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INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Dangerous Goods

**REPORT OF THE WORKING PARTY ON ITS SIXTY-SEVENTH SESSION
(8-12 November 1999)**

Restructuring of ADR

**Part 7 - Provisions concerning the conditions of carriage,
loading, unloading and handling**

The secretariat reproduces below the text of Part 7 of the restructured ADR as adopted by the Working Party at its sixty-seventh session, as editorially revised by the ad hoc drafting group set up but the RID/ADR/ADN Joint Meeting at its session held in Paris from 10 to 14 January 2000.

PART 7

PROVISIONS CONCERNING THE CONDITIONS OF CARRIAGE, LOADING, UNLOADING AND HANDLING

CHAPTER 7.1

GENERAL PROVISIONS

7.1.1 The carriage of dangerous goods is subject to the mandatory use of a particular type of transport in accordance with the provisions of this Chapter and Chapter 7.2 for transport in packages, Chapter 7.3 for the transport in bulk and Chapter 7.4 for transport in tanks. In addition, the provisions of Chapter 7.5 concerning loading, unloading and handling shall be observed.

Columns [16, 17 and 18] of Table A of Chapter 3.2 show the particular provisions of this Part that apply to specific dangerous goods.

7.1.2 In addition to the provisions of this Part, vehicles used for the carriage of dangerous goods shall, as regards their design, construction and, if appropriate, their approval, conform to the relevant provisions of Part 9.

7.1.3 Large containers, portable tanks and tank-containers which meet the definition of "container" given in the CSC, 1972, as amended or in UIC leaflets 1/ 590 (updated 1.1.89) and 592-1 to 592-4 (updated 1.7.94) may not be used to carry dangerous goods unless the large container or the frame of the portable tank or tank-container satisfies the provisions of the CSC or of UIC leaflets 590 and 592-1 to 592-4.

7.1.4 A large container may be presented for transport only if it is structurally serviceable.

"Structurally serviceable" means that the container is free from major defects in its structural components, e.g. top and bottom side rails, door sill and header, floor cross members, corner posts, and corner fittings. "Major defects" are dents or bends in structural members greater than 19 mm in depth, regardless of length; cracks or breaks in structural members; more than one splice or an improper splice (eg. a lapped splice) in top or bottom end rails or door headers or more than two splices in any one top or bottom side rail or any splice in a door sill or corner post; door hinges and hardware that are seized, twisted, broken, missing or otherwise inoperative; non-closing gaskets and seals; any distortion of the overall configuration sufficient to prevent proper alignment of handling equipment, mounting and securing on a chassis or vehicle.

In addition, deterioration in any component of the container, such as rusted metal in sidewalls or disintegrated fibreglass is unacceptable, regardless of the material of construction. Normal wear, including oxidization (rust), slight dents and scratches and other damage that do not affect serviceability or weather-tightness are, however, acceptable.

1/ UIC leaflets are published by the Union Internationale des chemins de fer, Service Publications - 16, rue Jean Rey - F - 75015 Paris.

Prior to loading the container shall also be checked to ensure that it is free from any residue of a previous load and that the interior floor and walls are free from protrusions.

7.1.5 Large containers shall meet the requirements concerning the body of the vehicle laid down in this Part and, if appropriate, those laid down in Part 9 for the load in question; the body of the vehicle need not then satisfy those provisions.

However, large containers transported on vehicles whose platforms have insulation and heat-resistant qualities which satisfy those requirements need not then satisfy the said requirements.

This provision also applies to small containers for the carriage of explosive substances and articles of Class 1.

7.1.6 Subject to the provisions of the last part of the first sentence of 7.1.5, the fact that dangerous goods are contained in one or more containers shall not affect the conditions to be met by the vehicle by reason of the nature and quantities of the dangerous goods carried.

CHAPTER 7.2

PROVISIONS CONCERNING CARRIAGE IN PACKAGES

7.2.1 Unless otherwise provided in 7.2.2 to 7.2.4, packages may be loaded

- (a) in closed vehicles or in closed containers; or
- (b) in sheeted vehicles or in sheeted containers; or
- (c) in open vehicles or in open containers.

7.2.2 Packages comprising packagings made of materials sensitive to moisture shall be loaded on to closed or on to sheeted vehicles or into closed or sheeted containers.

7.2.3 Certain packagings and IBCs may only be carried in closed vehicles or in closed containers (see 4.1.2.3 and Packing Instructions P002 (PP12), IBC04, IBC05, IBC06, IBC07 and IBC08).

7.2.4 When they are shown under an entry in column [16] of Table A of Chapter 3.2, the following special provisions apply:

V1 Packages shall be loaded on to closed or sheeted vehicles or into closed or sheeted containers.

[Class 4.1, 31E to 40E
Class 4.2
Class 4.3
Class 9
Class 5.2, 1E to 10E
Class 6.2]

- V2 (1) Packages shall only be loaded on to EX/II or EX/III vehicles which satisfy the relevant provisions of Part 9. The choice of vehicle depends on the quantity to be carried, which is limited per transport unit in accordance with the provisions concerning loading (see 7.5.11, special provisions CV4 to CV8).
- (2) Trailers, except semi-trailers, which satisfy the provisions required for EX/II or EX/III vehicles may be drawn by motor vehicles which do not satisfy those provisions.

For carriage in containers, see also 7.1.3 to 7.1.6.

Where substances or articles of Class 1 in quantities requiring a transport unit made up of EX/III vehicle(s) are being carried in containers to or from harbour areas, rail terminals or airports of arrival or departure as part of a multimodal journey, a transport unit made up of EX/II vehicle(s) may be used instead, provided that the containers being carried comply with the appropriate requirements of the IMDG Code, the RID or the ICAO Technical Instructions.

[Class 1]

V3 For free-flowing powdery substances and for fireworks the floor of a container shall have a non-metallic surface or covering. [substances of 2E, 4E, 8E, 26E and 29E (i.e.

1.1C, 1.1D, 1.1G, 1.3C and 1.3G substances) and fireworks of 9E, 21E and 30E (i.e. UN Nos. 0333, 0334 and 0335)]

- V4 Transport in packages is prohibited.
[Class 4.1, 5E and 15E; Class 4.2, 22E and Class 5.1, ammonium nitrate of 20E]
- V5 Packages may not be carried in small containers.
[Class 2, 3E; Class 5.1: UN Nos. 2015 and 1510; Class 5.2: 1E and 2E]
- V6 Flexible IBCs shall be carried in closed vehicles or in closed containers, in sheeted vehicles or in sheeted containers. The sheet shall be of an impermeable and non-combustible material. [Class 5.1, 11E to 13E and 16E(b)]
- V7 If packages are carried in a closed vehicle or in a closed container, the vehicle or container shall be provided with adequate ventilation. [Class 2, gases of 1E, 2E and 3E and UN No. 1001]
- V8 (1) Organic peroxides and self-reactive substances shall be forwarded in such manner that the control temperatures indicated in 2.2.41.1(19) and 2.2.41.4 or in 2.2.52.1(16) and 2.2.52.4, as appropriate, are never exceeded.
- (2) The means of temperature control chosen for the transport operation depends on a number of factors such as:
- the control temperature(s) of the substance(s) to be carried;
 - the difference between the control temperature and the expected ambient temperature;
 - the effectiveness of the thermal insulation;
 - the duration of the transport operation; and
 - the safety margin to be allowed for delays en route.
- (3) Suitable methods to prevent the control temperature from being exceeded are listed below, in ascending order of effectiveness:
- R1 Thermal insulation, provided that the initial temperature of the substance(s) is sufficiently below the control temperature;
- R2 Thermal insulation and coolant system, provided that:
- an adequate quantity of non-flammable coolant (e.g. liquid nitrogen or solid carbon dioxide), allowing a reasonable margin for possible delay, is carried or a means of replenishment is assured;
 - liquid oxygen or air is not used as coolant;
 - there is a uniform cooling effect even when most of the coolant has been consumed; and

- the need to ventilate the transport unit before entering is clearly indicated by a warning on the door(s);
- R3 Thermal insulation and single mechanical refrigeration, provided that for substances with a flashpoint lower than the sum of the emergency temperature plus 5° C explosion-proof electrical fittings, EEx IIB T3, are used within the cooling compartment to prevent ignition of flammable vapours from the organic peroxides;
- R4 Thermal insulation and combined mechanical refrigeration system and coolant system, provided that:
- the two systems are independent of one another; and
 - the requirements of methods R2 and R3 above are met;
- R5 Thermal insulation and dual mechanical refrigeration system, provided that:
- apart from the integral power supply unit, the two systems are independent of one another;
 - each system alone is capable of maintaining adequate temperature control; and
 - for substances with a flashpoint lower than the sum of the emergency temperature plus 5° C explosion-proof electrical fittings, EEx IIB T3, are used within the cooling compartment to prevent ignition of flammable vapours from the substances.
- (4) Methods R4 and R5 may be used for all organic peroxides and self-reactive substances.
- Method R3 may be used for organic peroxides and self-reactive substances of Types C, D, E and F and, when the maximum ambient temperature to be expected during carriage does not exceed the control temperature by more than 10EC, for organic peroxides and self-reactive substances of Type B.
- Method R2 may be used for organic peroxides and self-reactive substances of Types C, D, E and F when the maximum ambient temperature to be expected during carriage does not exceed the control temperature by more than 30EC.
- Method R1 may be used for organic peroxides and self-reactive substances of Types C, D, E and F when the maximum ambient temperature to be expected during carriage is at least 10EC below the control temperature.
- (5) Where substances are required to be carried in insulated, refrigerated or mechanically-refrigerated vehicles or containers, these vehicles or containers shall satisfy the provisions of Chapter 9.6.
- (6) If substances are contained in protective packagings filled with a coolant, they shall be loaded in closed or sheeted vehicles or closed or sheeted containers. If the vehicles or

containers used are closed they shall be adequately ventilated. Sheeted vehicles and containers shall be fitted with side boards and a tail-board. The sheets of these vehicles and containers shall be of an impermeable and non-combustible material.

- (7) Any control and temperature sensing devices in the refrigeration system shall be readily accessible and all electrical connections shall be weather-proof. The temperature of the air inside the transport unit shall be measured by two independent sensors and the output shall be recorded so that any change in temperature is readily detectable. When substances having a control temperature of less than +25 EC are carried, the transport unit shall be equipped with visible and audible alarms, powered independently of the refrigeration system and set to operate at or below the control temperature.
 - (8) A back-up refrigeration system or spare parts shall be available.
- V9 Substances and articles of Compatibility Group L shall only be carried as a full load.
[Class1, Compatibility group L]

CHAPTER 7.3

PROVISIONS CONCERNING CARRIAGE IN BULK

7.3.1 Goods may not be carried in bulk in vehicles or containers unless a special provision, identified by the code VV, explicitly authorizing this mode of carriage is indicated in column [17] of Table A of Chapter 3.2 for these goods and unless the conditions of this special provision are satisfied.

Nevertheless, empty packagings, uncleaned may be carried in bulk if this mode of carriage is not explicitly prohibited by other provisions of ADR.

NOTE: *For carriage in tanks, see Chapters 4.2 and 4.3.*

7.3.2 Suitable measures shall be taken for all carriage in bulk to ensure that none of the contents can escape.

7.3.3 When they are shown under an entry in column [17] of Table A of Chapter 3.2, the following provisions apply:

- VV1 Carriage in bulk in closed or sheeted vehicles, in closed containers or in large sheeted containers is permitted.
[Class 4.1, 6E(c) except naphthalene; 11E(c), 12E(c), 13E(c) and 14E(c); UN No. 3170, PG III; UN No. 1408]
- VV2 Carriage in bulk is permitted in closed vehicles with a metal body, closed metal containers and in sheeted vehicles and sheeted large containers covered with a non-combustible sheet and having a metal body or having floor and walls protected from the load.
[Class 4.1, UN No. 1334]
- VV3 Carriage in bulk is permitted in sheeted vehicles and sheeted large containers with adequate ventilation
[Class 4.1, 4E(c), UN No. 3175; Class 9, 4E(c) (UN Nos. 2211 and 3314), 12E(c), UN No. 3170 (packing group II), Class 4.3]
- VV4 Carriage in bulk is permitted in closed or sheeted vehicles with a metal body, and in closed metal containers or in sheeted large metal containers. For UN Nos. 2008, 2009, 2210, 2545, 2546, 2881, 3189 and 3190, only carriage in bulk of waste is permitted.
[Class 4.2, 1E(c), 2E(c), 3E, UN Nos. 2793 and 1932 of 12E(c); UN No. 1376 of 16E(c), UN Nos. 2008, 2009, 2210, 2545, 2546, 2881, 3185 and 3190]
- VV5 Carriage in bulk is permitted in specially equipped vehicles and containers. The openings used for loading and unloading shall be capable of being closed hermetically.
[Class 4.3, 11E(c), 12E(c), 13E(c), 14E(c), 17E(b) and 20E(c); UN Nos. 1405 (packing groups II and III) and 2844]
- VV6 Reserved.

- VV7 Carriage in bulk in closed or sheeted vehicles, in closed containers or in large sheeted containers is permitted only if the substance is in pieces.
[UN Nos. 1405 (packing groups II and III) and 2844]
- VV8 Carriage in bulk is permitted, as a full load, in closed vehicles, closed containers or sheeted vehicles or large containers covered with an impermeable, non-combustible sheet.
- Vehicles and containers shall be so constructed either that the substances contained cannot come into contact with wood or any other combustible material in case of leakage, or that the entire surface of the floor and walls, if made of wood or another combustible material has been provided with an impermeable surfacing resistant to combustion or has been coated with sodium silicate or a similar substance.
[Class 5.1, 11E, 12E, 13E, 16E, 18E, 21E and 22E(c)]
- [NOTE: For the last sentence, the secretariat has aligned the text of RID (516) with that of ADR (vehicles) (51 111(2)), and the text concerning containers in ADR (51 118(2) and (3)) with that concerning vehicles (51 111(2)). The only substantial amendment arising from this concerns marginal 51 118(2), which is then aligned with marginals 51 111(2) and 51 118(3).]*
- VV9a Carriage in bulk is permitted, as a full load, in sheeted vehicles, closed containers or in sheeted containers with complete walls.
- For substances of Class 8, the body of the vehicle or container shall be equipped with a suitable [and sufficiently stout] inner lining.
[Class 6.1, 60E(c) (UN Nos. 1884 and 1564); Class 8 (UN Nos. 1794 of 1E(b); 2506 and 2509 of 13E(b))]
- VV9b Carriage in bulk of full loads (if Class 8, only for wastes) is permitted in closed containers or in sheeted large containers with complete walls. For wastes of Class 8, containers shall be equipped with a suitable [and sufficiently stout] inner lining.
[Class 6.1, (all solids) classified under letter (c); Class 8, solid wastes classified under letter (c)]
- VV10 Carriage in bulk is permitted in sheeted vehicles, closed containers or sheeted large containers with complete walls.
The body of vehicles or containers shall be leakproof or rendered leakproof, for example by means of a suitable [and sufficiently stout] inner lining.
[UN Nos. 3243 and 3244]
- VV11 Carriage in bulk is permitted in specially equipped vehicles [and containers?] in a manner which avoids risks to humans, animals and the environment, e.g. by loading the wastes in bags or by airtight connections.[ADR: marginal 62 412] 1/.

[Class 6.2, 4° (b)]

- VV12 Substances for which carriage in tank-vehicles, in portable tanks or in tank-containers is unsuitable because of the high temperature and density of the substance may be carried in special vehicles or containers in accordance with standards specified by the competent authority of the country of origin. If the country of origin is not party to ADR, the conditions laid down shall be recognized by the competent authority of the first ADR country reached by the consignment.

[Class 9, 20E(c)]

- VV13 Carriage in bulk is permitted in specially equipped vehicles or containers in accordance with standards specified by the competent authority of the country of origin. If the country of origin is not party to ADR, the conditions laid down shall be recognized by the competent authority of the first ADR country reached by the consignment. [Class 9, 21° (c)]

- VV14 (1) Used batteries may be carried in bulk in specially equipped vehicles or containers. Large plastics containers shall not be permitted. Small plastics containers shall be capable of withstanding, when fully loaded, a drop from a height of 0.8 m onto a hard surface at -18EC, without breakage.

- (2) The load compartments of vehicles or containers shall be of steel resistant to the corrosive substances contained in the batteries. Less resistant steels may be used when there is a sufficiently great wall thickness or a plastics lining/layer resistant to the corrosive substances.

The design of the load compartments of vehicles shall take account of any residual currents and impact from the batteries.

***NOTE:** Steel exhibiting a maximum rate of progressive reduction of 0.1 mm per year under the effects of the corrosive substances may be considered as resistant.*

- (3) It shall be ensured by means of constructional measures that there will be no leakage of corrosive substances from the load compartments of vehicles or containers during carriage. Open load compartments shall be covered. The cover shall be resistant to the corrosive substances.

^{1/} *Secrétariat note: In the light of RID marginal 666, the secretariat assumes that ADR marginal 62 412 only concerns carriage in bulk and that the provisions of marginal 62 412 do not apply if wastes of 4° are packed in accordance with marginals 2655 and 2658. If this interpretation is confirmed, this provision would have been better placed in marginal 62 111.*

- (4) Before loading, the load compartments of vehicles or containers, including their equipment, shall be inspected for damage. Vehicles or containers with damaged load compartments shall not be loaded.

The load compartments of vehicles or containers shall not be loaded above the top of their walls.

- (5) No batteries containing different substances and no other goods liable to react dangerously with each other shall be present in the load compartments of vehicles or containers (see "*Dangerous reaction*" in 1.2.1).

During transport no dangerous residue of the corrosive substances contained in the batteries shall adhere to the outer surface of the load compartments of vehicles or containers.

[UN Nos. 2794, 2795, 2800 and 3028]

CHAPTER 7.4

PROVISIONS CONCERNING CARRIAGE IN TANKS

7.4.1 Goods may not be carried in tanks unless a tank code is indicated in columns [12 and 13] of Table A of Chapter 3.2. The carriage shall be in accordance with the provisions of Chapters 4.2 or 4.3, and the vehicles, whether they be tank vehicles (with a fixed or demountable tank), battery-vehicles or vehicles carrying tank-containers or portable tanks, shall satisfy the relevant provisions of Chapters 9.1, 9.2 and 9.7.2 concerning the vehicle to be used, as indicated in column [14] of Table A of Chapter 3.2.

7.4.2 The vehicles designated by the codes FL, OX or AT in 9.1.1.2 shall be used as follows:

- Where a FL vehicle is prescribed, only an FL vehicle may be used;
- Where a OX vehicle is prescribed, only an OX vehicle may be used;
- Where a AT vehicle is prescribed, AT, FL and OX vehicles may be used.

CHAPTER 7.5

PROVISIONS CONCERNING LOADING, UNLOADING AND HANDLING

7.5.1 General provisions concerning loading, unloading and handling

7.5.1.1 The vehicle and its driver, upon arrival at the loading and unloading sites, shall comply with the regulatory provisions (especially those concerning safety, cleanliness and satisfactory operation of the vehicle equipment used in loading and unloading).

7.5.1.2 The loading shall not be carried out if an examination of the documents and a visual inspection of the vehicle and its equipment show that the vehicle or the driver do not comply with the regulatory provisions.

7.5.1.3 The unloading shall not be carried out, if the above-mentioned inspections reveal deficiencies that might affect the safety of the unloading.

7.5.1.4 In accordance with the provisions of 7.2.4, 7.3.3 or 7.5.11, in conformity with columns [16, 17 and 18] of Table A of Chapter 3.2, certain dangerous goods shall only be forwarded as a "full load" (see definition in 1.2.1). In such a case, the competent authorities may require the vehicle or large container used for such carriage to be loaded at only one point and unloaded at only one point.

7.5.2 Mixed loading prohibition

7.5.2.1 Packages bearing different danger labels shall not be loaded together in the same vehicle or container unless mixed loading is permitted according to the following Table based on the danger labels they bear.

NOTE: In accordance with 5.4.1.4.2, separate transport documents shall be drawn up for consignments that cannot be loaded together in the same vehicle or container.

Labels Nos	1	1.4	1.5	1.6	2.1, 2.2, 2.3	3	4.1	4.1 +1	4.2	4.3	5.1	5.2	5.2 + 1	6.1	6.2	7 A, B, C	8	9					
1	See 7.5.2.2																		2/				
1.4					1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	
1.5																							2/
1.6																							2/
2.1, 2.2, 2.3		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
3		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
4.1		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
4.1 + 1								X							[X]								
4.2		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
4.3		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
5.1		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
5.2		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
5.2 + 1													X		[X]								
6.1		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
6.2		1/			X	X	X	[X]	X	X	X	X	[X]	X	X	X	X	X	X				
7A, B, C		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
8		1/			X	X	X		X	X	X	X		X	X	X	X	X	X				
9	2/	1/ 2/	2/	2/	X	X	X		X	X	X	X		X	X	X	X	X	X				

X *Mixed loading permitted*

1/ *Mixed loading permitted with 1.4S substances and articles.*

2/ *Mixed loading permitted between goods of Class 1 and life-saving appliances of Class 9 (UN Nos. 2990 and 3072).*

7.5.2.2 Packages containing substances or articles of Class 1, bearing a label conforming to models Nos. 1, 1.4, 1.5 or 1.6 which are assigned to different compatibility groups shall not be loaded together in the same vehicle or container, unless mixed loading is permitted in accordance with the following Table for the corresponding compatibility groups.

Compatibility Group	A	B	C	D	E	F	G	H	J	L	N	S
A	X											
B		X		<u>1/</u>								X
C			X	X	X		X				<u>2/ 3/</u>	X
D		<u>1/</u>	X	X	X		X				<u>2/ 3/</u>	X
E			X	X	X		X				<u>2/ 3/</u>	X
F						X						X
G			X	X	X		X					X
H								X				X
J									X			X
L										<u>4/</u>		
N			<u>2/ 3/</u>	<u>2/ 3/</u>	<u>2/ 3/</u>						<u>2/</u>	X
S		X	X	X	X	X	x	X	X		X	X

X Mixed loading permitted

1/ Packages containing articles of compatibility group B and substances and articles of compatibility group D may be loaded together on one vehicle provided they are carried in separate containers/compartments of a design approved by the competent authority or a body designated by it, such that there is no danger of transmission of detonation from the articles of compatibility group B to the substances or articles of compatibility group D.

2/ Different types of 1.6N articles may be transported together as 1.6N articles only when it is proven by testing or analogy that there is no additional risk of sympathetic detonation between the articles. Otherwise they should be treated as hazard division 1.1.

3/ When articles of compatibility group N are carried with substances or articles of compatibility groups C, D or E, the articles of compatibility group N should be considered as having the characteristics of compatibility group D.

4/ Packages containing substances and articles of Compatibility Group L may be loaded together on one vehicle or in one container with packages containing the same type of substances and articles of that compatibility group.

7.5.2.3 For the purpose of the application of the prohibitions of mixed loading on one vehicle, no account shall be taken of substances contained in closed containers with complete sides. Nevertheless, the mixed loading prohibitions laid down in 7.5.2.1 concerning mixed loading of packages bearing labels of models Nos. 1, 1.4, 1.5 or 1.6 with other packages, and in 7.5.2.2 concerning mixed loading of explosives of different compatibility groups shall also apply between dangerous goods contained in a container and the other dangerous goods loaded on the same vehicle, whether or not the latter goods are enclosed in one or more other containers.

7.5.3 Reserved

7.5.4 Precautions with respect to foodstuffs, other articles of consumption and animal feeds

If special provision CV28 is indicated for a substance or article in column [18] of Table A of Chapter 3.2, precautions with respect to foodstuffs, other articles of consumption and animal feeds shall be taken as follows.

Packages as well as uncleaned empty packagings, including large packagings and intermediate bulk containers (IBCs), bearing labels conforming to models Nos. 6.1 or 6.2 and those bearing labels of Class 9 containing goods of UN Nos. 2212, 2315, 2590, 3151, 3152 or 3245, shall not be stacked on or loaded in immediate proximity to packages known to contain foodstuffs, other articles of consumption or animal feeds in vehicles, in containers and at places of loading, unloading or transhipment.

When these packages, bearing the said labels, are loaded in immediate proximity of packages known to contain foodstuffs, other articles of consumption or animal feeds, they shall be kept apart from the latter:

- (a) by complete partitions which should be as high as the packages bearing the said labels;
- (b) by packages not bearing labels conforming to models Nos. 6.1, 6.2 or 9 or packages bearing labels of Class 9 but not containing goods of UN Nos. 2212, 2315, 2590, 3151, 3152 or 3245, or
- (c) by a space of at least 0.8 m,

unless the packages bearing the said labels are provided with an additional packaging or are completely covered (e.g. by a sheeting, a fibreboard cover or other measures).

7.5.5 Limitation of the quantities carried

7.5.5.1 If the provisions below or the special provisions of 7.5.11 require a limitation of the quantity of specific goods that can be carried, in accordance with the information in column [7] of Table A of Chapter 3.2, the fact that dangerous goods are contained in one or more containers shall not affect the mass limitations per transport unit laid down by these provisions.

7.5.5.2 *Limitations with respect to explosive substances and articles*

7.5.5.2.1 *Substances and quantities carried*

The total net mass in kg of explosive substance (or in the case of explosive articles, the total net mass of explosive substance contained in all the articles combined) which may be carried on one transport unit shall be limited as indicated in the table below (see also 7.5.2.2 as regards the prohibition of mixed loading):

Maximum permissible net mass in kg of explosive in Class 1 goods per transport unit

Transport Unit	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 <u>1/</u>		6.25	1 000	3 000	5 000	15 000	Unlimited	5 000	Unlimited
EX/III <u>1/</u>		18.75	16 000	16 000	16 000	16 000	Unlimited	16 000	Unlimited

1/ For the description of EX/II and EX/III vehicles see Part 9.

7.5.5.2.2 Where substances and articles of different divisions of Class 1 are loaded on one transport unit in conformity with the prohibitions of mixed loading contained in 7.5.2.2, the load as a whole shall be treated as if it belonged to the most dangerous division (in the order 1.1, 1.5, 1.2, 1.3, 1.6, 1.4).

Where substances classified as 1.5D are carried on one transport unit together with substances or articles of division 1.2, the entire load shall be treated for carriage as if it belonged to division 1.1.

7.5.5.3 *Limitations with respect to organic peroxides and self-reactive substances*

The quantity of organic peroxides of Class 5.2 and self-reactive substances of Class 4.1 that can be carried in a single transport unit is limited as follows:

Organic peroxide or self-reactive substance	Substances of Type B without temperature control	Substances of Type C without temperature control	Substances of Type D, E or F without temperature control	Substances of Type B with temperature control	Substances of Type C with temperature control	Substances of Type D, E or F with temperature control
Maximum quantity per transport unit	1 000 kg <u>1/</u>	10 000 kg	20 000 kg	1 000 kg <u>2/</u>	5 000 kg <u>3/</u>	20 000 kg

1/ 5 000 kg if the loading space is ventilated at the top and if the transport unit is insulated with heat-resistant material (see 9.3.4).

2/ 5 000 kg if the transport unit is insulated with a heat-resistant material (see 9.3.4)

3/ 10 000 kg if the transport unit is insulated with a heat-resistant material (see 9.3.4)

When substances [of the same Class?] ¹ are carried together in one transport unit, the limits given above shall not be exceeded and the total contents shall not exceed 20 000kg.

7.5.6 Reserved

7.5.7 Handling and stowage

7.5.7.1 The various components of a load comprising dangerous goods shall be properly stowed on the vehicle or in the container and secured by appropriate means to prevent them from being significantly displaced in relation to each other and to the walls of the vehicle or container. The load may be protected, for example, by the use of side wall fastening straps, sliding slatboards and adjustable brackets, air bags and anti-slide locking devices. The load is also sufficiently protected within the meaning of the first sentence if each layer of the whole loading space is completely filled with packages.

7.5.7.2 The provisions of 7.5.7.1 also apply to the loading, stowage and unloading of containers on to and from vehicles.

7.5.7.3 The driver or any other member of the crew may not open a package containing dangerous substances.

7.5.8 Cleaning after unloading

7.5.8.1 If, when a vehicle or container which has been loaded with packaged dangerous goods is unloaded, some of the contents are found to have escaped, the vehicle or container shall be cleaned as soon as possible and in any case before reloading.

7.5.8.2 Vehicles or containers which have been loaded with dangerous goods in bulk shall be properly cleaned before reloading unless the new load consists of the same dangerous substance as the preceding load.

7.5.9 Prohibition of smoking

Smoking shall be prohibited during handling operations in the vicinity of vehicles or containers and inside the vehicles or containers.

7.5.10 Precautions against electrostatic charges

In the case of substances with a flash-point of 61 EC or below, a good electrical connection from the chassis of the vehicle, the portable tank or the tank-container to earth shall be established before tanks are filled or emptied. In addition, the rate of filling shall be limited.

7.5.11 Additional provisions applicable to certain classes or specific goods

In addition to the provisions of sections 7.5.1 to 7.5.10, the following provisions shall apply when they are shown under an entry indicated in column [18] of Table A of Chapter 3.2.

CV1 (1) The following operations are prohibited:

^{1/} Secretariat Note: Can 10 000 kg of Type C self-reactive substances be carried with 10 000 kg of Type C organic peroxides at the same time? Yes, according to the current text. Is this logical?

- (a) Loading or unloading goods in a public place in a built-up area without special permission from the competent authorities;
- (b) Loading or unloading goods in a public place elsewhere than in a built-up area without prior notice thereof having been given to the competent authorities, unless these operations are urgently necessary for reasons of safety.
- (2) If, for any reason, handling operations have to be carried out in a public place, then substances and articles of different kinds shall be separated according to the labels.
[Class 1; Class 6.1, 1E to 5E and PGI; Class 9, PGII except 35E(b) [UN Nos 3090, 3091 and 3316]]
- CV2 (1) Before loading, the loading surface of the vehicle or container shall be thoroughly cleaned.
- (2) The use of fire or naked flame shall be prohibited on vehicles and containers carrying goods, in their vicinity and during the loading and unloading of these goods.
[Class 1]
- CV3 See 7.5.5.2.
[Class 1]
- CV4 to CV8 Reserved
- CV9 Packages shall not be thrown or subjected to impact.
- Receptacles shall be so stowed in the vehicle or container that they cannot overturn or fall.
- [Receptacles designed to be rolled shall be laid with their longitudinal axis parallel to that of the vehicle or container and shall be secured against any lateral movement]
[RID only ?]
[Class 2]
- CV10 Cylinders as defined in 1.2.1, shall be laid parallel to or at right angles to the longitudinal axis of the vehicle or container; however, those situated near the forward transverse wall shall be laid at right angles to the said axis.
- Short cylinders of large diameter (about 30 cm and over) may be stowed longitudinally with their valve-protecting devices directed towards the middle of the vehicle or container.
- Cylinders which are sufficiently stable or are carried in suitable devices effectively preventing them from overturning may be placed upright.
- Cylinders which are laid flat shall be securely and appropriately wedged, attached or secured so that they cannot shift.

[Class 2, 1E, 2E and 4E]

CV11 Receptacles shall always be placed in the position for which they were designed and be protected against any possibility of being damaged by other packages.

[Class 2, 3E]

[CV12 When pallets loaded with articles are stacked, each tier of pallets shall be evenly distributed over the lower tier, if necessary by the interposition of a material of adequate strength.]

[Class 2, articles of 5E] [RID only ?]

CV13 If any substances have leaked and been spilled in a vehicle or container, it may not be re-used until after it has been thoroughly cleaned and, if necessary, disinfected or decontaminated. Any other goods and articles carried in the same vehicle or container shall be examined for possible contamination.

[Packages bearing a label No. 6.1 of classes 3, 6.1, 6.2 and 8, plus Class 9, 1E, 2E(b), 3E, 11E(c), 12E(c) and 13°];

CV14 Goods shall be shielded from direct sunlight and heat during carriage.

Packages shall be stored only in cool, well-ventilated places away from heat sources.

[Class 4.1, substances of 26E]

CV15 See 7.5.5.3.

[Class 4.1, 31° to 50°; Class 5.2, 1E to 20E]

CV16 to CV19 Reserved

CV20 The provisions of Chapter 5.3 and special provisions V1 and V8(5) and (6) shall not apply provided that the substance is packaged in accordance with packing method OP1 or OP2 of packing instruction P520 in 4.1.4.1, as required, and the quantity [total quantity of substances to which this derogation applies] per transport unit is limited to 10 kg.

[Class 4.1, 31E to 34E and 41E to 44E - Class 5.2, 1E to 4E and 11E to 14E]

CV21 The transport unit shall be thoroughly inspected prior to loading.

Before carriage, the carrier shall be informed:

- about the operation of the refrigeration system, including a list of the suppliers of coolant available en route;
- procedures to be followed in the event of loss of temperature control.

In the case of temperature control in accordance with methods R2 or R4 of provision V8(3) of Chapter 7.2, a sufficient quantity of non-flammable refrigerant (e.g. liquid nitrogen or dry ice), including a reasonable margin for possible delays, shall be carried unless a means of replenishment is assured.

Packages shall not be placed on top of other goods; in addition, they shall be so stowed as to be readily accessible.

The specified control temperature shall be maintained during the whole transport operation, including loading and unloading, as well as any intermediate stops.
[Class 4.1, 41E to 50E and Class 5.2, 11E to 20E]

- CV22 Packages shall be loaded so that a free circulation of air within the loading space provides a uniform temperature of the load. If the contents of one vehicle or large container exceed 5 000 kg of flammable solids and/or organic peroxides, the load shall be divided into stacks of not more than 5 000 kg separated by air spaces of at least 0.05 m.
[Class 4.1 and 5.2]
- CV23 When handling packages, special measures shall be taken to ensure that they do not come into contact with water.
[Class 4.3]
- CV24 Before loading, vehicles and containers shall be thoroughly cleaned and in particular be free of any combustible debris (straw, hay, paper, etc.).
The use of readily flammable materials for stowing packages is prohibited.
[[Self-reactive substances of 4.1]; Classes 5.1, 5.2, 8, 2E(a), 3E(a), 4E(b), 73E and 74E]
- CV25 (1) Packages shall be so stowed that they are readily accessible.
(2) When packages are to be carried at ambient temperature of not more than 15 EC or refrigerated, the temperature shall be maintained when unloading or during storage.
(3) Packages shall be stored only in cool places away from sources of heat.
[Class 6.2]
- CV26 The wooden parts of a vehicle or container which have come into contact with these substances shall be removed and burnt.
[Class 6.1, substances 31° and UN Nos. 2814, 2900 (risk groups 3 and 4) and 3245]
- CV27 (1) Packages shall be so stowed that they are readily accessible.
(2) When packages are to be carried refrigerated, the functioning of the cooling chain shall be ensured when unloading or during storage.
(3) Packages shall only be stored in cool places away from sources of heat.
[Class 9,13°]
- CV28 See 7.5.4 . [Packages bearing labels Nos. 6.1, 6.2 and UN Nos. 2212, 2590, 2315, 3151, 3152 or 3245].
- CV29 - CV32 Reserved

CV 33 (1) *Segregation*

(1.1) Packages, overpacks, containers and tanks shall be segregated during carriage:

- (a) from areas where persons other than those referred to in paragraph (c) have regular access;
 - (i) in accordance with Table A below; or
 - (ii) by a distance calculated to ensure members of the critical group in that area receive less than 1mSv per year;

and

- (b) from undeveloped photographic film and mailbags, in accordance with Table B below;

NOTE: Mailbags shall be assumed to contain undeveloped film and plates and therefore be separated from radioactive material in the same way.

and

- (c) from workers in regularly occupied working areas either;
 - (i) in accordance with Table A below; or
 - (ii) by a distance calculated to ensure that workers in that area receive less than 5mSv per year;

NOTE: Workers subject to individual monitoring for the purpose of radiation protection shall not be considered for the purpose of segregation.

and

- (d) from other dangerous goods in accordance with (6) below.

Table A: Minimum distances between packages of category II-YELLOW or of category III-YELLOW and persons

Sum of transport indexes not more than	Exposure time per year (hours)			
	Areas where members of the public have regular access		Regularly occupied working areas	
	50	250	50	250
	Segregation distance in metres, no shielding material intervening, from:			
2	1	3	0.5	1
4	1.5	4	0.5	1.5
8	2.5	6	1.0	2.5
12	3	7.5	1.0	3
20	4	9.5	1.5	4
30	5	12	2	5
40	5.5	13.5	2.5	5.5
50	6.5	15.5	3	6.5

- (1.2) Category II-YELLOW or III-YELLOW packages or overpacks shall not be carried in compartments occupied by passengers, except those exclusively reserved for couriers specially authorized to accompany such packages or overpacks.
- (1.3) No persons other than the driver and the other members of the crew shall be permitted in vehicles carrying packages, overpacks or containers bearing category II-YELLOW or III-YELLOW labels.
- (1.4) Radioactive material shall be sufficiently segregated from undeveloped photographic film. The basis for determining segregation distances for this purpose shall be that the radiation exposure of undeveloped photographic film due to the transport of radioactive material be limited to 0.1 mSv per consignment of such film (see Table B below).

Table B: Minimum distances between packages of category II-YELLOW or of category III-YELLOW and packages bearing the word "FOTO", or mailbags

Total number of packages not more than		Sum of transport indexes not more than	Journey or storage duration, in hours							
CATEGORY YELLOW			1	2	4	10	24	48	120	240
III	II		Minimum distances in metres							
		0.2	0.5	0.5	0.5	0.5	1	1	2	3
		0.5	0.5	0.5	0.5	1	1	2	3	5
	1	1	0.5	0.5	1	1	2	3	5	7
	2	2	0.5	1	1	1.5	3	4	7	9
	4	4	1	1	1.5	3	4	6	9	13
	8	8	1	1.5	2	4	6	8	13	18
1	10	10	1	2	3	4	7	9	14	20
2	20	20	1.5	3	4	6	9	13	20	30
3	30	30	2	3	5	7	11	16	25	35
4	40	40	3	4	5	8	13	18	30	40
5	50	50	3	4	6	9	14	20	32	45

(2) *Activity limits*

The total activity in a vehicle, for carriage of LSA material or SCO in Industrial Packages Type 1 (Type IP-1), Type 2 (Type IP-2), Type 3 (Type IP-3) or unpackaged, shall not exceed the limits shown in Table C below

Table C: Vehicle activity limits for LSA material and SCO in industrial packages or unpackaged

Nature of material	Activity limit for vehicle
LSA-I	No limit
LSA-II and LSA-III non-combustible solids	No limit
LSA-II and LSA-III combustible solids, and all liquids and gases	100 A ₂
SCO	100 A ₂

(3) *Stowage during transport and storage in transit*

(3.1) Consignments shall be securely stowed.

(3.2) Provided that its average surface heat flux does not exceed 15 W/m² and that the immediately surrounding cargo is not in bags, a package or overpack may be carried or stored among packaged general cargo without any special stowage provisions except as may be specifically required by the competent authority in an applicable approval certificate.

- (3.3) Loading of containers and accumulation of packages, overpacks and containers shall be controlled as follows:
- (a) Except under the condition of exclusive use, the total number of packages, overpacks and containers aboard a single vehicle shall be so limited that the total sum of the transport indexes aboard the vehicle does not exceed the values shown in Table D below. For consignments of LSA-I material there shall be no limit on the sum of the transport indexes;
 - (b) Where a consignment is transported under exclusive use, there shall be no limit on the sum of the transport indexes aboard a single vehicle;
 - (c) The radiation level under routine conditions of transport shall not exceed 2 mSv/h at any point on, and 0.1 mSv/h at 2 m from, the external surface of the vehicle;
 - (d) The total sum of the criticality safety indexes in a container and aboard a vehicle shall not exceed the values shown in Table E below.

Table D: Transport Index limits for containers and vehicles not under exclusive use

Type of container or vehicle	Limit on total sum of transport indexes in a container or aboard a vehicle
Small container	50
Large container	50
Vehicle	50

Table E: Criticality Safety Index for containers and vehicles containing fissile material

Type of container or vehicle	Limit on total sum of criticality safety indexes	
	Not under exclusive use	Under exclusive use
Small container	50	n.a.
Large container	50	100
Vehicle	50	100

- (3.4) Any package or overpack having either a transport index greater than 10, or any consignment having a criticality safety index greater than 50, shall be transported only under exclusive use.
- (3.5) For consignments under exclusive use, the radiation level shall not exceed:
- (a) 10 mSv/h at any point on the external surface of any package or overpack, and may only exceed 2 mSv/h provided that:
 - (i) the vehicle is equipped with an enclosure which, during routine conditions of transport, prevents the access of unauthorized persons to the interior of the enclosure, and
 - (ii) provisions are made to secure the package or overpack so that its position within the vehicle remains fixed during routine conditions of transport, and
 - (iii) there is no loading or unloading during the shipment;
 - (b) 2 mSv/h at any point on the outer surfaces of the vehicle, including the upper and lower surfaces, or, in the case of an open vehicle, at any point on the vertical planes projected from the outer edges of the vehicle, on the upper surface of the load, and on the lower external surface of the vehicle; and
 - (c) 0.1 mSv/h at any point 2 m from the vertical planes represented by the outer lateral surfaces of the vehicle, or, if the load is transported in an open vehicle, at any point 2 m from the vertical planes projected from the outer edges of the vehicle.
- (4) *Segregation of packages containing fissile material during transport and storage in transit*
- (4.1) The number of packages, overpacks and containers containing fissile material stored in transit in any one storage area shall be so limited that the total sum of the criticality safety indexes in any group of such packages, overpacks or containers does not exceed 50. Groups of such packages, overpacks and containers shall be stored so as to maintain a spacing of at least 6 m from other groups of such packages, overpacks or containers.
- (4.2) Where the total sum of the criticality safety indexes on board a vehicle or in a container exceeds 50, as permitted in Table E above, storage shall be such as to maintain a spacing of at least 6 m from other groups of packages, overpacks or containers containing fissile material or other vehicles carrying radioactive material.
- (5) *Damaged or leaking packages, contaminated packagings*

- (5.1) If it is evident that a package is damaged or leaking, or if it is suspected that the package may have leaked or been damaged, access to the package shall be restricted and a qualified person shall, as soon as possible, assess the extent of contamination and the resultant radiation level of the package. The scope of the assessment shall include the package, the vehicle, the adjacent loading and unloading areas, and, if necessary, all other material which has been carried in the vehicle.

When necessary, additional steps for the protection of persons property and the environment, in accordance with provisions established by the competent authority, shall be taken to overcome and minimize the consequences of such leakage or damage.

- (5.2) Packages damaged or leaking radioactive contents in excess of allowable limits for normal conditions of transport may be removed to an acceptable interim location under supervision, but shall not be forwarded until repaired or reconditioned and decontaminated.
- (5.3) A vehicle and equipment used regularly for the transport of radioactive material shall be periodically checked to determine the level of contamination. The frequency of such checks shall be related to the likelihood of contamination and the extent to which radioactive material is transported.
- (5.4) Except as provided in paragraph (5.5), any vehicle, or equipment or part thereof which has become contaminated above the limits specified in 4.1.9.1.2 in the course of the transport of radioactive material, or which shows a radiation level in excess of 5 $\mu\text{Sv/h}$ at the surface, shall be decontaminated as soon as possible by a qualified person and shall not be re-used unless the non-fixed contamination does not exceed the limits specified in 4.1.9.1.2, and the radiation level resulting from the fixed contamination on surfaces after decontamination is less than 5 $\mu\text{Sv/h}$ at the surface.
- (5.5) An overpack, container, tank, intermediate bulk container or vehicle dedicated to the transport of radioactive material under exclusive use shall be excepted from the requirements of the previous paragraph (5.4) and in 4.1.9.1.4 solely with regard to its internal surfaces and only for as long as it remains under that specific exclusive use.

[(6) *Prohibition of mixed loading on one vehicle*

Packages bearing a label conforming to models Nos 7A, 7B or 7C shall not be loaded together on the same vehicle with packages bearing a label conforming to models Nos. 1, 1.4 (except for compatibility group S), 1.5 or 1.6.]

(7) *Other requirements*

Where a consignment is undeliverable, the consignment shall be placed in a safe location and the competent authority shall be informed as soon as possible and a request made for instructions on further action.
