

**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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Item 8 of the provisional agenda

**GLOBAL HARMONIZATION OF TRANSPORT OF DANGEROUS GOODS
REGULATIONS WITH THE UN MODEL REGULATIONS**

Outcome of the September 2007 session of the RID/ADR/ADN Joint Meeting

Note by the secretariat

The secretariat reproduces below relevant paragraphs of the report of the RID/ADR/ADN Joint Meeting on its September 2007 session (ECE/TRANS/WP.15/AC.1/108) concerning harmonization with the UN Recommendations, as well as the consolidated text of Chapters 3.4 and 3.5 of the ADR 2009, for information of the Sub-Committee.

The text "see annex 2" in the following paragraphs refers to annex 2 of the report of the RID/ADR/ADN Joint Meeting session (ECE/TRANS/WP.15/AC.1/108/Add.2).

**VI. HARMONIZATION WITH THE UN RECOMMENDATIONS ON THE
TRANSPORT OF DANGEROUS GOODS (agenda item 5)**

**A. Harmonization with the 15th revised edition of the UN Recommendations on the
transport of dangerous goods, Model Regulations**

Document: ECE/TRANS/WP.15/AC.1/2007/30 and -/Add.1 (Secretariat)

26. The Joint Meeting considered the report of the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods and adopted the proposed texts, subject to some amendments, taking into account the comments below (see annex 2).

1. Definition of small containers (paras. 7-10 of the report)

27. The Joint Meeting noted that the proposed definition for small containers allowed such containers to be defined by either their outer dimensions or their internal volume, which could lead to inconsistencies. It was nonetheless decided to bring the definition into line with those contained in the UN Model Regulations and the IAEA Regulations, while specifying that the

outer dimensions should be length, width and height, excluding for example the use of diagonal measurements (see annex 2).

28. It was also decided to amend paragraph (a) of the definition of large containers accordingly (see annex 2).

2. Carriage of infected animal carcasses (paras. 17-21 of the report) and authorization of packagings by the competent authority (paras. 37-41)

29. This issue gave rise to long discussions concerning the reference to the competent authority in packing instructions P099 and IBC99. Some representatives considered that the reference related to the competent authority of the country of origin. For others, taking into account the definition of competent authority, the text of 4.1.3.7, the reference in instruction LP99 to 4.1.3.7 and the very spirit of ADR and RID, a mere reference to the authority competent to authorize packagings not covered by the regulations, with no indication that the competent authority of a given country is meant, would in international carriage amount to requiring the consent of the competent authorities of all the countries concerned, i.e., a multilateral agreement procedure.

30. The Chairman requested the Joint Meeting to reach a decision on the principle of whether, in the case of carriage of animal material, the use of alternative packagings should be subject to multilateral agreement or could be authorized unilaterally by the competent authority of the country of origin.

31. The Joint Meeting decided by majority vote that, in the case of carriage of animal material, alternative packagings could be used with the unilateral authorization of the competent authority of the country of origin. A new subsection 4.1.8.7 was inserted to this effect; reference would be made thereto in instructions P620 and P650. Instruction P099 was deleted from the entries applicable to animal carcasses under UN Nos. 2814, 2900 and 3373 (see annex 2).

32. The expiry date of the transitional measure in 1.6.1.16 was extended to 2014, and the phrase “of the country of origin”, qualifying “competent authority”, was deleted (see annex 2).

3. Class 7 (paras. 11-16 of the report)

Document: ECE/TRANS/WP.15/AC.1/2007/58 (Germany)

Informal documents: INF.18 (Germany and OTIF)
INF.41 (Germany)

33. The proposed amendment to 4.1.9.1.3 was adopted (see annex 2). The representative of Germany was requested to submit a similar proposal to the United Nations Sub-Committee of Experts.

34. Concerning paragraph 13 of the report of the Ad Hoc Working Group, the Joint Meeting agreed to reproduce the provisions of paragraphs 1.7.2.5 and 1.7.2.6 not as requirements but as NOTES, given that they relate not to transport conditions but to emergency response measures (see annex 2).

35. The proposals contained in document ECE/TRANS/WP.15/AC.1/2007/58 concerning excepted packages were adopted with some amendments (see annex 2).

36. The proposals contained in informal document INF.18 were adopted, with the exception of those under points 3 and 4, which should first be discussed by the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods and IAEA. The amendment relating to 4.1.9.2.3 (b) under point 5 of the document was adopted but should also be the subject of a proposed amendment to the UN Model Regulations (see annex 2).

37. The proposed amendment to the German version of 5.2.2.1.11, contained in informal document INF.41, was adopted (see annex 2), but the one relating to 5.3.1.1.3 was withdrawn by the representative of Germany following a discussion.

4. Lithium batteries

38. The Working Group's proposal to add a sentence to 2.2.9.1.7 was contested by the representative of Belgium but was adopted when put to a vote (see annex 2).

5. BK1 bulk containers for solid environmentally hazardous substances of UN No. 3077 (para. 25 of the report)

39. The Joint Meeting decided, by a majority, that sheeted bulk containers (BK1) may be admitted for carriage by land of UN No. 3077 and that provision VV3/VW3 in column 17 should be replaced by provision VV1/VW1 for that UN number (see annex 2).

6. Transitional provision for marking with the stacking load (1.6.1.15)

Informal document: INF.46 (Secretariat)

40. The Joint Meeting adopted the text proposed by the secretariat for transitional provision 1.6.1.15, with some editorial changes (see annex 2).

7. Chapter 3.5. Dangerous goods packed in excepted quantities (paras. 29 to 34 of the report)

Informal document: INF.34 (Secretariat)

41. The introduction of this new chapter was the subject of a very long and heated debate. In the view of some delegations there was no reason to complicate the current system by introducing provisions that were essentially for air transport; the harmonization that was expected to result from the provisions relating to limited quantities should make it possible to solve certain problems without resorting to a special exemption category. Others underscored the importance of multimodal harmonization, and emphasized that a rejection of the chapter could compromise the work under way in the Sub-Committee of Experts on the Transport of Dangerous Goods, aimed at harmonizing provisions on limited quantities. In the end, the Joint Meeting decided by a large majority to introduce these provisions.

42. For the documentation called for under 3.5.6, some delegations considered that it was inappropriate to establish requirements that would be contingent on the existence of a document. It was nonetheless decided by a majority to retain the text as adopted by the Working Group in the United Nations Model Regulations, while specifying that the required entries may appear on just one of the documents accompanying the consignment (see annex 2).

43. The addition of a subsection 5.2.1.8 (informal document INF.34) to indicate in chapter 5.2 that a mark is required for excepted quantities was not approved, as the marking requirement already existed in chapter 3.5, and such a reference was not called for in the case of limited quantities in chapter 5.2.

44. Paragraph 3.5.6 on documentation was adopted with some amendments (see annex 2).

45. The amendments to 3.5.1.2 proposed in informal document INF.34 were adopted (see annex 2).

8. Special provision 335 (para. 26 of the report)

Informal document: INF.34 (Secretariat)

46. The amendment proposed in informal document INF.34 was adopted, along with the consequential amendment to special provision 654 (see annex 2).

9. Packing instruction P804 (bromine)

Informal document: INF.34 and INF.48 (Secretariat)

47. The amendment proposed in informal document INF.34, and the amendment recommended by the Sub-Committee of Experts on the Transport of Dangerous Goods (informal document INF.48), was adopted (see annex 2).

48. The representative of the United Kingdom expressed regret at the amendments related to the decisions of the Sub-Committee of Experts on the Transport of Dangerous Goods, and suggested that a transitional provision should be introduced allowing for the use of packing instruction P804 as contained in ECE/TRANS/WP.15/AC.1/2007/30/Add.1. It was pointed out that, for the time being, instruction P804 was not in RID, nor in ADR, and that it was therefore not legally possible to provide a transitional provision to that effect. The only transitional measure that could be considered would only concern the prolonged use of instruction P601, currently applicable to the packing of bromine.

10. Paragraphs 5.2.2.2.1.3 and 5.2.2.2.1.4

Informal document: INF.34 (Secretariat)

49. The amendments proposed in informal document INF.34 were adopted (see annex 2).

11. Paragraph 4.1.1

50. The additional amendment proposed in informal document INF.34 was adopted (see annex 2).

12. Radioactive material in tanks (para. 47 of the report)

51. With regard to the carriage of LSA-III material, UN No. 3322, the Joint Meeting agreed to wait for the outcome of the discussions in IAEA and the United Nations Sub-Committee of Experts before deciding whether to delete the tank code against this UN number in RID/ADR/ADN.

13. Biological substances of Category B

52. Following the decisions taken on packaging for UN No. 3373, there was no longer any need to add this UN number in a new line in column 2 of 1.1.3.6.3, under the transport 4 category (see annex 2).

14. Flash compositions

Document: ECE/TRANS/WP.15/AC.1/2007/25 (Netherlands and Norway)

53. The Joint Meeting took note of the new definition of flash composition adopted by the United Nations Sub-Committee. Given that this definition would enter into force in RID/ADR/ADN in 2009, the competent authorities were encouraged to take steps, under the default classification system (2.1.3.5.5), to ensure that due account was taken of this new definition. However, the representative of the United Kingdom urged caution on the grounds that the time/ pressure test of the Manual of Tests and Criteria might change in the future.

15. Transport of gases

Document: ECE/TRANS/WP.15/AC.1/2007/26 (EIGA)

54. The proposal to amend paragraphs 4.1.6.10 and 5.4.1.2.2 (b) was not accepted by the Joint Meeting, since deletion of the words “including the intermediate carriage operations” would, among other things, mean that storage for an unlimited period was permitted.

B. Environmentally hazardous substances (Aquatic environment)

Documents: TRANS/WP.15/AC.1/2003/56/Add.2 (Secretariat) (Report of the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods (2003))
TRANS/WP.15/AC.1/2005/28 (Secretariat) (Aquatic pollutants)
TRANS/WP.15/AC.1/98 (paras. 31-38) (Report of the session held in Bern from 7 to 11 March 2005)
TRANS/WP.15/AC.1/100 (para. 65) (Report of the session held in Geneva from 13 to 23 September 2005)
ECE/TRANS/WP.15/AC.1/2007/30 (paras. 48 and 49) (Report of the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods (22-24 May 2007))
ECE/TRANS/WP.15/AC.1/2007/51 (Netherlands)

Informal documents: INF.55 (Secretariat)
INF.14 submitted to the March 2005 session (Belgium)

55. The Joint Meeting considered the proposals made by the Netherlands in document ECE/TRANS/WP.15/AC.1/2007/51 in the light of the earlier discussions.

56. The first proposal, which sought to insert in RID/ADR/ADN the criteria for classifying substances hazardous to the aquatic environment contained in the UN Model Regulations and reproduced from the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), was adopted by consensus with some amendments aimed at aligning the text proposed with the most recent version of the Model Regulations (see annex 2).

57. The second proposal concerned the adoption of the approach set forth in the provisions of the IMDG Code with respect to conditions of carriage for substances meeting the criteria for aquatic pollutants, rather than that recommended in the UN Model Regulations. In accordance with the Model Regulations, only substances assigned to UN Nos. 3077 or 3082 of Class 9 are subject to the marking, placarding and documentation requirements, whereas, under the IMDG Code and annex III to the MARPOL Convention, all substances of Classes 1 to 9 that meet the criteria are subject to these requirements.

58. Some delegations considered that, for purposes of harmonization, the Joint Meeting should instead adopt the approach recommended in the UN Model Regulations. In their view, for land transport, most hazardous substances of Classes 1 to 9, other than those assigned to UN Nos. 3077 or 3082, could be regarded as potentially hazardous to the aquatic environment, and additional marking and documentation would do nothing to enhance safety or environmental protection.

59. Others believed, on the contrary, that multimodal harmonization would be possible only with the adoption of the approach set forth in the IMDG Code for the approach recommended in the UN Model Regulations had not been reproduced in the IMDG Code, and would not be in practice, since it did not fulfil the requirements of the MARPOL Convention. In addition, they considered that many hazardous substances of Classes 1 to 9 did not meet the criteria for aquatic pollutants and that it would therefore be advisable, in land transport, in view of the measures to

be taken in case of spillage, to indicate by means of marking whether the substance transported was an aquatic pollutant. It was noted, in this regard, that, besides the problem of groundwater pollution in case of spillage in road or rail transport, the risk of pollution in inland water transport was similar to that in maritime transport. In addition, they also found it important to harmonize with the GHS for the whole chain of supply and use.

60. The principle of adopting the IMDG Code approach proposed by the Netherlands was put to the vote and was adopted.

61. The conditions of carriage proposed by the Netherlands were then considered in detail. The texts concerning marking and placarding was adopted with some amendments (see annex 2). On the other hand, it was decided by a vote not to require a reference in the transport document.

62. The representative of UIC wondered how carriers would be able to verify that the required marking had been done if they were not informed by consignors or their agents that the substances to be transported were pollutants.

63. The representative of CEFIC said that transitional measures should be envisaged in respect of the application of the new provisions. In addition, he indicated that it would be helpful if all the substances cited by name in the list contained in Table A in Chapter 3.2 that were known to meet the criteria for aquatic pollutants could be identified, for example by means of a special provision applicable to them. He recalled a proposal to that effect, prepared by the secretariat in the context of the discussions within the UN Sub-Committee of Experts (informal document INF.9, submitted to the Sub-Committee's twenty-sixth session in December 2004; see also ECE/TRANS/WP.15/AC.1/2007/51, para. 6).

64. After discussion of the subject of transitional measures, the Joint Meeting adopted paragraphs 1.6.1.17 and 2.2.9.1.10.5.2 prepared by the secretariat to reflect the decisions taken:

- (a) Until 31 December 2010 it would not be mandatory to apply the classification criteria for goods hazardous to the aquatic environment or the marking provisions for substances of classes 1-8 or those under class 9 entries other than UN Nos. 3077 or 3082; such a transitional measure could be extended for solutions and mixtures as work developed for the implementation of GHS in European directives;
- (b) Substances, solutions and mixtures assigned to letter N "Environmentally hazardous" (R50, R50/53, R51/53) under European directives 67/548/EEC and 1999/45/EC as amended, which were not under classes 1-8 or class 9 entries other than UN Nos. 3077 and 3082, should be classified under UN Nos. 3077 or 3082;
- (c) Other substances, solutions and mixtures that were not under classes 1-8 or class 9 entries other than UN Nos. 3077 and 3082, and which, under the above-mentioned European directives, were not assigned to letter N, should be classified under UN Nos. 3077 and 3082 if they met the criteria of 2.2.9.1.10.

VIII. REPORTS OF INFORMAL WORKING GROUPS (agenda item 7)

A. Dangerous goods packed in limited quantities

1. Work of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods

Informal document: INF.19 (Secretariat)

99. The Joint Meeting welcomed the progress made by the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods towards changing the provisions relating to the transport of dangerous goods in limited quantities, with a view to incorporating both the concept of limited quantities accepted by all modes of transport worldwide, and the concept of consumer commodities, more specific to air transport and to North America.

100. By an overwhelming majority, the Joint Meeting expressed the wish that the work should lead to an acceptable compromise in the interest of the harmonization and facilitation of multimodal transport. However, the wish was expressed that the compromise should not be accompanied by the establishment of a variety of sub-categories of limited quantities which would constitute specific cases, and that a single marking should not be interpreted in different ways depending upon the mode of transport.

2. Report of the Working Group on limited quantities

Document: ECE/TRANS/WP.15/AC.1/2007/60 (France)

Informal documents: INF.59 (Belgium, France, UIC)
INF.60 (Austria)

101. The text in document INF.59 which had been reworded to take into account specific features of rail transport (RID) was adopted with amendments (see annex 2).

102. The proposal by Austria relating to section 3.4.8 (INF.60) was not approved, as the Joint Meeting preferred the original wording of document ECE/TRANS/WP.15/AC.1/2007/60 (see annex 2).

103. In addition, the Joint Meeting decided to set the date for the transitional measure at 31 December 2010 (see annex 2).

Annex

Consolidated text of Chapters 3.4 (with changes visible) and 3.5 (new text) of the ADR 2009

CHAPTER 3.4**~~EXEMPTIONS RELATED TO~~ DANGEROUS GOODS PACKED
IN LIMITED QUANTITIES****3.4.1 General requirements**

3.4.1.1 Packagings used in accordance with 3.4.3 to 3.4.6 below, need only to conform to the general provisions of 4.1.1.1, 4.1.1.2 and 4.1.1.4 to 4.1.1.8.

3.4.1.2 The maximum gross mass of a combination packaging shall not exceed 30 kg and for shrink and stretched wrapped trays shall not exceed 20 kg.

NOTE: The limit for combination packagings does not apply when LQ5 is assigned.

3.4.1.3 Subject to the maximum limits in 3.4.1.2 and individual limits in table 3.4.6, dangerous goods may be packed together with other articles or substances, provided they will not react dangerously in the event of leakage.

3.4.2 When the code "LQ0" is shown in Column (7a) of Table A in Chapter 3.2 for a given substance or article, that substance or article is not exempted from any of the applicable provisions of Annexes A and B when it is packed in limited quantities, unless otherwise specified in these Annexes.

3.4.3 Unless otherwise provided in this Chapter, when one of the codes "LQ1" or "LQ2" is shown in Column (7a) of Table A in Chapter 3.2 for a given substance or article, the provisions of other Chapters of ADR do not apply to the carriage of that substance or article, provided:

(a) The provisions of 3.4.5 (a) to (c) are observed; with respect to these provisions, articles are considered to be inner packagings;

(b) Inner packagings meet the conditions of ~~6.2.1.2 and 6.2.4.1 to 6.2.4.3~~6.2.5.1 and 6.2.6.1 to 6.2.6.3.

3.4.4 Unless otherwise provided in this Chapter, when the code "LQ3" is shown in Column (7a) of Table A in Chapter 3.2 for a given substance, the provisions of other Chapters of ADR do not apply to the carriage of that substance, provided:

(a) The substance is carried in combination packagings, the following outer packagings being allowed:

- steel or aluminium drums with removable head;
- steel or aluminium jerricans with removable head;
- plywood or fibre drums;
- plastics drums or jerricans with removable head;
- boxes of natural wood, plywood, reconstituted wood, fibreboard, plastics, steel or aluminium;

and be so designed that they meet the relevant construction requirements of 6.1.4;

(b) The maximum net quantities per inner packaging shown in columns (2) or (4) and per package in columns (3) or (5), where indicated, of table 3.4.6 are not exceeded;

(c) Each package is clearly and durably marked with:

- (i) the UN number of the goods contained therein, as given in Column (1) of Table A in Chapter 3.2, preceded by the letters "UN";
- (ii) in the case of different goods with different UN numbers within a single package:
 - the UN numbers of the goods contained therein, preceded by the letters "UN", or
 - the letters "LQ"¹.

These markings shall be displayed within a diamond-shaped area surrounded by a line that measures at least 100 mm × 100 mm. The width of line forming the diamond shall be at least 2 mm; the number shall be at least 6 mm high. Where more than one substance assigned to different UN numbers are included in the package, the diamond shall be large enough to include each relevant UN number. If the size of the package so requires, the dimension may be reduced, provided the markings remain clearly visible.

3.4.5 Unless otherwise provided in this Chapter, when one of the codes "LQ4" to "LQ19" and "LQ22" to "LQ28" is shown in Column (7a) of Table A in Chapter 3.2 for a given substance, the provisions of other Chapters of ADR do not apply to the carriage of that substance, provided:

¹ The letters "LQ" are an abbreviation of the English words "Limited Quantities". The letters "LQ" are not permitted by the IMDG Code or the ICAO Technical Instructions.

- (a) The substance is carried:
 - in combination packagings, corresponding to the prescriptions of 3.4.4 (a), or
 - in metal or plastics inner packagings which are not liable to break or be easily punctured, placed in shrink-wrapped or stretch-wrapped trays;
- (b) The maximum net quantities per inner packaging shown in columns (2) or (4) and per package in columns (3) or (5), where indicated, of table 3.4.6 are not exceeded;
- (c) Each package is clearly and durably marked as indicated in 3.4.4 I.

3.4.6 Table

Code	Combination packagings ^a Maximum net quantity		Inner packagings placed in shrink-wrapped or stretch-wrapped trays ^a Maximum net quantity	
	per inner packaging	per package ^b	per inner packaging	per package ^b
(1)	(2)	(3)	(4)	(5)
LQ0	No exemption under the conditions of 3.4.2.			
LQ1	120 ml		120 ml	
LQ2	1 l		1 l	
LQ3 ^c	500 ml	1 l	Not allowed	Not allowed
LQ4 ^c	3 l		1 l	
LQ5 ^c	5 l	Unlimited	1 l	
LQ6 ^c	5 l		1 l	
LQ7 ^c	5 l		5 l	
LQ8	3 kg		500 g	
LQ9	6 kg		3 kg	
LQ10	500 ml		500 ml	
LQ11	500 g		500 g	
LQ12	1 kg		1 kg	
LQ13	1 l		1 l	
LQ14	25 ml		25 ml	
LQ15	100 g		100 g	
LQ16	125 ml		125 ml	
LQ17	500 ml	2 l	100 ml	2 l
LQ18	1 kg	4kg	500 g	4 kg
LQ19	5 kg		5 kg	
LQ20	Reserved	Reserved	Reserved	Reserved
LQ21	Reserved	Reserved	Reserved	Reserved
LQ22	1 l		500 ml	
LQ23	3 kg		1 kg	
LQ24	6 kg		2 kg	
LQ25 ^d	1 kg		1 kg	
LQ26 ^d	500 ml	2l	500 ml	2 l
LQ27	6 kg		6 kg	
LQ28	3 l		3 l	

^a See 3.4.1.2.

^b See 3.4.1.3.

^c In the case of homogenous mixtures of Class 3 containing water, the quantities specified relate only to the substance of Class 3 contained in those mixtures.

^d For UN Nos. 2315, 3151, 3152 and 3432 when carried in apparatus, the inner packaging quantities shall not be exceeded per piece of apparatus. The apparatus shall be carried in a leakproof packaging and the complete package shall conform to 3.4.4 I. Shrink-wrapped and stretch-wrapped trays shall not be used for apparatus.

3.4.7 Overpacks containing packages conforming to 3.4.3, 3.4.4 or 3.4.5 shall be marked, as required by 3.4.4 I for each item of dangerous goods contained in the overpack, unless markings representative of all dangerous goods contained in the overpack are visible.

3.4.8 The requirements

(a) of 5.2.1.9 on the placement of orientation arrows on packages;

(b) of 5.1.2.1 (b) on the placement of orientation arrows on overpacks; and

(c) of 7.5.1.5 on the orientation of packages

shall be applicable also to packages and overpacks transported in accordance with this chapter.

3.4.9 Consignors of dangerous goods packed in limited quantities shall inform the carrier of the total gross mass of such goods to be consigned, in advance of carriage not involving maritime transport.

3.4.10 (a) Transport units with a maximum mass exceeding 12 tonnes carrying packages with dangerous goods in limited quantities shall be marked in accordance with 3.4.12 at the front and at the rear except when orange-coloured plate marking is displayed in accordance with 5.3.2.

(b) Containers carrying packages with dangerous goods in limited quantities, on transport units with a maximum mass exceeding 12 tonnes, shall be marked in accordance with 3.4.12 on all four sides except when orange-coloured plate marking is displayed in accordance with 5.3.2.

The carrying transport unit need not be marked, except when the marking affixed to the containers is not visible from outside this carrying transport unit. In this latter case, the same marking shall be affixed at the front and at the rear of the transport unit.

3.4.11 Markings specified in 3.4.10 may be dispensed with, if the total gross mass of the packages containing dangerous goods packed in limited quantities carried does not exceed 8 tonnes per transport unit.

3.4.12 The marking shall consist of "LTD QTY"² in black letters not less than 65 mm high on a white background.

3.4.13 Markings according to chapter 3.4 of the IMDG Code are also acceptable for carriage in a transport chain including maritime carriage.

² *The letters "LTD QTY" are an abbreviation of the English words "Limited Quantity".*

CHAPTER 3.5
DANGEROUS GOODS
PACKED IN EXCEPTED QUANTITIES

3.5.1 Excepted quantities

3.5.1.1 Excepted quantities of dangerous goods of certain classes, other than articles, meeting the provisions of this Chapter are not subject to any other provisions of ADR except for:

- (a) The training requirements in Chapter 1.3;
- (b) The classification procedures and packing group criteria in Part 2;
- (c) The packaging requirements of 4.1.1.1, 4.1.1.2, 4.1.1.4 and 4.1.1.6.

NOTE: In the case of radioactive material, the requirements for radioactive material in excepted packages in 1.7.1.5 apply.

3.5.1.2 Dangerous goods which may be carried as excepted quantities in accordance with the provisions of this Chapter are shown in column 7b of Table A of Chapter 3.2 list by means of an alphanumeric code as follows:

Code	Maximum net quantity per inner packaging (in grams for solids and ml for liquids and gases)	Maximum net quantity per outer packaging (in grams for solids and ml for liquids and gases, or sum of grams and ml in the case of mixed packing)
E0	Not permitted as Excepted Quantity	
E1	30	1000
E2	30	500
E3	30	300
E4	1	500
E5	1	300

For gases, the volume indicated for inner packagings refers to the water capacity of the inner receptacle and the volume indicated for outer packagings refers to the combined water capacity of all inner packagings within a single outer packaging.

3.5.1.3 Where dangerous goods in excepted quantities for which different codes are assigned are packaged together the total quantity per outer packaging shall be limited to that corresponding to the most restrictive code.

3.5.2 Packagings

Packagings used for the carriage of dangerous goods in excepted quantities shall be in compliance with the following:

- (a) There shall be an inner packaging and each inner packaging shall be constructed of plastic (with a minimum thickness of 0.2 mm when used for liquids), or of glass, porcelain, stoneware, earthenware or metal (see also 4.1.1.2) and the closure of each inner packaging shall be held securely in place with wire, tape or other positive means; any receptacle having a neck with moulded screw threads shall have a leak proof threaded type cap. The closure shall be resistant to the contents;
- (b) Each inner packaging shall be securely packed in an intermediate packaging with cushioning material in such a way that, under normal conditions of carriage, they cannot break, be punctured or leak their contents. The intermediate packaging shall completely contain the contents in case of breakage or leakage, regardless of package orientation. For liquids, the intermediate packaging shall contain sufficient absorbent material to absorb the entire contents of the inner packaging. In such cases, the absorbent material may be the cushioning material. Dangerous goods shall not react dangerously with cushioning, absorbent material and packaging material or reduce the integrity or function of the materials;
- (c) The intermediate packaging shall be securely packed in a strong, rigid outer packaging (wooden, fibreboard or other equally strong material);
- (d) Each package type shall be in compliance with the provisions in 3.5.3;
- (e) Each package shall be of such a size that there is adequate space to apply all necessary markings; and
- (f) Overpacks may be used and may also contain packages of dangerous goods or goods not subject to the requirements of ADR.

3.5.3 Tests for packages

- 3.5.3.1 The complete package as prepared for carriage, with inner packagings filled to not less than 95% of their capacity for solids or 98% for liquids, shall be capable of withstanding, as demonstrated by testing which is appropriately documented, without breakage or leakage of any inner packaging and without significant reduction in effectiveness:

(a) Drops onto a rigid, non-resilient flat and horizontal surface from a height of 1.8 m:

(i) Where the sample is in the shape of a box, it shall be dropped in each of the following orientations:

- flat on the base;
- flat on the top;
- flat on the longest side;
- flat on the shortest side;
- on a corner;

(ii) Where the sample is in the shape of a drum, it shall be dropped in each of the following orientations:

- diagonally on the top chime, with the centre of gravity directly above the point of impact;
- diagonally on the base chime;
- flat on the side;

NOTE: Each of the above drops may be performed on different but identical packages.

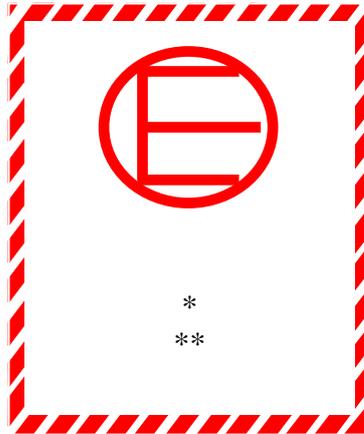
(b) A force applied to the top surface for a duration of 24 hours, equivalent to the total weight of identical packages if stacked to a height of 3 m (including the drop sample).

3.5.3.2 For the purposes of testing, the substances to be carried in the packaging may be replaced by other substances except where this would invalidate the results of the tests. For solids, when another substance is used, it must have the same physical characteristics (mass, grain size, etc.) as the substance to be carried. In the drop tests for liquids, when another substance is used, its relative density (specific gravity) and viscosity should be similar to those of the substance to be carried.

3.5.4 Marking of packages

3.5.4.1 Packages containing excepted quantities of dangerous goods prepared in accordance with this Chapter shall be durably and legibly marked with the mark shown in 3.5.4.2. The first or only label number indicated in column (5) of Table A of Chapter 3.2 for each of the dangerous goods contained in the package shall be shown in the mark. Where the name of the consignor or consignee is not shown elsewhere on the package this information shall be included within the mark.

3.5.4.2 The dimensions of the mark shall be a minimum of 100 mm × 100 mm.



Excepted quantities mark

Hatching and symbol of the same colour, black or red,
on white or suitable contrasting background

** The first or only label number indicated in column (5) of Table A of Chapter 3.2 shall be shown in this location.*

*** The name of the consignor or of the consignee shall be shown in this location if not shown elsewhere on the package.*

3.5.4.3 An overpack containing dangerous goods in excepted quantities shall display the markings required by 3.5.4.1, unless such markings on packages within the overpack are clearly visible.

3.5.5 Maximum number of packages in any vehicle or container

The number of packages in any vehicle or container shall not exceed 1 000.

3.5.6 Documentation

If a document or documents (such as a bill of lading, air waybill or CMR/CIM consignment note) accompanies(y) dangerous goods in excepted quantities, at least one of these documents shall include the statement “Dangerous Goods in Excepted Quantities” and indicate the number of packages.”.
