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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

##### Ninety-ninth session

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Item 6 (b) of the provisional agenda

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

##### Miscellaneous proposals

### Limitations with respect to explosive substances and articles — application of the table in 7.5.5.2.1

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

#### *Summary*

- Executive summary:** The table in 7.5.5.2.1 sets the maximum permissible net mass of explosive in Class 1 goods per transport unit. The issue is how it should be applied when the transport unit is composed of vehicles of different categories (EX/II and EX/III).
- Decision to be taken:** Amend the table in 7.5.5.2.1 of ADR.
- Related documents:** ECE/TRANS/130 (ADR 1999), marginals 11 204 and 11 401.

<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2014-2015 (ECE/TRANS/240, para. 100, ECE/TRANS/2014/23, cluster 9, para. 9.1).



## Introduction

1. Provision V2 in 7.2.4 stipulates that the choice of an EX/II or EX/III vehicle for the carriage of Class 1 packages “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. The table in 7.5.5.2.1 sets the maximum permissible net mass in kilograms of explosive in Class 1 goods per transport unit.
3. It is clear how to apply the table when the vehicles that make up the transport unit are of the same category, especially since 7.5.5.2.2 explains how to deal with a load containing goods of different divisions of Class 1.
4. Its application becomes problematic when the transport unit comprises vehicles of different categories. What are the maximum values for a load split, for example, between an EX/III lorry and an EX/II trailer?
5. The practice could be to consider these limitations not only by transport unit but also by vehicle (given that it is vehicles that are accredited rather than transport units). Thus, 16,000 kg net mass of division 1.2 goods could be carried by a transport unit consisting of an EX/III vehicle (13,000 kg of the goods) to which an EX/II trailer could be attached (3,000 kg of the goods).
6. Referring to the pre-restructuring version of ADR, marginal 11 204 of ADR 1999 assigns EX/II and EX/III transport units to the carriage of Class 1 substances and articles, which is in line with the table under marginal 11 401 that is identical to the table under the current 7.5.5.2.1. The limitations concern transport units and are defined for each type of transport unit, which may lead users to think that all the vehicles of a given transport unit have to belong to the same category.
7. In the light of the construction requirements applicable to EX/II and EX/III vehicles, including in respect of the vehicle body, a transport unit composed of at least one EX/II vehicle cannot, in our view, be assigned the maximum amount given in the row for EX/III. The maximum should be the amount listed in the row for EX/II, even if the transport unit also includes an EX/III vehicle.
8. In order to make this clearer in the table in 7.5.5.2.1, we suggest the amendment below.

## Proposal

9. Under 7.5.5.2.1, amend the table as follows (new text in bold italics):

Transport unit composed of vehicles	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> or EX/II <sup>a</sup> and EX/III <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.

## **Justification**

Safety: Improves safety.

Feasibility: Avoids any confusion when interpreting the documents.

Enforceability: Facilitates the application of the provisions.

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