

## Economic Commission for Europe

### Inland Transport Committee

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

115th session

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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.

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