

COMMITTEE OF EXPERTS ON THE TRANSPORT OF DANGEROUS GOODS AND ON THE GLOBALLY HARMONIZED SYSTEM OF CLASSIFICATION AND LABELLING OF CHEMICALS

Sub-Committee of Experts on the
Transport of Dangerous Goods

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OTHER BUSINESS

Fuels in machinery and equipment

Transmitted by the expert from the United Kingdom

1. The United Kingdom presented an Information paper (INF 19) to the March 2009 RID/ADR/ADN Joint Meeting which asked clarification on two issues relating to fuels in machinery and equipment (see also ECE/TRANS/WP.15/AC.1/114, paras 20-21). One of the issues discussed concerned exemptions in 1.1.3.1(b) of ADR. This exempts "the carriage of machinery or equipment not specified in this Annex and which happen to contain dangerous goods in their internal or operational equipment, provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage." Because the UN Model Regulations is multi modal, there is not text which exactly corresponds to that in ADR but perhaps the nearest equivalent is 1.1.1.2 (a) which states the following;

1.1.1.2 These Regulations do not apply to the transport of:

- (a) Dangerous goods that are required for the propulsion of the means of transport or the operation of its specialised equipment during transport (e.g. refrigeration units) or that are required in accordance with the operating regulations (e.g. fire extinguishers);

2. The relevant extracts from INF 19, which outline the United Kingdom's concerns, are attached here as an appendix including some draft proposals that the United Kingdom put forward to encourage debate. The expert from the United Kingdom believes that as the issues being addressed could have multi modal implications other than only for road and rail it would be sensible to also raise this issue at the UN Sub-Committee of Experts. For example it is highly likely that the types of equipment illustrated in the appendix could be transported on short sea crossings and perhaps even by air.

3. The expert from the United Kingdom would be grateful for the views of the UN Sub-Committee as to whether this issue should be addressed multi modally in the Model Regulations. If so the expert from the United Kingdom would be willing to develop proposals with the assistance of other members of the Sub-Committee so as to have text ready to adopt during this biennium.

Annex

Extract from INF 19 transmitted at the March 2009 Joint Meeting

Interpretation of RID/ADR/ADN

Fuels in machinery and equipment

Transmitted by the Government of the United Kingdom

Background

1. RID and ADR (1.1.3.1(b)) exempts from their provisions "the carriage of machinery or equipment not specified in this Annex and which happen to contain dangerous goods in their internal or operational equipment, provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage."

2. It has become increasingly apparent that there are many different types of machinery and equipment which are being routinely transported, sometimes with extremely large quantities of fuel up to 3,000 litres in some cases. The most common type of equipment seen is mobile electricity generators, often used at outdoor sporting and entertainment events where there is no local source of supply. They are also used in emergencies when the electrical mains circuits (grids) break down and communities are left without an electricity supply. More recently mobile central heating and air conditioning units are being manufactured for use under similar circumstances to mobile generators. There may be other examples of such machinery or equipment that competent authorities are aware of.

3. All of these units depend on hydrocarbon fuels for their operation and can be found in transport with substantial amounts of fuel in their storage tanks. This is because the equipment can be used immediately upon delivery, rather than sourcing fuel locally. On return, of course, the equipment will still contain a quantity of unused fuel.

4. The United Kingdom does not believe that paragraph 1.1.3.1 (b) in RID/ADR was intended to exempt such large quantities of dangerous goods from all of the provisions of RID/ADR. Various construction requirements outside of RID/ADR provisions apply to such equipment and the United Kingdom believes that these will be sufficient to ensure prevention of any leakage of contents in normal conditions of carriage. However we believe that some limited provisions should be applied to these units to indicate that there are dangerous goods contained in them. As can be seen from the photographs in Annex A, at first glance two of these items of equipment look like standard freight containers and there is nothing to immediately indicate that several thousand litres of fuel could be contained therein. It would seem appropriate that some form of hazard communication should be applied in order that emergency responders can react appropriately in the event of an incident involving such equipment.

5. One approach might be to amend 1.1.3.1“(b) to read:

"The carriage of machinery or equipment not specified in this Annex and which happen to contain dangerous goods in their internal or operational equipment, **excluding liquid**

fuels (see 1.1.3.3) provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage;".

A new paragraph 1.1.3.3(c). might then be added to read:

“1.1.3.1 (c) The fuel contained in the tanks of machinery or equipment which are carried as a load subject to the following conditions. Any valves or openings between the machinery or equipment and the tank within or attached to such machinery or equipment shall be closed during carriage. The machinery or equipment shall be loaded in an orientation to prevent inadvertent leakage of fuel and secured by suitable means capable of restraining the machinery or equipment in a manner that will prevent any movement during carriage which would change the orientation or cause it to be damaged. Where the fuel tank has a capacity greater than [500L] [1000L] [1500L] it shall be [*labelled*] [*placarded*] on [*two opposite sides*] [*four sides*] in accordance with [5.2.1.4] [5.3.1.2]. Vehicles shall be fitted with a fire extinguisher in accordance with 8.1.4.1(a) and the personnel shall have undertaken training in accordance with Chapter 1.3.”

Annex A

Examples of machinery and equipment

