action of the driver.”

Chapter 9.3 Additional requirements concerning complete or completed EX/II or EX/III vehicles intended for the carriage of explosive substances and articles (class 1) in packages

Replace “9.2.4.8.1, 9.2.4.8.2, 9.2.4.8.5 and 9.2.4.8.6” by “9.2.5.1, 9.2.5.2, 9.2.5.5 and 9.2.5.6”.



FREQUENTLY

ASKED

QUESTIONS

Assimilated drivers' hours - records

- Production of record sheets, manual entries and printouts.
- Extended from last 28 days to last 56 days.
- Applies to international journeys from the UK.
- UK legislation unaffected.



Assimilated drivers' hours – recording of other work

- Fixed weeks of no 'in-scope' driving can record activities 'in blocks'.
- Letters of attestation, printouts, analogue charts.
- When 'in-scope' driving takes place, full records for the whole week are required.
- [Logistics UK Tachograph manual entries Fact Sheet.](#)

LOGISTICS UK

MAC Fact Sheet

Tachograph manual entries

The introduction of the Mobility Package in August 2020 provided strict requirements on how tachograph manual entries are recorded for periods not spent within a vehicle. Enforcement of these requirements began in 2022 after a grace period. Following a change in August 2022, here we explain the current manual entry requirements.

Requirements

Tachographs are required to record data in relation to the driver, driver activity and vehicle movement which shall be accurate and reliable. Driver activity will include driving, other work, rest or break time, to allow enforcement of social legislation which in the UK is carried out by DVSA.

Whether driving is an individual's full-time work activity, or they only drive occasionally, when driving within scope of EU drivers' hours rules drivers must be able to produce records for the current day and the previous 28 calendar days for enforcement staff when required. Records required include:

- Any original charts (analogue) or driver card (digital) showing the driver's hours history.
- Any legally required manual records.

These records should cover all periods of activity such as driving and periods of inactivity such as breaks, rest periods, sickness and leave, for **each and every** day including weekends.

Operators are expected to be able to produce comprehensive driver's hours records for all drivers at their premises for a minimum of 12 months.

Driver card manual entries

In an ideal world, the driver would have their own vehicle, the card would live in the tachograph and all driving, work, and rest periods would be recorded in one place. However, practically there will be many periods when the driver is away from the vehicle and the card is removed such as daily rest, weekly rest, or annual leave. In these cases, when the driver returns to a vehicle and activates the tachograph, periods should be recorded retroactively using the manual entry function on the digital tachograph.

When the driver card is inserted, the tachograph will prompt the driver to enter time periods missing since the card was last removed. Following the screen instructions, the time periods can be allocated activities (rest, other work, etc) to provide a complete driver hours history on the driver card. The manual entry opportunity is lost if:


- The card is accidentally ejected, because it only works on the first insertion.
- There is more than one minute of inactivity, you can use the scroll buttons to gain more time.

Ensure the time and date is correct, remember UTC and British summertime!

Written manual entries

If the driver is working out of EU drivers' hours scope for long periods or only driving occasionally, for example, a manager who occasionally collects a vehicle from the workshop, using the tachograph manual entry function can be very time consuming or may not be possible. In these circumstances, a written manual entry may be more appropriate and can be completed either:

- On a tachograph chart for analogue devices (include driver's name for identification).
- On tachograph print out roll paper for digital devices (include either drivers name, driving licence number or driver card number for identification).



Driver CPC – what you need to know?

Two qualification options:

- International Driver CPC (for UK and EU driving).
- National Driver CPC (for UK-only driving).

Flexible training options:

- Shorter course durations.
- Increased e-learning hours.

Return to driving support:

- New pathways for drivers returning after a break.



Driver CPC – changes effective 3 December 2024

National Driver CPC

- For UK-only driving.
- Courses as short as 3 hours 30 minutes.
- Split course scheduling allowed.
- Up to 12 hours of e-learning permissible.

International Driver CPC

- 35 hours of periodic training every five years.
- Courses must be at least seven hours long.
- Maximum of 12 hours of e-learning.



Driver CPC – changes effective 1 February 2025

Returning to professional driving – For CPC's expired between 60 days and two years:

- Four options available to regain qualification.
 1. International CPC with a seven hour 'return to driving module'.
 2. National CPC with a seven hour 'return to driving module'.
 3. 35-hour National CPC training.
 4. 35-hour International CPC training.

For CPC's expired for over two years.

1. Complete 35 hours of training.



Driver CPC – driver qualification cards (DQC's)

National Driver CPC card.
(marked with "DOMESTIC USE ONLY")



International Driver CPC card.
(current design)



What is INF188/6?

“Section 88 of the *Road Traffic Act 1988* allows for a temporary extension of a vocational driving licence under specific conditions.”

Who does it apply to?

- Drivers renewing a licence due to expiry, medical conditions.

Eligibility criteria?

- Fit to drive.
- Valid licence previously held.
- No refusal notification.
- Still meet specified conditions on your previous licence.
- Application submitted to the DVLA.
- Not refused/revoked for medical reasons.
- Not disqualified.

NOTE - Check with your insurance company.

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MAC Fact Sheet

Vocational driver licence renewal – section 88

Renewing a vocational driving licence is a critical aspect of maintaining a legal, robust, and efficient transport operation.


Whether you're a haulage company, a passenger transport service, or a delivery business, staying compliant with the regulations is essential.

This Fact Sheet explores the process for renewing a vocational driving licence and details the requirements in place should drivers' renewals be delayed beyond the expiry date of their existing licence.

- No photo enclosed. This can be checked if required by looking at the expiry date on the photo on the driving licence.
- No signature by the driver on the declaration section.
- No D4 medical enclosed (if required) with the application form.

If delays to the renewal mean that a new licence hasn't been received before the expiry date of the old one, the driver may have to stop driving vehicles requiring vocational entitlement!

Section 88



As a safeguard, and only intended as a last resort, the Road Traffic Act 1988 contains section 88 which may allow drivers to temporarily continue driving after the expiry their licence providing the following specific conditions are met:

- A correct and complete vocational licence renewal form has been received by DVLA/DVA in the last 12 months. Send using a tracked and traceable postal service to provide confirmation of receipt. Inputting your email and mobile number onto the form will ensure DVLA are able to send updates via SMS and email.
- The doctor must have told the driver they are fit to drive. If the Doctor is unsure, further guidance is available on GOV.UK - [Assessing fitness to drive](#).
- The driver's vocational group two licence entitlement has not been suspended, revoked or refused by a traffic commissioner.
- Any conditions specified on the driver's previous licence that still apply continue to be met, for example wearing eyesight correction.

Introduction

As a vocational driver (category C, C1, C+E, D etc) your 'group two' driving entitlement has enhanced requirements over a light vehicle licence holder.

Once a driver reaches the age of 45, the vocational licence entitlement must be renewed to continue driving. This then continues every five years until the age of 65, after which the entitlement must be renewed every year.

To renew, DVLA (DVA for Northern Ireland) will send a renewal application approximately 60 days from the licence expiry. The application includes a D4 medical report form (D1 for Northern Ireland) which must be completed by a doctor and may also require input from an optician.

As professional drivers, the responsibility ultimately lies with the licence holder for ensuring they are fully complying with their licence terms, and operators have a duty to ensure all drivers working for their business are compliant.

Delays to renewals

Apart from the late submission of applications, there are several common reasons why applications are rejected and sent back to drivers which delay the renewal process. These are:

- Eyesight questions not answered.
- Failure to ensure the Doctor has completed the medical report blood pressure question.

Driver & Vehicle Licensing Agency

INF188/6

Can I drive while my application is with DVLA?

Please keep this leaflet safe so you can refer to it in the future

Section 88 of The Road Traffic Act 1988 may allow you to continue driving even though you do not hold a current driving licence.

In practice, this will be when you have applied to the DVLA to renew your licence, but the licence expires (runs out) while we are processing the application.

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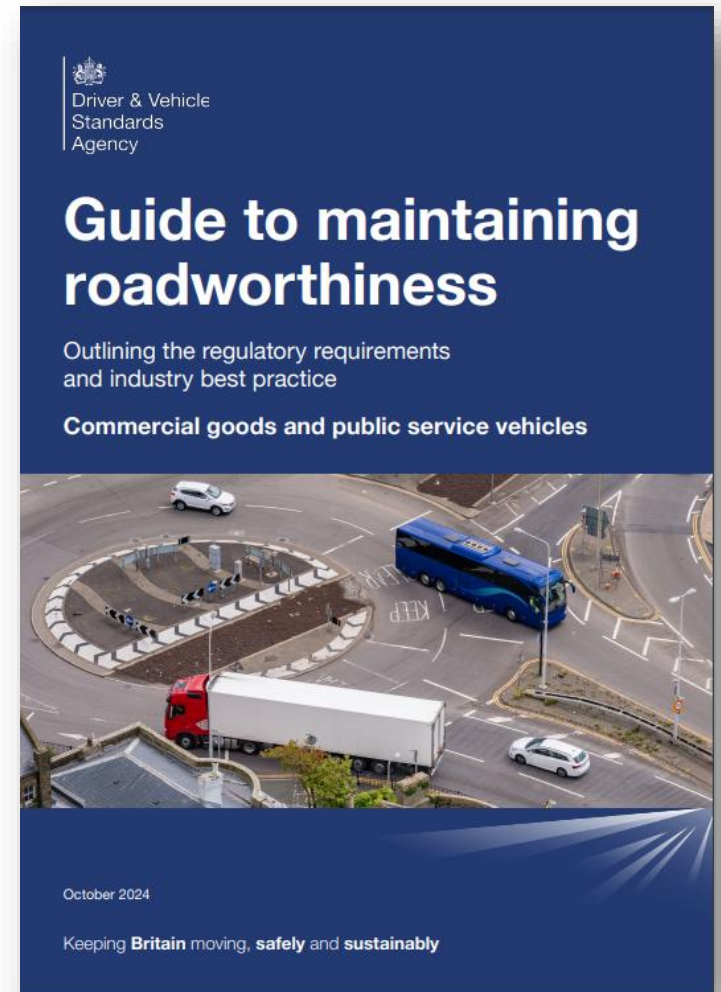
8/23

- Section 88 should not be relied upon as an option for drivers who leave renewing their licence until the last minute.
- [Logistics UK Vocational driver licence renewal – section 88 Fact Sheet.](#)

Guide to Maintaining Roadworthiness – brake testing

From April 2025

- Section 5.3(a) added.
- Brake performance evaluation at every PMI.
- Laden brake testing at least four times per year.



Guide to maintaining roadworthiness – brake testing changes **LOGISTICS UK**

Brake performance assessment from April 2025 (Section 5.3a)

- There is an expectation that every safety inspection will include a brake performance assessment using either:
 - A roller brake tester (RBT).
 - A suitable electronic brake performance monitoring system (EBPMS).
 - A decelerometer with temperature readings.
- If EBPMS is not used, it is expected there is a minimum of four laden brake tests per annum.
- Where laden brake tests are not carried out, then a risk assessment must be available.
- If EBPMS is used, report must be evaluated before safety inspection, signed, dated, and retained.
- Brake tests can be conducted up to 14 days before the safety inspection date.



Guide to maintaining roadworthiness - changes

‘Acceptable reasons’ for not carrying out a laden brake assessment:

- Vehicles under normal operating conditions are lightly laden.
- Dangerous goods vehicles.
- Livestock carriers.
- Noxious load carriers.
- Furniture removal vehicles.
- Vehicles operating at 50% or more of their permitted axle weights.
- Public service vehicles.

Generic list – not exhaustive

If you are not laden brake testing or using EBPMs, a risk assessment will be required

Annex 7 - Example of a brake risk assessment template

Operator details		
Operator name:	O Licence number:	
Vehicle / trailer details		
Vehicle registration:	Trailer ID:	
Make:	Model:	Odometer/hub reading:
Age:	Body type:	
Working environment		
Type of operation: _____		
Safety inspection		
Next inspection date:		
Last inspection date:	Odometer/hub reading:	
Was a laden brake test conducted at the last inspection? ..		
If no, what brake assessment method was used? _____		
Reason for not carrying out a laden brake test		
What is the reason? _____		
If 'other', state reason:		
What method will be used for this inspection?		
Competent person declaration		
Name:	Signed:	
Position:	Date:	
I confirm I have completed this assessment and to the best of my knowledge this information is correct.		
Operator declaration		
Name:	Signed:	
Position:	Date:	
I confirm I am aware of the contents of this assessment and to the best of my knowledge this information is correct. I am aware a brake performance assessment is still required.		

Important Notes:
If any work is carried out on any part of the brake system at the time of the safety inspection which may affect the brake performance, it is the operators responsibility to ensure that the braking system complies with the minimum braking requirements upon completion of the work.

Load security - responsibility?

Who does this include -

- All vehicles transporting loads on the road.
- Operators.
- Consignors.
- Drivers.

[Logistics UK load security code of practice – update Briefing Note.](#)

Load security code of practice – update

Briefing note

Released in July 2023, the Load Security Code of Practice (LSCOP) offers guidance for transporting and securing loads on the road. Following feedback from users and stakeholders, including Logistics UK, a revised and updated version was published on 9 December 2024.

This briefing note provides an overview of the changes and includes comment on known interpretation, the updated LSCOP can be found [here](#).

Requirements

Road Vehicle Construction and Use Regulations - Regulation 100 relates directly to loads on vehicles stating:

'The load carried by a motor vehicle or trailer shall at all times be so secured, if necessary by physical restraint other than its own weight, and be in such a position, that neither danger nor nuisance is likely to be caused to any person or property by reason of the load or any part thereof falling or being blown from the vehicle or by reason of any other movement of the load or any part thereof in relation to the vehicle.'

This is the legal principle for load security when using a vehicle on the road which enforcement officers, and Traffic Commissioners if you are an operator licence holder, will all relate to.

Written by the Driver and Vehicle Standards Agency (DVSA) and the Health and Safety Executive (HSE), with input from industry stakeholders, the Load Security Code of Practice (LSCOP) provides a benchmark for transporting goods safely, detailing what is good practice, what is acceptable, and what is not. The LSCOP provides guidance that operators need to bear in mind when developing their own instructions and risk assessment, which should be as good or better than the LSCOP.

Note that if enforcement officers (DVSA/Police) encounter an insecure load, the [Categorisation of Vehicle Defects \(Cat of D\)](#) will be used to inform the relevant action. The Cat of D has been updated in tandem with the LSCOP to reflect the changes detailed in this briefing note.

Scope

The LSCOP applies to all vehicles transporting loads on the road including light and heavy vehicles, large and small, where the

responsibility sits with the driver and operator. In commercial transport operations there can be many involved and the LSCOP also applies to loading and unloading activities, not only those carried out by the transporter, but also any carried out by a consignor (company that loads the vehicle).

Updates

The LSCOP has had a framework of titles added and now consists of six distinct sections, each with subheadings, which is further broken down into subsections. The text is displayed on the GOV. UK website which opens out the sections when clicked. For ease of referencing the updates are listed below in section order, subheadings are shown in blue and the further subsections are shown in red.

Section 1 – Responsibility for load security

Risk assessments

New section has been added detailing responsibilities for employers and self-employed people. A separate risk assessment is not required for every load and it is sufficient for an operator to have a generic risk assessment for a specific type of load and/or route. Where a different load type is carried, and/or a different route is used, a separate assessment would be required.

Operator responsibilities

The following wording has been added at the section end:

Common question – skips & tippers

- Skips stacked on top of each other do not have a stable and sufficient base.
- Empty skips have been stacked with the uppermost skips mid point is above the height of the lifting arms and the stack has not been secured to the load bed.
- The load has not been sheeted, or its condition cannot contain the load.
- The load is above the height of the sides and uncovered so as to prevent ejection of the load/items.





Office of the
Traffic Commissioner

- Upon conviction of an offence.
- Notify Traffic Commissioner within 28 days of conviction.
- Exception – Bridge strikes, notify immediately.

Upcoming activities and events

Events

- **Supply Chain Resilience** – [Supply chain](#)
19 March - London
- **Decarbonisation Solutions Forum** – [Decarbonisation solutions](#)
2 April - Hilton London Euston
- **Public Services Logistics** – [Public services](#)
8 April - Nottingham Racecourse

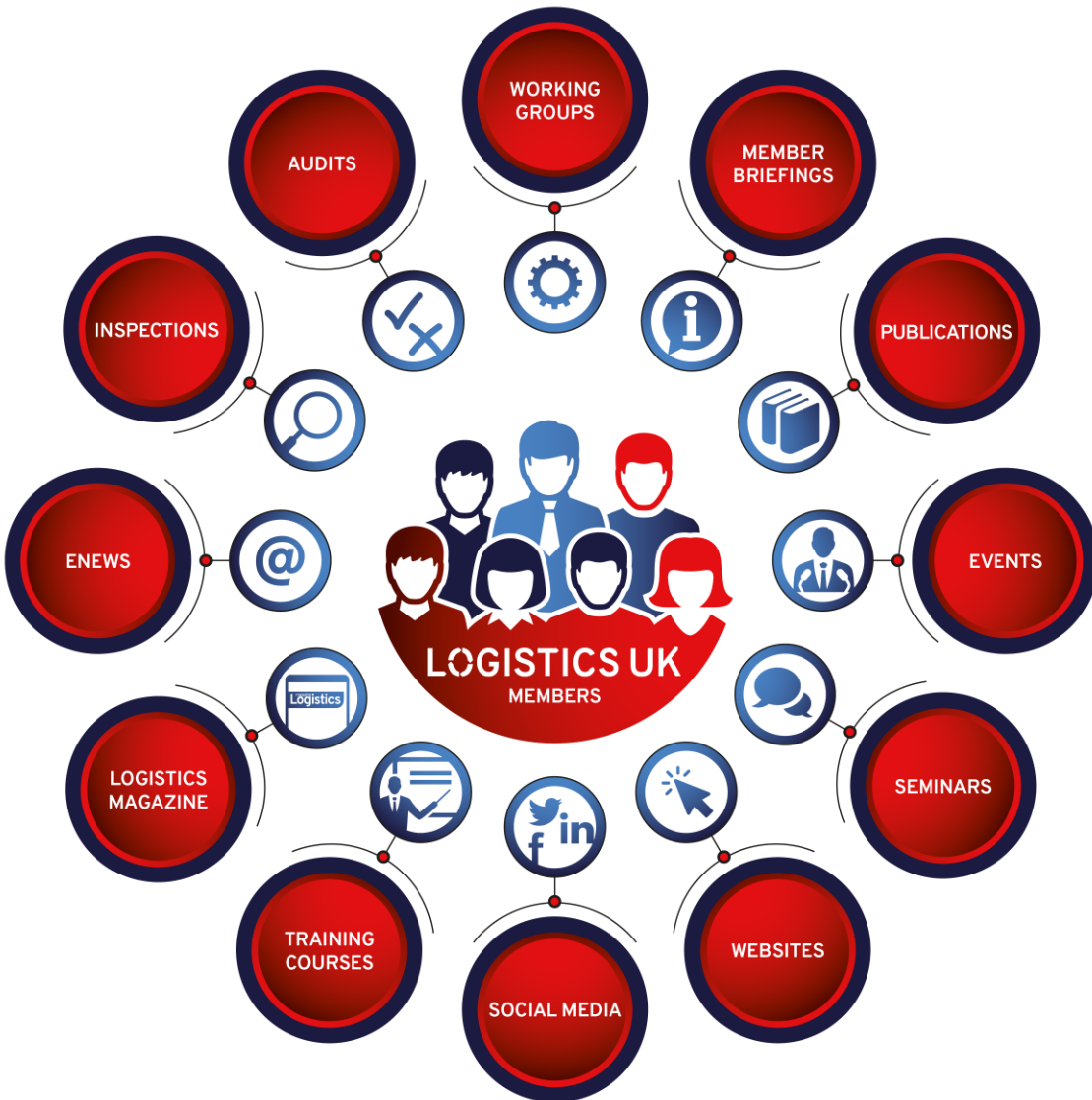
Member engagement

- **Customs and trade solutions working group** - [Customs](#)
19 Feb - Virtual
- **Innovation working group** - [Innovation](#)
27 Feb - London/virtual
- **Utility services working group** - [Utilities](#)
13 March - Venue TBC
- **Waste forum working group** - [Waste](#)
20 March - Highfields Fire Station, Nottingham




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Weekly enews



5 February 2025

Your weekly member email from Logistics UK sharing the latest updates addressing industry-relevant developments, legislation and compliance updates and campaigns to help you stay informed.

In this issue:

- Outcome of mode shift grants review.
- New Low Carbon Fuels Working Group established.
- Updated briefing note on Clean Air Zones now available.
- Reminder to complete our annual Logistics Industry Survey.




Logistics UK

magazine

News Features eNews Compliance

Logistics UK's CEO David Wells OBE chairs ministerial roundtable with Future Roads Minister Lilian Greenwood MP



The event on 6 February, which was hosted by Amazon, involved a site tour of the online retailer's Tilbury site, followed by a discussion on logistics decarbonisation.

The roundtable discussion with Future Roads Minister Lilian Greenwood MP was chaired by Wells and included Department for Transport officials, charging infrastructure providers, logistics companies and wider industry stakeholders including Royal Mail, DHL, Daimler Truck UK, John Lewis, Volvo Trucks UK & Ireland, Hitachi, and Gridserve.

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Training

[Online Dangerous Goods Training](#)

[Dangerous Goods Training Courses](#)

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*Calls may be recorded for training purposes

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