

## 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

Bern, 21–25 March 2011

Item 8 of the provisional agenda

##### Other business

## Heavy fuel oil

### Transmitted by the European Petroleum Association (EUROPIA)

#### *Summary*

**Explanatory summary:** The purpose of the information document is to reach agreement on formulation for facilitation of transport of heavy fuel oil, limited in time up to 31/12/2012, as dangerous goods, and to get harmonised classification in UN number UN 3082.

**Decision to be made:** Agreement on time-limited exemption of transport of heavy fuel oil from certain dangerous goods regulations, in a special agreement.  
Agreement on a harmonised UN number for heavy fuel oil.

**Related documents:** INF 11 for the ADN Safety Committee in January 2011

### Introduction

1. Publication of the CONCAWE Chemical Safety Report, Part B, Heavy Fuel Oil Components, results in changes in the dangerous goods classification specifications for heavy fuel oil. The relevant change for transport is the tougher definition of the environmental danger heavy fuel oil, changing from R52/53 to category aquatic chronic 1 R50/53 (H410). Substances and blends with the symbol N and R50/53 are to be transported as Class 9 dangerous goods in accordance with 2.2.9.1.10.5 RID/ADR/ADN.

2. In order to ensure pumpability and flowability, heavy fuel oil is loaded and transported at increased temperatures, but below the flash point. In order to avoid the need for regular change in marking, classification recommendation should as a rule be made for marking UN-No. 3082 (environmentally hazardous substance, liquid, N.A.G.).

### **Application 1**

3. Formulation of conditions for special agreement on temporary exemption for transport of heavy fuel oil from dangerous goods regulations with respect to the requirement for the tank and driver training.

### **Application 2**

4. Obtaining a decision in principle on fundamental classification of heavy fuel oil in UN-No. 3082.

### **Reasons**

#### 5. Safety

About 5,000 kto of heavy fuel oil are transported from German refineries. About 50% of these transports are with inland waterways tank vessels, about 45% by tank wagons, and about 5% by road tank trucks. A small proportion is transported across borders by all means of transport. No safety deficits have emerged in the course of these transport operations, which have been carried out for many years.

According to present knowledge, some of the transport of the tanks to be used for heavy fuel oil is not approved under dangerous goods legislation, and the tank truck drivers do not have an ADR training certificate.

The properties of heavy fuel oil have not changed, but rather, due to new analysis, a classification criterion has led to stricter classification at short notice.

#### 6. Feasibility

The changeover to tanks, vehicles and ADR training of tank truck drivers permitted under dangerous goods regulations for transport of dangerous goods will take some time. Estimates assume that it will be up to 2 years.

The proposed arrangement affects shippers and carriers of heavy fuel oil, and gives a systematic legal framework for changeover of transport to meet the changed requirements under dangerous goods regulations.

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