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Interpretation of ADR

ADR 7.2.4 - Special Provision V2

Transmitted by the Government of United Kingdom of Great Britain
and Northern Ireland*

Summary

Executive summary: Special Provision V2 in ADR 7.2.4 allows substances or articles of Class 1 (in quantities requiring EX/III vehicle(s) as part of a multimodal journey) to be transported in EX/II vehicles instead. However, this special provision cannot be used for road-only journeys. It is difficult to justify restrictions for road-only transport when it is permitted for multimodal journeys.

Actions 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.

* A/78/6 (Sect. 20), table 20.5.

I. Background

1. The last paragraph of ADR 7.2.4, Special Provision V2, 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, Class 1 items are transported in closed containers worldwide, and the requirements of special provision V2 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 use an EX/III vehicle for carriage, as use of ADR 7.2.4 V2 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. Differences between EX/II and EX/III vehicles

5. EX/II vehicles can be closed or sheeted vehicles, whereas EX/III vehicles can only be closed.
6. EX/III vehicles also have much stricter requirements concerning their construction materials. They must have a rigid body on the trailer, made from heat and flame resistant materials with a minimum thickness of 10 mm, and that conform to fire safety standard EN 13501-1:2007 + A1:2009.

III. Action to be taken

7. 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 EX/II vehicles, in a quantity that would normally require EX/III vehicles.
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