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Inland Transport Committee

Working Party on the Transport of Dangerous Goods

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Item 5 (b) of the provisional agenda

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

Marking of transport units and containers loaded with limited quantities

Transmitted by the Government of Switzerland*

Summary

Executive summary: Transport units and containers containing limited quantities as well as fully regulated dangerous goods are not required to carry the limited quantities marking. This does not necessarily reflect the actual hazard and might in fact be misleading in the event of an accident or in respect of tunnel restrictions in category E tunnels.

Action to be taken: Amend subsection 3.4.13 (b) in ADR.

Related documents: Informal document INF. 23 from the 105th session of the Working Party (WP.15), ECE/TRANS/WP.15/AC.1/2018/14 and OTIF/RID/CE/GTP/2017/9 (Sweden), ECE/TRANS/WP.15/2019/7 and informal document INF. 7 from the 106th session of WP.15.

Background

1. Further to the proposal of Switzerland (ECE/TRANS/WP.15/2019/7) at the 106th session of the Working Group concerning the marking of containers loaded with packagings in limited quantities in accordance with Chapter 3.4, the proposal in informal document INF. 7 from Sweden received some support. That proposal has, however, been transferred to the Joint Meeting to consider both rail and road. The question of the marking of wagons and

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019, (ECE/TRANS/2018/21/Add.1, (9.2)).



containers will be addressed at the September 2019 Joint Meeting in document ECE/TRANS/WP.15/AC.1/2019/38.

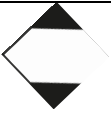

Introduction

2. In the course of drafting document ECE/TRANS/WP.15/AC.1/2019/38, it became clear that the issue of the passage of loads packed in limited quantities, as defined in Chapter 3.4, through tunnels subject to restrictions is not satisfactorily resolved in ADR. Document submission deadlines prevent us from taking account of the outcome of the discussions at the Joint Meeting, so, since this question is of particular importance to ADR in respect of tunnels, we are submitting it to WP.15.

3. Transport units loaded with quantities in excess of 8 tonnes of dangerous goods carried in accordance with Chapter 3.4 must be marked as in 3.4.13.

4. As we have emphasized in previous sessions of WP.15 (informal document INF. 23 from the 104th session and ECE/TRANS/WP.15/2019/7), the issue of the marking of containers under 3.4.13 ADR has negative implications for passage through, and safety in, tunnels subject to restrictions.

5. As indicated in paragraph 6 of document ECE/TRANS/WP.15/2019/7, the marking to be affixed to the container and the transport unit in the case of carriage as described in example 2 in the table below does not preclude passage through tunnels subject to restriction under 1.9.3.6 even if the load contains 28,000 litres of ethanol packed in limited quantities. This is because, according to the second sentence of 3.4.13 (b), the carrying transport unit need not be marked when the container marking is visible. In example 2, according to 3.4.13, the container may not carry a mark but a placard. In this case no marking is required on the transport unit either, as the second paragraph of 3.4.13 (b) relates only to non-visible marks on containers.

Container or transport unit		
	Content	Placard/mark
1	28 000 litres UN No. 1170 Ethanol, 3, III in 5 600 plastic 5-litre jerricans (limited quantities)	LQ 
2	60 kg UN 3077 Environmentally hazardous substance, solid, n.o.s., 9, III in a drum, and 28 000 litres UN 1170 Ethanol, 3, III in 5 600 plastic 5-litre jerricans (limited quantities)	No. 9 

6. Under 1.9.5.3.6 or 8.6.3.3, passage through a category E tunnel is not prohibited for goods requiring placard No. 9, for UN No. 3077, for which the entry “(-)” appears in column (15) of Table A of Chapter 3.2.

7. We do not consider that the passage through tunnels of quantities exceeding 8 tonnes packed in limited quantities should be dependent on the presence or otherwise of small amounts of environmentally hazardous substances that are fully regulated and moreover exempt from tunnel restrictions, as is the case with UN Nos. 3077 or 3082.

8. For the aforementioned reasons, we proposed, in document ECE/TRANS/WP.15/2019/7, amending the second sentence of 3.14.13 (b). In informal document INF. 7, Sweden pointed out that placards were not “marks” and therefore submitted an alternative that, in our view, does not resolve the question raised in our document.

9. The only dangerous goods that may be carried in accordance with Chapter 3.4 and that also have the entry “(-)” in column (15) of Table A of Chapter 3.2 are those referred to in UN Nos. 3077 and 3082. We propose excluding them from the option of not marking the transport unit. We do not consider that this should be limited only to passage through tunnels.

Hazard markings for loads exceeding 8 tonnes of dangerous goods have advantages for safety even in situations other than road tunnels. A class 9 placard does not represent the true danger involved in example 2 in the table in paragraph 5. Marking of the transport unit in accordance with 3.4.13, even if it is not specific, flags the presence of more than 8 tonnes of dangerous goods, thereby permitting a better evaluation of the degree of risk.

Proposal

10. Amend 3.4.13 (b) in ADR as follows (changes **in bold underlined**):

“Containers carrying dangerous goods packed in limited quantities, on transport units with a maximum mass exceeding 12 tonnes, shall be marked in accordance with 3.4.15 on all four sides except when the container contains other dangerous goods for which placarding in accordance with 5.3.1 is required. In this latter case, the container may display the required placards only, or both the placards in accordance with 5.3.1 and the marks in accordance with 3.4.15.

The carrying transport unit need not be marked, **except in the following cases:**

- **when goods under UN Nos. 3077 and 3082 not carried in accordance with the present Chapter are loaded together with dangerous goods that are not exempt from marking in accordance with 3.4.14;**
- when the marks affixed to the containers are not visible from outside this carrying transport unit. In this latter case, the same marks shall be affixed at the front and at the rear of the transport unit. “
