Economic Commission for Europe
Inland Transport Committee
Working Party on the Transport of Dangerous Goods

115th session           25 March 2024
Geneva, 2-5 April 2024
Item 6 of the provisional agenda
Interpretation of ADR

ADR 7.2.4 Special Provision V2 (2)

Transmitted by the Government of the United Kingdom

Summary

Executive summary: Special Provision V2 (2) in ADR (7.2.4) allows for the transport in closed containers of Class 1 in a quantity that would normally require an EX/III vehicle, using an EX/II vehicle, for multi-modal journeys only. Road-only journeys cannot use this special provision, and it is difficult to justify the restrictions for road-only transport, when it is permitted for multi-modal journeys.

Action to be taken: The United Kingdom seeks the opinion of the Working Party on whether this provision should be amended to apply to road-only journeys as well as multi-modal scenarios.

I. Background

1. The last paragraph of ADR 7.2.4, Special Provision V2 (2), states:

   Where substances or articles of Class 1 in quantities requiring a transport unit made up of EX/III vehicle(s) are being carried in containers to or from harbour areas, rail terminals or airports of arrival or departure as part of a multimodal journey, a transport unit made up of EX/II vehicle(s) may be used instead, provided that the containers being carried comply with the appropriate requirements of the IMDG Code, the RID or the ICAO Technical Instructions.

2. For multimodal journeys, as described in ADR 7.2.4 V2 (2), class 1 items are transported in closed containers worldwide, and the requirements of special provision V2 (2) are met.

3. For road only carriage however, a Class 1 load cannot be transported in a closed container where the Net Explosive Mass (NEM) would require an EX/III transport unit. In such cases, it is necessary to transfer the load from the container to EX/III vehicles for carriage, as use of ADR 7.2.4 V2 (2) is not permitted for road only journeys.

4. If the use of an EX/II vehicle with containers is permitted for a multimodal journey, it is difficult to identify any logical reason why the same allowance should not be made for road-only journeys.

II. Action to be taken

5. The United Kingdom seeks the opinion of the Working Party as to whether this provision should be changed, to permit the road-only carriage of closed containers with Class 1, on an EX/II vehicle(s), in a quantity that would normally require EX/III vehicle(s).
6. If so, the United Kingdom may present a formal document at a subsequent meeting.