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Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods****102nd session**

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Item 5 (b) of the provisional agenda

**Proposals for amendments to Annexes A and B of ADR:
miscellaneous proposals****5.4.1.1.1 (f) and carriage in accordance with 1.1.3.6****Transmitted by the Government of Sweden and by the International
Road Transport Union (IRU)****Summary*

Executive summary:	When goods are carried in accordance with 1.1.3.6, it would simplify for all actors involved to have the total quantity and calculated value/transport category in the transport document.
Action to be taken:	Amend 1.1.3.6.4 and the note in 5.4.1.1.1 (f). To clarify, insert a footnote in the heading to column (3) of the table in 1.1.3.6.3.

Introduction

1. At the 101st session of the Working Party, Sweden submitted a proposal to require the calculated value to be inserted in the transport document when applying 1.1.3.6. A proposal with the same intention was also submitted by IRU in May 2016. During the May meeting, the aim of the proposal was supported by several delegations, but there were some uncertainties as to whether amendments would be necessary also in other parts of 1.1.3.6.

* In accordance with the programme of work of the Inland Transport Committee for 2016-2017, (ECE/TRANS/2016/28/Add.1 (9.2)).

For this reason, a new document was presented in November in an attempt to reconcile the different views.

2. However, at the meeting in November, the majority of the delegations that supported the principle to require the value in the transport document agreed that the provisions in 1.1.3.6 would profit from less extensive amendments. To take these views into account, a revised document should be submitted at a forthcoming session.

Background

3. For drivers not holding an ADR certificate, the application of sub-section 5.4.1.1.1 (f) poses problems. Since the transport document only must specify the quantity in kilograms or litres according to 5.4.1.1.1 (f), the driver faces difficulties in assessing the value for the maximum quantity in relation to 1.1.3.6. However, if the transport document should indicate the "calculated value" for each transport category, this would facilitate for the driver to calculate and thus, ensure that the sum of these values does not exceed 1000.

4. Drivers performing multiple deliveries on a daily basis are liable to break the rules, as they generally do not have access to the ADR regulations and, hence, face difficulties to calculate the value as per 1.1.3.6, even if they have followed the requirements of Chapter 1.3.

6. The total quantity of dangerous goods and the calculated value for each transport category should therefore be indicated in the transport document.

Proposals

7. Changes are underlined or ~~stricken through~~.

Proposal 1

8. Amend the text in 1.1.3.6.4 as follows:

"1.1.3.6.4 ~~Where~~ When dangerous goods of different transport categories are carried in ~~the same~~ a transport unit, the sum of:

- The quantity of substances and articles of transport category 1 multiplied by "50";
- The quantity of substances and articles of transport category 1 referred to in Note a to the table in 1.1.3.6.3 multiplied by "20";
- The quantity of substances and articles of transport category 2 multiplied by "3"; and
- The quantity of substances and articles of transport category 3;

shall not exceed a calculated value of "1,000".

Proposal 2

9. Amend 5.4.1.1.1 (f), NOTE 1, as follows:

"NOTE 1: In the case of intended application of 1.1.3.6, the total quantity of dangerous goods and the calculated value for each transport category shall be indicated in the transport document in accordance with 1.1.3.6.3 (see also 1.1.3.6.4).

Proposal 3

In the heading to column (3) of the table in 1.1.3.6.3, insert a footnote to read as follows:

“(x) The maximum total quantity for each category corresponds to a value of “1000” (see also 1.1.3.6.4).”]

Justification

Safety: Clear text helps the driver to limit the load in accordance with applicable provisions that improve transport safety.

Feasibility: Avoids any confusion in the interpretation of the texts and facilitates the application of sub-sections 1.1.3.6 and 5.4.1.1.1 (f).
