

## **PART 7**

# **Provisions concerning the conditions of carriage, loading, unloading and handling**



## CHAPTER 7.1

### GENERAL PROVISIONS

- 7.1.1 The carriage of dangerous goods is subject to the mandatory use of a particular type of transport equipment in accordance with the provisions of this Chapter and Chapter 7.2 for carriage in packages, Chapter 7.3 for carriage in bulk and Chapter 7.4 for carriage in tanks. In addition, the provisions of Chapter 7.5 concerning loading, unloading and handling shall be observed.
- Columns (16), (17) and (18) of Table A of Chapter 3.2 show the particular provisions of this Part that apply to specific dangerous goods.
- 7.1.2 In addition to the provisions of this Part, vehicles used for the carriage of dangerous goods shall, as regards their design, construction and, if appropriate, their approval, conform to the relevant requirements of Part 9.
- 7.1.3 Large containers, portable tanks and tank-containers which meet the definition of "container" given in the CSC (1972), as amended, or in UIC leaflets 591 (status at 01.10.2007, 3<sup>rd</sup> edition), 592-2 (status at 01.10.2004, 6<sup>th</sup> edition), 592-3 (status at 01.01.1998, 2<sup>nd</sup> edition) and 592-4 (status at 01.05.2007, 3<sup>rd</sup> edition) may not be used to carry dangerous goods unless the large container or the frame of the portable tank or tank-container satisfies the provisions of the CSC or of UIC leaflets 591 and 592-2 to 592-4.
- 7.1.4 A large container may be presented for carriage only if it is structurally serviceable.
- "Structurally serviceable" means that the container is free from major defects in its structural components, e.g. top and bottom side rails, doorsill and header, floor cross members, corner posts, and corner fittings. "Major defects" are dents or bends in structural members greater than 19 mm in depth, regardless of length; cracks or breaks in structural members; more than one splice or an improper splice (e.g. a lapped splice) in top or bottom end rails or door headers or more than two splices in any one top or bottom side rail or any splice in a door sill or corner post; door hinges and hardware that are seized, twisted, broken, missing or otherwise inoperative; non-closing gaskets and seals; any distortion of the overall configuration sufficient to prevent proper alignment of handling equipment, mounting and securing on a chassis or vehicle.
- In addition, deterioration in any component of the container, such as rusted metal in side walls or disintegrated fibreglass is unacceptable, regardless of the material of construction. Normal wear, including oxidization (rust), slight dents and scratches and other damage that do not affect serviceability or weather-tightness are, however, acceptable.
- Prior to loading the container shall also be checked to ensure that it is free from any residue of a previous load and that the interior floor and walls are free from protrusions.
- 7.1.5 Large containers shall meet the requirements concerning the body of the vehicle laid down in this Part and, if appropriate, those laid down in Part 9 for the load in question; the body of the vehicle need not then satisfy those provisions.
- However, large containers carried on vehicles whose platforms have insulation and heat-resistant qualities which satisfy those requirements need not then satisfy the said requirements.
- This provision also applies to small containers for the carriage of explosive substances and articles of Class 1.
- 7.1.6 Subject to the provisions of the last part of the first sentence of 7.1.5, the fact that dangerous goods are contained in one or more containers shall not affect the conditions to be met by the vehicle by reason of the nature and quantities of the dangerous goods carried.



## CHAPTER 7.2

### PROVISIONS CONCERNING CARRIAGE IN PACKAGES

- 7.2.1 Unless otherwise provided in 7.2.2 to 7.2.4, packages may be loaded:
- (a) in closed vehicles or in closed containers; or
  - (b) in sheeted vehicles or in sheeted containers; or
  - (c) in open vehicles or in open containers.
- 7.2.2 Packages comprising packagings made of materials sensitive to moisture shall be loaded on to closed or on to sheeted vehicles or into closed or sheeted containers.
- 7.2.3 *(Reserved)*
- 7.2.4 When they are shown under an entry in Column (16) of Table A of Chapter 3.2, the following special provisions apply:
- V1 Packages shall be loaded on to closed or sheeted vehicles or into closed or sheeted containers.
  - V2
    - (1) Packages shall only be loaded on to EX/II or EX/III vehicles which satisfy the relevant requirements of Part 9. The choice of vehicle depends on the quantity to be carried, which is limited per transport unit in accordance with the provisions concerning loading (see 7.5.5.2).
    - (2) Trailers, except semi-trailers, which satisfy the requirements for EX/II or EX/III vehicles may be drawn by motor vehicles which do not satisfy those requirements.
- For carriage in containers, see also 7.1.3 to 7.1.6.
- Where substances or articles of Class 1 in quantities requiring a transport unit made up of EX/III vehicle(s) are being carried in containers to or from harbour areas, rail terminals or airports of arrival or departure as part of a multimodal journey, a transport unit made up of EX/II vehicle(s) may be used instead, provided that the containers being carried comply with the appropriate requirements of the IMDG Code, the RID or the ICAO Technical Instructions.
- V3 For free-flowing powdery substances and for fireworks the floor of a container shall have a non-metallic surface or covering.
  - V4 *(Reserved)*
  - V5 Packages may not be carried in small containers.
  - V6 Flexible IBCs shall be carried in closed vehicles or in closed containers, in sheeted vehicles or in sheeted containers. The sheet shall be of an impermeable and non-combustible material.
  - V7 *(Reserved)*

- V8 (1) Substances stabilized by temperature control shall be forwarded in such manner that the control temperatures indicated in 2.2.41.1.17 and 2.2.41.4 or in 2.2.52.1.16 and 2.2.52.4, as appropriate, are never exceeded.
- (2) The means of temperature control chosen for the transport operation depends on a number of factors such as:
- the control temperature(s) of the substance(s) to be carried;
  - the difference between the control temperature and the expected ambient temperature;
  - the effectiveness of the thermal insulation;
  - the duration of the transport operation; and
  - the safety margin to be allowed for delays en route.
- (3) Suitable methods to prevent the control temperature from being exceeded are listed below, in ascending order of effectiveness:
- R1 Thermal insulation, provided that the initial temperature of the substance(s) is sufficiently below the control temperature;
- R2 Thermal insulation and coolant system, provided that:
- an adequate quantity of non-flammable coolant (e.g. liquid nitrogen or solid carbon dioxide), allowing a reasonable margin for possible delay, is carried or a means of replenishment is assured;
  - liquid oxygen or air is not used as coolant;
  - there is a uniform cooling effect even when most of the coolant has been consumed; and
  - the need to ventilate the transport unit before entering is clearly indicated by a warning on the door(s);
- R3 Thermal insulation and single mechanical refrigeration, provided that for substances with a flash-point lower than the sum of the emergency temperature plus 5 °C explosion-proof electrical fittings, EEx IIB T3, are used within the cooling compartment to prevent ignition of flammable vapours from the substances;
- R4 Thermal insulation and combined mechanical refrigeration system and coolant system, provided that:
- the two systems are independent of one another; and
  - the requirements of methods R2 and R3 above are met;
- R5 Thermal insulation and dual mechanical refrigeration system, provided that:
- apart from the integral power supply unit, the two systems are independent of one another;

- each system alone is capable of maintaining adequate temperature control; and
  - for substances with a flash-point lower than the sum of the emergency temperature plus 5 °C explosion-proof electrical fittings, EEx IIB T3, are used within the cooling compartment to prevent ignition of flammable vapours from the substances.
- (4) Methods R4 and R5 may be used for all organic peroxides and self-reactive substances.

Method R3 may be used for organic peroxides and self-reactive substances of Types C, D, E and F and, when the maximum ambient temperature to be expected during carriage does not exceed the control temperature by more than 10 °C, for organic peroxides and self-reactive substances of Type B.

Method R2 may be used for organic peroxides and self-reactive substances of Types C, D, E and F when the maximum ambient temperature to be expected during carriage does not exceed the control temperature by more than 30 °C.

Method R1 may be used for organic peroxides and self-reactive substances of Types C, D, E and F when the maximum ambient temperature to be expected during carriage is at least 10 °C below the control temperature.

- (5) Where substances are required to be carried in insulated, refrigerated or mechanically-refrigerated vehicles or containers, these vehicles or containers shall satisfy the requirements of Chapter 9.6.
- (6) If substances are contained in protective packagings filled with a coolant, they shall be loaded in closed or sheeted vehicles or closed or sheeted containers. If the vehicles or containers used are closed they shall be adequately ventilated. Sheeted vehicles and containers shall be fitted with sideboards and a tailboard. The sheets of these vehicles and containers shall be of an impermeable and non-combustible material.
- (7) Any control and temperature sensing devices in the refrigeration system shall be readily accessible and all electrical connections shall be weatherproof. The temperature of the air inside the transport unit shall be measured by two independent sensors and the output shall be recorded so that any change in temperature is readily detectable. When substances having a control temperature of less than +25 °C are carried, the transport unit shall be equipped with visible and audible alarms, powered independently of the refrigeration system and set to operate at or below the control temperature.
- (8) A back-up refrigeration system or spare parts shall be available.

*NOTE: This provision V8 does not apply to substances referred to in 3.1.2.6 when substances are stabilized by the addition of chemical inhibitors such that the SADT is greater than 50 °C. In this latter case, temperature control may be required under conditions of carriage where the temperature may exceed 55 °C.*

V9 (Reserved)

V10 IBCs shall be carried in closed or sheeted vehicles or closed or sheeted containers.

- V11 IBCs other than metal or rigid plastics IBCs shall be carried in closed or sheeted vehicles or closed or sheeted containers.
- V12 IBCs of type 31HZ2 (31HA2, 31HB2, 31HN2, 31HD2 and 31HH2) shall be carried in closed vehicles or containers.
- V13 When packed in 5H1, 5L1 or 5 M1 bags, shall be carried in closed vehicles or containers.
- V14 Aerosols carried for the purposes of reprocessing or disposal under special provision 327 in Chapter 3.3 shall only be carried in ventilated or open vehicles or containers.

## CHAPTER 7.3

### PROVISIONS CONCERNING CARRIAGE IN BULK

#### 7.3.1 General provisions

7.3.1.1 Goods may not be carried in bulk in bulk containers, containers or vehicles unless:

- (a) either a special provision, identified by the code BK, explicitly authorizing this mode of carriage is indicated in column (10) of Table A of Chapter 3.2 and the relevant conditions of 7.3.2 are satisfied in addition to those of this section; or
- (b) a special provision, identified by the code VV, explicitly authorizing this mode of carriage is indicated in column (17) of Table A of Chapter 3.2 and the conditions of this special provision, as laid down in 7.3.3 are satisfied in addition to those of this section.

Nevertheless, empty packagings, uncleaned, may be carried in bulk if this mode of carriage is not explicitly prohibited by other provisions of ADR.

*NOTE: For carriage in tanks, see Chapters 4.2 and 4.3.*

7.3.1.2 Substances which may become liquid at temperatures likely to be encountered during carriage, are not permitted for carriage in bulk.

7.3.1.3 Bulk containers, containers or bodies of vehicles shall be siftproof and shall be so closed that none of the contents can escape under normal conditions of carriage including the effect of vibration, or by changes of temperature, humidity or pressure.

7.3.1.4 Bulk solids shall be loaded and evenly distributed in a manner that minimises movement that could result in damage to the bulk container, container or vehicle or leakage of the dangerous goods.

7.3.1.5 Where venting devices are fitted they shall be kept clear and operable.

7.3.1.6 Bulk solids shall not react dangerously with the material of the bulk container, container, vehicle, gaskets, equipment including lids and tarpaulins and with protective coatings which are in contact with the contents or significantly weaken them. Bulk containers, containers or vehicles shall be so constructed or adapted that the goods cannot penetrate between wooden floor coverings or come into contact with those parts of the bulk container, container or vehicle that may be affected by the materials or residues thereof.

7.3.1.7 Before being filled and handed over for carriage, each bulk container, container or vehicle shall be inspected and cleaned to ensure that it does not contain any residue on the interior or exterior of the bulk container, container or vehicle that could:

- cause a dangerous reaction with the substance intended for carriage;
- detrimentally affect the structural integrity of the bulk container, container or vehicle; or
- affect the dangerous goods retention capabilities of the bulk container, container or vehicle.

7.3.1.8 During carriage, no dangerous residues shall adhere to the outer surfaces of bulk containers, containers or of the bodies of vehicles.

- 7.3.1.9 If several closure systems are fitted in series, the system which is located nearest to the substance to be carried shall be closed first before filling.
- 7.3.1.10 Empty bulk containers, containers or vehicles which have carried a dangerous solid substance in bulk shall be treated in the same manner as is required by ADR for a filled bulk container, container or vehicle, unless adequate measures have been taken to nullify any hazard.
- 7.3.1.11 If bulk containers, containers or vehicles are used for the carriage in bulk of goods liable to cause a dust explosion, or evolve flammable vapours (e. g. for certain wastes) measures shall be taken to exclude sources of ignition and prevent dangerous electrostatic discharge during carriage, filling or discharge of the substance.
- 7.3.1.12 Substances, for example wastes, which may react dangerously with one another and substances of different classes and goods not subject to ADR, which are liable to react dangerously with one another shall not be mixed together in the same bulk container, container or vehicle. Dangerous reactions are:
- (a) Combustion and/or evolution of considerable heat;
  - (b) Emission of flammable and/or toxic gases;
  - (c) Formation of corrosive liquids; or
  - (d) Formation of unstable substances.
- 7.3.1.13 Before a bulk container, container or vehicle is filled it shall be visually examined to ensure it is structurally serviceable, its interior walls, ceiling and floors are free from protrusions or damage and that any inner liners or substance retaining equipment are free from rips, tears or any damage that would compromise its cargo retention capabilities. Structurally serviceable means the bulk container, container or vehicle does not have major defects in its structural components, such as top and bottom side rails, top and bottom end rails, door sill and header, floor cross members, corner posts, and corner fittings in a bulk container or container. Major defects include:
- (a) Bends, cracks or breaks in the structural or supporting members that affect the integrity of the bulk container, container or of the body of the vehicle;
  - (b) More than one splice or an improper splice (such as a lapped splice) in top or bottom end rails or door headers;
  - (c) More than two splices in any one top or bottom side rail;
  - (d) Any splice in a door sill or corner post;
  - (e) Door hinges and hardware that are seized, twisted, broken, missing, or otherwise inoperative;
  - (f) Gaskets and seals that do not seal;
  - (g) Any distortion of the overall configuration of a bulk container or container great enough to prevent proper alignment of handling equipment, mounting and securing on a chassis or vehicle;
  - (h) Any damage to lifting attachments or handling equipment interface features; or
  - (i) Any damage to service or operational equipment.

**7.3.2 Additional provisions for the carriage in bulk when the provisions of 7.3.1.1 (a) are applied**

7.3.2.1 The codes BK1 and BK2 in column (10) of Table A of Chapter 3.2 have the following meanings:

- BK1: Carriage in bulk in sheeted bulk containers is permitted;  
BK2: Carriage in bulk in closed bulk containers is permitted.

7.3.2.2 The bulk container used shall conform to the requirements of Chapter 6.11.

**7.3.2.3 Goods of Class 4.2**

The total mass carried in a bulk container shall be such that its spontaneous ignition temperature is greater than 55 °C.

**7.3.2.4 Goods of Class 4.3**

These goods shall be carried in bulk containers which are watertight.

**7.3.2.5 Goods of Class 5.1**

Bulk containers shall be so constructed or adapted that the goods cannot come into contact with wood or any other incompatible material.

**7.3.2.6 Goods of Class 6.2**

7.3.2.6.1 Animal material containing infectious substances (UN Nos. 2814, 2900 and 3373) is authorized for carriage in bulk containers provided the following conditions are met:

- (a) Sheeted bulk containers BK1 are permitted provided that they are not filled to maximum capacity to avoid substances coming into contact with the sheeting. Closed bulk containers BK2 are also permitted;
- (b) Closed and sheeted bulk containers, and their openings, shall be leak-proof by design or by the fitting of a suitable liner;
- (c) The animal material shall be thoroughly treated with an appropriate disinfectant before loading prior to carriage;
- (d) Sheeted bulk containers shall be covered by an additional top liner weighted down by absorbent material treated with an appropriate disinfectant;
- (e) Closed or sheeted bulk containers shall not be re-used until after they have been thoroughly cleaned and disinfected.

*NOTE: Additional provisions may be required by appropriate national health authorities.*

7.3.2.6.2 *Wastes of Class 6.2 (UN 3291)*

- (a) *(Reserved)*;
- (b) Closed bulk containers and their openings shall be leakproof by design. These bulk containers shall have non porous interior surfaces and shall be free from cracks or other features which could damage packagings inside, impede disinfection or permit inadvertent release;

- (c) Wastes of UN No. 3291 shall be contained within the closed bulk container in UN type tested and approved sealed leakproof plastics bags tested for solids of packing group II and marked in accordance with 6.1.3.1. Such plastics bags shall be capable of passing the tests for tear and impact resistance according to ISO 7765-1:1988 "Plastics film and sheeting - Determination of impact resistance by the free-falling dart method - Part 1: Staircase methods" and ISO 6383-2:1983 "Plastics - Film and sheeting - Determination of tear resistance. Part 2: Elmendorf method". Each bag shall have an impact resistance of at least 165 g and a tear resistance of at least 480 g in both parallel and perpendicular planes with respect to the length of the bag. The maximum net mass of each plastics bag shall be 30 kg;
- (d) Single articles exceeding 30 kg such as soiled mattresses may be carried without the need for a plastics bag when authorized by the competent authority;
- (e) Wastes of UN No. 3291 which contain liquids shall only be carried in plastics bags containing sufficient absorbent material to absorb the entire amount of liquid without it spilling in the bulk container;
- (f) Wastes of UN No. 3291 containing sharp objects shall only be carried in UN type tested and approved rigid packagings meeting the provisions of packing instructions P621, IBC620 or LP621;
- (g) Rigid packagings specified in packing instructions P621, IBC620 or LP621 may also be used. They shall be properly secured to prevent damage during normal conditions of carriage. Wastes carried in rigid packagings and plastics bags together in the same closed bulk container shall be adequately segregated from each other, e.g. by suitable rigid barriers or dividers, mesh nets or otherwise securing, such that they prevent damage to the packagings during normal conditions of carriage;
- (h) Wastes of UN No. 3291 in plastics bags shall not be compressed in a closed bulk container in such a way that bags may be rendered no longer leakproof;
- (i) The closed bulk container shall be inspected for leakage or spillage after each journey. If any wastes of UN No. 3291 have leaked or been spilled in the closed bulk container, it shall not be re-used until after it has been thoroughly cleaned and, if necessary, disinfected or decontaminated with an appropriate agent. No other goods shall be carried together with UN No. 3291 other than medical or veterinary wastes. Any such other wastes carried in the same closed bulk container shall be inspected for possible contamination.

#### **7.3.2.7**      *Material of Class 7*

For the carriage of unpackaged radioactive material, see 4.1.9.2.3.

#### **7.3.2.8**      *Goods of Class 8*

These goods shall be carried in bulk containers which are watertight.

#### **7.3.3**      **Special provisions for the carriage in bulk when the provisions of 7.3.1.1 (b) are applied**

When they are shown under an entry in Column (17) of Table A of Chapter 3.2, the following special provisions apply:

- VV1      Carriage in bulk in closed or sheeted vehicles, in closed containers or in large sheeted containers is permitted.

- VV2 Carriage in bulk is permitted in closed vehicles with a metal body, closed metal containers and in sheeted vehicles and sheeted large containers covered with a non-combustible sheet and having a metal body or having floor and walls protected from the load.
- VV3 Carriage in bulk is permitted in sheeted vehicles and sheeted large containers with adequate ventilation.
- VV4 Carriage in bulk is permitted in closed or sheeted vehicles with a metal body, and in closed metal containers or in sheeted large metal containers.  
For UN Nos. 2008, 2009, 2210, 2545, 2546, 2881, 3189 and 3190, only carriage in bulk of solid waste is permitted.
- VV5 Carriage in bulk is permitted in specially equipped vehicles and containers.  
The openings used for loading and unloading shall be capable of being closed hermetically.
- VV6 *(Reserved)*
- VV7 Carriage in bulk in closed or sheeted vehicles, in closed containers or in large sheeted containers is permitted only if the substance is in pieces.
- VV8 Carriage in bulk is permitted, as a full load, in closed vehicles, closed containers or sheeted vehicles or large containers covered with an impermeable, non-combustible sheet.  
Vehicles and containers shall be so constructed either that the substances contained cannot come into contact with wood or any other combustible material, or that the entire surface of the floor and walls, if made of wood or another combustible material has been provided with an impermeable surfacing resistant to combustion or has been coated with sodium silicate or a similar substance.
- VV9 Carriage in bulk is permitted, as a full load, in sheeted vehicles, closed containers or in sheeted large containers with complete walls.  
For substances of Class 8, the body of the vehicle or container shall be equipped with a suitable and sufficiently stout inner lining.
- VV10 Carriage in bulk is permitted, as a full load, in sheeted vehicles, closed containers or sheeted large containers with complete walls.  
The body of vehicles or containers shall be leakproof or rendered leakproof, for example by means of a suitable and sufficiently stout inner lining.
- VV11 Carriage in bulk is permitted in specially equipped vehicles and containers in a manner which avoids risks to humans, animals and the environment, e.g. by loading the wastes in bags or by airtight connections.
- VV12 Substances for which carriage in tank-vehicles, in portable tanks or in tank-containers is unsuitable because of the high temperature and density of the substance may be carried in special vehicles or containers in accordance with standards specified by the competent authority of the country of origin. If the country of origin is not a contracting party to ADR, the conditions laid down shall be recognized by the competent authority of the first country contracting party to ADR reached by the consignment.

VV13 Carriage in bulk is permitted in specially equipped vehicles or containers in accordance with standards specified by the competent authority of the country of origin. If the country of origin is not a contracting party to ADR, the conditions laid down shall be recognized by the competent authority of the first country contracting party to ADR reached by the consignment.

VV14 (1) Used batteries may be carried in bulk in specially equipped vehicles or containers. Large plastics containers shall not be permitted. Small plastics containers shall be capable of withstanding, when fully loaded, a drop from a height of 0.8 m onto a hard surface at -18 °C, without breakage.

(2) The load compartments of vehicles or containers shall be of steel resistant to the corrosive substances contained in the batteries. Less resistant steels may be used when there is a sufficiently great wall thickness or a plastics lining/layer resistant to the corrosive substances.

The design of the load compartments of vehicles or containers shall take account of any residual currents and impact from the batteries.

*NOTE: Steel exhibiting a maximum rate of progressive reduction of 0.1 mm per year under the effects of the corrosive substances may be considered as resistant.*

(3) It shall be ensured by means of constructional measures that there will be no leakage of corrosive substances from the load compartments of vehicles or containers during carriage. Open load compartments shall be covered. The cover shall be resistant to the corrosive substances.

(4) Before loading, the load compartments of vehicles or containers, including their equipment, shall be inspected for damage. Vehicles or containers with damaged load compartments shall not be loaded.

The load compartments of vehicles or containers shall not be loaded above the top of their walls.

(5) No batteries containing different substances and no other goods liable to react dangerously with each other shall be present in the load compartments of vehicles or containers (see "*Dangerous reaction*" in 1.2.1).

During carriage no dangerous residue of the corrosive substances contained in the batteries shall adhere to the outer surface of the load compartments of vehicles or containers.

VV15 Carriage in bulk is permitted in closed or sheeted vehicles, closed containers or sheeted large containers with complete walls for substances or mixtures (such as preparations or wastes) containing not more than 1000 mg/kg of substance to which this UN No is assigned.

The bodies of vehicles or containers shall be leakproof or rendered leakproof, for example by means of a suitable and sufficiently stout inner lining.

VV16 Carriage in bulk is permitted in accordance with the provisions of 4.1.9.2.3.

VV17 Carriage in bulk of SCO-I is permitted in accordance with the provisions of 4.1.9.2.3.

## CHAPTER 7.4

### PROVISIONS CONCERNING CARRIAGE IN TANKS

- 7.4.1 Dangerous goods may not be carried in tanks unless a code is indicated in Columns (10) or (12) of Table A of Chapter 3.2 or unless a competent authority approval is granted as detailed in 6.7.1.3. The carriage shall be in accordance with the provisions of Chapters 4.2 or 4.3. The vehicles, whether they be rigid vehicles, drawing vehicles, trailers or semi-trailers, shall satisfy the relevant requirements of Chapters 9.1, 9.2 and 9.7.2 concerning the vehicle to be used, as indicated in Column (14) of Table A in Chapter 3.2.
- 7.4.2 The vehicles designated by the codes EX/III, FL, OX or AT in 9.1.1.2 shall be used as follows:
- Where an EX/III vehicle is prescribed, only an EX/III vehicle may be used;
  - Where a FL vehicle is prescribed, only an FL vehicle may be used;
  - Where a OX vehicle is prescribed, only an OX vehicle may be used;
  - Where a AT vehicle is prescribed, AT, FL and OX vehicles may be used.



## CHAPTER 7.5

### PROVISIONS CONCERNING LOADING, UNLOADING AND HANDLING

#### 7.5.1 General provisions concerning loading, unloading and handling

*NOTE: Within the meaning of this section, placing a container, bulk-container, tank-container or portable tank onto a vehicle is considered as loading, and removing it is considered as unloading.*

7.5.1.1 The vehicle and its driver, as well as the large container(s), bulk-container(s), tank-container(s) or portable tank(s) if any, shall comply with the regulatory provisions (especially those concerning safety, security, cleanliness and satisfactory operation of the equipment used in loading and unloading) upon arrival at the loading and unloading sites, which include container terminals.

7.5.1.2 The loading shall not be carried out if:

- (a) an examination of the documents; or
- (b) a visual inspection of the vehicle or of the large container(s), bulk-container(s), tank-container(s) or portable tank(s) if any, as well as of their equipment used in loading and unloading,

shows that the vehicle, the driver, a large container, a bulk-container, a tank-container, a portable tank or their equipment do not comply with the regulatory provisions.

7.5.1.3 The unloading shall not be carried out, if the above-mentioned inspections reveal deficiencies that might affect the safety or the security of the unloading. The interior and exterior of a vehicle or container shall be inspected prior to loading to ensure that there is no damage that could affect its integrity or that of the packages to be loaded in it.

7.5.1.4 In accordance with the special provisions of 7.3.3 or 7.5.11, in conformity with Columns (17) and (18) of Table A of Chapter 3.2, certain dangerous goods shall only be forwarded as a "full load" (see definition in 1.2.1). In such a case, the competent authorities may require the vehicle or large container used for such carriage to be loaded at only one point and unloaded at only one point.

7.5.1.5 When orientation arrows are required packages shall be oriented in accordance with such markings.

*NOTE: Liquid dangerous goods shall be loaded below dry dangerous goods whenever practicable.*

#### 7.5.2 Mixed loading prohibition

7.5.2.1 Packages bearing different danger labels shall not be loaded together in the same vehicle or container unless mixed loading is permitted according to the following Table based on the danger labels they bear.

*NOTE: In accordance with 5.4.1.4.2, separate transport documents shall be drawn up for consignments that cannot be loaded together in the same vehicle or container.*

Labels Nos.	1	1.4	1.5	1.6	2.1, 2.2, 2.3	3	4.1	4.1 + 1	4.2	4.3	5.1	5.2	5.2 + 1	6.1	6.2	7 A, B, C	8	9				
1	See 7.5.2.2										d							b				
1.4					a	a	a		a	a	a	a		a	a	a	a	a	a	a	a	
1.5																						b
1.6																						b
2.1, 2.2, 2.3		a			X	X	X		X	X	X	X		X	X	X	X	X				
3		a			X	X	X		X	X	X	X		X	X	X	X	X				
4.1		a			X	X	X		X	X	X	X		X	X	X	X	X				
4.1 + 1								X														
4.2		a			X	X	X		X	X	X	X		X	X	X	X	X				
4.3		a			X	X	X		X	X	X	X		X	X	X	X	X				
5.1	d	a			X	X	X		X	X	X	X		X	X	X	X	X				
5.2		a			X	X	X		X	X	X	X	X	X	X	X	X	X				
5.2 + 1												X	X									
6.1		a			X	X	X		X	X	X	X		X	X	X	X	X				
6.2		a			X	X	X		X	X	X	X		X	X	X	X	X				
7A, B, C		a			X	X	X		X	X	X	X		X	X	X	X	X				
8		a			X	X	X		X	X	X	X		X	X	X	X	X				
9	b	a b c	b	b	X	X	X		X	X	X	X		X	X	X	X	X				

X *Mixed loading permitted.*

a *Mixed loading permitted with 1.4S substances and articles.*

b *Mixed loading permitted between goods of Class 1 and life-saving appliances of Class 9 (UN Nos. 2990, 3072 and 3268).*

c *Mixed loading permitted between air bag inflators, or air bag modules, or seat-belt pretensioners of Division 1.4, compatibility group G, (UN No. 0503) and air bag inflators or air bag modules or seat-belt pretensioners of Class 9 (UN No. 3268).*

d *Mixed loading permitted between blasting explosives (except UN No. 0083 explosive, blasting, type C) and ammonium nitrate (UN Nos. 1942 and 2067) and alkali metal nitrates and alkaline earth metal nitrates provided the aggregate is treated as blasting explosives under Class 1 for the purposes of placarding, segregation, stowage and maximum permissible load. Alkali metal nitrates include caesium nitrate (UN 1451), lithium nitrate (UN 2722), potassium nitrate (UN 1486), rubidium nitrate (UN 1477) and sodium nitrate (UN 1498). Alkaline earth metal nitrates include barium nitrate (UN 1446), beryllium nitrate (UN 2464), calcium nitrate (UN 1454), magnesium nitrate (UN 1474) and strontium nitrate (UN 1507).*

## 7.5.2.2

Packages containing substances or articles of Class 1, bearing a label conforming to models Nos. 1, 1.4, 1.5 or 1.6 which are assigned to different compatibility groups shall not be loaded together in the same vehicle or container, unless mixed loading is permitted in accordance with the following Table for the corresponding compatibility groups.

Compatibility Group	A	B	C	D	E	F	G	H	J	L	N	S
A	X											
B		X		<sup>a</sup>								X
C			X	X	X		X				<sup>b c</sup>	X
D		<sup>a</sup>	X	X	X		X				<sup>b c</sup>	X
E			X	X	X		X				<sup>b c</sup>	X
F						X						X
G			X	X	X		X					X
H								X				X
J									X			X
L										<sup>d</sup>		
N			<sup>b c</sup>	<sup>b c</sup>	<sup>b c</sup>						<sup>b</sup>	X
S		X	X	X	X	X	X	X	X		X	X

X *Mixed loading permitted.*

<sup>a</sup> *Packages containing articles of compatibility group B and those containing substances or articles of compatibility group D may be loaded together on one vehicle or in one container provided they are effectively segregated such that there is no danger of transmission of detonation from the articles of compatibility group B to the substances or articles of compatibility group D. Segregation shall be achieved by the use of separate compartments or by placing one of the two types of explosive in a special containment system. Either method of segregation shall be approved by the competent authority.*

<sup>b</sup> *Different types of articles of division 1.6, compatibility group N, may be carried together as articles of division 1.6, compatibility group N, only when it is proven by testing or analogy that there is no additional risk of sympathetic detonation between the articles. Otherwise they should be treated as hazard division 1.1.*

<sup>c</sup> *When articles of compatibility group N are carried with substances or articles of compatibility groups C, D or E, the articles of compatibility group N should be considered as having the characteristics of compatibility group D.*

<sup>d</sup> *Packages containing substances and articles of Compatibility Group L may be loaded together on one vehicle or in one container with packages containing the same type of substances and articles of that compatibility group.*

7.5.2.3 For the purpose of the application of the prohibitions of mixed loading on one vehicle, no account shall be taken of substances contained in closed containers with complete sides. Nevertheless, the mixed loading prohibitions laid down in 7.5.2.1 concerning mixed loading of packages bearing labels conforming to models Nos. 1, 1.4, 1.5 or 1.6 with other packages, and in 7.5.2.2 concerning mixed loading of explosives of different compatibility groups shall also apply between dangerous goods contained in a container and the other dangerous goods loaded on the same vehicle, whether or not the latter goods are enclosed in one or more other containers.

7.5.3 *(Reserved)*

#### 7.5.4 **Precautions with respect to foodstuffs, other articles of consumption and animal feeds**

If special provision CV28 is indicated for a substance or article in Column (18) of Table A of Chapter 3.2, precautions with respect to foodstuffs, other articles of consumption and animal feeds shall be taken as follows.

Packages as well as uncleaned empty packagings, including large packagings and intermediate bulk containers (IBCs), bearing labels conforming to models Nos. 6.1 or 6.2 and those bearing labels conforming to model No. 9 containing goods of UN Nos. 2212, 2315, 2590, 3151, 3152 or 3245, shall not be stacked on or loaded in immediate proximity to packages known to contain foodstuffs, other articles of consumption or animal feeds in vehicles, in containers and at places of loading, unloading or transshipment.

When these packages, bearing the said labels, are loaded in immediate proximity of packages known to contain foodstuffs, other articles of consumption or animal feeds, they shall be kept apart from the latter:

- (a) By complete partitions which should be as high as the packages bearing the said labels;
- (b) By packages not bearing labels conforming to models Nos. 6.1, 6.2 or 9 or packages bearing labels conforming to model No.9 but not containing goods of UN Nos. 2212, 2315, 2590, 3151, 3152 or 3245; or
- (c) By a space of at least 0.8 m;

unless the packages bearing the said labels are provided with an additional packaging or are completely covered (e.g. by a sheeting, a fibreboard cover or other measures).

#### 7.5.5 **Limitation of the quantities carried**

7.5.5.1 If the provisions below, or the additional provisions of 7.5.11 to be applied according to Column (18) of Table A of Chapter 3.2 require a limitation of the quantity of specific goods that can be carried, the fact that dangerous goods are contained in one or more containers shall not affect the mass limitations per transport unit laid down by these provisions.

##### 7.5.5.2 ***Limitations with respect to explosive substances and articles***

###### 7.5.5.2.1 ***Substances and quantities carried***

The total net mass in kg of explosive substance (or in the case of explosive articles, the total net mass of explosive substance contained in all the articles combined) which may be carried

on one transport unit shall be limited as indicated in the table below (see also 7.5.2.2 as regards the prohibition of mixed loading):

**Maximum permissible net mass in kg of explosive in Class 1 goods per transport unit**

Transport Unit	Division	1.1		1.2	1.3	1.4		1.5 and 1.6	Empty uncleaned packagings
	Compatibility group	1.1A	Other than 1.1A			Other than 1.4S	1.4S		
EX/II <sup>a</sup>		6.25	1 000	3 000	5 000	15 000	Unlimited	5 000	Unlimited
EX/III <sup>a</sup>		18.75	16 000	16 000	16 000	16 000	Unlimited	16 000	Unlimited

<sup>a</sup> For the description of EX/II and EX/III vehicles see Part 9.

7.5.5.2.2 Where substances and articles of different divisions of Class 1 are loaded on one transport unit in conformity with the prohibitions of mixed loading contained in 7.5.2.2, the load as a whole shall be treated as if it belonged to the most dangerous division (in the order 1.1, 1.5, 1.2, 1.3, 1.6, 1.4). However, the net mass of explosives of compatibility group S shall not count towards the limitation of quantities carried.

Where substances classified as 1.5D are carried on one transport unit together with substances or articles of division 1.2, the entire load shall be treated for carriage as if it belonged to division 1.1.

7.5.5.2.3 *Carriage of explosives on MEMUs*

Carriage of explosives on MEMUs is only permitted subject to the following conditions:

- (a) The competent authority shall authorize the transport operation within its territory;
- (b) The type and quantity of packaged explosives carried shall be limited to those necessary for the quantity of material to be manufactured on the MEMU, and in any case shall not exceed:
  - 200 kg of explosives of compatibility group D; and
  - a total of 400 units of detonators or detonator assemblies, or a mixture of both, unless otherwise approved by the competent authority;
- (c) Packaged explosives shall only be carried in compartments that meet the requirements of 6.12.5;
- (d) No other dangerous goods may be carried in the same compartment as the packaged explosives;
- (e) Packaged explosives shall only be loaded onto the MEMU once the loading of other dangerous goods has been completed and immediately prior to carriage;
- (f) When mixed loading is permitted between explosives and substances of Class 5.1 (UN 1942 and UN 3375) the aggregate is treated as blasting explosives under Class 1 for the purposes of segregation, stowage and maximum permissible load.

7.5.5.3 The maximum quantity of organic peroxides of Class 5.2 and self-reactive substances of Class 4.1 of Types B, C, D, E or F is limited to 20 000 kg per transport unit.

**7.5.6** (Reserved)

**7.5.7 Handling and stowage**

7.5.7.1 Where appropriate the vehicle or container shall be fitted with devices to facilitate securing and handling of the dangerous goods. Packages containing dangerous substances and unpackaged dangerous articles shall be secured by suitable means capable of restraining the goods (such as fastening straps, sliding slatboards, adjustable brackets) in the vehicle or container in a manner that will prevent any movement during carriage which would change the orientation of the packages or cause them to be damaged. When dangerous goods are carried with other goods (e.g. heavy machinery or crates), all goods shall be securely fixed or packed in the vehicles or containers so as to prevent the release of dangerous goods. Movement of packages may also be prevented by filling any voids by the use of dunnage or by blocking and bracing. Where restraints such as banding or straps are used, these shall not be over-tightened to cause damage or deformation of the package<sup>1</sup>.

7.5.7.2 Packages shall not be stacked unless designed for that purpose. Where different design types of packages that have been designed for stacking are to be loaded together, consideration shall be given to their compatibility for stacking with each other. Where necessary, stacked packages shall be prevented from damaging the package below by the use of load-bearing devices.

7.5.7.3 During loading and unloading, packages containing dangerous goods shall be protected from being damaged.

*NOTE: Particular attention shall be paid to the handling of packages during their preparation for carriage, the type of vehicle or container on which they are to be carried and to the method of loading or unloading, so that accidental damage is not caused through dragging or mishandling the packages.*

7.5.7.4 The provisions of 7.5.7.1 also apply to the loading, stowage and unloading of containers on to and from vehicles.

7.5.7.5 Members of the vehicle crew may not open a package containing dangerous goods.

**7.5.8 Cleaning after unloading**

7.5.8.1 If, when a vehicle or container which has contained packaged dangerous goods is unloaded, some of the contents are found to have escaped, the vehicle or container shall be cleaned as soon as possible and in any case before reloading.

If it is not possible to do the cleaning locally, the vehicle or container shall be carried, with due regard to adequate safety, to the nearest suitable place where cleaning can be carried out.

Carriage is adequately safe if suitable measures have been taken to prevent the uncontrolled release of the dangerous goods that have escaped.

7.5.8.2 Vehicles or containers which have been loaded with dangerous goods in bulk shall be properly cleaned before reloading unless the new load consists of the same dangerous goods as the preceding load.

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<sup>1</sup> Guidance on the stowage of dangerous goods can be found in the *European Best Practice Guidelines on Cargo Securing for Road Transport* published by the European Commission. Other guidance is also available from competent authorities and industry bodies.

### **7.5.9 Prohibition of smoking**

Smoking shall be prohibited during handling operations in the vicinity of vehicles or containers and inside the vehicles or containers.

### **7.5.10 Precautions against electrostatic charges**

In the case of flammable gases, or liquids with a flash-point of 60 °C or below, or UN No. 1361, carbon or carbon black, packing group II, a good electrical connection from the chassis of the vehicle, the portable tank or the tank-container to earth shall be established before tanks are filled or emptied. In addition, the rate of filling shall be limited.

### **7.5.11 Additional provisions applicable to certain classes or specific goods**

In addition to the provisions of sections 7.5.1 to 7.5.10, the following provisions shall apply when they are shown under an entry indicated in Column (18) of Table A of Chapter 3.2.

- CV1 (1) The following operations are prohibited:
- (a) Loading or unloading goods in a public place in a built-up area without special permission from the competent authorities;
  - (b) Loading or unloading goods in a public place elsewhere than in a built-up area without prior notice thereof having been given to the competent authorities, unless these operations are urgently necessary for reasons of safety.
- (2) If, for any reason, handling operations have to be carried out in a public place, then substances and articles of different kinds shall be separated according to the labels.
- CV2 (1) Before loading, the loading surface of the vehicle or container shall be thoroughly cleaned.
- (2) The use of fire or naked flame shall be prohibited on vehicles and containers carrying goods, in their vicinity and during the loading and unloading of these goods.
- CV3 See 7.5.5.2.
- CV4 Substances and articles of compatibility group L shall only be carried as a full load.
- CV5 to  
CV8 (*Reserved*)
- CV9 Packages shall not be thrown or subjected to impact.
- Receptacles shall be so stowed in the vehicle or container that they cannot overturn or fall.
- CV10 Cylinders as defined in 1.2.1, shall be laid parallel to or at right angles to the longitudinal axis of the vehicle or container; however, those situated near the forward transverse wall shall be laid at right angles to the said axis.

Short cylinders of large diameter (about 30 cm and over) may be stowed longitudinally with their valve-protecting devices directed towards the middle of the vehicle or container.

Cylinders which are sufficiently stable or are carried in suitable devices effectively preventing them from overturning may be placed upright.

Cylinders which are laid flat shall be securely and appropriately wedged, attached or secured so that they cannot shift.

CV11 Receptacles shall always be placed in the position for which they were designed and be protected against any possibility of being damaged by other packages.

CV12 When pallets loaded with articles are stacked, each tier of pallets shall be evenly distributed over the lower tier, if necessary by the interposition of a material of adequate strength.

CV13 If any substances have leaked and been spilled in a vehicle or container, it may not be re-used until after it has been thoroughly cleaned and, if necessary, disinfected or decontaminated. Any other goods and articles carried in the same vehicle or container shall be examined for possible contamination.

CV14 Goods shall be shielded from direct sunlight and heat during carriage.

Packages shall be stored only in cool, well-ventilated places away from heat sources.

CV15 See 7.5.5.3.

CV16 to  
CV19 (*Reserved*)

CV20 The provisions of Chapter 5.3 and special provisions V1 and V8(5) and (6) of Chapter 7.2 shall not apply provided that the substance is packaged in accordance with packing method OP1 or OP2 of packing instruction P520 in 4.1.4.1, as required, and the total quantity of substances to which this derogation applies per transport unit is limited to 10 kg.

CV21 The transport unit shall be thoroughly inspected prior to loading.

Before carriage, the carrier shall be informed:

- about the operation of the refrigeration system, including a list of the suppliers of coolant available en route;
- procedures to be followed in the event of loss of temperature control.

In the case of temperature control in accordance with methods R2 or R4 of special provision V8(3) of Chapter 7.2, a sufficient quantity of non-flammable refrigerant (e.g. liquid nitrogen or dry ice), including a reasonable margin for possible delays, shall be carried unless a means of replenishment is assured.

Packages shall be so stowed as to be readily accessible.

The specified control temperature shall be maintained during the whole transport operation, including loading and unloading, as well as any intermediate stops.

CV22 Packages shall be loaded so that a free circulation of air within the loading space provides a uniform temperature of the load. If the contents of one vehicle or large container exceed 5 000 kg of flammable solids and/or organic peroxides, the load shall be divided into stacks of not more than 5 000 kg separated by air spaces of at least 0.05 m.

CV23 When handling packages, special measures shall be taken to ensure that they do not come into contact with water.

CV24 Before loading, vehicles and containers shall be thoroughly cleaned and in particular be free of any combustible debris (straw, hay, paper, etc.).

The use of readily flammable materials for stowing packages is prohibited.

- CV25
- (1) Packages shall be so stowed that they are readily accessible.
  - (2) When packages are to be carried at an ambient temperature of not more than 15 °C or refrigerated, the temperature shall be maintained when unloading or during storage.
  - (3) Packages shall be stored only in cool places away from sources of heat.

CV26 The wooden parts of a vehicle or container which have come into contact with these substances shall be removed and burnt.

- CV27
- (1) Packages shall be so stowed that they are readily accessible.
  - (2) When packages are to be carried refrigerated, the functioning of the cooling chain shall be ensured when unloading or during storage.
  - (3) Packages shall only be stored in cool places away from sources of heat.

CV28 See 7.5.4.

CV29 to  
CV32 (*Reserved*)

CV33 **NOTE 1:** "Critical group" means a group of members of the public which is reasonably homogeneous with respect to its exposure for a given radiation source and given exposure pathway and is typical of individual receiving the highest effective dose by the given exposure pathway from the given source.

**NOTE 2:** "Members of the public" means in a general sense, any individuals in the population except when subject to occupational or medical exposure.

**NOTE 3:** "Workers" are any persons who work, whether full time, part-time or temporarily, for an employer and who have recognised rights and duties in relation to occupational radiation protection.

(1) Segregation

(1.1) Packages, overpacks, containers and tanks containing radioactive material and unpacked radioactive material shall be segregated during carriage:

(a) from workers in regularly occupied working areas:

(i) in accordance with Table A below; or

(ii) by distances calculated using a dose criterion of 5 mSv in a year and conservative model parameters;

**NOTE:** Workers subject to individual monitoring for the purposes of radiation protection shall not be considered for the purposes of segregation.

(b) from members of the critical group of the public, in areas where the public has regular access:

(i) in accordance with Table A below; or

(ii) by distances calculated using a dose criterion of 1 mSv in a year and conservative model parameters;

(c) from undeveloped photographic film and mailbags:

(i) in accordance with Table B below; or

(ii) by distances calculated using a radiation exposure criterion for undeveloped photographic film due to the transport of radioactive material for 0.1 mSv per consignment of such film; and

**NOTE:** Mailbags shall be assumed to contain undeveloped film and plates and therefore be separated from radioactive material in the same way.

(d) from other dangerous goods in accordance with 7.5.2.

**Table A: Minimum distances between packages of category II-YELLOW or of category III-YELLOW and persons**

Sum of transport indexes not more than	Exposure time per year (hours)			
	Areas where members of the public have regular access		Regularly occupied working areas	
	50	250	50	250
	Segregation distance in metres, no shielding material intervening, from:			
2	1	3	0.5	1
4	1.5	4	0.5	1.5
8	2.5	6	1.0	2.5
12	3	7.5	1.0	3
20	4	9.5	1.5	4
30	5	12	2	5
40	5.5	13.5	2.5	5.5
50	6.5	15.5	3	6.5

**Table B: Minimum distances between packages of category II-YELLOW or of category III-YELLOW and packages bearing the word "FOTO", or mailbags**

Total number of packages not more than		Sum of transport indexes not more than	Journey or storage duration, in hours							
			1	2	4	10	24	48	120	240
Category			Minimum distances in metres							
III-yellow	II-yellow		0.2	0.5	0.5	0.5	0.5	1	1	2
		0.5	0.5	0.5	0.5	1	1	2	3	5
	1	1	0.5	0.5	1	1	2	3	5	7
	2	2	0.5	1	1	1.5	3	4	7	9
	4	4	1	1	1.5	3	4	6	9	13
	8	8	1	1.5	2	4	6	8	13	18
1	10	10	1	2	3	4	7	9	14	20
2	20	20	1.5	3	4	6	9	13	20	30
3	30	30	2	3	5	7	11	16	25	35
4	40	40	3	4	5	8	13	18	30	40
5	50	50	3	4	6	9	14	20	32	45

(1.2) Category II-YELLOW or III-YELLOW packages or overpacks shall not be carried in compartments occupied by passengers, except those exclusively reserved for couriers specially authorized to accompany such packages or overpacks.

(1.3) No persons other than members of the vehicle crew shall be permitted in vehicles carrying packages, overpacks or containers bearing category II-YELLOW or III-YELLOW labels.

(2) *Activity limits*

The total activity in a vehicle, for carriage of LSA material or SCO in Industrial Packages Type 1 (Type IP-1), Type 2 (Type IP-2), Type 3 (Type IP-3) or unpackaged, shall not exceed the limits shown in Table C below.

**Table C: Vehicle activity limits for LSA material and SCO in industrial packages or unpackaged**

Nature of material or object	Activity limit for vehicle
LSA-I	No limit
LSA-II and LSA-III non-combustible solids	No limit
LSA-II and LSA-III combustible solids, and all liquids and gases	100 A <sub>2</sub>
SCO	100 A <sub>2</sub>

(3) *Stowage during carriage and storage in transit*

(3.1) Consignments shall be securely stowed.

(3.2) Provided that its average surface heat flux does not exceed 15 W/m<sup>2</sup> and that the immediately surrounding cargo is not in bags, a package or overpack may be carried or stored among packaged general cargo without any special stowage provisions except as may be specifically required by the competent authority in an applicable approval certificate.

(3.3) Loading of containers and accumulation of packages, overpacks and containers shall be controlled as follows:

- (a) Except under the condition of exclusive use, and for consignments of LSA-I material, the total number of packages, overpacks and containers aboard a single vehicle shall be so limited that the total sum of the transport indexes aboard the vehicle does not exceed the values shown in Table D below;
- (b) The radiation level under routine conditions of carriage shall not exceed 2 mSv/h at any point on, and 0.1 mSv/h at 2 m from, the external surface of the vehicle, except for consignments carried under exclusive use, for which the radiation limits around the vehicle are set forth in (3.5) (b) and (c);
- (c) The total sum of the criticality safety indexes in a container and aboard a vehicle shall not exceed the values shown in Table E below.

**Table D: Transport Index limits for containers and vehicles not under exclusive use**

Type of container or vehicle	Limit on total sum of transport indexes in a container or aboard a vehicle
Small container	50
Large container	50
Vehicle	50

**Table E: Criticality Safety Index for containers and vehicles containing fissile material**

Type of container or vehicle	Limit on total sum of criticality safety indexes	
	Not under exclusive use	Under exclusive use
Small container	50	n.a.
Large container	50	100
Vehicle	50	100

- (3.4) Any package or overpack having either a transport index greater than 10, or any consignment having a criticality safety index greater than 50, shall be carried only under exclusive use.
- (3.5) For consignments under exclusive use, the radiation level shall not exceed:
- (a) 10 mSv/h at any point on the external surface of any package or overpack, and may only exceed 2 mSv/h provided that:
    - (i) the vehicle is equipped with an enclosure which, during routine conditions of carriage, prevents the access of unauthorized persons to the interior of the enclosure;
    - (ii) provisions are made to secure the package or overpack so that its position within the vehicle enclosure remains fixed during routine conditions of carriage, and
    - (iii) there is no loading or unloading during the shipment;
  - (b) 2 mSv/h at any point on the outer surfaces of the vehicle, including the upper and lower surfaces, or, in the case of an open vehicle, at any point on the vertical planes projected from the outer edges of the vehicle, on the upper surface of the load, and on the lower external surface of the vehicle; and
  - (c) 0.1 mSv/h at any point 2 m from the vertical planes represented by the outer lateral surfaces of the vehicle, or, if the load is carried in an open vehicle, at any point 2 m from the vertical planes projected from the outer edges of the vehicle.
- (4) *Segregation of packages containing fissile material during carriage and storage in transit*
- (4.1) Any group of packages, overpacks, and containers containing fissile material stored in transit in any one storage area shall be so limited that the total sum of the CSIs in the group does not exceed 50. Each group shall be stored so as to maintain a spacing of at least 6 m from other such groups.
  - (4.2) Where the total sum of the criticality safety indexes on board a vehicle or in a container exceeds 50, as permitted in Table E above, storage shall be such as to maintain a spacing of at least 6 m from other groups of packages, overpacks or containers containing fissile material or other vehicles carrying radioactive material.

(5) *Damaged or leaking packages, contaminated packagings*

- (5.1) If it is evident that a package is damaged or leaking, or if it is suspected that the package may have leaked or been damaged, access to the package shall be restricted and a qualified person shall, as soon as possible, assess the extent of contamination and the resultant radiation level of the package. The scope of the assessment shall include the package, the vehicle, the adjacent loading and unloading areas, and, if necessary, all other material which has been carried in the vehicle. When necessary, additional steps for the protection of persons property and the environment, in accordance with provisions established by the competent authority, shall be taken to overcome and minimize the consequences of such leakage or damage.
- (5.2) Packages damaged or leaking radioactive contents in excess of allowable limits for normal conditions of carriage may be removed to an acceptable interim location under supervision, but shall not be forwarded until repaired or reconditioned and decontaminated.
- (5.3) A vehicle and equipment used regularly for the carriage of radioactive material shall be periodically checked to determine the level of contamination. The frequency of such checks shall be related to the likelihood of contamination and the extent to which radioactive material is carried.
- (5.4) Except as provided in paragraph (5.5), any vehicle, or equipment or part thereof which has become contaminated above the limits specified in 4.1.9.1.2 in the course of carriage of radioactive material, or which shows a radiation level in excess of 5  $\mu\text{Sv/h}$  at the surface, shall be decontaminated as soon as possible by a qualified person and shall not be re-used unless the non-fixed contamination does not exceed the limits specified in 4.1.9.1.2, and the radiation level resulting from the fixed contamination on surfaces after decontamination is less than 5  $\mu\text{Sv/h}$  at the surface.
- (5.5) A container, tank, intermediate bulk container or vehicle dedicated to the carriage of unpackaged radioactive material under exclusive use shall be excepted from the requirements of the previous paragraph (5.4) and in 4.1.9.1.4 solely with regard to its internal surfaces and only for as long as it remains under that specific exclusive use.

(6) *Other provisions*

Where a consignment is undeliverable, the consignment shall be placed in a safe location and the competent authority shall be informed as soon as possible and a request made for instructions on further action.

- CV34 Prior to carriage of pressure receptacles it shall be ensured that the pressure has not risen due to potential hydrogen generation.
- CV35 If bags are used as single packagings, they shall be adequately separated to allow for the dissipation of heat.
- CV36 Packages shall preferably be loaded in open or ventilated vehicles or open or ventilated containers. If this is not feasible and packages are carried in other closed vehicles or containers, the cargo doors of the vehicles or containers shall be marked with the following in letters not less than 25 mm high:

"WARNING  
NO VENTILATION  
OPEN WITH CAUTION"

This shall be in a language considered appropriate by the consignor.

