



**Committee of Experts on the Transport of Dangerous Goods
and on the Globally Harmonized System of Classification
and Labelling of Chemicals****Sub-Committee of Experts on the Transport of Dangerous Goods****Thirty-seventh session**

Geneva, 21–30 June 2010

Item 3 of the provisional agenda

Listing, classification and packing**Fuels in machinery and equipment****Transmitted by the expert from the United Kingdom¹****Introduction and background**

1. The Sub-Committee will recall that the expert from the United Kingdom presented ST/SG/AC.10/C.3/2009/40 during the December 2009 session which outlined the concerns that the expert from the United Kingdom had over the transport of large amounts of fuel in machinery outside the scope of existing international transport regulations. He felt that the existing 1.1.3.1 (b) in RID/ADR which allows the carriage of machinery or equipment which contain dangerous goods in their internal or operating equipment was never envisaged to cover these situations with fuel in such large quantities and that this problem had multimodal implications. This was why he had first brought it to the attention to the Sub-Committee in informal document INF.10 during the June 2009 session. At both these sessions most members of the Sub-Committee agreed that this was an issue that needed consideration although differing views were expressed about how best this could be resolved. The expert from the United Kingdom agreed to come forward with new proposals.

2. The expert from the United Kingdom still believes that it is best to tackle Class 3 flammable liquids such as petrol, diesel or aviation fuel before considering any other classes of dangerous goods. In the opinion of the expert from the United Kingdom the most common substances at the moment that are being carried in machinery in large quantities are those in Class 3.

¹ In accordance with the programme of work of the Sub-Committee for 2009–2010 approved by the Committee at its fourth session (refer to ST/SG/AC.10/C.3/68, para. 118 (d) and ST/SG/AC.10/36, para. 14).

3. It has been suggested that this situation could be addressed through the use of two existing UN entries- UN 3166 Engine, Internal Combustion or Vehicle Flammable, or Gas Powered etc. or UN 3363 Dangerous Goods in Machinery or Apparatus. The expert from the United Kingdom does not believe that either are appropriate. For UN 3166, the generating equipment highlighted in previous papers are clearly not in themselves vehicles. Whilst there may be some fuel in any combustion engine contained within a generator, this does not address the issue of large containment 'tanks' within the unit which feed fuel through to an engine. UN 3363 is deliberately limited to machinery or apparatus containing dangerous goods at or below the limited quantity threshold. Extending the quantity thresholds would involve difficult consequential issues, particularly for air transport.

4. The current paper has therefore two proposals for special provisions assigned to hydrocarbon fuel entries.

The first, SPxxx, would permit transport of a number of substances of Class 3 in machinery or equipment provided various conditions are met;

The second, SPyyy, would ensure that UN 3166 and UN 3363 could not be used to carry large amounts of fuel. Users would be referred to SPxxx;

Proposal

5. Add a new SP xxx. against UN 1202, UN 1203, UN 1223, UN 1863 and UN 3475;

6. Add the following Special Provision xxx in Chapter 3.3;

This entry applies to substances of UN 1202, UN 1203, UN 1223, UN 1863 and UN 3745 in excess of those amounts specified in column 7a of the Dangerous Goods List of Chapter 3.2 which are being carried with or in machinery or equipment carried as a load for the sole purpose of enabling that machinery or equipment to operate provided the following conditions are met.

(a) Any valves or openings between the machinery or equipment and the tank within or attached to such machinery or equipment shall be closed during carriage;

(b) The machinery or equipment shall be loaded in an orientation to prevent inadvertent leakage of fuel and secured by suitable means capable of restraining the machinery or equipment in a manner that will prevent any movement during carriage which would change the orientation or cause it to be damaged;

(c) Where the fuel tank has a capacity greater than 1500L it shall be placarded on four sides in accordance with 5.3.1.2 and transport documentation in accordance with 5.4.1 shall be carried".

Note: These provisions do not apply to UN 3363 and UN 3166.

7. Add a new SP yyy against UN 3166 and UN 3363

8. Add the following Special Provision yyy against UN 3166 and 3363

"yyy This entry does not apply to equipment or machinery where the amounts of fuel being carried are in excess of those amounts specified in column 7a of the Dangerous Goods List in Chapter 3.2. For amounts in excess of column 7a of the Dangerous Goods List of Chapter 3.2, see Special Provision xxx."

Consequential amendments

9. Insert the following sentence at the beginning of the second paragraph of SP 301:
“This paragraph does not apply to UN 1202, UN 1203, UN 1223, UN 1863 and UN 3475.”.
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