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Item 5 (b) of the provisional agenda

Proposals for amendments to RID/ADR/ADN: new proposals

Amendment to existing special provision 668

Submitted by the International Association of Dangerous Goods Safety Advisers (IASA)*,**

a) *Summary*

Executive summary:	<p>Special provision 668 permits the transport of elevated temperature substances for the purpose of applying road markings, without being subject to the requirements of RID/ADR, provided that certain conditions are met.</p> <p>Elevated temperature substances for purposes other than applying road markings are used in the asphalt industry, e.g. for sealing and repairing cracks and crevices on road surfaces.</p> <p>This proposal aims to include the transport of hot bitumen and other similar products for the purpose of repairing cracks and crevices in road surfaces.</p> <p>IASA previously submitted a similar proposal ECE/TRANS/WP.15/AC.1/2022/6, which has been revised to accommodate feedback from previous meetings.</p>
Action to be taken:	<p>Amend special provision 668 in such a way that transport to construction sites and the use of elevated temperature substances for the purpose of repair work to roads is not subject to the requirements of Class 9.</p>
Related document:	<p>ECE/TRANS/WP.15/AC.1/2021/30 (IASA) ECE/TRANS/WP.15/AC.1/2022/6 (IASA)</p>

* A/77/6 (Sect.20), para. 20.76

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Introduction

1. A new special provision was introduced in RID/ADR 2017 allowing elevated temperature substances for the purpose of applying road markings to be transported without being subject to the requirements of RID/ADR, provided that certain conditions are met.
2. The full text of special provision (SP) 668 reads:

“SP 668 Elevated temperature substances for the purpose of applying road markings are not subject to the requirements of RID/ADR, provided that the following conditions are met:

 - (a) They do not fulfil the criteria of any class other than Class 9;
 - (b) The temperature of the outer surface of the boiler does not exceed 70 °C;
 - (c) The boiler is closed in such a way that any loss of product is prevented during carriage;
 - (d) The maximum capacity of the boiler is limited to 3 000 l.”
3. It would be desirable to widen the scope of special provision 668, in which the transport of elevated temperature substances used for repair work to road surfaces is included in the exemption when these substances are transported and used to repair cracks and crevices in road surfaces.
4. When transported for the purpose of repairing cracks and crevices, bitumen and other similar substances assigned to UN 3257 only on the basis of their elevated temperature are transported in boilers similar to those used for road marking. The limitation in the first sentence of special provision 668 does not allow these products to be transported under the conditions mentioned unless the purpose of such transport is to apply road markings, even though the transport, application and conditions are quite similar when these substances are carried for other purposes.

Example of applying crack sealing to road surface.



Proposal

5. Amend special provision 668 to read as follows (new text is underlined):

“SP 668 Elevated temperature substances, such as bitumen and similar products assigned to UN number 3257 for the purpose of applying road markings and repairing cracks and crevices in existing road surfaces are not subject to the requirements of RID/ADR, provided that the following conditions are met:

 - (a) They do not fulfil the criteria of any class other than Class 9;
 - (b) The temperature of the outer surface of the boiler does not exceed 70 °C;

- (c) The boiler is closed in such a way that any loss of product is prevented during carriage;
- (d) The maximum capacity of the boiler is limited to 3 000 l.”

Justification

- 6. This would ensure uniform application of the regulations concerning the transport of elevated temperature substances, whether for road marking or for sealing cracks and crevices in existing road surfaces.
 - 7. Since the equipment used for the transport and application is very similar, or even the same in both situations described, no safety implications are anticipated.
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