



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.15/AC.1/2002/20
28 March 2002

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Geneva, 9-13 September 2002)

NEW PROPOSALS

Chapter 3.4: Exemptions related to dangerous goods packed in limited quantities

Transmitted by the Government of Norway

SUMMARY

Executive Summary: Changes made to the provisions for transport of UN 1057 Lighters and Lighter refills in the 1997 and 1999 versions of RID/ADR have dramatically changed the transport regulations for these articles with no safety justification. This led to the introduction of a multilateral agreement (M100) under ADR marginal 2010, which has been signed by 10 member States. Proposals to rectify this situation are contained below.

Action to be taken: Introduce limited quantity provisions for UN 1057 Lighters and lighter refills (LQ30).

Related documents: None.

*/ Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT/III/2002/20.

1. Introduction

Lighters and lighter refills did not exist as an entry in RID/ADR prior to 1997. Up to 1997 lighters and lighter refills were in Norway classified and packaged in accordance with the UN Recommendations, and distributed to the retailers under national regulations/national derogations to marginal 2201a (since 1990 when RID/ADR was introduced as national legislation). In 1997, when class 2 was revised, lighters and lighter refills were introduced into RID/ADR under classification code 6F, but were not covered by marginal 2201a.

In the new marginal 2210 (1) (a) of ADR1999, they were given new packing conditions, which only apply for packages less than 2 kg, with no limited quantities provisions.

Table A in Chapter 3.2 of the restructured RID/ADR, indicates "LQ0" for UN 1057. In comparison with UN 1950 aerosols containing propane/butane as a propellant and UN 2037 small receptacles containing gas (gas cartridges), UN 1057 lighters and lighter refills now have much stricter transport regulations. The limited quantities provisions for UN 1950 and UN 2037 are "LQ2" while, as stated above, UN 1057 is allocated to "LQ0".

2. Proposal

- (a) In Column (7) in Table A of Chapter 3.2, for UN 1057 replace "LQ0" with "LQ30".
- (b) Change introductory sentence in 3.4.4 to read: "..., when one of the codes "LQ3", "LQ20", "LQ21", "LQ29" or "LQ30" is shown".
- (c) Change 3.4.4 (b) to read: "The maximum quantity per inner packaging and per package (when LQ30 is shown, the articles are considered to be inner packagings) prescribed for the relevant code in the second and third".
- (d) Introduce a new "LQ30" in the table in 3.4.6 as follows:

Code	Combination packagings		Inner packagings in shrink-wrapped or stretch-wrapped trays	
	Inner packaging Maximum contents	Package Maximum gross mass (kg) /contents (l)	Inner packaging Maximum contents	Package Maximum gross mass (kg) / contents (l)
LQ30	10 g (per lighter)/ 65 g (per refill)	10 kg	Not allowed	Not allowed

3. Justification

In comparison with small receptacles containing gas (gas cartridges) and aerosols containing propane/butane as a propellant, lighters and lighter refills now have much stricter transport regulations. This difference is not understood by the lighterindustry in Norway, since there is no history of accidents that justifies the introduction of these stricter transport regulations.

This led to the introduction of a multilateral agreement under ADR marginal 2010 (M100) by Norway in 2000 that until now has been countersigned by 10 member States. This implies that the present provisions are in need of change to better reflect the situation that prevailed before 1997. The proposal is based on the multilateral agreement M100, but is adjusted to a better fit to the restructured RID/ADR and the introduction of Chapter 3.4.

4. Safety implications

None.

5. Feasibility

The expert from Norway sees no extra costs or practical implications with the proposed change. The effect will rather be to the contrary, since the proposed new text reflects the actual situation for the transport of these articles in most RID/ADR countries.

6. Enforceability

The expert from Norway sees no problems of enforceability arising from the proposal.
