



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

##### Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Geneva, 15-25 September 2015

Item 3 (b) of the provisional agenda

##### **Proposals for amendments to RID/ADR/ADN: new proposals**

### **Widening of the scope of Special Provision 643**

**Transmitted by the Government of the Netherlands<sup>1, 2</sup>**

#### *Summary*

**Executive summary:** The aim of this proposal is to widen the scope of special provision 643 to not only exempt transport of aggregate and stone asphalt from Class 9 requirements but to also include the transport of elevated temperature substances for road marking purposes to this exemption from Class 9 requirements.

**Action to be taken:** Amend special provision 643 in such a way that the transport of elevated temperature substances for the purpose of applying road markings is not subject to Class 9 requirements.

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2014–2015 (ECE/TRANS/240, para. 100, ECE/TRANS/2014/23, cluster 9, para.9.2).

<sup>2</sup> Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2015/53.

## Introduction

1. Through special provision 643 - assigned to UN3257 and UN3258 - the transport of aggregate and stone asphalt is not subject to Class 9 requirements. Special provision 643 has been specifically provided for vehicles applying asphalt on roads. For reasons of uniformity it would be desirable to have a wider scope of special provision 643 in which transportation of elevated temperature substances of Class 9, specifically for applying road markings, is also not subject to the requirements of Class 9.
2. The goods which are being transported for the purpose of application of road markings (e.g., thermoplastics) are heated in boilers which are placed in the vehicles and transported to the site where the markings are to be applied. The temperature of the outer surface of the boiler never exceeds 70 °C. The boilers are attached to the vehicle in such a way that any movement during normal conditions of transport is prevented. The boilers are closed in such a way that any loss of product during the transport is prevented. The boilers are used to supply e.g. liquid thermoplastics which are used in machines at the work site to apply road markings. The vehicles in which the boilers are placed are not used to transport other dangerous goods.
3. The configuration for the application of road markings is very similar to the configuration used for aggregate and stone asphalt. In addition the application of road markings on (newly) applied asphalt is directly connected to the process of applying asphalt.
4. The boilers are designed in such a way that compliance with the regulatory provisions for packagings cannot be achieved.
5. If the Joint Meeting considers it necessary that additional safety precautions should be taken, an alternative proposal is developed in paragraph 7.

### Proposal 1 (Alternative 1)

6. Amend special provision 643 to read as follows:  
"643 Elevated temperature substances for the purpose of applying road markings and stone or aggregate asphalt are not subject to the requirements for Class 9."

### Proposal 2 (Alternative 2)

7. New special provision:  
"6XX Stone or aggregate asphalt are not subject to the requirements for Class 9 Elevated temperature substances for the purpose of applying road markings are not subject to the requirements of Class 9, provided that the following conditions are met:
  - the temperature of the outer surface of the boiler does not exceed 70 °C;
  - the boiler is closed in such a way that any loss of product is prevented during transport;
  - the maximum capacity of the boiler is limited to 3 000 l."

## **Justification**

Ensuring uniform application of the regulations concerning the transport of elevated temperature substances, thus preventing inequality between contracting parties due to different interpretation of rules by designated supervisory and monitoring authorities.

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