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**COMMITTEE OF EXPERTS ON THE TRANSPORT OF  
DANGEROUS GOODS AND ON THE GLOBALLY  
HARMONIZED SYSTEM OF CLASSIFICATION  
AND LABELLING OF CHEMICALS**

Sub-Committee of Experts on the  
Transport of Dangerous Goods

Thirty-sixth session  
Geneva, 30 November – 9 December 2009  
Item 5 of the provisional agenda

**MISCELLANEOUS PROPOSALS OF AMENDMENTS TO THE MODEL  
REGULATIONS ON THE TRANSPORT OF DANGEROUS GOODS**

Fuels in machinery and equipment

Transmitted by the expert from the United Kingdom<sup>1</sup>

**Introduction**

1. The Sub-Committee will recall that the expert from the United Kingdom submitted, at the 35<sup>th</sup> session, an informal document INF 10 which outlined the concerns that he had over the transport of machinery which contained large quantities of fuel. The United Kingdom included an extract from a similar paper which it presented to the March 2009 RID/ADR/ADN Joint Meeting highlighting the problems for road and rail transport. The United Kingdom felt that perhaps some consignors were taking advantage of the wording of the exemption listed in

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<sup>1</sup> In accordance with the programme of work of the Sub-Committee for 2009-2010 approved by the Committee at its fourth session (refer to ST/SG/AC.10/C.3/68, para. 118 (d) and ST/SG/AC.10/36, para. 14).

1.1.3.1(b) of RID/ADR/ADN to transport large quantities of fuel outside the scope of the regulations. In its informal document presented to the July Sub-Committee the expert from the United Kingdom suggested that this was a potential multimodal problem and asked for comments from the Sub-Committee. The expert from the United Kingdom is grateful to the expert from Canada for giving him details of the approach adopted by the Canadian authorities in dealing with this issue.

2. It was suggested at the last session that substances other than fuel are being carried in machinery. However the United Kingdom believes that it would be better if the use of fuel should be examined first before other substances are considered. Below are draft proposals developed by the expert from the United Kingdom. The United Kingdom is not claiming that these proposals are sufficiently mature to be adopted now but would welcome the views of other experts as to whether these proposals are moving in the right direction. Based on the response from the Sub-Committee the expert from the United Kingdom hopes to continue to develop proposals with appropriate input from other experts so as to have text ready for adoption during this biennium.

### **Proposal**

3. Add a new SP XXX against UN 1202, UN 1203, UN 1223, UN 1863 and UN 3475

4. Add the following special provision in Chapter 3.3 :

“SPXXX Substances of UN 1202, UN 1203, UN 1223, UN 1863 and UN 3475 when contained in machinery or equipment in quantities in excess of those amounts specified in Column 7a) of the Dangerous Goods List of Chapter 3.2 and is carried as a load for the functioning of this machinery or equipment are subject to the following conditions;

- (a) Any valves or openings between the machinery or equipment and the tank within or attached to such machinery or equipment shall be closed during carriage and;
- (b) The machinery or equipment shall be loaded in an orientation to prevent inadvertent leakage of fuel and secured by suitable means capable of restraining the machinery or equipment in a manner that will prevent any movement during carriage which would change the orientation or cause it to be damaged and;
- (c) Where the fuel tank has a capacity greater than [500L] [1000L] [1500L] it shall be [labelled] [placarded] on [two opposite sides] [four sides] in accordance with [5.2.1.4] [5.3.1.2] [and transport documentation shall be carried].”

5. Consequential amendment to the second paragraph of SP 301:

Insert the following sentence at the beginning of the second paragraph:

“This paragraph does not apply to UN 1202, UN 1203, UN 1223, UN 1863 and UN 3475.”.

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