

**MCA TRANSPORT OF DG AND WASTES BY
SEA SEMINAR**

WARRINGTON, 3 FEBRUARY 2009

**INTERNATIONAL ROAD AND RAIL
AGREEMENTS 2011**

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THE REGULATIONS TO BE COVERED

- The mandatory European Agreement concerning the international carriage of dangerous goods by road (ADR) and the Convention concerning the international carriage of dangerous goods by rail (RID) applicable from 1 January 2011
- This presentation not comprehensive - full details of amendments are available at www.unece.org/trans/danger/danger
- Concentrate on those changes of most interest to the maritime sector

RID/ADR AMENDMENTS

- Little of great significance for inter-modal transport!
- Harmonisation with UN – and hence IMDG Code - on general classification and listing etc
- Still differences on classification of EHS/marine pollutants (but aligns with latest GHS); 2009 applies until 31/12/12
- Tank/pressure receptacle construction standards codified
- Alignment with TPE Directive; conformity assessments and periodic inspections

RID/ADR AMENDMENTS

- New safety obligations for unloaders in 1.4.3.7
- An enterprise which:
 - removes container/bulk container/MEGEC/tank-container/portable tank from a vehicle;
 - unloads packaged DGs/small containers/small portable tanks out of or from a vehicle or container;
 - discharges DGs from tank/battery vehicle, MEMU or MEGEC/vehicle, container or bulk container

RID/ADR AMENDMENTS

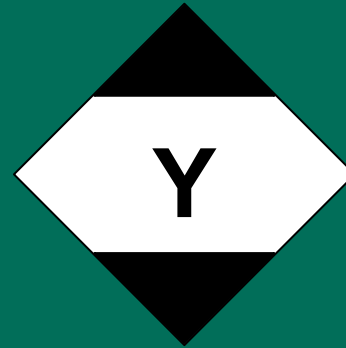
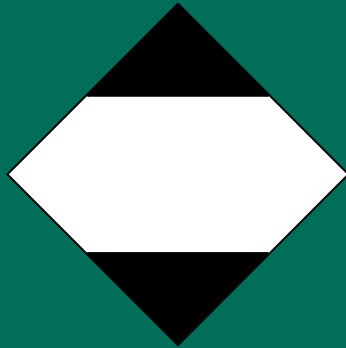
- Check correct goods unloaded against transport document;
- Check for damage to containment system;
- Meet unloading requirements (Part 7);
- Remove residues, ensure valves etc closed;
- Ensure cleaning and decontamination carried out;
- Ensure containers no longer display danger markings.

RID/ADR AMENDMENTS

- Provisions for open cryogenic receptacles
- Transport document for fireworks to include CA classification reference
- New Chapter 5.5 on fumigated cargo transport units (UN 3359) – self-contained for the benefit on non-DG workers

LIMITED QUANTITY PROVISIONS

- RID/ADR/ADN has adopted new UN LQ provisions w.e.f. 1 January 2011



LIMITED QUANTITY PROVISIONS

- Package marking minimum of 100mm x 100mm
- Marking of transport units restricted in ADR to transport units with max mass exceeding 12 tonnes unless total mass of packages in LQ does not exceed 8 tonnes
- Marking minimum of 250mm x 250 mm

LIMITED QUANTITY PROVISIONS

- BUT transitional provision (1.6.1.20) permits:
 - DGs packed in accordance with LQ provisions in 2009 RID/ADR/ADN may continue to be used until 30/6/2015
 - Hence dual marking system
 - Commitment to align RID/ADR/ADN LQ thresholds with UN as soon as possible

ADR ONLY AMENDMENTS

- Minor modifications to tunnel codes
- Minor modifications to instructions in writing
- New style of driver training certificates
- Incorporates driver photograph and security features
- Can be issued from 1 January 2011 and must be by 1 January 2013

ADR – DRIVER TRAINING CERTIFICATE

(Insert driver
photograph)*

1. (CERTIFICATE NO.)*
2. (SURNAME)*
3. (OTHER NAME(S))*
4. (DATE OF BIRTH dd/mm/yyyy)*
5. (NATIONITY)*
6. (DRIVER SIGNATURE)*
7. (ISSUING BODY)*
8. VALID TO: (dd/mm/yyyy)*

VALID FOR CLASS(ES) OR UN Nos.:

TANKS

9.(Enter Class or UN
Number(s))*

OTHER THAN TANKS

10. (Enter Class or UN
Number(s))*

National Comments:

11.

UN MODEL REGULATIONS - 17th REVISED EDITION

- Shape of things to come in 2013
- Clarified that standards do not take precedence over regulations
- Minimum size for UN no./PSN on packages - 12mm; 6mm for less than 30 l/kg; 'appropriate' for 5 l/kg or less
- Stack height mark for IBCs in transport from 1 January 2011 – causing problems in storage

UN MODEL REGULATIONS - 17th REVISED EDITION

- ‘De minimus’ quantities as a sub-set of EQs
- EQs with Code E1, 2, 4 or 5 not subject to regulation provided that:
 - Max per inner is 1 ml/mg; not to exceed 100 ml/mg per outer packaging
 - EQ packing provisions to be met
 - i.e. no labelling/marketing/documentation

UN MODEL REGULATIONS - 17th REVISED EDITION

- Calcium hypochlorite entries not permitted in bags
- Labels required in addition to EHS mark
- EDI or E-Freight – work being led by IATA
- No proposals as yet but much work on identifying data elements, systems and regulatory requirements
- Can electronic data replace or simply complement paper?

UN MODEL REGULATIONS - 17th REVISED EDITION

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- For whose benefit – consignors, carriers, emergency responders, regulators, others?
- Is there a link with transport telematics?
- Will it aid inter-modal transport? Seamless movement of goods?
- Who pays?
- Is transport document for EQs really needed for sea?

CONCLUSION

- Must look at the definitive texts for complete detail in order to plan ahead and ensure compliance
- Look at reports of UN meeting discussions – it is the shape of things to come
- Make sure UK reps are aware of your views – it does help shape policy!

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THANK YOU FOR YOUR ATTENTION!