

Economic Commission for Europe
Inland Transport Committee
Working Party on the Transport of Dangerous Goods
Ninety-fourth session
Geneva, 14-16 May 2013

Item 5 of the provisional agenda

Work of the RID/ADR/ADN Joint Meeting:

10 May 2013

Multilateral Agreement M260 – ADR 5.5.3

Transmitted by the Global Express Association (GEA)

Summary

The RID/ADR/ADN Joint Meeting in March 2013 adopted revised text for Section 5.5.3. The new requirements do not come into force until 1 January 2015. As a result, the United Kingdom has raised a Multi-Lateral Agreement M260. States are requested to sign the agreement as soon as possible and no later than 30 June 2013.

Introduction

The RID/ADR/ADN Joint Meeting in March 2013 considered matters related to Section 5.5.3. and agreed that there was an urgent need for changes to the text. As a result a new paragraph in 5.5.3. was adopted (see ECE/TRANS/WP.15/AC.1/130). This new paragraph, reproduced below, makes a significant change to 5.5.3. particularly with regard to the transport of UN1845 Dry Ice.

“5.5.3.1.4 Sub-sections 5.5.3.6 and 5.5.3.7 only apply when there is an actual risk of asphyxiation in the wagon/vehicle or large container. It is for the participants concerned to assess this risk, taking into consideration the hazards presented by the substances being used for cooling or conditioning, the amount of substance to be carried, the duration of the journey and the types of containment to be used. As a rule, it is assumed that packages containing dry ice (UN 1845) as a coolant do not present such a risk.”

As the new requirements do not come into force until 1 January 2015, the United Kingdom has initiated a Multilateral agreement M260: “Substances which when in carriage present a risk of asphyxiation” to allow for early use of the revised text (see Appendix. Also posted on the UN ECE website: <http://www.unece.org/trans/danger/multi/multi.html>).

The need for a Multilateral agreement is very urgent. Should a Multilateral Agreement not be in place for 1 July 2013, there may be significant service failures and disruption to the transport of medical and pharmaceutical products which are contained in packages and cooled by dry ice. The GEA outlined many of the issues during the RID/ADR/ADN Joint Meeting in March 2013. The associated GEA informal document presented at the spring 2013 session of the Joint Meeting (INF 36), providing additional background information, can be seen at:

<http://www.unece.org/fileadmin/DAM/trans/doc/2013/dgwp15ac1/ECE-TRANS-WP15-AC1-13-BE-inf36e.pdf>

Proposal / request

Contracting parties are requested to consider and sign the Multilateral agreement as soon as possible and by no later than 30 June 2013.

APPENDIX
Multilateral agreement M260

Department for
Transport

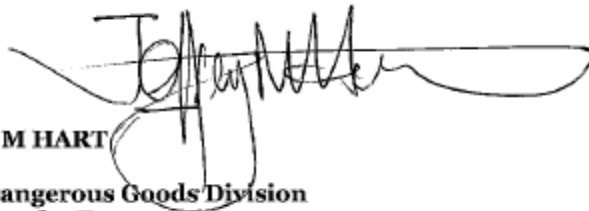
MULTILATERAL AGREEMENT M 260

Under paragraph 1.5.1 of Annex A of ADR, concerning packages and containers that include substances which when in carriage present a risk of asphyxiation

- (1) By derogation from the provisions of sub-sections 5.5.3.6 and 5.5.3.7 packages and containers that include substances which when in carriage present a risk of asphyxiation shall comply with the provisions detailed below:
- (2) Sub-sections 5.5.3.6 and 5.5.3.7 only apply when there is an actual risk of asphyxiation in the wagon/vehicle or large container. It is for the participants concerned to assess this risk, taking into consideration the hazards presented by the substances being used for cooling or conditioning, the amount of substance to be carried, the duration of the journey and the types of containment to be used. As a rule, it is assumed that packages containing dry ice (UN 1845) as a coolant do not present such a risk.
- (3) This agreement shall be valid until 31 December 2014 for carriage on the territories of the ADR Contracting Parties signatory to this Agreement. If it is revoked before that date by one of the signatories, it shall remain valid until the above mentioned date only for carriage on the territories of those ADR Contracting Parties signatory to this Agreement which have not revoked it.

Done in London on 12th April 2013

The competent authority for ADR in the United Kingdom



JEFFREY M HART
Head of Dangerous Goods Division
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UNITED KINGDOM