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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Eighty-second session
Geneva, 7-11 May 2007
Item 5 of the provisional agenda

PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Section 5.4.3

Instructions in writing

Transmitted by the Government of Germany

SUMMARY

Executive summary:	The current provisions on instructions in writing are not deemed satisfactory any longer. Two working groups organised by the International Road Transport Union (IRU) and the International Federation of Freight Forwarders Association (FIATA) have developed a new approach. On the basis of this work, this document proposes amendments to the provisions on instructions in writing and related subjects taking into account the latest discussions in WP.15.
Action to be taken:	Adoption of the new provisions on instructions in writing.
Related documents:	TRANS/WP.15/2005/17, INF.14 (80 th session), INF.11 (81 st session) and ECE/TRANS/WP.15/190, para. 63 - 65

Introduction

1. The current provisions concerning instructions in writing (section 5.4.3) are not deemed satisfactory any longer. After two working group meetings organised by IRU and FIATA a new approach was developed and a proposal containing amendments to ADR was drafted. Discussions on the three main issues took place in plenary as well.
2. Whilst the views of the delegates were quite different on these main issues, it seemed to be clear that some changes were needed. The Government of Germany has undertaken a review of the IRU/FIATA proposal in order to propose a compromise which could be acceptable to a majority of the delegates.
3. One question concerns the recommended distance to the accident or emergency scene. As a result of the first working group meeting precise values were set in the proposed table. However, this led to an intensive exchange of opinions during the last session of WP.15. The distances themselves as well as the practicability were questioned. Taking into account the arguments exchanged it is proposed to delete all information concerning distances from column 3 of the table and to add, in the list of general actions, the recommendation to follow the advice of the emergency services. This does not seem to be in contradiction with the logical behaviour to move away from the scene and helps the driver getting an idea how far he should move.
4. Secondly the table of equipment was discussed. The major problem with this table was that even after two working group meetings it was still in its very first drafting status. The table has been reviewed and brought in line with the additional guidance given in the hazard related table. It should be kept in mind that the equipment shown in the first four lines is required by 8.1.5 anyway. Recalling that simplification and avoidance of problems during controls were the goals of the work carried out, the easiest solution would have been to require every piece of equipment for all classes. However, this idea did not satisfy a majority of the WP.15 delegates so the selective approach has been chosen.
5. Another difficult question to solve was whether the new approach should apply to all transport of dangerous goods or the existing system should remain for transport in tanks and in bulk. Recalling that the different contents of instructions covering the same substance was one of the reasons for starting the work, and having in mind that two different systems would complicate the application of the provisions - for the users as well as for the control authorities - the Government of Germany sees an advantage in applying only the new system as a single one in the future.
6. The new instructions in writing proposed have been developed as an integrated approach. This means that the guidance given to the driver starts with very basic information which is almost self-evident, gives additional guidance for situation related safe action and reminds him of the available equipment, all together in a compact way. This is not a superfluous information - even for trained drivers - as an accident situation puts a lot of stress on the persons involved.
7. WP.15 is invited to consider the explanation given above and to enable itself to find a compromise. Industry should receive a signal that WP.15 is able to take decisions also on

difficult issues and to provide practicable solutions which are not on the lowest possible safety level. A lack of adequate compromise would lead to retaining the old set of provisions which does not appear to be practical nor appropriate from the safety point of view.

Proposal

8. The proposal is reproduced in the annex to this document.

Justification

9. Justifications are given in the introduction to this document and in the IRU/FIATA documents (see TRANS/WP.15/2005/17 and informal document INF.11 submitted at the 81st session, and INF.14 submitted at the 80th session).

Safety implications

10. The amendments proposed are expected to improve safety.

Feasibility

11. The amendments proposed are expected to improve practical life.

Enforceability

12. No problem of enforcement is foreseen. The new situation will be an improvement for both the industry and control authorities.

Annex

Proposals for amendments to the provisions concerning the instructions in writing

5.4.3.1 Amend the first sentence as follows:

“As a precaution against any accident or emergency that may occur or arise during carriage, a written instruction in the form specified in 5.4.3.4 shall be carried in the vehicle crew’s cab and shall be readily available.”

and delete (a) to (f).

5.4.3.2 Amend the first sentence as follows:

“This instruction shall be provided by the carrier to the vehicle crew(s) in a language that they can read and understand before the commencement of the journey”.

Replace the second sentence with the following text:

“The carrier shall ensure that the vehicle crew(s) concerned understand and are capable of carrying out the instruction properly”.

5.4.3.3 Replace the existing wording with the following text:







“Before the start of the journey, the vehicle crew(s) shall inform themselves of the dangerous goods loaded and consult the instructions in writing for details on actions to be taken in the event of an accident or emergency”.






5.4.3.4 The written instruction shall correspond to the following [four page] model as regards its form and content.



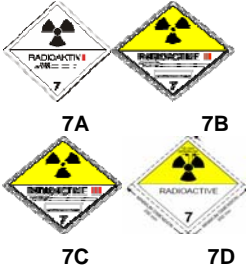



Actions in the event of an accident or emergency

In the event of an accident or emergency that may occur or arise during carriage, the vehicle crew(s) shall take the following action where safe and practicable to do so:

- Apply the braking system, stop the engine and disconnect the battery master switch;
- Avoid sources of ignition;
- Inform the appropriate emergency services or environmental protection services, giving as much information about the incident or accident and substances involved as possible;
- Put on the warning vest and place the self-standing warning signs as appropriate;
- Keep the transport documents readily available for responders on arrival;
- Move away from the vicinity of the accident or emergency, advise other persons to move away and follow the advice of the emergency services;
- Where appropriate and safe to do so, use the fire extinguishers to put out small/initial fires in tyres, brakes and engine compartments;
- Fires in load compartments shall not be tackled by vehicle crews;
- Do not walk into or touch spilled substances and avoid inhalation of fumes, smoke, dusts and vapours by staying up wind;
- Remove any contaminated clothing and used contaminated protective equipment.

Additional guidance to vehicle crews on the hazard characteristics of dangerous goods by class and on actions subject to prevailing circumstances		
Danger labels and placards	Hazard characteristics	Additional guidance
(1)	(2)	(3)
<p>Explosive substances and articles</p>  <p>1 1.5 1.6</p>	<p>May have a range of properties and effects such as mass detonation; projection of fragments; combustion; formation of bright light, loud noise or smoke.</p> <p>Sensitive to shocks and/or impacts and/or heat.</p>	<p>Take cover but stay away from windows.</p>
<p>Explosive substances and articles</p>  <p>1.4</p>	<p>Slight risk of explosion.</p>	<p>Take cover but stay away from windows.</p>
<p>Flammable gases</p>  <p>2.1</p>	<p>Risk of fire.</p> <p>Risk of explosion.</p> <p>May cause burns and/or frostbite.</p> <p>Containments may explode when heated.</p>	<p>Take cover.</p> <p>Keep out of low areas.</p>
<p><i>Non-flammable, non-toxic gases</i></p>  <p>2.2</p>	<p>Risk of suffocation.</p> <p>May be under pressure.</p> <p>May cause burns and/or frostbite.</p> <p>Containments may explode when heated.</p>	<p>Take cover.</p> <p>Keep out of low areas.</p>
<p>Toxic gases</p>  <p>2.3</p>	<p>Risk of intoxication.</p> <p>May be under pressure.</p> <p>May cause burns and/or frostbite.</p> <p>Containments may explode when heated.</p>	<p>Take cover.</p> <p>Keep out of low areas.</p>
<p>Flammable liquids</p>  <p>3</p>	<p>Risk of fire.</p> <p>Risk of explosion.</p> <p>Containments may explode when heated.</p>	<p>Take cover.</p> <p>Keep out of low areas.</p> <p>Prevent leaking substances from running into the aquatic environment or the sewage system.</p>

<p>Flammable solids, self-reactive substances and desensitized explosives</p>  <p>4.1</p>	<p>Risk of fire. Flammable or combustible, may be ignited by heat, sparks or flames.</p> <p>May contain self-reactive substances that are liable to exothermic decomposition in the case of heat supply, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gases or vapours.</p> <p>Containments may explode when heated.</p>	<p>Prevent leaking substances from running into the aquatic environment or the sewage system.</p>
<p>Substances liable to spontaneous combustion</p>  <p>4.2</p>	<p>Risk of spontaneous combustion if packages are damaged or contents are spilled.</p> <p>May react vigorously with water</p>	
<p>Substances which, in contact with water, emit flammable gases</p>  <p>4.3</p>	<p>Risk of fire and explosion in contact with water.</p>	<p>Spilled substances should be kept dry by covering the spillages.</p>
<p>Danger label number</p> <p>(1)</p>	<p>Hazard characteristics</p> <p>(2)</p>	<p>Additional guidance</p> <p>(3)</p>
<p>Oxidizing substances</p>  <p>5.1</p>	<p>Risk of ignition and explosion.</p> <p>Risk of vigorous reaction in contact with flammable substances.</p>	<p>Avoid mixing with flammable substances (e.g. sawdust).</p>
<p>Organic peroxides</p>  <p>5.2</p>	<p>Risk of exothermic decomposition at elevated temperatures, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gases or vapours.</p>	<p>Avoid mixing with flammable substances (e.g. sawdust).</p>

<p>Toxic substances</p>  <p>6.1</p>	<p>Risk of intoxication. Risk to the aquatic environment and the sewerage system.</p>	
<p>Infectious substances</p>  <p>6.2</p>	<p>Risk of infection. Risk to the aquatic environment and the sewerage system.</p>	
<p>Radioactive material</p>  <p>7A 7B 7C 7D</p>	<p>Risk of incorporation and external radiation.</p>	<p>Limit time of exposure.</p>
<p>Fissile material</p>  <p>7 E</p>	<p>Risk of nuclear chain reaction.</p>	
<p>CORROSIVE SUBSTANCES</p>  <p>8</p>	<p>RISK OF BURNS. MAY REACT VIGOROUSLY WITH EACH OTHER, WITH WATER AND WITH OTHER SUBSTANCES. RISK TO THE AQUATIC ENVIRONMENT AND THE SEWERAGE SYSTEM.</p>	<p>Prevent leaking substances from running into the aquatic environment or the sewerage system.</p>
<p>Miscellaneous dangerous substances and articles</p>  <p>9</p>	<p>Risk of burns. Risk of fire. Risk of explosion. Risk to the aquatic environment and the sewerage system.</p>	<p>Prevent leaking substances from running into the aquatic environment or the sewerage system.</p>

Note 1: For dangerous goods with multiple risks and for mixed loads, each applicable entry shall be observed.

Note 2: Additional guidance shown above may be revised to reflect the classes of dangerous goods to be carried and their means of transport.

Protective goggles for each member of the vehicle crew	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Eye rinsing liquid	X				X	X	X	X	X	X	X	X	X	X	X
An emergency escape mask for each member of the vehicle crew for example with a combined gas / dust filter of the A1B1E1K1-P1 or A2B2E2K2-P2 type which is similar to that described in the EN 141 standard		X 1)		X											
Shovel					X 2)	X								X	X
Drain seal					X 2)	X		X						X	X
Collecting container made of plastics					X 2)	X								X	X

1) Only in combination with label number 6.1

2) Only when liquids are carried

5.4.3.6 Delete.

5.4.3.7 Delete.

5.4.3.8 Delete.

Consequential amendments

8.1.2.1 b) Delete and replace by “The written instruction prescribed in 5.4.4”.

8.1.2.3 Delete existing text and insert:

“The written instruction in writing prescribed in 5.4.4 shall be kept readily available”.

8.1.2.4 Delete.

8.1.5 Delete existing text and replace by

“ Each transport unit carrying dangerous goods shall be provided with items of equipment for general and personal protection in accordance with the table below. The items of equipment shall be selected in accordance with the danger label number of the goods loaded. The numbers of the danger labels can be identified through the transport document.”

8.5 Delete special provision S 7.

3.2 Delete special provision S 7 in Table A, column 19, in various places.
