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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the  
Working Party on the Transport of Dangerous Goods

Geneva, 11-21 September 2007  
Item 6 (a) of the provisional agenda

**PROPOSALS OF AMENDMENTS TO RID/ADR/ADN \*/**

Pending issues

Special Provision 274

Transmitted by the European Chemical Industry Council (CEFIC)

<b>SUMMARY</b>	
<b>Executive Summary:</b>	Result of the discussions in the informal correspondence working group on the disharmony between RID/ADR/ADN and UN Model Regulations/IMDG Code/ICAO TI regarding the assignment of SP 274. This offers a solid basis to discuss and to decide on removing or maintaining SP 274 in RID/ADR/ADN
<b>Action to be taken:</b>	Taking a decision <ul style="list-style-type: none"><li>- for which UN numbers SP 274 should be removed</li><li>- for which UN numbers SP 274 should be maintained and should be proposed for addition in the UN Model Regulations</li></ul>
<b>Related documents:</b>	ECE/TRANS/WP.15/AC.1/2007/15.

\*/ Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/RC/2007/43.

## **Introduction**

1. At the Joint Meeting session of March 2007, CEFIC presented ECE/TRANS/WP.15/AC.1/2007/15, listing 83 UN numbers, which have been assigned SP 274 (requiring to supplement the proper shipping name with the technical name) in RID/ADR/ADN whereas this is not the case in the UN Model Regulations, the IMDG Code and ICAO TI.
2. These diverging requirements lead to problems in intermodal transport, where one part of the journey may not require the inclusion of a technical name, whereas the follow-on journey does. As the modal regulations do not allow information interspersed in the sequence of the dangerous goods description, the problem can not be solved by adding technical names on a voluntary basis.
3. Therefore CEFIC proposed to remove SP 274 from these entries in RID/ADR/ADN.
4. As there were differences in opinion on this proposal, CEFIC accepted to set up an informal correspondence group, requesting interested delegations to provide arguments to maintain SP 274, as well as arguments to remove SP 274 in an effort to align with the UN Model Regulations.
5. Comments (both in favour and in opposition) were received from Belgium, Austria, Germany, Portugal, Switzerland, Italy, United Kingdom. These have been incorporated into one single document, attached in the annex to this document (reproduced as informal document INF.3). However it was not possible to organise a meeting to discuss the arguments in more detail and to possibly arrive at a compromise proposal.

## **Proposal**

6. This is the last chance for adopting amendments to RID/ADR/ADN in this biennium. As each argument covers several UN entries, an agreement could possibly be reached for a significant number of UN entries. Therefore it is proposed to discuss the arguments, listed in the annex, in a working group, meeting which could meet during one or two lunch-breaks.
7. The Joint Meeting could then be presented with a list of UN entries in plenary session:
  - (a) for which there is agreement to remove SP 274 from column 6 of Table A in RID/ADR/ADN;
  - (b) for which there is agreement to maintain SP 274 in column 6 of Table A in RID/ADR/ADN, simultaneously resulting in support for a proposal for the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods to add SP 274 to the corresponding entries in column 6 of the Dangerous Goods List of the UN Model Regulations.

**Justification**

8. The harmonisation of the requirement for SP 274 amongst modal transport regulations will facilitate intermodal transport.

**Safety implications / Feasibility / Enforceability**

No problem

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