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## Economic Commission for Europe

Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

Ninety-seventh session

Geneva, 3–7 November 2014

Item 6 (b) of the provisional agenda

**Proposals for amendments to annexes A and B of ADR:**

**Miscellaneous proposals**

## Uranium hexafluoride entries

Transmitted by the Government of Switzerland<sup>1</sup>

### *Summary*

- Executive summary:** The Sub-Committee of Experts on the Transport of Dangerous Goods adopted in June 2014 amendments to the Model Regulations for entries containing uranium hexafluoride (UN Nos. 2977, 2978 and 3507). It was decided to take into account the toxicity of such substances. These amendments must be incorporated into ADR.
- Action to be taken:** Amend the tunnel restriction code for the entry of UN No. 3507 in accordance with the classification adopted for the Model Regulations on the basis of document ST/SG/AC.10/C.3/2014/60. According to this classification, UN No. 3507 should have a “C” tunnel restriction code.
- Reference documents:** ST/SG/AC.10/C.3/2014/60, ECE/TRANS/WP.15/AC.1/132, ECE/TRANS/WP.15/224 and informal document INF.19 for the ninety-sixth session of the Working Party (May 2014).

<sup>1</sup> The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to “develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)”.



## Introduction

1. At its June 2014 session, the Sub-Committee of Experts on the Transport of Dangerous Goods adopted amendments to Chapter 3.2 of the Model Regulations for UN Nos. 2977, 2978 and 3507 based on document ST/SG/AC.10/C.3/2014/60. These amendments are based on scientific findings, which have been known for many years and show the toxicity and corrosiveness of these substances.

2. The adopted amendments include:

“Amend the entries in Chapter 3.2 (Dangerous goods list) to read as follows:

<i>UN No.</i>	<i>Name and description</i>	<i>Class</i>	<i>Subsidiary risk</i>	<i>Packing group</i>	<i>Special provisions</i>	<i>Limited quantities</i>	<i>Excepted quantities</i>	<i>Packing instruction</i>
2977	RADIOACTIVE MATERIAL, URANIUM HEXAFLUORIDE, FISSILE	7	6.1, 8			0	E0	See Chapter 2.7 and section 4.1.9
2978	RADIOACTIVE MATERIAL, URANIUM HEXAFLUORIDE, non-fissile or fissile-excepted	7	6.1, 8		317	0	E0	See Chapter 2.7 and section 4.1.9
3507	URANIUM HEXAFLUORIDE, RADIOACTIVE MATERIAL, EXCEPTED PACKAGE, less than 0.1 kg per package, non-fissile or fissile-excepted	6.1	7, 8	I	317 369	0	E0	P603

Chapter 3.3, amend special provision 369 to read as follows:

‘In accordance with 2.0.3.2, this radioactive material in an excepted package possessing **toxic and** corrosive properties is classified in Class **6.1** with radioactive material **and corrosivity** subsidiary risk.

Uranium hexafluoride may be classified under this entry only if the conditions of 2.7.2.4.1.2, 2.7.2.4.1.5, 2.7.2.4.5.2 and, for fissile-excepted material, of 2.7.2.3.6 are met.

In addition to the provisions applicable to the transport of Class 6.1 substances **with a corrosivity subsidiary risk**, the provisions of 5.1.3.2, 5.1.5.2.2, 5.1.5.4.1 (b), 7.1.8.5.1 to 7.1.8.5.4 and 7.1.8.6.1 shall apply.

No Class 7 label is required to be displayed.’

Chapter 4.1.4.1 (Packing instructions): change ‘P805’ to ‘**P603**’ and move it between P602 and P620.”

3. The texts for ADR/RID/ADN 2015 include the introduction of the new UN No. 3507. This issue was discussed on different occasions by the Joint Meeting and WP.15 (see in particular the report of the Joint Meeting of September 2013 (ECE/TRANS/WP.15/AC.1/132, para. 28) and the report of WP.15 of May 2014, (ECE/TRANS/WP.15/224, para. 52)). There is an urgent need to incorporate the recent

decision of the United Nations Sub-Committee of Experts into RID/ADR/ADN so as not to introduce new text that we know to be incorrect. This decision is important from a safety perspective and reinforces the credibility of the regulatory system. Addressing the real and known hazards of dangerous goods in our regulations has particular consequences for tunnel managers when the time comes to choose a tunnel restriction code.

4. Since the differences between scientific findings and the classification reflected in the Model Regulations have been known for a long time and the United Nations Sub-Committee of Experts has now corrected the error, the correction should be made immediately to all modal regulations. However, given the date on which this correction has been made, it is unlikely that all modes of transport will adopt the correction for the 2015 version. That is why we have given up the idea of proposing all the amendments at the September Joint Meeting and in this Working Party. For the above-mentioned reasons, we propose nevertheless to limit the amendments to those proposed by the secretariat in informal document INF.19 at the WP.15 meeting in May and to do so through a corrigendum published simultaneously with the 2015 version of ADR. This would give greater credibility to our system for assessing the hazards for tunnels so that tunnel managers would thus be able to classify tunnels without imposing on them an overly severe restriction while taking a precautionary approach. This would be for the benefit of all other entries and facilitate the carriage of all other goods.

## **Proposal**

### **Chapter 3.2, table A**

For UN No. 3507, replace “(D)” with “(C)” in column (15) at the bottom of the cell.

### **Chapter 1.9**

1.9.5.2.2 Under “Tunnel category C” in the last row of the table, for Class 8, after “COT” add “and UN No. 3507”.

*Consequential amendment:*

1.9.5.2.2 Under “Tunnel category D” in the first row of the table, for Class 8, after “COT” delete “and UN No. 3507”.

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