



Dangerous Goods and Flammable Goods Unit
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Impact assessment of proposed Swedish Civil Contingencies Agency regulations for the carriage of dangerous goods by road and off-road (ADR-S) and for the carriage of dangerous goods by rail (RID-S)

General

Description of the problem and desired outcome

The provisions of the ADR-S and RID-S are international. The UN/OTIF continuously develop and revises the provisions, and every two years the UN/OTIF decides on amendments. This, in turn, entails a need for revision to the Swedish provisions every two years. The proposed regulations are prompted by such a revision and completion of the ADR/RID.

At the same time, the MSB proposes to amend some of the national provisions in Annex S to ADR-S and RID-S, i.e. those which apply only to domestic transport in Sweden and which have been approved by the European Commission. In addition, it is proposed to amend Section 5 of the introductory regulations regarding with checks by the competent bodies.

ADR-S

Sweden is party to ADR, which means that Annexes A and B to ADR shall apply to the international carriage of dangerous goods in Sweden. According to Council Directive 2008/68/ EC of 24 September 2008 on the inland transport of dangerous goods, Sweden shall also apply the international provisions to the domestic carriage of dangerous goods on- and off-road.

The Annexes to the ADR are decided by UN (United Nations) Working Group WP.15. Sweden is represented by the MSB in international regulatory work within the UN. In the run-up to internal UN meetings, the MSB consults continuously with the relevant industry associations and government agencies through

consultation meetings and the like in order to put forward Sweden's position on the various proposals before any resolutions are made. At the regular WP.15 meetings, the industry is also represented by international industry associations such as IRU (International Road Transport Union), AEGPL (European Liquefied Petroleum Gas Association), OICA (International Organisation of Motor Vehicle Manufacturers) and CEFIC (European Chemical Industry Council).

Annexes A and B to the ADR-S consist of a translation corresponding to Annexes A and B to the ADR. Appendices A and B apply to international and domestic carriage of dangerous goods by road and off-road. Only linguistic comments in the responses to the Annexes can be taken into account as the Annexes are based on internationally adopted texts for which MSB has already requested comments in connection with consultation meetings. After decisions have been made at international meetings, the MSB does not have a mandate to make amendments to these annexes.

The MSB does not have a mandate to bring some sections of Part 1 of Annex A into force, as they are addressed to other authorities or are regulated in other ways. Such sections are marked in grey and do not constitute regulations.

RID-S

Sweden is a Contracting State to the COTIF, which means that Appendix C (RID) applies to the international transport of dangerous goods taking place in Sweden. Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods requires Sweden to also apply the international provisions to the domestic transport of dangerous goods by rail.

The RID is decided by the RID Committee of the OTIF (Intergovernmental Organisation for International Carriage by Rail). In the international regulatory work within the OTIF, Sweden is represented by the MSB. In the run-up to internal OTIF meetings, the MSB consults continuously with the relevant industry associations and government agencies through consultation meetings and the like in order to put forward Sweden's position on the various proposals before any resolutions are made. At the regular OTIF meetings, the industry is also represented by international associations such as UIC (International Union of Railways), UIP (International Union of Private Wagons) and CEFIC (European Chemical Industry Council).

Annex 1 to the RID-S consists of a translation corresponding to the Annex to Appendix C (RID) to the Convention concerning International Carriage by Rail (COTIF). Annex 1 applies to the international and domestic carriage of dangerous goods by rail. Only linguistic comments in the responses to this Annex can be taken into account as the Annexes are based on internationally adopted texts for which MSB has already requested comments in connection with consultation meetings. After decisions have been made at international meetings, the MSB does not have a mandate to make amendments to these annexes.

Amendments to Annexes A, B and S of ADR-S and Annexes 1 and S of RID-S

The last appendix to this document briefly presents a selection of the amendments to Annexes A, B and S of the ADR and Annexes 1 and S of the RID-S, respectively, which are deemed to be the most significant. The changes are presented chronologically, starting from the introductory regulations.

The left column specifies impacts for the carriage of dangerous goods on- and off-road, while the right column specifies impacts for the carriage of dangerous goods by rail. Where the text stretches across the page, the consequences are similar for both modes of transport.

Description of alternative solutions for the stated objectives and effects if no changes are made

Sweden is a Contracting Party to the ADR and a Contracting State to the COTIF (RID), which means that the Annexes A and B (ADR) and the Annex to Appendix C to the COTIF Treaty (RID) shall apply to international transport of dangerous goods by land carried out in Sweden. In addition, under Council Directive 2008/68/EC of 24 September 2008 on the inland transport of dangerous goods, Sweden is obliged to apply the international provisions to the domestic transport of dangerous goods by road and rail.

Possible alternative solutions are the provisions set out in Annex S. These alternative and additional provisions (derogations) must be organised within the limits set by Directive 2008/68/EC and approved by the European Commission in accordance with a specific procedure. The rules are approved for a period of 6 years and must thereafter be renewed. The aim is to continuously review and minimise the number of necessary national derogations from the international rules. Annex S contains all the national provisions

approved and which apply only to domestic transport within Sweden, i.e., transports which start and end in Sweden and which take place exclusively within Sweden. These provisions modify or supplement Annexes A and B (ADR) and the Annex to Appendix C to the COTIF Treaty (RID). Sweden has no possibility to provide for further derogations without first having them approved by the EU.

The changes proposed in Annex S of the ADR-S/RID-S are set out in the last appendix of this document, and information specific to Annex S is also given in section 'Information in those affected by the regulation' and under the headings 'Specific to Annex S, ADR-S' and 'Specific to Annex S, ADR-S and RID-S'.

Information on those affected by the regulation

The proposed regulations concern activities and operators in Sweden involved in the transport of dangerous goods on land. This includes, inter alia, consignors, consignees, manufacturers of tanks and packaging, and carriers. The MSB is not in a position to estimate the total number of those affected, as there is no general notification or permit requirement for the transport or consignment of dangerous goods. The proposed regulations also concern, to a certain extent, the authorities responsible for the supervision of the transport of dangerous goods by road and rail, which are referred to in Section 10 of the Ordinance (2006: 311) on the transport of dangerous goods.

In Sweden, activities consigning or transporting dangerous goods must generally have a safety adviser. The safety adviser shall ensure that the company is in a position to comply with the rules and to take the necessary measures to prevent accidents related to the transport of dangerous goods. There are certain exceptions to the safety adviser requirement, including quantities that are in some way limited per transport unit, or packaged in sufficiently small quantities.

Around 3 800 companies (with different business registration number) currently have safety advisers and are concerned by the revised regulations. In addition to these, there are companies transporting dangerous goods under the exceptions provided for in the ADR-S/RID-S, where the requirement for safety advisers does not exist, but they may, nevertheless, be affected by some of the amended regulations. In addition, there is under-reporting in terms of companies which have not notified safety advisers to the MSB, even though they are covered by the provisions.

There are presently 244 training providers in Sweden that are approved by the MSB to conduct driver training. These providers, in turn, have 1-27 employed teachers. The main organiser is the Swedish Armed Forces, which has a total of around 24 000 employees. Not all of these people work with dangerous goods, but only a few.

Most drivers transporting dangerous goods by road vehicles have to undergo training with corresponding examination. Currently there are around 41 200 drivers who have successfully completed the examination (registered ADR certificates). Not all of these drivers are affected by the proposed amendments, as not all of them work with transporting dangerous goods.

The haulage industry in Sweden consists of around 10 000 haulage companies, of which just over 4 500 are members of the Swedish Association Of Road Transport Companies (*Sveriges åkeriföretag*). The Swedish Association Of Road Transport Companies roughly estimates that approximately 1 500 haulage companies are involved in the transport of dangerous goods. There is no information on how many haulage companies are registered outside of Sweden and who engage in professional domestic freight transport, known as cabotage. According to a rough estimate from the Swedish Association Of Road Transport Companies, the companies transporting dangerous goods have between 1 and 200 employees, and the number of vehicles in the respective haulage company are between 1 and 100. In turn, some companies are assisted by temporary employment agencies hiring vehicles and drivers, which means that information cannot be obtained.

The industry organisation Innovation and Chemical Industries in Sweden (IKEM) has around 1 200 member companies with 74 000 employees in the chemical, pharmaceutical, plastic and material sectors. IKEM roughly estimates that around 1 100 employees are involved in the transport of dangerous goods. IKEM represents both Swedish and foreign-owned companies.

The Swedish Confederation of Transport Enterprises (*Transportindustriförbundet*) is a trade association that organises freight transport and logistics companies in Sweden and has around 100 member companies. About half of these are involved in the transport of dangerous goods. The largest member companies each have around 2-3 000 employees at their terminals. The Swedish Confederation of Transport Enterprises estimates that the smallest member companies have about 100 employees. In addition, the

member companies (freight forwarders) have subcontractors in the form of haulage companies. For information on these companies, please refer to the paragraph above with information on the Swedish Association for Road Transport Companies.

The Swedish Gas Association (*Energigas Sverige*) is a trade association for operators in biogas, vehicle gas, LPG, natural gas and hydrogen. The association has 180 member companies, of which at least some 20 are estimated to be affected by the regulations. A very rough estimate by the association is that at least 100 people are affected.

Drivkraft Sverige is the industry association for the fuel and transport fuel industry. The Association represents 4 corporations with 6 refineries in Sweden. In addition, there are 21 locations with depots handling transport fuel and fuel. At these depots, a number of companies are represented, of which 7 are member companies in *Drivkraft Sverige*. Transport to depots takes place in 19 cases by sea, and all depots also receive goods by rail.

From the depots, the goods are transported by road and rail to, inter alia, fuel stations, various heating plants and power stations. Only one member company has its own drivers and tank wagons. For road transport, hired haulage companies are otherwise used. For information on these companies, please refer to the paragraph above with information on the Swedish Association for Road Transport Companies. The member companies in *Drivkraft Sverige* mostly act as consignors and consignees.

The Swedish Paint and Adhesive Association (SVEFF) is a trade association for companies importing, manufacturing, or marketing paints, varnishes, inks, adhesives, spackle and spackle in Sweden, and some of these products are dangerous goods. The trade association has around 50-60 member companies.

The Swedish Association of Forestry Contractors has around 750 active member companies and is not in a position to estimate the number of employees involved in the transport of dangerous goods. According to the trade body, there are a total of approximately 3 000 forest entrepreneurs (i.e. certified under the PEFC, The Programme for the Endorsement of Forest Certification).

El-Kretsen is a non-profit company owned by 19 industry associations. They have a collection service in which specialised carriers collect electronic and battery waste from the municipalities' collection points, from establishments and from approximately 5 000

battery recyclers for which they are responsible. *El-Kretsen* includes 2 188 member companies that are producers. They state that it is difficult to identify those concerned by the dangerous goods rules at 'producer level', as the only information they receive is that 78 companies declare to El-Kretsen that they place portable industrial batteries on the market. Within the category of portable industrial batteries, lithium-ion batteries are the largest product and are, thus, affected by the rules on dangerous goods when transported from producers to retailers. El-Kretsen has no knowledge of the number of people affected at producer level.

El-Kretsen is directly affected during the collection of end-of-life electrical products and batteries. They have around 700 collection points, including 578 municipal recycling sites where they handle all types of end-of-life electrical products and batteries concerned by the rules on dangerous goods. El-Kretsen states that they have around 20 transporters which together have around 60 vehicles. They roughly estimate that the following number of persons may be affected by the rules on dangerous goods at the time of collection:

Collection points: 3 000 persons

Carriers: 120 persons

Consignees: 100 persons

Swedish Waste Management (*Avfall Sverige*) has all 290 municipalities as members, directly or indirectly, through municipal waste companies and the like. In addition to this, approximately 150 companies are involved in waste management. They consider that all 290 municipalities are affected by the rules on dangerous goods, as they collect hazardous waste from households and to some extent from establishments. Often hazardous waste is also dangerous goods. They estimate that some 70 companies involved in recycling, collection, etc., and possibly potentially in transport, are affected by the rules on dangerous goods. Roughly estimated, around 3 800 people within municipalities may be affected by the hazardous waste regulations, which are sometimes also classified as dangerous goods. However, not all municipalities have their own employees, but rather, fully or partially, outsource the waste activities, and these are not part of the 3 800 people.

Återvinningsindustrierna is a trade association for private recyclers. They have 65 member companies and about half of them handle hazardous waste. Hazardous waste can also be dangerous goods. They cannot estimate the number of persons affected by the rules on dangerous goods.

It is estimated that the number of individuals who may in some way be affected by the provisions should be estimated to be about 6.6 million. In 2023, in Sweden, there were 6.8 million nationally issued driving licences of category B (passenger car and light truck). In addition to these, individuals with a driving licence issued in a different country are also concerned. There is no information on the number of driving licences issued in a different country. Individuals are particularly affected by the exemption provisions set out in ADR-S and RID-S.

Specific to Annex S, ADR-S

Chapter 13.1 - Transport between industrial or airport areas

These proposed new extended exemptions may, upon application to the MSB, be used by a number of different companies. The MSB is not in a position to estimate the number of companies affected.

Chapter 20.4 - Structure of training

There are 244 training providers in Sweden that are approved by the MSB to conduct driver training, and which are affected by the proposal. These providers, in turn, have 1-27 employed teachers.

Specific to Annex S, ADR-S and RID-S

Chapter 21.7 - Combustibility of cushioning materials in packaging instructions P006, P908, P910, LP03, LP904, LP905

All packages, including IBCs and large packaging, shall, according to ADR-S and RID-S, be type-approved to be used for transport. Manufacturers of packaging must type-approve their packaging. Operations that are to carry out type-approval must comply with the Swedish Civil Contingencies Agency's regulations (MSBFS 2009:5) on the accreditation of bodies that are to carry out certification of packaging, IBCs and large packaging for the transport of dangerous goods by land. Certification is the nomenclature used by Swedish Board for Accreditation and Conformity Assessment (Swedac) and is equivalent to type-approval. In Sweden, only RISE is accredited under MSBFS 2009:5.

The combustibility specification of the cushioning materials will apply to manufacturers who design or manufacture packaging according to packing instructions P006, P908, P910, LP03, LP904 and LP905. It is not possible to know how many producers are affected by this, as there are no trade associations or authorities that list companies. RISE has to this day not registered the number

of companies that have manufactured packaging in accordance with these packing instructions and is not in a position to produce the data.

Information about the authorisations on which the Agency's decision-making power is based

The MSB is the competent authority for the carriage of dangerous goods by land, which means that the Agency shall work to prevent—and minimise the impact of—accidents and incidents related to the carriage of dangerous goods. This includes, inter alia, the power to issue regulations.

These regulations are referred to as ADR-S for the carriage of dangerous goods on- and off-road and are based on Annexes A and B to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

Sweden is party to ADR, which means that Annexes A and B to ADR shall apply to the international carriage of dangerous goods in Sweden. Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods requires Sweden to also apply the international provisions to the domestic on- and off-road transport of dangerous goods.

With regard to the transport of dangerous goods by rail, the regulations are called RID-S and are based on the Annex to Appendix C (RID) to the Convention concerning International Carriage by Rail (COTIF).

Sweden is a Contracting State to the COTIF, which means that the Annex to Appendix C (RID) applies to the international transport of dangerous goods taking place in Sweden. Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods requires Sweden to also apply the international provisions to the domestic transport of dangerous goods by rail.

The MSB may issue the regulations pursuant to Sections 15 and 16 of the Ordinance (2006:311) on the transport of dangerous goods.

Information on the costs and other impacts of the regulation and an impact comparison of the considered regulatory alternatives

The MSB is not in a position to estimate all costs arising from the amendments to Annexes A, B and S to the ADR-S, and Annexes 1 and S to RID-S, respectively. Other than what has been explained in the section 'Information on those affected by the regulation', it is not known how many companies and operations are affected, or which substances and articles, quantities or types of product enclosures are used. It is also not possible to obtain these data from trade associations, since not all companies are affiliated to such organisations.

As regards the cost of the proposal in Chapter 21.7 of Annex S, the MSB has received information from RISE concerning the assessment of the combustibility of fire resistant and non-electrically conductive cushioning materials, and they state that a test is estimated to cost approximately SEK 26 000.

It has not been possible to identify any social or environmental consequences. One of the basic objectives of the regulation in ADR-S and RID-S is to prevent—and minimise the impact of—accidents and incidents related to the carriage of dangerous goods. Ultimately, this helps to minimise the environmental impact of accidents and incidents involving dangerous goods.

No possible alternatives to the regulation have been identified. Sweden is obliged, under Directive 2008/68/EC, and as a Contracting Party to ADR, and as a Contracting State to the RID, respectively, to introduce the amendments into Swedish law.

Assessment of whether the regulation is in line with or exceeds Sweden's obligations as a Member State of the European Union

Other than the possibilities for relief and derogations set out in Annex S, the proposal for regulations fully follows the rules set out by the European Union.

Assessment as to whether special consideration must be given to the date of entry into force and whether special information initiatives are required

In the run-up to all international FN and OTIF meetings, the MSB consults continuously with the relevant industry associations and

government agencies through consultation meetings, and the like, and other specific information exchanges in order to put forward Sweden's position on the various amendment proposals before any resolutions are made. At the end of each meeting, the MSB informs about the outcome of the meetings, both on its website and via targeted information to trade associations and authorities.

In light of this, and the fact that the current regulations ADR-S and RID-S 2023 may be applied for a transitional period until 30 June 2025, the MSB considers that companies have the opportunity to acquire knowledge of future changes well in advance of their entry into force. For certain changes that may entail higher administrative or financial burdens, specific transition periods are also introduced. These may be multiannual, or, under certain conditions, may fully permit the exemption from a particular requirement.

The MSB considers that there is a certain need for information despite the consultations that are taking place. In order to facilitate training and information activities, the MSB intends to provide information on the most significant changes through its website. Thereafter, existing information materials will be gradually revised in accordance with the changes. The MSB plans to hold information meetings during the first half of 2025 in order to provide information on the changes introduced in the regulations. In addition, the MSB will inform the Swedish Police Authority and the Swedish Coast Guard in the beginning of 2025 about the new changes relevant to their activities.

Specific awareness-raising activities, in addition to those above, are not foreseen for small companies. All operators have the possibility to register for the MSB's information session, which can also be followed free of charge via web-streaming or be viewed afterwards on the authority's website.

Companies

How many companies are affected, which sectors do they operate in and how large are they

See above under the section 'Information on those affected by the regulation'.

Description of how much time companies may need to spend due to the regulation and what the implications are in terms of the companies' administrative costs.

The MSB believes that training or information requirements equivalent to 1–6 hours may be necessary for individuals dealing with the ADR-S/RID-S provisions on a daily basis, regardless of the size of the company. The number of companies and persons covered and the costs for the efforts are difficult to quantify.

It should be possible to handle the training and information needs internally, by the company safety advisor, for example. The responsibility of the safety advisor is to ensure that relevant staff receive the necessary training and information to perform their duties.

As there are higher requirements for the safety adviser's knowledge, the MSB considers that a work effort of between 5 and 10 hours is required for the training of security advisors. The number of companies (with different business registration number) with designated security advisors is around 3 800, and the number of approved security advisors is estimated to be around 522.

There are presently approximately 244 training providers in Sweden that are approved by the MSB to conduct so-called driver training. The teachers of education and training providers need some learning as a result of regulatory changes.

Personnel at the government agencies that conduct oversight of the regulatory implementation are expected to need 1,5 working days of training in order to familiarise themselves with the revised regulations. Within the Swedish Police Authority, it may be approximately 150-100 persons, and for the Coast Guard approximately 30-20 persons. Supervision of rail transport is carried out by the Swedish Transport Agency, and covers 4 persons. For the Swedish Radiation Safety Authority, the update need is estimated to be 0,5 working days, and a few people are concerned.

Otherwise, the other amendments to Annex S in ADR-S and RID-S are estimated to generate negligible administrative costs.

Description of any other costs the draft regulation may entail for companies and the operational changes companies may need to adopt as a result of the draft regulation

See the section 'Information on the costs and other impacts of the regulation and an impact comparison of the considered government alternatives.'.

Description of the extent to which the regulation may affect the companies' competitive environment

The proposed provisions apply to all companies consigning, transporting or otherwise involved in the transport of dangerous goods by road, off-road or rail. The existing provisions on the carriage of dangerous goods include several facilitations that allow the carriage of dangerous goods without requiring consideration to be taken of all or some of the regulations. These facilitations have been made in order to, inter alia, facilitate the operations of companies that are not normally involved in the carriage of dangerous goods. No new specific facilitations have been introduced.

The proposed changes presented in the appendix to this impact assessment for Annexes A and B of the ADR-S, and Annex 1 of RID-S, may impose a greater burden on small companies to absorb the new changes, but are not considered to distort competition.

The proposed amendments to Annex S to the ADR-S, and RID-S, which are set out in the Appendix and under the section 'Information on those affected by the regulation', under the headings 'Specific to Annex S, ADR-S' and 'Specific for Annex S, ADR-S and RID-S', are considered to neither hamper or promote competition.

Description of how the regulation may impact companies in other respects

The proposal does not lead to any additional impact on the companies concerned than the one already reported.

Description of whether special consideration should be given to small companies when drafting the regulations

The provisions in both of the statutory proposals apply to all companies consigning, transporting or otherwise involved in the transport of dangerous goods by road, off-road or rail.

Proportionally for small businesses, the regulations may impose a higher workload to absorb the new changes. However, due to the design of the ADR Agreement, the Convention concerning International Carriage by Rail, and Directive 2008/68/EC, it is not permitted to introduce special rules for these companies. Article 6 of Directive 2008/68/EC provides that exemptions can only be granted for the transport of small quantities of dangerous goods, and local transport over short distances.

The existing provisions on the carriage of dangerous goods include several facilitations that allow the carriage of dangerous goods without requiring consideration to be taken of all or some of the regulations. These facilities have been introduced, inter alia, to facilitate the operation of small companies which are not normally involved in the transport of dangerous goods, or which in part consign or transport a particular type of dangerous goods.

Some small companies currently have safety advisers and are concerned by the revised regulations. There are also other companies that transport dangerous goods under one of the ADR-S/RID-S exemptions not requiring a safety adviser, though, they may be affected by regulatory changes nevertheless. The MSB is not in a position to estimate the number of such companies, as there is no general notification obligation for carriers of dangerous goods.

Introductory regulations

The introductory regulations set out general provisions, such as scope, definitions, and transitional provisions.

They introduce amendments to Section 5, regarding checks by competent bodies. New sub-sections are added as new provisions on testing, inspection, certification, or other assessment have been introduced.

Part 1 General Provisions

Part 1 contains general and basic provisions on the transport of dangerous goods. These include definitions, transitional provisions, and provisions on liability and transport security.

Chapter 1.1 — Scope and application

A clarification is introduced in 1.1.3.1(a), stating that private individuals are now exempted from provisions on dangerous goods when transporting goods which are waste and are destined for personal or domestic use or for sport and leisure. In addition, it is stated that the exemption also applies to goods which are no longer packed in its original packaging for retail sale, provided that measures have been taken to prevent the contents from leaking.

Some changes are made to the table for 'Value-calculated quantity' in 1.1.3.6.3. In transport category 2, UN 3551 sodium-ion batteries, and UN 3552 sodium-ion batteries contained in equipment, are added. In transport category 3, UN 3554 gallium contained in manufactured articles, and in transport category 4, UN 3559 Trifluoromethyltetrazole-sodium salt in acetone, are added.

Chapter 1.2 – Definitions and units of measurement

In the list of definitions in 1.2.1, a new definition of 'filling degree' is introduced. A couple of definitions are also being revised, e.g. 'recycled plastic material' and 'filling ratio'.

In 1.4.2.1.1, it is added that the consignor shall ensure that the actual holding time is determined when refrigerated liquefied gases are transported in tanks. In addition, consignors shall ensure that the pressure is sufficiently low when transporting empty, uncleaned tanks containing refrigerated liquefied gases.

Minor changes are made in

1.4.2.2.7, requiring the carrier to inform the driver before the train journey begins that dangerous goods are on board, and where in the train they have been placed.

Chapter 1.6 — Transitional provisions

1.6.1.1 introduces the usual transitional period of six months for the application of Annexes A and B. This allows the use of the current provisions of MSBFS 2022:3 (ADR 2023), until 30 June 2025, unless otherwise specified in the provisions of ADR 2023.

1.6.1.1 introduces the customary transitional period of six months for the application of Annex 1. This allows the use of the current provisions of MSBFS 2022:4 (RID 2023), until 30 June 2025, unless otherwise specified in the provisions of RID 2023.

In 1.6.1.51, an extension is introduced in the transitional provision that adhesives, inks, ink-related materials, paints, paint-related materials and resin solutions assigned to classification code UN 3082 environmentally hazardous substances, liquid, containing 0.025 % or more of the preservatives (biocides) DCOIT, OIT and ZnPT may be carried in certain packaging that does not fulfil certain requirements normally applicable to dangerous goods. This provision applies until 30 June 2027.

In ADR and RID, the transitional provisions are removed from sub-sections 1.6.1.38, 1.6.1.53, 1.6.2.17, 1.6.2.21 and 1.6.2.22. This means, inter alia, that for transport carried out as a so-called 'value-calculated quantity' in 1.1.3.6, the provisions on transport security (Chapter 1.10) must be complied with for all Class 1 substances and articles with a high risk potential, as shown in Table 1.10.3.1.2. Companies need to train their staff, as well as draw up security plans. See the end of this impact assessment for all the expired transitional measures.

A new transitional provision is introduced in 1.6.4.66 for portable tanks containing refrigerated liquefied gas which does not comply with the requirement of 6.7.4.15.1(i)(iv) as regards to the labelling, so these portable tanks may continue to be used.

Section 1.8.6 – Administrative governance of the activities described in 1.8.7 and 1.8.8

1.8.6.2.1 clarifies that when a competent authority carries out the tasks of

the controlling body itself, the competent authority shall comply with the provisions of 1.8.6.3. However, if the competent authority has designated a controlling body to act as the competent authority, the designated body shall be accredited according to standard EN ISO/IEC 17020:2012 (except section 8.1.3) type A.

Chapter 1.11 – Internal
emergency plans for marshalling
yards

The reference to comply with the provisions on internal emergency plans is updated to a new version, the guide for emergency planning in marshalling yards, edition of the International Railway Solution (IRS) valid from 1 June 2024.

Part 2 Classification

Part 2 contains provisions on the classification of substances and articles.

Chapter 2.1 – General provisions

Sub-section 2.1.5.2 dealing with articles containing dangerous goods (UN 3548–3537) introduces that if the items contain lithium batteries and production prototype sodium-ion batteries transported for testing, or batteries manufactured in series of not more than 100 batteries, the requirements of special provision 310 shall be complied with. This special provision specifies, inter alia, which provisions of 2.2.9.1.7 need to be complied with. In addition, P006 and LP03 introduce provisions on the packaging of the articles.

Chapter 2.2 – Special provisions for the individual classes

2.2.1.1.1 introduces a definition of ‘Explosive or pyrotechnic effect’.

New provisions are introduced on how organic electrolyte sodium-ion batteries in equipment are to be classified in 2.2.9.1.7.2. These batteries are assigned to UN 3551 and 3552. The provisions on sodium-ion batteries largely correspond to those for lithium-ion batteries. Sodium-ion batteries are subject to, essentially, the same special provisions and packaging

instructions as lithium-ion batteries. Both the special provisions and the packaging instructions have been modified to include sodium-ion batteries. Two specific special provisions are introduced, SP400 and SP401. The SP400 sets out the conditions for the batteries to be exempted from all provisions of ADR/RID. If the batteries comply with this special provision, they shall be marked in accordance with the battery label shown in 5.2.1.9. SP401 clarifies that the batteries must contain organic electrolyte in order to be classified as UN 3551 and 3552. If the batteries contain aqueous alkaline electrolyte, they shall be classified as UN 2795. Batteries containing metallic sodium or sodium alloy shall be classified as UN 3292. The official shipping name for UN 3292 has been changed and it now includes the word 'metallic'. SP348 requires sodium-ion batteries produced after 31 December 2025 to be labelled with nominal energy in wattage on the outer casing.

The section on lithium-ion batteries is moved from 2.2.9.1.7 to 2.2.9.1.7.1. For the provisions on lithium-ion batteries, a clarification is introduced in a note as to what is meant by manufacturers and subsequent distributors of batteries being able to provide a test summary. The inclusion of provisions on sodium-ion batteries is also seen in 3.2 table A, 3.2 and 5.4.1.1.1.

In 2.2.9.1.11, a new note is added for pharmaceutical products (such as vaccines) containing genetically modified micro-organisms (GMMs) and genetically modified organisms (GMOs). When these pharmaceutical products are packaged in a way that makes them ready for use, and which are also used in clinical trials, they are exempted from the provisions.

Part 3 List of dangerous goods, special provisions and exemptions for dangerous goods packed in limited quantities

Part 3 contains, inter alia, a list, Table A, of all UN numbers listed in ADR/RID. Each substance in the table has an indication of the special provisions, if any, that apply to it. The provisions are specified in the form of different codes.

Chapter 3.2 - Dangerous Goods List (Table A)

Table A introduces new UN numbers and introduces, inter alia, special provisions, packaging instructions and tank codes. The new UN numbers are:

- 0514 Fire suppressant dispersing devices
- 3551 Sodium-ion batteries with organic electrolyte
- 3552 Sodium-ion batteries contained in equipment
- 3553 Disilane
- 3554 Gallium contained in manufactured articles
- 3555 Trifluoromethyltetrazole-sodium salt in acetone

3556 Vehicle, lithium-ion battery powered
3557 Vehicle, lithium metal battery powered
3558 Vehicle, sodium-ion battery powered
3559 Fire suppressant dispersing devices 3560 Tetramethylammonium hydroxide aqueous solution.

In addition, a number of changes are made for individual UN numbers relating to names, descriptions, classifications, special provisions, packaging and tunnel codes. In particular, it should be noted that for UN 3423 Tetramethylammonium hydroxide, solid, its classification is changed from being a Class 8 substance to Class 6.1 with a secondary hazard of Class 8. In this context, some transport conditions are amended, e.g. tank code 'T3' is to be replaced by 'T6', and 'SGAN L4BN' by 'S10AH L10CH'. Transitional provisions are introduced in 1.6.1.56, stating that UN 3423 may be transported until 31 December 2026 under the conditions applicable until 31 December 2024.

In connection with the introduction of the new UN 3560, UN 1835 is renamed and concentration limits are introduced. The substance with packaging group II shall bear label 8 with label 6.1 as secondary hazard, and the hazard number is changed to 86. A new special provision 408 is added to these UN numbers, which provides more information on classification.

Finally, transitional provision 1.6.1.55, stating that UN 1835 or 3560 may be transported until 31 December 2026 under the conditions applicable until 31 December 2024 for UN 1835.

Chapter 3.3 – Special provisions for certain substances or articles

In the list of special provisions in 3.3.1, certain provisions are revised, some are deleted, and several new ones are added. Column 6 of Table A shows the special provisions that apply to each specific substance.

Amendments to the following special provisions can be mentioned in particular:

Special provision 252

The transport conditions applicable to UN 2426 Ammonium nitrate, liquid, are amended. As a result of this amendment, special provision 644 is deleted.

Special provisions 365 and 366

For the new 3554 Gallium contained in manufactured articles, the special provisions that were previously applicable only to mercury in articles are assigned and revised. SP366 specifies that manufactured articles and

instruments containing less than or equal to 1 kg of gallium are exempted from all provisions. Similar provisions already exist for UN 3506 Mercury contained in manufactured articles. (see also P003, PP90)

Special provisions 388, 404, and 666

To the three new UN numbers (3556, 3557 and 3558) introduced for vehicles powered by lithium, lithium-ion and sodium-ion batteries, a number of existing special provisions are assigned, which are slightly revised. SP 388 specifies that UN 3171 applies to vehicles and equipment powered by wet batteries, sodium metal batteries or batteries with sodium alloy. Thus, this UN number (3171) no longer applies to vehicles powered by lithium, lithium-ion and sodium-ion batteries. These vehicles (UN 3556, 3557 and 3558) have previously been exempt from the provisions on dangerous goods, but an amendment to SP 666 states that whenever vehicle are completely enclosed in packages, baskets or by any other means that prevents identification, packages of vehicles must be marked and labelled in accordance with Chapter 5.2. However, vehicles powered by sodium-ion batteries may be fully exempt from the provisions of the new special provision SP 404 if the battery is short-circuited, so that the battery has no electrical energy. (see also P912)

Special provision 402

A new special provision is introduced for UN 1010 Butadienes, stabilised, or Butadienes and hydrocarbon mixture. This special provision specifies that UN 1010 shall only be used for substances with a vapour pressure not exceeding 1.1 MPa (11 bar) at 70 °C and a density of at least 0.525 kg/l at 50 °C. In addition, it is stated in Table A that the UN number only applies if it contains more than 20 % butadienes. Previously, more than 40 % butadienes was indicated.

Special provision 403

For UN No. 3270 Nitrocellulose membrane filters, a derogation from the provisions, if they fulfil certain conditions, is introduced.

Special provisions 406 and 653

For UN 1006 Argon, 1013 Carbon dioxide, 1046 Helium, and 1066 Nitrogen, the exemption in 653 is deleted. However, a new exemption is introduced in special provision 406. It states, inter alia, that packing instruction P200 must be followed and that the product of test pressure and capacity shall not be more than 15.2 MPa litres (152 bar·litre). In addition, the limited quantity provisions laid down in Chapter 3.4 shall be complied with. A transitional provision is introduced in 1.6.2.24, stating that special provision 653 may be

used until 31 December 2026.

Special provision 407

For the two new UN numbers 0514 and 3559 Fire suppressant dispersing devices, a special provision is introduced, indicating that this type of equipment shall comply with the criteria of risk group 1.4, compatibility group S, when tested in accordance with test series 6(c) of the Manual of Tests and Criteria. In addition, they may, under certain specified conditions, be classified in Class 9 as UN 3559. In particular, the equipment must comply with the exclusion criteria set out in 2.2.1.1.8.2 (b), (c) and (d). (see also P902)

Special provisions 532 and 543

These two special provisions are deleted in order to harmonise ADR and RID with the UN recommendations, and, thus, have no practical impact. SP 532 applied to UN 2073 Ammonia solution in Class 2, and 543 to UN 2672 Ammonia solution in Class 8.

Special provision 650

This special provision, applicable to waste consisting of packaging waste, and dried, and liquid paint residues, is revised to also apply to paint residues classified as environmentally hazardous (UN 3082). The provisions correspond to the provisions already set out in the Multilateral Agreement M346, signed by Sweden.

Special provision 677

For seriously damaged lithium batteries and severely damaged sodium-ion batteries, a new special provision SP 677 is introduced, stating that in the transport document, the information 'Transport in accordance to special provision 376' shall be supplemented by the words 'transport category 0'.

Special provision 678

Completely new provisions are introduced in SP 678 for the transport of bulk waste in vehicles and containers consisting of objects and materials contaminated with loosely bound asbestos, UN 2212 and 2590, which is not embedded or bound in a binding agent. AP 12 sets out specific rules for the packaging of the waste in bulk, and CV 38 contains provisions for the loading, unloading and handling of the waste. Where articles and materials are transported in bulk, provisions on documentation shall be followed. In particular, the transport document shall indicate: TRANSPORT IN ACCORDANCE WITH SPECIAL PROVISION 678. For asbestos which is embedded or bound in a natural or synthetic binding agent, provisions are already set out in SP 168. (see also 5.4.1.1.4, 'VC1', 'VC2', 'AP12' and 'CV38').

Chapter 3.4 – Hazardous goods packed in limited quantities

3.4.1(h) clarifies that 8.2.3, on the training of all persons involved in the transport of dangerous goods, must be followed in the case of transport as a limited quantity. The MSB has previously considered that this is already required. For limited quantities, the provisions of Chapter 3.4 apply, and it is clear that training according to 1.3 is required, as set out in 3.4.1(a). When studying Chapter 1.3, it is clear in 1.3.1 who the training requirement applies to, i.e. all those involved at the consignor, carrier and consignee.

Part 4 Use of packaging and tanks

Part 4 contains provisions on the use of packaging and tanks.

Chapter 4.1 — Use of packagings, including IBCs and large packagings

4.1.1.5.3 introduces that inner packaging of different sizes and shapes, containing waste (liquids and solids), may be packaged together in an outer packaging under certain specific conditions. This mode of packaging shall not be used when the waste is an article. Where the waste is packaged in this way, specific information shall be given in the transport document referred to in 5.4.1.1.3.3.

In 4.1.1.21.7, provisions are introduced for liquid waste classified according to 2.1.3.5.5, i.e. waste with a composition that is not fully known. These provisions concern the chemical compatibility of packaging and IBCs made of polyethylene. It is stated, inter alia, that polyethylene packaging and IBCs must pass the tests with all the model liquids referred to in 6.1.6.1. In addition, the permitted period of use is two and a half years.

P200

There are some changes regarding the standards set out in the packing instruction, e.g., standard EN 14794:2005 is deleted from paragraph (11). Table 2 inserts UN 3553 DISILANE as a new UN number, and after Table 2, the image used to determine the maximum filling ratio for gas mixtures has been replaced.

P650

Packing instruction P650, applicable to the transport of UN 3373 'Biological substance, Category B' is revised. Among other things, paragraph (6) now states that packages must be able to withstand a fall from a height of 1.2 m, regardless of orientation, and the reference to the drop test in 6.3.5.3 is deleted. In addition, a note is added to paragraphs (6) and (7)(e) that the requirements to evaluate the ability of a package to withstand a fall and for the primary or secondary packaging to withstand pressures of 95 kPa may be verified by a test, an assessment or experience.

P908, P910, LP904 and LP905

In these packaging instructions, applicable to lithium and sodium-ion batteries, and when these types of battery are contained in equipment, it is clarified that it is the combustibility of the thermal insulating material and the cushioning material that is to be assessed according to a standard. In Chapter 21.7 of Annex S, the MSB specifies the standard to be used.

LP903

This packaging instruction introduces, for large lithium and sodium-ion batteries, and for when these batteries are in equipment, the possibility to transport several batteries under certain conditions.

Chapter 4.2 – The use of portable tanks and UN multiple-element gas containers (MEGCs)

4.2.3.7.1 is amended to allow not to indicate the actual holding time in the transport document when the transport is

only by road without transshipment.

Chapter 4.3 — Use of fixed tanks (tank wagons), wagons with demountable tanks, tank-containers and swap tanks with tank shells made of metal, and battery vehicles and multiple-element gas containers (MEGCs)

4.3.2.2.3 clarifies the provisions concerning the filling degree for tanks transporting liquids at a temperature above 50 °C.

4.3.3.5 is amended to allow not to indicate the actual holding time in the transport document when transporting tank-containers exclusively by road without transshipment.

In 4.3.3.3.6, the provisions for tank-containers in regards to the actual holding time is clarified, stating that empty uncleaned tank-containers shall not be surrendered for carriage, unless the pressure has been reduced to a level which ensures that the pressure relief devices are not activated during transport.

In 4.3.3.3.6, the provisions for tanks in regards to the actual holding time is clarified, stating that empty uncleaned tanks shall not be surrendered for carriage, unless the pressure has been reduced to a level which ensures that the pressure relief devices are not activated during transport.

Part 5 Consignment rules

Part 5 contains consignment provisions that relate to labelling, placards, and orange plates as well as documentation requirements.

Chapter 5.2 — Marking and labelling

5.2.1.9.1 now states that the mark is to be used for the transport of lithium batteries and sodium-ion batteries transported according to special provisions 188 and 400.

Chapter 5.3 – Placards and marking

A new note is added under the heading of Chapter 5.3, stating that hook lift or skiploader containers not approved as bulk containers according to Chapter 6.11, shall be considered to be containers according to Chapter 5.3.

In 5.3.2.1.3, the provisions for the marking with numbered orange plates on tank vehicles are amended, and a new UN number 3475, Ethanol and gasoline mixture, is added. Thus, the provision now applies to UN 1202, 1203, 1223, 1268, 1863 and 3475. If the vehicle carries UN 3475, together with UN 1202, 1203, 1223, 1268, 1863, then the vehicle may be marked with a numbered plate at the front and rear for UN 3475.

Chapter 5.4 - Documentation

5.4.0.1 introduces that all the information to be included in a transport document shall be clearly indicated, and that the quantity of goods per wagon, and the wagon in which the goods are contained, shall be indicated in the transport document. This provision applies irrespective of whether the document is in paper or digital form. A consequential amendment is also to introduce provisions in 1.1.4.4.5 when road vehicles are carried in piggyback transport. In this case, the transport documentation must indicate the vehicle registration number on which the dangerous goods are loaded.

5.4.0.2 introduces that all the information to be included in a transport document shall be clearly indicated, and that the quantity of goods per vehicle, and the vehicle in which the goods are contained, shall be indicated in the transport document. This provision is only applicable if the document is in digital form.

5.4.1.1.3.2 now allows the amount of waste to be estimated also for UN 3291 in packaging complying with P621.

In 5.4.1.1.12, the year to be indicated in a transport document is amended if the transport takes place in accordance with transitional provisions in subsection 1.6.11.

In 5.4.1.1.21, it is clarified that the transport document shall indicate the information required, if it specified in the provisions of Chapters 3.3, 3.5, 4.1, 4.2, 4.3 and 5.5.

Part 6 Provisions for the manufacture and testing of packaging, IBCs, large packaging, pressure vessels and tanks

Part 6 contains provisions on the design, manufacture, testing, and marking of packaging, IBCs, large packaging, and tanks.

Chapter 6.1 – Provisions for the manufacture and testing of packaging

6.1.3.1 clarifies that the type-approval marking for packaging must be placed on a non-removable part. To this new provision, transitional provisions are introduced in 1.6.1.57, stating that packaging made before 1 January 2027 which does not comply with the provisions of ADR/RID 2025 concerning the marking on non-removable components, may continue to be used.

Chapter 6.2 – Provisions for the manufacture and testing of pressure vessels, aerosol non-refillable containers of gas

6.2.2.1.1 introduces 4 new standards for the design, manufacture and testing of UN gas cylinders, and 6.2.2.1.2 introduces new standards for the design, manufacture and testing of UN large cylinders.

In addition, a new standard is introduced in the table in 6.2.2.3 on the closures and protection of cylinders of gas cylinders, and in the table in 6.2.2.4 for the periodic inspection and testing of UN pressure vessels, a standard is revised and a new standard is added.

Tables 6.2.4.1 for design, manufacture and initial inspection and testing and 6.2.4.2 for periodic inspection and testing add some new standards.

Chapter 6.6 – Requirements for the manufacture and testing of large packaging

The provisions of 6.6.5.3.2.4 dealing with the criteria for passing the top-lift test are amended to state that they apply to all types of large packaging, except flexible ones.

Chapter 6.8 — Provisions on the design, equipment, type-approval, inspection, and marking of fixed tanks (tank-vehicles)/tank wagons, wagons with demountable tanks, tank-containers and swap tanks shells made of metal, and battery vehicles/wagons and multiple element gas containers (MEGCs)

In tables 6.8.2.6.1 ‘Design and manufacture’ and 6.8.2.6.2 ‘Type-testing, inspection and testing’, some standards are amended, and some new standards and notes to standards are introduced.

A standard for magnetic powder testing is added to the 6.8.4 TTT8 applicable to UN 1005.

In 6.8.4, TE16 (UN 1745, 1476, 1873, 2015, 2495) is deleted.

In 6.8.4, TT11 (UN 1011, 1075, 1965, 1969, 1978) is updated regarding magnetic powder testing and which standards to be followed in non-destructive testing.

Part 7 Provisions for transport, loading, unloading and handling

Part 7 contains provisions of a general nature and concerns carriage, loading, unloading, and handling.

Chapter 7.3 – Provisions on bulk carriage

The provisions are included in a new additional provision AP 11 for the transport of molten aluminium classified as UN 3257 Elevated temperature liquid. The purpose of the provisions is to establish uniform minimum requirements for transport. To these new more detailed provisions, transitional provisions are introduced in 1.6.1.54, stating that containers manufactured and approved before 1 July 2025 may continue to be used with the approval of the competent authority in accordance with the provisions of national law.

AP 12 introduces provisions on how objects and materials contaminated with loosely bound asbestos can be transported in bulk. It specifies that large bags shall be used, and there are conditions for the design of the bags and the loading area.

Chapter 7.5 — Provisions on loading, unloading, and handling

A new additional provision is introduced in RID, CW14 in 7.5.11, previously contained in the ADR. This will apply to UN 2956, 3241, 3242, 3256 and 3555. The provision states, inter alia, that the packages must be shielded from direct sunlight and heat during transport.

An additional provision CV29/CW29 is introduced for packages to be kept upright. For the purposes of ADR, this applies to UN 3101–3110 and UN 3555. In RID, this applies to UN 3555.

Part 8 Provisions on vehicle crews, equipment, operation, and documentation

Part 8 contains provisions on transport units, vehicle equipment, provisions on vehicle crews, training, supervision and restrictions through tunnels.

Chapter 8.1- General provisions for carriage units and vehicle equipment

8.1.2.1 and 8.1.2.2 introduce that the documents to be provided on a transport unit must be in the driver's cab.

Part 9 Provisions for the manufacture and approval of vehicles

Part 9 contains provisions on the manufacture and approval of vehicles.

Chapter 9.1 – Scope, definitions and provisions for vehicle approval

9.1.3.3 introduces the possibility to include an additional safety attribute such as hologram, UV printing, surface pattern (guilloche) or barcode in the certificate of approval of vehicles, and that rapporteurs who have included a safety attribute in the certificate shall provide the UN Secretariat with the necessary information to enable the verification of compliance of certificates.

Chapter 9.2 — Provisions on the manufacture of vehicles

One of the most important innovations in future regulations is the introduction of provisions to ensure that electric, hybrid and hydrogen vehicles can all be approved as AT vehicles and FL vehicles,

and thus be used for the tank transports. The provisions are set out in, for example, 9.2.1.1, 9.2.3, 9.2.4 and 9.2.2. It regulates, inter alia, braking systems, tanks and reservoirs for fuel, the engine, the electric powertrain and contact for vehicle charging, must meet certain requirements in order to prevent fire risks.

Chapter 9.3 - Additional provisions for complete or completed EX/II and EX/III vehicles intended for the carriage of explosives (Class 1) in packages

Chapter 9.3 updates the references to Chapter 9.2 on combustion heaters.

Chapter 9.7 - Additional provisions for tank-vehicles (fixed tanks), battery vehicles and complete or completed vehicles for the transport of dangerous goods in demountable tanks of a capacity exceeding 1 m³ or in tank-containers, portable tanks or MEGCs with a volume of more than 3 m³ (EX/III, FL and AT vehicles)

Chapter 9.7 makes a number of changes concerning references to the new provisions for electric, hybrid and hydrogen vehicles in Chapter 9.2.

Chapter 9.8 - Additional provisions for complete and completed MEMU

Chapter 9.8 updates the references to Chapter 9.2 on combustion heaters.

Annex S — Special national provisions on the carriage of dangerous goods on- and off-road

Annex S - Specific provisions concerning the transport of dangerous goods by rail

Part 13 Local carriage of dangerous goods on- and off-road

Chapter 13.1 – Transport between industrial or airport areas

In the case of short transport of dangerous goods by road or off-road between industrial or airport areas, the MSB may, on written request, grant an exemption from the provisions. A possibility is also introduced, to be granted an exemption from type-approved packaging, IBCs and large packaging. In addition, exemptions may be provided for equipment to be installed on transport units according to sections 8.1.4 and 8.1.5.

Part 18 Special exemptions from the application of this statute

Chapter 18.4 – Multilateral agreements

The table in this chapter contains the agreements signed by Sweden until 30 May 2024. In ADR 2025, it will be further updated and include the agreements signed by Sweden until October 2024. In order to obtain up-to-date information on valid multilateral agreements, or on which agreements have expired after that date, the MSB refers to: www.msb.se/farligtgoods. Multilateral agreements provide, only in the signatory countries, for the possibility of derogating from the provisions of ADR.

Part 18 Special exemptions from the application of this statute

Chapter 18.2 – Multilateral agreements

The table in this chapter contains any agreements signed by Sweden until 30 May 2024. In RID 2025, it will be further updated and include the agreements signed by Sweden until October 2024. In order to obtain up-to-date information on valid multilateral agreements, or on which agreements have expired after that date, the MSB refers to: www.msb.se/farligtgoods. Multilateral agreements provide, only in the signatory countries, for the possibility of derogating from the provisions of RID.

**Part 20 - Training of drivers
transporting dangerous goods**

A new section is introduced, 20.4.5, clarifying that the scope of an ADR training course is that of the training programme contained in the training provider's approval, which is more than the minimum specified in subsection 8.2.2.3.2-8.2.2.3.5.

Part 21 General provisions

Chapter 21.7 - Combustibility of cushioning materials

The packing instructions P006, P908, P910 LP03, LP904 and LP905 specify that fire resistant and non-electrically conductive cushioning materials shall be used and that combustibility shall be assessed according to a standard accepted in the country where the packaging is designed or manufactured. As the competent authority, the MSB is required to specify which standard is accepted and, therefore, introduces in chapter 21.7, that standard SS-EN 1-13501: 2019 Fire classification of construction products and building elements - Part 1: Classification using data from reaction to fire tests, is accepted. The standard specifies that the cushioning materials shall meet Class A1 or A2 as well as the criteria and level of requirements to be met during the test itself. The test shall be carried out according to EN ISO 1182: 2020 Reaction to fire tests for products - Non-combustibility test (ISO/DIS 1182:2019). This Chapter applies only to the design and manufacture of packaging and large packaging in Sweden.

Transitional periods deleted in ADR:

1.6.1.38 Contracting Parties may, until 31 December 2018, continue to issue certificates to safety advisers for the transport of dangerous goods corresponding to the model in force on 31 December 2016, instead of the model corresponding to the provisions of 1.8.3.18 applicable from 1 January 2017. Such certificates may be used until their validity of five years expires.

1.6.1.53 High risk potential class 1 dangerous goods carried in accordance with 1.1.3.6 which, in accordance with the provisions of the first indent of 1.1.3.6.2 applicable until 31 December 2022, were allowed to be carried without complying with the provisions of Chapter 1.10 may be carried until 31 December 2024 without the provisions of Chapter 1.10 being applied.

1.6.2.17 The requirements of Note 3(i) (6.2.1.6.1) applicable until 31 December 2022 may continue to be used until 31 December 2024.

1.6.2.21 Standard EN 14912:2005, as specified in packing instruction P200 (12) 3.4 of 4.1.4.1 in force until 31 December 2022, may continue to be used for maintenance or inspection of valves until 31 December 2024.

1.6.2.22 Standard EN 22434:2011, as specified in packing instruction P200 (13) 3.4 of 4.1.4.1 in force until 31 December 2022, may continue to be used for maintenance or inspection of valves until 31 December 2024.

Transitional periods deleted in RID:

1.6.1.38 Contracting Parties may, until 31 December 2018, continue to issue certificates to safety advisers for the transport of dangerous goods corresponding to the model in force on 31 December 2016, instead of the model corresponding to the provisions of 1.8.3.18 applicable from 1 January 2017. Such certificates may be used until their validity of five years expires.

1.6.1.53 Class 1 dangerous goods with high risk potential carried in a wagon or large container in quantities not exceeding those specified in 1.1.3.6 and which, in accordance with 1.10.4 applicable until 31 December 2022, were allowed to be carried without complying with the provisions of Chapter 1.10 may be carried until 31 December 2024 without the provisions of Chapter 1.10 being applied.

1.6.2.17 The requirements of Note 3(i) (6.2.1.6.1) applicable until 31 December 2022 may continue to be used until 31 December 2024.

1.6.2.21 Standard EN 14912:2005, as specified in packing instruction P200 (12) 3.4 of 4.1.4.1 in force until 31 December 2022, may continue to be used for maintenance or inspection of valves until 31 December 2024.

1.6.2.22 Standard EN 22434:2011, as specified in packing instruction P200 (13) 3.4 of 4.1.4.1 in force until 31 December 2022, may continue to be used for maintenance or inspection of valves until 31 December 2024.