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# **Economic Commission for Europe**

**Inland Transport Committee** 

**Working Party on the Transport of Dangerous Goods** 

116th session

Geneva, 5-8 November 2024 Item 5 of the provisional agenda **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

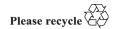
Class 1 (in quantities requiring EX/III vehicle(s) as part of a multimodal journey) to be transported in EX/II vehicles instead. However, this special provision cannot be used for road-only journeys. It is difficult to justify restrictions for road-only transport

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.



<sup>\*</sup> 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.

2