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Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Bern, 21–25 March 2012

Item 8 of the provisional agenda

Any other business

Harmonization with the United Nations Model Regulations

Transmitted by the Government of Switzerland^{1,2}

Summary

Executive summary:	The ICAO Dangerous Goods Panel should take account of the problems that 1.4S articles carried in line with chapter 3.4 are likely to encounter during the land section of their journey.
Action to be taken:	Request the ICAO Dangerous Goods Panel to reverse its decision not to apply the provisions of chapter 3.4 to 1.4S articles.
Related documents:	Informal document INF.40 submitted to the fortieth session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

1. At its fortieth session, the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods was informed in informal document INF.40 of the decisions taken by the ICAO Dangerous Goods Panel (DGP), including one in paragraph 5 not to adopt the provisions of chapter 3.4 for 1.4S articles. The reason given was that, in the case of air transport, there was no difference between the requirements for limited quantity packages and those for transport not covered by chapter 3.4.

¹ In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2012/8.

2. This decision is likely to cause problems for consignments in a transport chain that includes land transport over a section of the journey. Such consignments will have danger labels affixed to their packaging, and will be accompanied by a Dangerous Goods Declaration, as with any transport of dangerous goods to which the exemptions under chapter 3.4 are not applied. Thus they will not be able to benefit from the simplifications specified in chapter 3.4 on the land sections of the journey and will hence be subject to all the provisions of RID-ADR-ADN. The transport document will also have to include the information necessary for land transport (e.g., tunnel restriction codes, driver's instructions, driver's training, etc.).

3. Paragraph 5 of informal document INF.40 also states that packaging marked in accordance with chapter 3.4 for other forms of transport will be accepted for air transport, without any additional procedure. However, in contrast to the requirements for air transport, chapter 3.4 contains no requirement that danger labels be affixed together with the marking specified in 3.4.7; hence, a package that has only the marking specified in 3.4.7 under the provisions of chapter 3.4 of RID-ADR-ADN would not comply automatically with the labelling requirements for air transport. It would not have the danger labels. It must therefore have both the marking specified in 3.4.7 and the danger labels. Furthermore, the marking specified in 3.4.8 would not be accepted for air transport of 1.4S articles, so that a consignor who wished to send a consignment under the exemption in chapter 3.4 would have to use the marking specified under 3.4.7 as well as the labels and markings required under part 3, chapter 4, of the ICAO technical instructions. Now, although it is not stated in the regulation, the presence of danger labels is often interpreted as being incompatible with an LQ marking, so that a marking as specified in 3.4.7 together with danger labels could pose problems for land transport if it is not clearly explained in the relevant texts.

4. The problem is that neither the consignor nor the inspecting authorities are informed of these circumstances under chapter 3.4. The simplest solution would have been for DGP to agree to the marking specified in 3.4.8 for these consignments. The Joint Meeting should alert DGP and the Sub-Committee of Experts on the Transport of Dangerous Goods to this matter.

5. If DGP does not agree to this solution, we will have to consider including specific information on 1.4S articles under chapter 3.4. For example, it would need to be specified in 3.4.8 that the marking in that section is not authorized for 1.4S articles, and in 3.4.7 that 1.4S articles for air transport require the marking specified under 3.4.7 in addition to the appropriate markings specified in part 3, chapter 4, of the ICAO technical instructions. However, this does seem extremely complicated and should only be proposed if DGP does not reverse its decision not to apply the provisions of chapter 3.4 for 1.4S articles.