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INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods
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PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Part 5 of ADR

Information required in the transport document according to sub-section 5.4.1.1.10

Transmitted by the Government of Sweden

SUMMARY

Executive Summary:	This proposal aims at deleting one of the requirements regarding inscriptions in the transport document for dangerous goods carried in accordance with 1.1.3.6.
Action to be taken:	Delete sub-sections 5.4.1.1.10.1 and 5.4.1.1.10.2.
Related documents:	-

Introduction

When dangerous goods are carried in accordance with 1.1.3.6, the transport document must contain the general information stated in 5.4.1.1. Except for this general information, a certain inscription is required in accordance with the special provisions in 5.4.1.1.10 (“**Load not exceeding the exemption limits prescribed in 1.1.3.6**”).

However, the Government of Sweden believes that the requirements in sub-section 5.4.1.1.10 are superfluous. Since the note in 5.4.1.1.1 (f) states that the total quantity of dangerous goods for each transport category shall be indicated in the transport document, the carrier has all the relevant information necessary to check that the total quantity of goods does not exceed what is permitted in the table in 1.1.3.6.3. This information, explaining that the load is carried in accordance with these exemptions, would also be sufficient for the enforcement body.

Considering 5.4.1.1.10.2, the transport document does not need to include the inscription mentioned in 5.4.1.1.10.1 where consignments from more than one consignor are carried in the same transport unit. A number of questions arise:

- Why must the information appear when there is only one consignor? Does it add any important safety information in case the driver is carrying goods from only one consignor? Is it useful in any other way? Sweden does not consider this to be so.
- If a driver picks up goods from, e.g. three different consignors, the text in 5.4.1.1.10.1 is required in the document for the carriage between the first and the second consignor, but not for the carriage between the second and the third. Sweden cannot see that this makes any sense and this is why it is suggested that the text be deleted.
- The consignors in a transport chain usually do not know whether the carrier already has picked up, or will pick up goods from other consignors during carriage. In practice, this means that the text in 5.4.1.1.10.1 always has to be added to the document – for any eventuality - regardless of the fact that it is not required when goods from more than one consignor are carried.

Proposal

Amend the headline in 5.4.1.1.10 to read:

5.4.1.1.10 ”(Reserved)”

Delete the following sub-sections:

“5.4.1.1.10.1 In the case of exemptions provided for in 1.1.3.6, the transport document shall bear the following inscription: “**Load not exceeding the exemption limits prescribed in 1.1.3.6**”.

5.4.1.1.10.2 Where consignments from more than one consignor are carried in the same transport unit, the transport documents accompanying these consignments need not bear the inscription mentioned in 5.4.1.1.10.1.”

Consequential amendment to 1.1.3.6:

Delete the note in 1.1.3.6.2.

Justification

The Government of Sweden cannot see that including the text stated in 5.4.1.1.10.1 in the transport document adds anything of importance, either for safety reasons or for the gain of complementary information.

Safety implications

None.

Feasibility

None.
