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**Proposals for amendments to annexes A and B of ADR:
miscellaneous proposals**

Temperature controlled transport in refrigerated containers - temperature monitoring in the driver's cab – section 9.6.1 (c) in ADR s

Transmitted by European Chemical Industry Council (CEFIC) *

Summary

Executive summary:	ADR in section 9.6.1 (c), exception for temperature reading in the driver's cab for refrigerated containers where maritime carriage is part of the transport chain.
Action to be taken:	Add exception to section 9.6.1 (c)..

Introduction

1. Section 9.6.1 (c) of ADR prescribes that a suitable device shall be provided enabling the temperature prevailing in the loading space to be determined at any time from the cab. In temperature controlled trucks this is realized and done according to section 9.6.1 (c). However, with refrigerated containers this is technically hardly possible. These stand-alone 20 or 40 foot refrigerated containers (reefer) have their own single or dual (redundant) cooling machine, have their own temperature alarms and temperature indication visible at the front of the reefer and are carried as "standard" containers on a truck or on sea going vessels.

* In accordance with the programme of work of the Inland Transport Committee for 2018-2019, (ECE/TRANS/WP.15/237, annex V, (9.1)).

2. During road transport of these refrigerated containers there is no connection between the container and the cabin of the truck and consequently no temperature indication is present in the driver cabin as required in section 9.6.1 (c), although the temperature indication is present on the container itself.
3. Apart from the requirement in section 9.6.1 (c), for refrigerated containers, all temperature recordings, visible and audible alarms, when required, are present in accordance with the provisions of 7.1.7.4.2 of ADR.
4. The above mentioned issue with reefer-containers was discussed with the competent authority for road transport in the Netherlands (Human Environment and Transport Inspectorate, ILT). The outcome of the discussion was as follows:
5. During carriage by road of substances that require temperature control and are transported in temperature controlled containers, in a transport chain that includes maritime carriage, section 9.6.1(c) cannot be applied.
6. Instead of this the carrier must, at the moment of commencing the road transport and furthermore latest every three hours, check the temperature in the container and register this temperature (date, hour, temperature). Registration must be done on the transport document as mentioned in 5.4.1 and if that document does not have enough space the registration must be done on a separate document that must be attached to the transport document (if loose-leaf system to the copy of the carrier).
7. This above rule has been tested for a period of several years in the Netherlands and it is functioning well. A frequency of temperature checks of four to six hours aligns with ADR 7.1.7.4.2. CEFIC therefore propose to make this rule part of the ADR, as result of which it will get a legal base and can be used in all ADR countries.

Proposal for amendments

8. Add the following sentence to section 9.6.1(c):
“This is not required when temperature controlled carriage is carried out in refrigerated containers and maritime carriage is part of the transport chain. In this case the carrier must, at the moment of commencing the road transport and furthermore latest every four to six hours, check the temperature in the container and register this temperature (date, hour, temperature). Registration must be done on the transport document as mentioned in 5.4.1 and if that document does not have enough space the registration must be done on a separate document that must be attached to the transport document (if loose-leaf system to the copy of the carrier).”

Feasibility

9. No problems are foreseen.
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