

CHAPTER 5.3

PLACARDING AND MARKING OF CONTAINERS, BULK CONTAINERS, MEGCs, MEMUs, TANK-CONTAINERS, PORTABLE TANKS AND VEHICLES

NOTE 1: For marking and placarding of containers, bulk containers, MEGCs, tank-containers and portable tanks for carriage in a transport chain including a maritime journey, see also 1.1.4.2.1. If the provisions of 1.1.4.2.1 (c) are applied, only 5.3.1.3 and 5.3.2.1.1 of this Chapter are applicable.

NOTE 2: In accordance with the GHS, a GHS pictogram not required by ADR should only appear in carriage as part of a complete GHS label and not independently (see GHS 1.4.10.4.4).

NOTE 3: Removable skips not conforming to chapter 6.11 are considered as containers under this chapter.

5.3.1 Placarding

5.3.1.1 General provisions

5.3.1.1.1 As and when required in this section, placards shall be affixed to the exterior surface of containers, bulk containers, MEGCs, MEMUs, tank-containers, portable tanks and vehicles. Placards shall correspond to the labels required in Column (5) and, where appropriate, Column (6) of Table A of Chapter 3.2 for the dangerous goods contained in the container, bulk containers, MEGC, MEMU, tank-container, portable tank or vehicle and shall conform to the specifications given in 5.3.1.7. Placards shall be displayed on a background of contrasting colour, or shall have either a dotted or solid outer boundary line. The placards shall be weather-resistant and shall ensure durable marking throughout the entire journey.

5.3.1.1.2 For Class 1, compatibility groups shall not be indicated on placards if the vehicle, container or special compartments of MEMUs are carrying substances or articles belonging to two or more compatibility groups. Vehicles, containers or special compartments of MEMUs carrying substances or articles of different divisions shall bear only placards conforming to the model of the most dangerous division in the order:

1.1 (most dangerous), 1.5, 1.2, 1.3, 1.6, 1.4 (least dangerous).

When 1.5 D substances are carried with substances or articles of Division 1.2, the vehicle or container shall be placarded as Division 1.1.

Placards are not required for the carriage of explosives of Division 1.4, compatibility group S.

5.3.1.1.3 For Class 7, the primary hazard placard shall conform to model No. 7D as specified in 5.3.1.7.2. This placard is not required for vehicles or containers carrying excepted packages and for small containers.

Where both Class 7 labels and placards would be required to be affixed to vehicles, containers, MEGCs, tank-containers or portable tanks, an enlarged label corresponding to the required label of model No. 7A, 7B or 7C may be displayed instead of placard No.7D to serve both purposes. In that case, the dimensions shall be not less than 250 mm by 250 mm.

5.3.1.1.4 For Class 9 the placard shall correspond to the label model No. 9 as in 5.2.2.2.2; label model No. 9A shall not be used for placarding purposes.

5.3.1.1.5 Containers, MEGCs, MEMUs, tank-containers, portable tanks or vehicles containing goods of more than one class need not bear a subsidiary hazard placard if the hazard represented by that placard is already indicated by a primary or subsidiary hazard placard.

5.3.1.1.6 Placards which do not relate to the dangerous goods being carried, or residues thereof, shall be removed or covered.

5.3.1.1.7 When the placarding is affixed to folding panels, they shall be designed and secured so that they cannot unfold or come loose from the holder during carriage (especially as a result of impacts or unintentional actions).

5.3.1.2***Placarding of containers, bulk containers, MEGCs, tank-containers and portable tanks***

NOTE: This sub-section does not apply to swap bodies, except tank swap bodies or swap bodies carried in combined road/rail transport.

The placards shall be affixed to both sides and at each end of the container, bulk container, MEGC, tank-container or portable tank and to two opposite sides in the case of flexible bulk containers.

When the tank-container or portable tank has multiple compartments and carries two or more dangerous goods, the appropriate placards shall be displayed along each side at the position of the relevant compartments and one placard of each model shown on each side at both ends. If all compartments have to bear the same placards, these placards need to be displayed only once along each side and at both ends of the tank container or portable tank.

5.3.1.3***Placarding of vehicles carrying containers, bulk containers, MEGCs, tank-containers or portable tanks***

NOTE: This sub-section does not apply to the placarding of vehicles carrying swap bodies other than tank swap bodies or than swap bodies carried in combined road/rail transport; for such vehicles, see 5.3.1.5.

If the placards affixed to the containers, bulk containers, MEGCs, tank-containers or portable tanks are not visible from outside the carrying vehicles, the same placards shall also be affixed to both sides and at the rear of the vehicle. Otherwise, no placard need be affixed on the carrying vehicle.

5.3.1.4***Placarding of vehicles when used for carriage in bulk, tank-vehicles, battery-vehicles, MEMUs and vehicles with demountable tanks*****5.3.1.4.1**

Placards shall be affixed to both sides and at the rear of the vehicle.

When the tank-vehicle or the demountable tank carried on the vehicle has multiple compartments and carries two or more dangerous goods, the appropriate placards shall be displayed along each side at the position of the relevant compartments and one placard of each model shown on each side at the rear of the vehicle. If all compartments have to bear the same placards, these placards need to be displayed only once along each side and at the rear of the vehicle.

Where more than one placard is required for the same compartment, these placards shall be displayed adjacent to each other.

NOTE: When, in the course of an ADR journey or at the end of an ADR journey, a tank semi-trailer is separated from its tractor to be loaded on board a ship or an inland navigation vessel, placards shall also be displayed at the front of the semi-trailer.

5.3.1.4.2

MEMUs with tanks and bulk containers shall be placarded in accordance with 5.3.1.4.1 for the substances contained therein. For tanks with a capacity of less than 1 000 litres placards may be replaced by labels conforming to 5.2.2.2.

5.3.1.4.3

For MEMUs carrying packages containing substances or articles of Class 1 (other than of Division 1.4, Compatibility group S), placards shall be affixed to both sides and at the rear of the MEMU.

Special compartments for explosives shall be placarded in accordance with the provisions of 5.3.1.1.2. The last sentence of 5.3.1.1.2 does not apply.

5.3.1.5***Placarding of vehicles carrying packages only***

NOTE: This sub-section applies also to vehicles carrying swap bodies loaded with packages, except for combined road/rail transport; for combined road/rail transport, see 5.3.1.2 and 5.3.1.3.

5.3.1.5.1

For vehicles carrying packages containing substances or articles of Class 1 (other than of Division 1.4, compatibility group S), placards shall be affixed to both sides and at the rear of the vehicle.

5.3.1.5.2

For vehicles carrying radioactive material of Class 7 in packagings or IBCs (other than excepted packages), placards shall be affixed to both sides and at the rear of the vehicle.

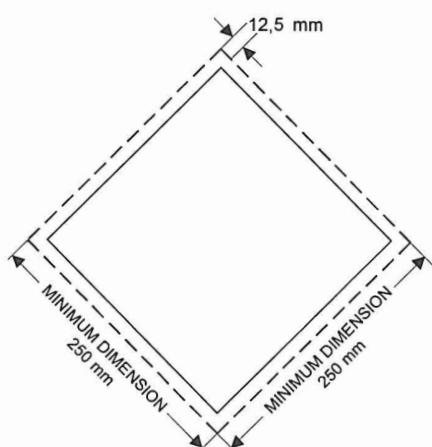
5.3.1.6 *Placarding of empty tank-vehicles, battery-vehicles, MEGCs, MEMUs, tank-containers, portable tanks and empty vehicles and containers for carriage in bulk*

5.3.1.6.1 Empty tank-vehicles, vehicles with demountable tanks, battery-vehicles, MEGCs, MEMUs, tank-containers and portable tanks uncleaned and not degassed, and empty vehicles and containers for carriage in bulk, uncleaned, shall continue to display the placards required for the previous load.

5.3.1.7 *Specifications for placards*

5.3.1.7.1 Except as provided in 5.3.1.7.2 for the Class 7 placard, and in 5.3.6.2 for the environmentally hazardous substance mark, a placard shall be configured as shown in Figure 5.3.1.7.1.

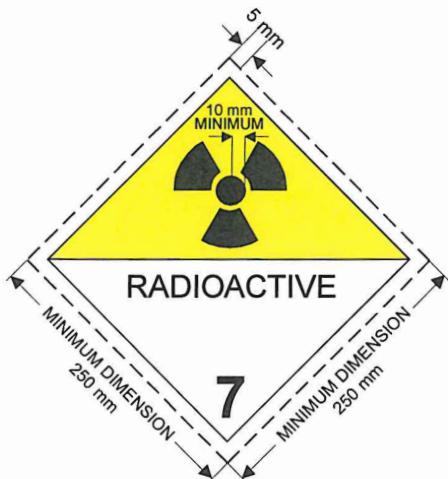
Figure 5.3.1.7.1: Placard (except for Class 7)



The placard shall be in the form of a square set at an angle of 45° (diamond-shaped). The minimum dimensions shall be 250 mm × 250 mm (to the edge of the placard). The line inside the edge shall be parallel and 12.5 mm from the outside of that line to the edge of the placard. The symbol and line inside the edge shall correspond in colour to the label for the class or division of the dangerous goods in question. The class or division symbol/numeral shall be positioned and sized in proportion to those prescribed in 5.2.2.2 for the corresponding class or division of the dangerous goods in question. The placard shall display the number of the class or division (and for goods in Class 1, the compatibility group letter) of the dangerous goods in question in the manner prescribed in 5.2.2.2 for the corresponding label, in digits not less than 25 mm high. Where dimensions are not specified, all features shall be in approximate proportion to those shown. The deviations specified in 5.2.2.2.1, second sentence, 5.2.2.2.1.3, third sentence and 5.2.2.2.1.5 for danger labels also apply to placards.

5.3.1.7.2 The Class 7 placard shall be not less than 250 mm by 250 mm with a black line running 5 mm inside the edge and parallel with it and is otherwise as shown below (Model No. 7D). The number "7" shall not be less than 25 mm high. The background colour of the upper half of the placard shall be yellow and of the lower half white, the colour of the trefoil and the printing shall be black. The use of the word "RADIOACTIVE" in the bottom half is optional to allow the use of this placard to display the appropriate UN number for the consignment.

Placard for radioactive material of Class 7



(No.7D)

Symbol (trefoil): black;

Background: upper half yellow with white border, lower half white;

The lower half shall show the word "RADIOACTIVE" or alternatively, the appropriate UN Number, and the figure "7" in the bottom corner.

5.3.1.7.3 For tanks with a capacity of not more than 3 m³ and for small containers, placards may be replaced by labels conforming to 5.2.2.2. If these labels are not visible from outside the carrying vehicle, placards according to 5.3.1.7.1 shall also be affixed to both sides and at the rear of the vehicle.

5.3.1.7.4 For Classes 1 and 7, if the size and construction of the vehicle are such that the available surface area is insufficient to affix the prescribed placards, their dimensions may be reduced to 100 mm on each side.

5.3.2 **Orange-coloured plate marking****5.3.2.1** **General orange-coloured plate marking provisions**

5.3.2.1.1 Transport units carrying dangerous goods shall display two rectangular orange-coloured plates conforming to 5.3.2.2.1, set in a vertical plane. They shall be affixed one at the front and the other at the rear of the transport unit, both perpendicular to the longitudinal axis of the transport unit. They shall be clearly visible.

If a trailer containing dangerous goods is detached from its motor vehicle during carriage of dangerous goods, an orange-coloured plate shall remain affixed to the rear of the trailer. When tanks are marked in accordance with 5.3.2.1.3, this plate shall correspond to the most hazardous substance carried in the tank or to UN No. 3475, as appropriate.

5.3.2.1.2 When a hazard identification number is indicated in Column (20) of table A of Chapter 3.2, tank-vehicles, battery vehicles or transport units having one or more tanks carrying dangerous goods shall in addition display on the sides of each tank, each tank compartment or each element of battery vehicles, clearly visible and parallel to the longitudinal axis of the vehicle, orange-coloured plates identical with those prescribed in 5.3.2.1.1. These orange-coloured plates shall bear the hazard identification number and the UN number prescribed respectively in Columns (20) and (1) of table A of Chapter 3.2 for each of the substances carried in the tank, in a compartment of the tank or in an element of a battery vehicle. For MEMUs these requirements shall only apply to tanks with a capacity of 1 000 litres or more and bulk containers.

5.3.2.1.3 For tank-vehicles or transport units having one or more tanks carrying substances with UN Nos. 1202, 1203, 1223 or 3475, or aviation fuel classified under UN Nos. 1268 or 1863, but no other dangerous substance, the orange-coloured plates prescribed in 5.3.2.1.2 need not be affixed if the plates affixed to

the front and rear in accordance with 5.3.2.1.1 bear the hazard identification number and the UN number prescribed:

- (a) For UN No. 3475: or
- (b) For the most hazardous substance carried, i.e. the substance with the lowest flash-point in the absence of any substance assigned to UN No. 3475.

5.3.2.1.4 When a hazard identification number is indicated in Column (20) of Table A of Chapter 3.2, vehicles, containers and bulk containers carrying unpackaged solids or articles or packaged radioactive material with a single UN number required to be carried under exclusive use and no other dangerous goods shall in addition display on the sides of each vehicle, container or bulk container, clearly visible and parallel to the longitudinal axis of the vehicle, orange-coloured plates identical with those prescribed in 5.3.2.1.1. These orange-coloured plates shall bear the hazard identification number and the UN number prescribed respectively in Columns (20) and (1) of table A of Chapter 3.2 for each of the substances carried in bulk in the vehicle, in the container or in the bulk container or for the packaged radioactive material when required to be carried under exclusive use in the vehicle or in the container.

5.3.2.1.5 If the orange-coloured plates prescribed in 5.3.2.1.2 and 5.3.2.1.4 affixed to the containers, bulk containers, tank-containers, MEGCs or portable tanks are not clearly visible from outside the carrying vehicle, the same plates shall also be affixed to both sides of the vehicle.

NOTE: This paragraph need not be applied to vehicles carrying containers for carriage in bulk, tanks and MEGCs with a maximum capacity of 3 000 litres.

5.3.2.1.6 For transport units carrying only one dangerous substance and no non-dangerous substance, the orange-coloured plates prescribed in 5.3.2.1.2, 5.3.2.1.4 and 5.3.2.1.5 shall not be necessary provided that those displayed at the front and rear in accordance with 5.3.2.1.1 bear the hazard identification number and the UN number for that substance prescribed respectively in Columns (20) and (1) of Table A of Chapter 3.2.

5.3.2.1.7 The requirements of 5.3.2.1.1 to 5.3.2.1.5 are also applicable to empty fixed or demountable tanks, battery-vehicles, tank-containers, portable tanks and MEGCs, uncleaned, not degassed or not decontaminated, MEMUs, uncleaned as well as to empty vehicles and containers for carriage in bulk, uncleaned or not decontaminated.

5.3.2.1.8 Orange-coloured plates which do not relate to dangerous goods carried, or residues thereof, shall be removed or covered. If plates are covered, the covering shall be total and remain effective after 15 minutes' engulfment in fire.

5.3.2.2 *Specifications for the orange-coloured plates*

5.3.2.2.1 The orange-coloured plates shall be reflectorized and shall be of 40 cm base and of 30 cm high; they shall have a black border of 15 mm wide. The material used shall be weather-resistant and ensure durable marking. The plate shall not become detached from its mount in the event of 15 minutes' engulfment in fire. It shall remain affixed irrespective of the orientation of the vehicle. The orange-coloured plates may be separated in their middle with a black horizontal line of 15 mm thickness.

If the size and construction of the vehicle are such that the available surface area is insufficient to affix these orange-coloured plates, their dimensions may be reduced to a minimum of 300 mm for the base, 120 mm for the height and 10 mm for the black border. In this case, a different set of dimensions within the specified range may be used for the two orange-coloured plates specified in 5.3.2.1.1.

When reduced dimensions of orange-coloured plates are used for a packaged radioactive material carried under exclusive use, only the UN number is required and the size of the digits stipulated in 5.3.2.2.2 may be reduced to 65 mm in height and 10 mm in stroke thickness.

For containers carrying dangerous solid substances in bulk and for tank-containers, MEGCs and portable tanks, the plates prescribed in 5.3.2.1.2, 5.3.2.1.4 and 5.3.2.1.5 may be replaced by a self-adhesive sheet, by paint or by any other equivalent process. This alternative marking shall conform to the specifications set in this sub-section except for the provisions concerning resistance to fire mentioned in 5.3.2.2.1 and 5.3.2.2.2.

NOTE: The colour of the orange plates in conditions of normal use should have chromaticity co-ordinates lying within the area on the chromaticity diagram formed by joining the following co-ordinates:

Chromaticity co-ordinates of points at the corners of the area on the chromaticity diagram				
x	0.52	0.52	0.578	0.618
y	0.38	0.40	0.422	0.38

Luminance factor of reflectorized colour: $\beta > 0.12$.

Reference centre E, standard illuminant C, normal incidence 45° , viewed at 0° .

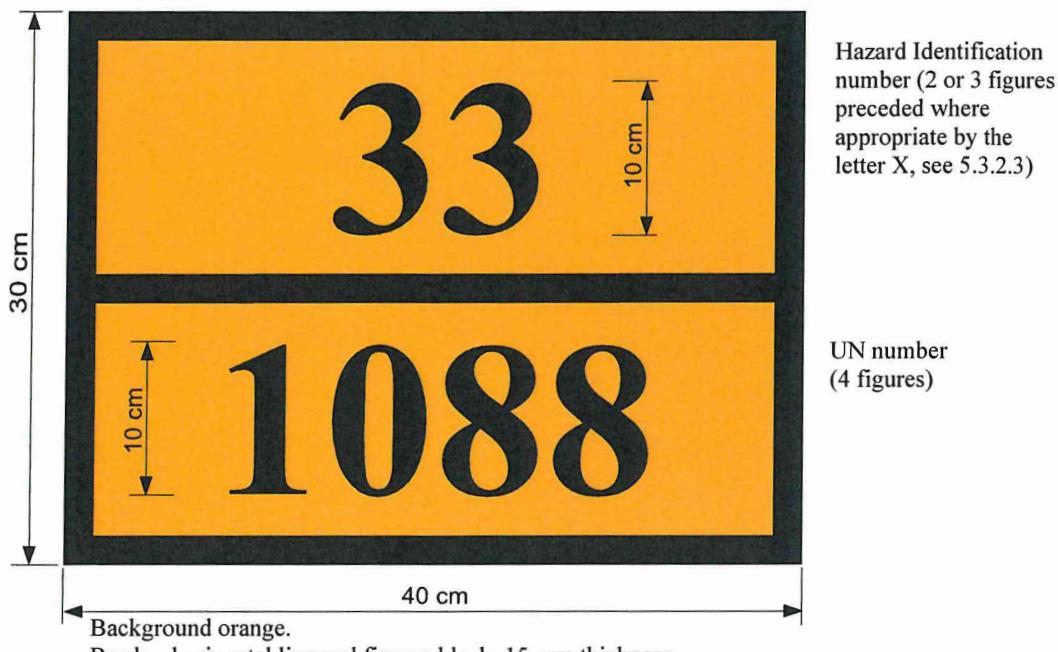
Co-efficient of reflex luminous intensity at an angle of illumination of 5° , viewed at 0.2° : not less than 20 candelas per lux per m^2 .

5.3.2.2.2

The hazard identification number and the UN number shall consist of black digits 100 mm high and of 15 mm stroke thickness. The hazard-identification number shall be inscribed in the upper part of the plate and the UN number in the lower part; they shall be separated by a horizontal black line, 15 mm in stroke width, extending from side to side of the plate at mid-height (see 5.3.2.2.3). The hazard identification number and the UN number shall be indelible and shall remain legible after 15 minute's engulfment in fire. Interchangeable numbers and letters on plates presenting the hazard identification number and the UN number shall remain in place during carriage and irrespective of the orientation of the vehicle.

5.3.2.2.3

Example of orange-coloured plate with hazard identification number and UN number



5.3.2.2.4

The permitted tolerances for dimensions specified in this sub-section are $\pm 10\%$.

5.3.2.2.5

When the orange-coloured plate is affixed to folding panels, they shall be designed and secured so that they cannot unfold or come loose from the holder during carriage (especially as a result of impacts or unintentional actions).

5.3.2.3

Meaning of hazard identification numbers

5.3.2.3.1

The hazard identification number consists of two or three figures. In general, the figures indicate the following hazards:

- 2 Emission of gas due to pressure or to chemical reaction
- 3 Flammability of liquids (vapours) and gases or self-heating liquid
- 4 Flammability of solids or self-heating solid
- 5 Oxidizing (fire-intensifying) effect

- 6 Toxicity or risk of infection
- 7 Radioactivity
- 8 Corrosivity
- 9 Risk of spontaneous violent reaction

NOTE: The risk of spontaneous violent reaction within the meaning of figure 9 include the possibility following from the nature of a substance of a risk of explosion, disintegration and polymerization reaction following the release of considerable heat or flammable and/or toxic gases.

Doubling of a figure indicates an intensification of that particular hazard.

Where the hazard associated with a substance can be adequately indicated by a single figure, this is followed by zero.

The following combinations of figures, however, have a special meaning: 22, 323, 333, 362, 382, 423, 44, 446, 462, 482, 539, 606, 623, 642, 823, 842, 90 and 99, see 5.3.2.3.2 below.

If a hazard identification number is prefixed by the letter "X", this indicates that the substance will react dangerously with water. For such substances, water may only be used by approval of experts.

For substances of Class 1, the classification code in accordance with Column (3 b) of Table A of Chapter 3.2, shall be used as the hazard identification number. The classification code consists of:

- the division number in accordance with 2.2.1.1.5; and
- the compatibility group letter in accordance with 2.2.1.1.6.

5.3.2.3.2 The hazard identification numbers listed in Column (20) of table A of Chapter 3.2 have the following meanings:

- 20 asphyxiant gas or gas with no subsidiary hazard
- 22 refrigerated liquefied gas, asphyxiant
- 223 refrigerated liquefied gas, flammable
- 225 refrigerated liquefied gas, oxidizing (fire-intensifying)
- 23 flammable gas
- 238 gas, flammable corrosive
- 239 flammable gas, which can spontaneously lead to violent reaction
- 25 oxidizing (fire-intensifying) gas
- 26 toxic gas
- 263 toxic gas, flammable
- 265 toxic gas, oxidizing (fire-intensifying)
- 268 toxic gas, corrosive
- 28 gas, corrosive
- 30 flammable liquid (flash-point between 23 °C and 60 °C, inclusive) or flammable liquid or solid in the molten state with a flash-point above 60 °C, heated to a temperature equal to or above its flash-point, or self-heating liquid
- 323 flammable liquid which reacts with water, emitting flammable gases
- X323 flammable liquid which reacts dangerously with water, emitting flammable gases¹
- 33 highly flammable liquid (flash-point below 23 °C)
- 333 pyrophoric liquid
- X333 pyrophoric liquid which reacts dangerously with water¹
- 336 highly flammable liquid, toxic
- 338 highly flammable liquid, corrosive
- X338 highly flammable liquid, corrosive, which reacts dangerously with water¹
- 339 highly flammable liquid which can spontaneously lead to violent reaction
- 36 flammable liquid (flash-point between 23 °C and 60 °C, inclusive), slightly toxic, or self-heating liquid, toxic
- 362 flammable liquid, toxic, which reacts with water, emitting flammable gases
- X362 flammable liquid toxic, which reacts dangerously with water, emitting flammable gases¹

¹ Water not to be used except by approval of experts.

368	flammable liquid, toxic, corrosive
38	flammable liquid (flash-point between 23 °C and 60 °C, inclusive), slightly corrosive or self-heating liquid, corrosive
382	flammable liquid, corrosive, which reacts with water, emitting flammable gases
X382	flammable liquid, corrosive, which reacts dangerously with water, emitting flammable gases ¹
39	flammable liquid, which can spontaneously lead to violent reaction
40	flammable solid, or self-reactive substance, or self-heating substance, or polymerizing substance
423	solid which reacts with water, emitting flammable gases, or flammable solid which reacts with water, emitting flammable gases or self-heating solid which reacts with water, emitting flammable gases
X423	solid which reacts dangerously with water, emitting flammable gases, or flammable solid which reacts dangerously with water, emitting flammable gases, or self-heating solid which reacts dangerously with water, emitting flammable gases ¹
43	spontaneously flammable (pyrophoric) solid
X432	spontaneously flammable (pyrophoric) solid which reacts dangerously with water, emitting flammable gases ¹
44	flammable solid, in the molten state at an elevated temperature
446	flammable solid, toxic, in the molten state, at an elevated temperature
46	flammable or self-heating solid, toxic
462	toxic solid which reacts with water, emitting flammable gases
X462	solid which reacts dangerously with water, emitting toxic gases ¹
48	flammable or self-heating solid, corrosive
482	corrosive solid which reacts with water, emitting flammable gases
X482	solid which reacts dangerously with water, emitting corrosive gases ¹
50	oxidizing (fire-intensifying) substance
539	flammable organic peroxide
55	strongly oxidizing (fire-intensifying) substance
556	strongly oxidizing (fire-intensifying) substance, toxic
558	strongly oxidizing (fire-intensifying) substance, corrosive
559	strongly oxidizing (fire-intensifying) substance, which can spontaneously lead to violent reaction
56	oxidizing substance (fire-intensifying), toxic
568	oxidizing substance (fire-intensifying), toxic, corrosive
58	oxidizing substance (fire-intensifying), corrosive
59	oxidizing substance (fire-intensifying) which can spontaneously lead to violent reaction
60	toxic or slightly toxic substance
606	infectious substance
623	toxic liquid, which reacts with water, emitting flammable gases
63	toxic substance, flammable (flash-point between 23 °C and 60 °C, inclusive)
638	toxic substance, flammable (flash-point between 23 °C and 60 °C, inclusive), corrosive
639	toxic substance, flammable (flash-point not above 60 °C) which can spontaneously lead to violent reaction
64	toxic solid, flammable or self-heating
642	toxic solid, which reacts with water, emitting flammable gases
65	toxic substance, oxidizing (fire-intensifying)
66	highly toxic substance
663	highly toxic substance, flammable (flash-point not above 60 °C)
664	highly toxic solid, flammable or self-heating
665	highly toxic substance, oxidizing (fire-intensifying)
668	highly toxic substance, corrosive
X668	highly toxic substance, corrosive, which reacts dangerously with water ¹
669	highly toxic substance which can spontaneously lead to violent reaction
68	toxic substance, corrosive
69	toxic or slightly toxic substance, which can spontaneously lead to violent reaction

¹ Water not to be used except by approval of experts.

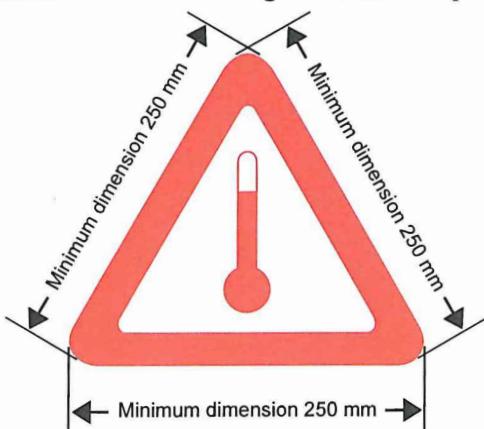
70	radioactive material
768	radioactive material, toxic, corrosive
80	corrosive or slightly corrosive substance
X80	corrosive or slightly corrosive substance, which reacts dangerously with water ¹
823	corrosive liquid which reacts with water, emitting flammable gases
83	corrosive or slightly corrosive substance, flammable (flash-point between 23 °C and 60 °C, inclusive)
X83	corrosive or slightly corrosive substance, flammable, (flash-point between 23 °C and 60 °C, inclusive), which reacts dangerously with water ¹
836	Corrosive or slightly corrosive substance, flammable (flash-point between 23 °C and 60 °C, inclusive) and toxic
839	corrosive or slightly corrosive substance, flammable (flash-point between 23 °C and 60 °C inclusive) which can spontaneously lead to violent reaction
X839	corrosive or slightly corrosive substance, flammable (flash-point between 23 °C and 60 °C inclusive), which can spontaneously lead to violent reaction and which reacts dangerously with water ¹
84	corrosive solid, flammable or self-heating
842	corrosive solid which reacts with water, emitting flammable gases
85	corrosive or slightly corrosive substance, oxidizing (fire-intensifying)
856	corrosive or slightly corrosive substance, oxidizing (fire-intensifying) and toxic
86	corrosive or slightly corrosive substance, toxic
88	highly corrosive substance
X88	highly corrosive substance, which reacts dangerously with water ¹
883	highly corrosive substance, flammable (flash-point between 23 °C and 60 °C inclusive)
884	highly corrosive solid, flammable or self-heating
885	highly corrosive substance, oxidizing (fire-intensifying)
886	highly corrosive substance, toxic
X886	highly corrosive substance, toxic, which reacts dangerously with water ¹
89	corrosive or slightly corrosive substance, which can spontaneously lead to violent reaction
90	environmentally hazardous substance; miscellaneous dangerous substances
99	miscellaneous dangerous substance carried at an elevated temperature.

¹ Water not to be used except by approval of experts.

5.3.3**Elevated temperature substance mark**

Tank-vehicles, tank-containers, portable tanks, special vehicles or containers or specially equipped vehicles or containers containing a substance that is carried or handed over for carriage in a liquid state at or above 100 °C or in a solid state at or above 240 °C shall bear on both sides and at the rear for vehicles, and on both sides and at each end for containers, tank-containers and portable tanks, the mark shown in Figure 5.3.3.

Figure 5.3.3: Mark for carriage at elevated temperature



The mark shall be an equilateral triangle. The colour of the mark shall be red. The minimum dimension of the sides shall be 250 mm. For tank-containers or portable tanks with a capacity of not more than 3 000 litres and with an available surface area insufficient to affix the prescribed marks, the minimum dimensions of the sides may be reduced to 100 mm. Where dimensions are not specified, all features shall be in approximate proportion to those shown. The mark shall be weather-resistant and shall ensure durable marking throughout the entire journey.

5.3.4

(Reserved)

5.3.5

(Reserved)

5.3.6**Environmentally hazardous substance mark****5.3.6.1**

When a placard is required to be displayed in accordance with the provisions of section 5.3.1, containers, bulk containers, MEGCs, tank-containers, portable tanks and vehicles containing environmentally hazardous substances meeting the criteria of 2.2.9.1.10 shall be marked with the environmentally hazardous substance mark shown in 5.2.1.8.3. This does not apply to the exceptions listed in 5.2.1.8.1.

5.3.6.2

The environmentally hazardous substance mark for containers, bulk containers, MEGCs, tank-containers, portable tanks and vehicles shall be as described in 5.2.1.8.3 and Figure 5.2.1.8.3, except that the minimum dimensions shall be 250 mm × 250 mm. For tank-containers or portable tanks with a capacity of not more than 3 000 litres and with an available surface area insufficient to affix the prescribed marks, the minimum dimensions may be reduced to 100 mm × 100 mm. The other provisions of section 5.3.1 concerning placards shall apply mutatis mutandis to the mark.

CHAPTER 5.4

DOCUMENTATION

5.4.0 General

5.4.0.1 Unless otherwise specified, any carriage of goods governed by ADR shall be accompanied by the documentation prescribed in this Chapter, as appropriate.

NOTE: For the list of documentation to be carried on board transport units, see 8.1.2.

5.4.0.2 The use of electronic data processing (EDP) or electronic data interchange (EDI) techniques as an aid to or instead of paper documentation is permitted, provided that the procedures used for the capture, storage and processing of electronics data meet the legal requirements as regards the evidential value and availability of data during transport in a manner at least equivalent to that of paper documentation. The information prescribed in this chapter related to the dangerous goods carried shall be available during carriage in such a way that the goods per vehicle and the vehicle can be identified in the documentation.

5.4.0.3 When the dangerous goods transport information is given to the carrier by EDP or EDI techniques, the consignor shall be able to give the information to the carrier as a paper document, with the information in the sequence required by this Chapter.

5.4.1 Dangerous goods transport document and related information

5.4.1.1 General information required in the transport document

5.4.1.1.1 The transport document(s) shall contain the following information for each dangerous substance, material or article offered for carriage:

- (a) The UN number preceded by the letters "UN";
- (b) The proper shipping name supplemented, when applicable (see 3.1.2.8.1) with the technical name in brackets (see 3.1.2.8.1.1), as determined in accordance with 3.1.2;
- (c) - For substances and articles of Class 1: the classification code given in Column (3b) of Table A in Chapter 3.2.

When, in Column (5) of Table A in Chapter 3.2, label model numbers other than 1, 1.4, 1.5 and 1.6 are given, these label model numbers, in brackets, shall follow the classification code;

- For radioactive material of Class 7: the Class number: "7";

NOTE: For radioactive material with a subsidiary hazard, see also special provision 172 in Chapter 3.3.

- For batteries of UN Nos. 3090, 3091, 3480, 3481, 3551 and 3552 as well as for battery-powered vehicles of UN Nos. 3556, 3557 and 3558: the Class number "9";
- For other substances and articles: the label model numbers given in Column (5) of Table A in Chapter 3.2 or applicable according to a special provision referred to in Column (6). When more than one label model numbers are given, the numbers following the first one shall be given in brackets. For substances and articles for which no label model is given in Column (5) of Table A in Chapter 3.2, their class according to Column (3a) shall be given instead;

- (d) Where assigned, the packing group for the substance which may be preceded by the letters "PG" (e.g. "PG II"), or the initials corresponding to the words "Packing Group" in the languages used according to 5.4.1.4.1;

NOTE: For radioactive material of Class 7 with subsidiary hazards, see special provision 172 (d) in Chapter 3.3.

(e) The number and a description of the packages when applicable. UN packaging codes may only be used to supplement the description of the kind of package (e.g. one box (4G));

NOTE: The number, type and capacity of each inner packaging within the outer packaging of a combination packaging is not required to be indicated.

(f) The total quantity of each item of dangerous goods bearing a different UN number, proper shipping name or, when applicable, packing group (as a volume or as a gross mass, or as a net mass as appropriate);

NOTE 1: In the case of intended application of 1.1.3.6, the total quantity and the calculated value of dangerous goods for each transport category shall be indicated in the transport document in accordance with 1.1.3.6.3 and 1.1.3.6.4.

NOTE 2: For dangerous goods in machinery or equipment specified in this Annex, the quantity indicated shall be the total quantity of dangerous goods contained therein in kilograms or litres as appropriate.

(g) The name and address of the consignor;

(h) The name and address of the consignee(s). With the agreement of the competent authorities of the countries concerned by the carriage, when dangerous goods are carried to be delivered to multiple consignees who cannot be identified at the start of the carriage, the words "Delivery Sale" may be given instead;

(i) A declaration as required by the terms of any special agreement;

(j) *(Reserved)*

(k) For carriage that includes passage through tunnels with restrictions for carriage of dangerous goods, the tunnel restriction code given in Column (15) of Table A of Chapter 3.2, in capitals within parenthesis, or the mention '(-)' or as specified in a special arrangement in accordance with 1.7.4.2.

The location and order in which the elements of information required appear in the transport document is left optional, except that (a), (b), (c), (d) and (k) shall be shown in the order listed above (i.e. (a), (b), (c), (d), (k)) with no information interspersed, except as provided in ADR.

Examples of such permitted dangerous goods descriptions are:

**"UN 1098 ALLYL ALCOHOL, 6.1 (3), I, (C/D)" or
"UN 1098, ALLYL ALCOHOL, 6.1 (3), PG I, (C/D)"**

5.4.1.1.2

The information required on a transport document shall be legible.

Although upper case is used in Chapter 3.1 and in Table A in Chapter 3.2 to indicate the elements which shall be part of the proper shipping name, and although upper and lower case are used in this Chapter to indicate the information required in the transport document, except for the provisions in 5.4.1.1.1 (k), the use of upper or of lower case for entering the information in the transport document is left optional.

5.4.1.1.3

Special provisions for wastes

5.4.1.1.3.1

If waste containing dangerous goods (other than radioactive wastes) is being carried, the proper shipping name shall be preceded by the word "WASTE", unless this term is part of the proper shipping name, e.g.:

**"UN 1230 WASTE METHANOL, 3 (6.1), II, (D/E)", or
"UN 1230 WASTE METHANOL, 3 (6.1), PG II, (D/E)", or
"UN 1993 WASTE FLAMMABLE LIQUID, N.O.S. (toluene and ethyl alcohol), 3, II, (D/E)", or
"UN 1993 WASTE FLAMMABLE LIQUID, N.O.S. (toluene and ethyl alcohol), 3, PG II, (D/E)".**

If the provision for waste as set out in 2.1.3.5.5 is applied, the following shall be added to the dangerous goods description required in 5.4.1.1.1 (a) to (d) and (k):

"WASTE IN ACCORDANCE WITH 2.1.3.5.5" (e.g. "UN 3264, CORROSIVE LIQUID, ACIDIC, INORGANIC, N.O.S., 8, II, (E), WASTE IN ACCORDANCE WITH 2.1.3.5.5").

If the provision for waste as set out in 2.1.3.5.5 is applied, the technical name, as prescribed in Chapter 3.3, special provision 274, need not be added.

5.4.1.1.3.2 If it is not possible to measure the exact quantity of the waste at the place of loading, the quantity according to 5.4.1.1.1 (f) may be estimated for the following cases under the following conditions:

- (a) For packagings, a list of packagings including the type and the nominal volume is added to the transport document;
- (b) For containers, the estimation is based on their nominal volume and other available information (e.g. type of waste, average density, degree of filling);
- (c) For vacuum-operated waste tanks, the estimation is justified (e.g. by means of an estimation provided by the consigner or by vehicle equipment).

Such estimation of the quantity is not allowed for:

- Exemptions for which the exact quantity is essential (e.g. 1.1.3.6);
- Waste containing substances mentioned in 2.1.3.5.3 (with the exception of UN No. 3291 clinical waste, unspecified, n.o.s. or (bio)medical waste, n.o.s. or regulated medical waste, n.o.s. in packaging conforming to packing instruction P621) or substances of Class 4.3;
- Tanks other than vacuum-operated waste tanks.

A statement shall be included in the transport document, as follows:

"QUANTITY ESTIMATED IN ACCORDANCE WITH 5.4.1.1.3.2".

5.4.1.1.3.3 Special provisions for the carriage of waste in inner packagings packed together in an outer packaging

For carriage in accordance with 4.1.1.5.3, a statement shall be included in the transport document, as follows "Carriage in accordance with 4.1.1.5.3". The additional statement prescribed in 5.4.1.1.3.2 is not necessary. For example:

"UN 1993 WASTE FLAMMABLE LIQUID, N.O.S., 3, III, (E); CARRIAGE IN ACCORDANCE WITH 4.1.1.5.3".

Information in the transport document in accordance with 5.4.1.1, shall be based on the entry or entries assigned to the outer packaging in accordance with 4.1.1.5.3 (d). The technical name, as prescribed in chapter 3.3, special provision 274, need not be added.

5.4.1.1.4 *Special provisions for wastes contaminated with free asbestos (UN Nos. 2212 and 2590)*

When special provision 678 is applied, the following statement shall be included in the transport document "Carriage under special provision 678".

The description of wastes carried in accordance with special provision 678 (b) of Chapter 3.3 shall be added to the description of dangerous goods required in 5.4.1.1.1 (a) to (d) and (k). The transport document shall also be accompanied by the following documents:

- (a) A copy of the technical data sheet for the type of container-bag used, on the manufacturer's or distributor's letterhead, giving the dimensions of the packaging and its maximum mass;
- (b) A copy of the unloading procedure in accordance with special provision CV38 of 7.5.11, if applicable.

5.4.1.1.5 *Special provisions for salvage packagings including large salvage packagings and salvage pressure receptacles*

When dangerous goods are carried in salvage packagings in accordance with 4.1.1.19, including large salvage packagings, larger size packagings or large packagings of appropriate type and performance level to be used as a salvage packaging, the words "**SALVAGE PACKAGING**" shall be added after the description of the goods in the transport document.

When dangerous goods are carried in salvage pressure receptacles in accordance with 4.1.1.20, the words "**SALVAGE PRESSURE RECEPTACLE**" shall be added after the description of the goods in the transport document.

5.4.1.1.6 *Special provision for empty means of containment, uncleaned*

5.4.1.1.6.1 For empty means of containment, uncleaned, which contain the residue of dangerous goods of classes other than Class 7, the words "EMPTY, UNCLEANED" or "RESIDUE, LAST CONTAINED" shall be indicated before or after the dangerous goods description specified in 5.4.1.1.1 (a) to (d) and (k). Moreover, 5.4.1.1.1 (f) does not apply.

5.4.1.1.6.2 The special provision of 5.4.1.1.6.1 may be replaced with the provisions of 5.4.1.1.6.2.1, 5.4.1.1.6.2.2 or 5.4.1.1.6.2.3, as appropriate.

5.4.1.1.6.2.1 For empty packagings, uncleaned, which contain the residue of dangerous goods of classes other than Class 7, including empty uncleaned receptacles for gases with a capacity of not more than 1 000 litres, the particulars according to 5.4.1.1.1 (a), (b), (c), (d), (e) and (f) are replaced with "EMPTY PACKAGING", "EMPTY RECEPTACLE", "EMPTY IBC" or "EMPTY LARGE PACKAGING", as appropriate, followed by the information of the goods last loaded, as described in 5.4.1.1.1 (c).

See example as follows: "EMPTY PACKAGING, 6.1 (3)".

In addition, in such a case:

- (a) If the dangerous goods last loaded are goods of Class 2, the information prescribed in 5.4.1.1.1 (c) may be replaced by the number of the Class "2";
- (b) If the dangerous goods last loaded are goods of Classes 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 8 or 9, the information of the goods last loaded, as described in 5.4.1.1.1 (c) may be replaced by the words "**WITH RESIDUES OF [...]**" followed by the class(es) and subsidiary hazard(s) corresponding to the different residues, in the class numbering order.

Example:

Empty packagings, uncleaned, having contained goods of Class 3 carried together with empty packagings, uncleaned, having contained goods of Class 8 with a Class 6.1 subsidiary hazard may be referred to in the transport document as:

"EMPTY PACKAGINGS, WITH RESIDUES OF 3, 6.1, 8".

5.4.1.1.6.2.2 For empty means of containment other than packagings, uncleaned, which contain the residue of dangerous goods of classes other than Class 7 and for empty uncleaned receptacles for gases with a capacity of more than 1 000 litres, the particulars according to 5.4.1.1.1 (a) to (d) and (k) are preceded by "EMPTY TANK-VEHICLE", "EMPTY DEMOUNTABLE TANK", "EMPTY TANK-CONTAINER", "EMPTY PORTABLE TANK", "EMPTY BATTERY-VEHICLE", "EMPTY MEGC", "EMPTY MEMU", "EMPTY VEHICLE", "EMPTY CONTAINER" or "EMPTY RECEPTACLE", as appropriate, followed by the words "LAST LOAD:". Moreover, paragraph 5.4.1.1.1 (f) does not apply.

See examples as follows:

"EMPTY TANK-VEHICLE, LAST LOAD: UN 1098 ALLYL ALCOHOL, 6.1 (3), I, (C/D)" or
"EMPTY TANK-VEHICLE, LAST LOAD: UN 1098 ALLYL ALCOHOL, 6.1 (3), PG I, (C/D)".

5.4.1.1.6.2.3 When empty means of containment, uncleaned, which contain the residue of dangerous goods of classes other than Class 7, are returned to the consignor, the transport documents prepared for the full-capacity carriage of these goods may also be used. In such cases, the indication of the quantity is to be eliminated

(by effacing it, striking it out or any other means) and replaced by the words "EMPTY, UNCLEANED RETURN".

5.4.1.1.6.3 (a) If empty tanks, battery- vehicles and MEGCs, uncleaned, are carried to the nearest place where cleaning or repair can be carried out in accordance with the provisions of 4.3.2.4.3, the following additional entry shall be made in the transport document: "**Carriage in accordance with 4.3.2.4.3**".

(b) If empty vehicles and containers, uncleaned, are carried to the nearest place where cleaning or repair can be carried out in accordance with the provisions of 7.5.8.1, the following additional entry shall be made in the transport document: "**Carriage in accordance with 7.5.8.1**".

5.4.1.1.6.4 For the carriage of fixed tanks (tank vehicles), demountable tanks, battery-vehicles, tank-containers and MEGCs under the conditions of 4.3.2.4.4, the following entry shall be included in the transport document: "Carriage in accordance with 4.3.2.4.4".

5.4.1.1.7 *Special provisions for carriage in a transport chain including maritime or air carriage*

For carriage in accordance with 1.1.4.2.1, a statement shall be included in the transport document, as follows: "**Carriage in accordance with 1.1.4.2.1**".

5.4.1.1.8 and 5.4.1.1.9 *(Reserved)*

5.4.1.1.10 *(Deleted)*

5.4.1.1.11 *Special provisions for the carriage of IBCs, tanks, battery-vehicles, portable tanks and MEGCs after the date of expiry of the last periodic test or inspection*

For carriage in accordance with 4.1.2.2 (b), 4.3.2.3.7 (b), 6.7.2.19.6.1 (b), 6.7.3.15.6.1 (b) or 6.7.4.14.6.1 (b), a statement to this effect shall be included in the transport document, as follows:

"CARRIAGE IN ACCORDANCE WITH 4.1.2.2 (b)",

"CARRIAGE IN ACCORDANCE WITH 4.3.2.3.7 (b)",

"CARRIAGE IN ACCORDANCE WITH 6.7.2.19.6.1 (b)",

"CARRIAGE IN ACCORDANCE WITH 6.7.3.15.6.1 (b)", or

"CARRIAGE IN ACCORDANCE WITH 6.7.4.14.6.1 (b)" as appropriate.

5.4.1.1.12 *(Reserved)*

5.4.1.1.13 *Special provisions for carriage in multi-compartment tank-vehicles or transport units with more than one tank*

When by derogation from 5.3.2.1.2 a multi-compartment tank-vehicle or a transport unit with more than one tank is marked in accordance with 5.3.2.1.3, the substances contained in each tank or in each compartment of a tank shall be specified in the transport document.

5.4.1.1.14 *Special provisions for the carriage of substances carried under elevated temperature*

If the proper shipping name of a substance which is carried or offered for carriage in a liquid state at a temperature equal to or exceeding 100 °C, or in a solid state at a temperature equal to or exceeding 240 °C, does not convey the elevated temperature condition (for example, by using the term "MOLTEN" or "ELEVATED TEMPERATURE" as part of the proper shipping name), the word "HOT" shall immediately precede the proper shipping name.

5.4.1.1.15 *Special provisions for the carriage of stabilized and temperature controlled substances*

Unless already part of the proper shipping name the word "STABILIZED" shall be added to the proper shipping name if stabilization is used and the words "TEMPERATURE CONTROLLED" shall be added to the proper shipping name if stabilization is by temperature control or a combination of chemical stabilization and temperature control (see 3.1.2.6).

If the words "TEMPERATURE CONTROLLED" are part of the proper shipping name (see also 3.1.2.6), the control and emergency temperatures (see 7.1.7) shall be indicated in the transport document, as follows:

"Control temperature: °C Emergency temperature: °C"

5.4.1.1.16 *(Deleted)*5.4.1.1.17 *Special provisions for the carriage of solids in bulk containers conforming to 6.11.4*

When solid substances are carried in bulk containers conforming to 6.11.4, the following statement shall be shown on the transport document (see note at the beginning of 6.11.4):

"Bulk container BK(x)¹ approved by the competent authority of..."

5.4.1.1.18 *Special provisions for carriage of environmentally hazardous substances (aquatic environment)*

When a substance belonging to one of classes 1 to 9 meets the classification criteria of 2.2.9.1.10, the transport document shall bear the additional inscription "ENVIRONMENTALLY HAZARDOUS" or "MARINE POLLUTANT/ENVIRONMENTALLY HAZARDOUS". This additional requirement does not apply to UN Nos. 3077 and 3082 or for the exceptions listed in 5.2.1.8.1.

The inscription "MARINE POLLUTANT" (according to 5.4.1.4.3 of the IMDG Code) is acceptable for carriage in a transport chain including maritime carriage.

5.4.1.1.19 *Special provisions for carriage of packagings, discarded, empty, uncleaned (UN No. 3509)*

For packagings, discarded, empty, uncleaned, the proper shipping name specified in 5.4.1.1.1 (b) shall be complemented with the words "(WITH RESIDUES OF [...])" followed by the class(es) and subsidiary hazard(s) corresponding to the residues, in the class numbering order. Moreover, 5.4.1.1.1 (f) does not apply.

Example: Packagings, discarded, empty, uncleaned having contained goods of Class 4.1 packed together with packagings, discarded, empty, uncleaned having contained goods of Class 3 with a Class 6.1 subsidiary hazard should be referred to in the transport document as:

"UN 3509 PACKAGINGS, DISCARDED, EMPTY, UNCLEANED (WITH RESIDUES OF 3, 4.1, 6.1), 9".

5.4.1.1.20 *Special provisions for the carriage of substances classified in accordance with 2.1.2.8*

For carriage in accordance with 2.1.2.8, a statement shall be included in the transport document, as follows "Classified in accordance with 2.1.2.8".

5.4.1.1.21 *Information required in specific cases defined in other parts of ADR*

Where, in accordance with provisions in chapters 3.3, 3.5, 4.1, 4.2, 4.3 and 5.5 information is necessary, this information shall be included in the transport information.

5.4.1.1.22 *(Reserved)*5.4.1.1.23 *Special provisions for the carriage of substances carried in molten state*

When a substance, which is solid in accordance with the definition in 1.2.1, is offered for carriage in the molten state, the qualifying word "MOLTEN" shall be added as part of the proper shipping name, unless it is already part of the proper shipping name (see 3.1.2.5).

¹ (x) shall be replaced with "1" or "2" as appropriate.

5.4.1.1.24 *Special provisions for refillable pressure receptacles authorized by the United States of America Department of Transportation*

For carriage in accordance with 1.1.4.7, a statement shall be included in the transport document, as follows:

"CARRIAGE IN ACCORDANCE WITH 1.1.4.7.1" or

"CARRIAGE IN ACCORDANCE WITH 1.1.4.7.2", as appropriate.

5.4.1.2 *Additional or special information required for certain classes*

5.4.1.2.1 *Special provisions for Class 1*

(a) The transport document shall indicate, in addition to the requirements in 5.4.1.1.1 (f):

- The total net mass, in kg, of explosive contents² for each substance or article bearing a different UN number;
- The total net mass, in kg, of explosive contents² for all substances and articles covered by the transport document;

(b) For mixed packing of two different goods, the description of the goods in the transport document shall include the UN numbers and names printed in capitals in Columns (1) and (2) of Table A of Chapter 3.2 of both substances or articles. If more than two different goods are contained in the same package in conformity with the mixed packing provisions given in 4.1.10 special provisions MP1, MP2 and MP20 to MP24, the transport document shall indicate under the description of the goods the UN numbers of all the substances and articles contained in the package, in the form, "Goods of UN Nos...";

(c) For the carriage of substances and articles assigned to an n.o.s. entry or the entry "0190 SAMPLES, EXPLOSIVE" or packed conforming to packing instruction P101 of 4.1.4.1, a copy of the competent authority approval with the conditions of carriage shall be attached to the transport document. It shall be drafted in an official language of the forwarding country and also, if that language is not English, French or German, in English, French or German unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise;

(d) If packages containing substances and articles of compatibility groups B and D are loaded together in the same vehicle in accordance with the requirements of 7.5.2.2, a copy of the competent authority approval of the protective compartment or containment system in accordance with 7.5.2.2, note ^a under the table, shall be attached to the transport document. It shall be drafted in an official language of the forwarding country and also, if that language is not English, French or German, in English, French or German unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise;

(e) When explosive substances or articles are carried in packagings conforming to packing instruction P101, the transport document shall bear the inscription "**Packaging approved by the competent authority of ...**" (see 4.1.4.1, packing instruction P101);

(f) *(Reserved)*

(g) When fireworks of UN Nos. 0333, 0334, 0335, 0336 and 0337 are carried, the transport document shall bear the inscription:

"Classification of fireworks by the competent authority of XX with the firework reference XX/YYZZZZ".

² For articles, "explosive contents" means the explosive substance contained in the article.

The classification approval certificate need not be carried with the consignment, but shall be made available by the consignor to the carrier or the competent authorities for control purposes. The classification approval certificate or a copy of it shall be in an official language of the forwarding country, and also, if that language is not German, English or French, in German, English or French.

NOTE 1: The commercial or technical name of the goods may be entered additionally to the proper shipping name in the transport document.

NOTE 2: The classification reference(s) shall consist of the ADR Contracting Party in which the classification code according to special provision 645 of 3.3.1 was approved, indicated by the distinguishing sign used on vehicles in international road traffic (XX)³, the competent authority identification (YY) and a unique serial reference (ZZZZ). Examples of such classification references are:

GB/HSE123456
D/BAM1234.

5.4.1.2.2 Additional provisions for Class 2

- (a) For the carriage of mixtures (see 2.2.2.1.1) in tanks (demountable tanks, fixed tanks, portable tanks, tank-containers or elements of battery-vehicles or of MEGCs), the composition of the mixture as a percentage of the volume or as a percentage of the mass shall be given. Constituents below 1 % need not be indicated (see also 3.1.2.8.1.2). The composition of the mixture need not be given when the technical names authorized by special provisions 581, 582 or 583 are used to supplement the proper shipping name;
- (b) For the carriage of cylinders, tubes, pressure drums, cryogenic receptacles and bundles of cylinders under the conditions of 4.1.6.10, the following entry shall be included in the transport document: "Carriage in accordance with 4.1.6.10";
- (c) (Reserved)
- (d) In the case of tank-containers or portable tanks carrying refrigerated liquefied gases the consignor shall enter in the transport document the date at which the actual holding time ends, in the following format:
"End of holding time: (DD/MM/YYYY)";

When the calculation of the actual holding time is waived in accordance with 4.2.3.7.1 or 4.3.3.5, this provision shall not apply;

- (e) For carriage of UN No. 1012, the transport document shall contain the name of the specific gas carried (see special provision 398 of Chapter 3.3) in brackets after the proper shipping name.

5.4.1.2.3 Additional provisions for self-reactive substances and polymerizing substances of Class 4.1 and organic peroxides of Class 5.2

5.4.1.2.3.1 For self-reactive substances or polymerizing substances of Class 4.1 and for organic peroxides of Class 5.2 that require temperature control during carriage (for self-reactive substances see 2.2.41.1.17; for polymerizing substance see 2.2.41.1.21; for organic peroxides, see 2.2.52.1.15), the control and emergency temperatures shall be indicated in the transport document, as follows:

"Control temperature: ... °C Emergency temperature: ... °C".

³ Distinguishing sign of the State of registration used on motor vehicles and trailers in international road traffic, e.g. in accordance with the Geneva Convention on Road Traffic of 1949 or the Vienna Convention on Road Traffic of 1968.

5.4.1.2.3.2 When for certain self-reactive substances of Class 4.1 and certain organic peroxides of Class 5.2 the competent authority has permitted the label conforming to model No.1 to be dispensed with for a specific packaging (see 5.2.2.1.9), a statement to this effect shall be included in the transport document, as follows:

"The label conforming to model No. 1 is not required".

5.4.1.2.3.3 When organic peroxides and self-reactive substances are carried under conditions where approval is required (for organic peroxides see 2.2.52.1.8, 4.1.7.2.2 and special provision TA2 of 6.8.4; for self-reactive substances see 2.2.41.1.13 and 4.1.7.2.2, a statement to his effect shall be included in the transport document, e.g. **"Carriage in accordance with 2.2.52.1.8"**.

A copy of the competent authority approval with the conditions of carriage shall be attached to the transport document. It shall be drafted in an official language of the forwarding country and also, if that language is not English, French or German, in English, French or German unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.

5.4.1.2.3.4 When a sample of an organic peroxide (see 2.2.52.1.9) or a self-reactive substance (see 2.2.41.1.15) is carried, a statement to this effect shall be included in the transport document, e.g. **"Carriage in accordance with 2.2.52.1.9"**.

5.4.1.2.3.5 When self-reactive substances type G (see *Manual of Tests and Criteria*, Part II, paragraph 20.4.2 (g)) are carried, the following statement may be given in the transport document: **"Not a self-reactive substance of Class 4.1"**.

When organic peroxides type G (see *Manual of Tests and Criteria*, Part II, paragraph 20.4.3 (g)) are carried, the following statement may be given in the transport document: **"Not a substance of Class 5.2"**.

5.4.1.2.4 *Additional provisions for Class 6.2*

In addition to the information concerning the consignee (see 5.4.1.1.1 (h)), the name and telephone number of a responsible person shall be indicated.

5.4.1.2.5 Additional provisions for Class 7

5.4.1.2.5.1 The following information shall be inserted in the transport document for each consignment of Class 7 material, as applicable, in the order given and immediately after the information required under 5.4.1.1.1 (a) to (c) and (k):

- (a) The name or symbol of each radionuclide or, for mixtures of radionuclides, an appropriate general description or a list of the most restrictive nuclides;
- (b) A description of the physical and chemical form of the material, or a notation that the material is special form radioactive material or low dispersible radioactive material. A generic chemical description is acceptable for chemical form. For radioactive material with a subsidiary hazard, see sub-paragraph (c) of special provision 172 of Chapter 3.3;
- (c) The maximum activity of the radioactive contents during carriage expressed in becquerels (Bq) with an appropriate SI prefix symbol (see 1.2.2.1). For fissile material, the mass of fissile material (or mass of each fissile nuclide for mixtures when appropriate) in grams (g), or appropriate multiples thereof, may be used in place of activity;
- (d) The category of the package, overpack or container, as assigned per 5.1.5.3.4, i.e. I-WHITE, II-YELLOW, III-YELLOW;
- (e) The TI as determined per 5.1.5.3.1 and 5.1.5.3.2 (except for category I-WHITE);
- (f) For fissile material:
 - (i) Shipped under one exception of 2.2.7.2.3.5 (a) to (f), reference to that paragraph;
 - (ii) Shipped under 2.2.7.2.3.5 (c) to (e), the total mass of fissile nuclides;
 - (iii) Contained in a package for which one of 6.4.11.2 (a) to (c) or 6.4.11.3 is applied, reference to that paragraph;
 - (iv) The criticality safety index, where applicable;
- (g) The identification mark for each competent authority certificate of approval (special form radioactive material, low dispersible radioactive material, fissile material excepted under 2.2.7.2.3.5 (f), special arrangement, package design, or shipment) applicable to the consignment;
- (h) For consignments of more than one package, the information required in 5.4.1.1.1 and in (a) to (g) above shall be given for each package. For packages in an overpack, container, or vehicle, a detailed statement of the contents of each package within the overpack, container, or vehicle and, where appropriate, of each overpack, container, or vehicle shall be included. If packages are to be removed from the overpack, container, or vehicle at a point of intermediate unloading, appropriate transport documents shall be made available;
 - (i) Where a consignment is required to be shipped under exclusive use, the statement "**EXCLUSIVE USE SHIPMENT**"; and
 - (j) For LSA-II and LSA-III substances, SCO-I, SCO-II and SCO-III, the total activity of the consignment as a multiple of A_2 . For radioactive material for which the A_2 value is unlimited, the multiple of A_2 shall be zero.

5.4.1.2.5.2 The consignor shall provide in the transport documents a statement regarding actions, if any, that are required to be taken by the carrier. The statement shall be in the languages deemed necessary by the carrier or the authorities concerned, and shall include at least the following information:

- (a) Supplementary requirements for loading, stowage, carriage, handling and unloading of the package, overpack or container including any special stowage provisions for the safe dissipation of heat (see special provision CV33 (3.2) of 7.5.11), or a statement that no such requirements are necessary;
- (b) Restrictions on the mode of carriage or vehicle and any necessary routeing instructions;
- (c) Emergency arrangements appropriate to the consignment.

5.4.1.2.5.3 In all cases of international carriage of packages requiring competent authority approval of design or shipment, for which different approval types apply in the different countries concerned by the shipment, the UN number and proper shipping name required in 5.4.1.1 shall be in accordance with the certificate of the country of origin of design.

5.4.1.2.5.4 The applicable competent authority certificates need not necessarily accompany the consignment. The consignor shall make them available to the carrier(s) before loading and unloading.

5.4.1.3 *(Reserved)*

5.4.1.4 *Format and language*

5.4.1.4.1 The document containing the information in 5.4.1.1 and 5.4.1.2 may be that already required by other regulations in force for carriage by another mode of carriage. In case of multiple consignees, the name and address of the consignees and the quantities delivered enabling the nature and quantities carried to be evaluated at any time, may be entered in other documents which are to be used or in any other documents made mandatory according to other specific regulations and which shall be on board the vehicle.

The particulars to be entered in the document shall be drafted in an official language of the forwarding country, and also, if that language is not English, French, or German, in English, French or German, unless international road carriage tariffs, if any, or agreements concluded between the countries concerned in the transport operation, provide otherwise.

5.4.1.4.2 If by reason of the size of the load, a consignment cannot be loaded in its entirety on a single transport unit, at least as many separate documents, or copies of the single document, shall be made out as transport units loaded. Furthermore, in all cases, separate transport documents shall be made out for consignments or parts of consignments which may not be loaded together on the same vehicle by reason of the prohibitions set forth in 7.5.2.

The information relative to the hazards of the goods to be carried (as indicated in 5.4.1.1) may be incorporated in, or combined with, an existing transport or cargo handling document. The layout of the information in the document (or the order of transmission of the corresponding data by electronic data processing (EDP) or electronic data interchange (EDI) techniques) shall be as provided in 5.4.1.1.1.

When an existing transport document or cargo handling document cannot be used for the purposes of dangerous goods documentation for multimodal transport, the use of documents corresponding to the example shown in 5.4.5 is considered advisable⁴.

5.4.1.5 *Non-dangerous goods*

When goods mentioned by name in Table A of Chapter 3.2, are not subject to ADR because they are considered as non-dangerous according to Part 2, the consignor may enter in the transport document a statement to that effect, e.g.: "Not goods of Class ...".

NOTE: This provision may be used in particular when the consignor considers that, due to the chemical nature of the goods (e.g. solutions and mixtures) carried or to the fact that such goods are deemed dangerous for other regulatory purposes the consignment might be subject to control during the journey.

⁴ If used, the relevant recommendations of the UNECE United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) may be consulted, in particular Recommendation No. 1 (United Nations Layout Key for Trade Documents) (ECE/TRADE/137, edition 81.3), UN Layout Key for Trade Documents - Guidelines for Applications (ECE/TRADE/270, edition 2002), Recommendation No. 11 (Documentary Aspects of the International Transport of Dangerous Goods) (ECE/TRADE/204, edition 96.1 – currently under revision) and Recommendation No. 22 (Layout Key for Standard Consignment Instructions) (ECE/TRADE/168, edition 1989). Refer also to the UN/CEFACT Summary of Trade Facilitation Recommendations (ECE/TRADE/346, edition 2006) and the United Nations Trade Data Elements Directory (UNTDDED) (ECE/TRADE/362, edition 2005).

5.4.2**Container/vehicle packing certificate**

If the carriage of dangerous goods in a container precedes a voyage by sea, a "container/vehicle packing certificate" conforming to section 5.4.2 of the IMDG Code^{5,6} shall be provided to the maritime carrier by those responsible for packing the container.

The functions of the transport document required under 5.4.1 and of the "container/vehicle packing certificate" as provided above may be incorporated into a single document (see for example 5.4.5). If these functions are incorporated into a single document, the inclusion in the transport document of a statement that the loading of the container or vehicle has been carried out in accordance with the applicable modal regulations together with the identification of the person responsible for the "container/vehicle packing certificate" shall be sufficient.

If the carriage of dangerous goods in a vehicle precedes a voyage by sea, a "container/vehicle packing certificate" conforming to section 5.4.2 of the IMDG Code^{5,6} may also be provided with the transport document.

⁵ Guidelines for use in practice and in training for loading goods in transport units have also been drawn up by the International Maritime Organization (IMO), the International Labour Organization (ILO) and the United Nations Economic Commission for Europe (UNECE) and have been published by IMO ("IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)").

⁶ Section 5.4.2 of the IMDG Code (Amendment 40-20) requires the following:

5.4.2 Container/vehicle packing certificate

5.4.2.1 When dangerous goods are packed or loaded into any container or vehicle, those responsible for packing the container or vehicle shall provide a "container/vehicle packing certificate" specifying the container/vehicle identification number(s) and certifying that the operation has been carried out in accordance with the following conditions:

- .1 The container/vehicle was clean, dry and apparently fit to receive the goods;
- .2 Packages which need to be segregated in accordance with applicable segregation requirements have not been packed together onto or in the container/vehicle [unless approved by the competent authority concerned in accordance with 7.3.4.1 (of the IMDG Code)];
- .3 All packages have been externally inspected for damage, and only sound packages have been loaded;
- .4 Drums have been stowed in an upright position, unless otherwise authorized by the competent authority, and all goods have been properly loaded and, where necessary, adequately braced with securing material to suit the mode(s) of transport for the intended journey;
- .5 Goods loaded in bulk have been evenly distributed within the container/vehicle;
- .6 For consignments including goods of class 1 other than division 1.4, the container/vehicle is structurally serviceable in accordance with 7.1.2 (of the IMDG Code);
- .7 The container/vehicle and packages are properly marked, labelled and placarded, as appropriate;
- .8 When substances presenting a risk of asphyxiation are used for cooling or conditioning purposes (such as dry ice (UN No. 1845) or nitrogen, refrigerated liquid (UN No. 1977) or argon, refrigerated liquid (UN No. 1951)), the container/vehicle is externally marked in accordance with 5.5.3.6 (of the IMDG Code); and
- .9 A dangerous goods transport document, as indicated in 5.4.1 (of the IMDG Code), has been received for each dangerous goods consignment loaded in the container/vehicle.

NOTE: The container/vehicle packing certificate is not required for portable tanks.

5.4.2.2 The information required in the dangerous goods transport document and the container/vehicle packing certificate may be incorporated into a single document; if not, these documents shall be attached. If the information is incorporated into a single document, the document shall include a signed declaration such as "It is declared that the packing of the goods into the container/vehicle has been carried out in accordance with the applicable provisions". This declaration shall be dated and the person signing this declaration shall be identified on the document. Facsimile signatures are acceptable where applicable laws and regulations recognize the legal validity of facsimile signatures.

5.4.2.3 If the container/vehicle packing certificate is presented to the carrier by means of EDP or EDI transmission techniques, the signature(s) may be electronic signature(s) or may be replaced by the name(s) (in capitals) of the person authorized to sign.

5.4.2.4 When the container/vehicle packing certificate is given to a carrier by EDP or EDI techniques and subsequently the dangerous goods are transferred to a carrier that requires a paper container/vehicle packing certificate, the carrier shall ensure that the paper document indicates "Original received electronically" and the name of the signatory shall be shown in capital letters.

5.4.3 Instructions in writing

5.4.3.1 As an aid during an accident emergency situation that may occur or arise during carriage, instructions in writing in the form specified in 5.4.3.4 shall be carried in the vehicle crew's cab and shall be readily available.

5.4.3.2 These instructions shall be provided by the carrier to the vehicle crew in language(s) that each member can read and understand before the commencement of the journey. The carrier shall ensure that each member of the vehicle crew concerned understands and is capable of carrying out the instructions properly.

5.4.3.3 Before the start of the journey, the members of the vehicle crew 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 instructions in writing shall correspond to the following four page model as regards its form and contents.

INSTRUCTIONS IN WRITING ACCORDING TO ADRActions in the event of an accident or emergency

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

- Apply the braking system, stop the engine and isolate the battery by activating the master switch where available;
- Avoid sources of ignition, in particular, do not smoke, use electronic cigarettes or similar devices or switch on any electrical equipment;
- Inform the appropriate emergency 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;
- Do not walk into or touch spilled substances and avoid inhalation of fumes, smoke, dusts and vapours by staying up wind;
- 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 members of the vehicle crew;
- Where appropriate and safe to do so, use on-board equipment to prevent leakages into the aquatic environment or the sewage system and to contain spillages;
- Move away from the vicinity of the accident or emergency, advise other persons to move away and follow the advice of the emergency services;
- Remove any contaminated clothing and used contaminated protective equipment and dispose of it safely.

Additional guidance to members of the vehicle crew on the hazard characteristics of dangerous goods by class and on actions subject to prevailing circumstances		
Danger labels and placards (1)	Hazard characteristics (2)	Additional guidance (3)
Explosive substances and articles    1 1.5 1.6	May have a range of properties and effects such as mass detonation; projection of fragments; intense fire/heat flux; formation of bright light, loud noise or smoke. Sensitive to shocks and/or impacts and/or heat.	Take cover but stay away from windows.
Explosive substances and articles  1.4	Slight risk of explosion and fire.	Take cover.
Flammable gases  2.1	Risk of fire. Risk of explosion. May be under pressure. Risk of asphyxiation. May cause burns and/or frostbite. Containments may explode when heated.	Take cover. Keep out of low areas.
Non-flammable, non-toxic gases  2.2	Risk of asphyxiation. May be under pressure. May cause frostbite. Containments may explode when heated.	Take cover. Keep out of low areas.
Toxic gases  2.3	Risk of intoxication. May be under pressure. May cause burns and/or frostbite. Containments may explode when heated.	Use emergency escape mask. Take cover. Keep out of low areas.
Flammable liquids  3	Risk of fire. Risk of explosion. Containments may explode when heated.	Take cover. Keep out of low areas.
Flammable solids, self-reactive substances, polymerizing substances and solid desensitized explosives  4.1	Risk of fire. Flammable or combustible, may be ignited by heat, sparks or flames. 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 or self-ignition. Containments may explode when heated. Risk of explosion of desensitized explosives after loss of desensitizer.	
Substances liable to spontaneous combustion  4.2	Risk of fire by spontaneous combustion if packages are damaged or contents are spilled. May react vigorously with water	
Substances which, in contact with water, emit flammable gases  4.3	Risk of fire and explosion in contact with water.	Spilled substances should be kept dry by covering the spillages.

Additional guidance to members of the vehicle crew 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)
Oxidizing substances 	Risk of vigorous reaction, ignition and explosion in contact with combustible or flammable substances.	Avoid mixing with flammable or combustible substances (e.g. sawdust).
Organic peroxides 	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 or self-ignition.	Avoid mixing with flammable or combustible substances (e.g. sawdust).
Toxic substances 	Risk of intoxication by inhalation, skin contact or ingestion. Risk to the aquatic environment or the sewerage system.	Use emergency escape mask.
Infectious substances 	Risk of infection. May cause serious disease in humans or animals. Risk to the aquatic environment or the sewerage system.	
Radioactive material    	Risk of intake and external radiation.	Limit time of exposure.
Fissile material 	Risk of nuclear chain reaction.	
Corrosive substances 	Risk of burns by corrosion. May react vigorously with each other, with water and with other substances. Spilled substance may evolve corrosive vapours. Risk to the aquatic environment or the sewerage system.	
Miscellaneous dangerous substances and articles  	Risk of burns. Risk of fire. Risk of explosion. Risk to the aquatic environment or the sewerage system.	

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

NOTE 2: Additional guidance shown in column (3) of the table may be adapted to reflect the classes of dangerous goods to be carried and their means of transport.

Additional guidance to members of the vehicle crew on the hazard characteristics of dangerous goods, indicated by marks, and on actions subject to prevailing circumstances		
Mark (1)	Hazard characteristics (2)	Additional guidance (3)
	Risk to the aquatic environment or the sewerage system	
	Risk of burns by heat.	Avoid contact with hot parts of the transport unit and the spilled substance.

Equipment for personal and general protection
to carry out general actions and hazard specific emergency actions
to be carried on board the transport unit in accordance with section 8.1.5 of ADR

The following equipment shall be carried on board the transport unit:

- for each vehicle, a wheel chock of a size suited to the maximum mass of the vehicle and to the diameter of the wheel;
- two self-standing warning signs;
- eye rinsing liquid^a; and

for each member of the vehicle crew

- a warning vest;
- portable lighting apparatus;
- a pair of protective gloves; and
- eye protection.

Additional equipment required for certain classes:

- an emergency escape mask for each member of the vehicle crew shall be carried on board the transport unit for danger label numbers 2.3 or 6.1;
- a shovel^b;
- a drain seal^b;
- a collecting container^b.

^a Not required for danger label numbers 1, 1.4, 1.5, 1.6, 2.1, 2.2 and 2.3.

^b Only required for solids and liquids with danger label numbers 3, 4.1, 4.3, 8 or 9.

5.4.3.5 Contracting Parties shall provide the UNECE secretariat with the official translation of the instructions in writing in their national language(s), in accordance with this section. The UNECE secretariat shall make the national versions of the instructions in writing that it has received available to all Contracting Parties.

5.4.4 **Retention of dangerous goods transport information**

5.4.4.1 The consignor and the carrier shall retain a copy of the dangerous goods transport document and additional information and documentation as specified in ADR, for a minimum period of three months.

5.4.4.2 When the documents are kept electronically or in a computer system, the consignor and the carrier shall be able to reproduce them in a printed form.

5.4.5 **Example of a multimodal dangerous goods form**

Example of a form which may be used as a combined dangerous goods declaration and container packing certificate for multimodal carriage of dangerous goods.

*

MULTIMODAL DANGEROUS GOODS FORM

1. Shipper / Consignor / Sender		2. Transport document number		
		3. Page 1 of Pages		4. Shipper's reference
				5. Freight Forwarder's reference
6. Consignee		7. Carrier (to be completed by the carrier)		
		SHIPPER'S DECLARATION I hereby declare that the contents of this consignment are fully and accurately described below by the proper shipping name, and are classified, packaged, marked and labeled /placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations.		
8. This shipment is within the limitations prescribed for: (Delete non-applicable)		9. Additional handling information		
PASSENGER AND CARGO AIRCRAFT ONLY				
10. Vessel / flight no. and date	11. Port / place of loading			
12. Port / place of discharge	13. Destination			
14. Shipping marks	* Number and kind of packages; description of goods		Gross mass (kg)	Net mass
				Cube (m ³)
and any other element or information required under applicable national and international regulations				
15. Container identification No./ vehicle registration No.	16. Seal number (s)	17. Container/vehicle size & type	18. Tare (kg)	19. Total gross mass (including tare) (kg)
CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions ** MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING		21. RECEIVING ORGANISATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition unless stated hereon: RECEIVING ORGANISATION REMARKS: Haulier's name Vehicle reg. no. Signature and date		
20. Name of company		22. Name of company (OF SHIPPER PREPARING THIS NOTE)		
Name / Status of declarant		Name / Status of declarant		
Place and date		Place and date		
Signature of declarant		DRIVER'S SIGNATURE	Signature of declarant	

FOR DANGEROUS GOODS: you must specify: UN no., proper shipping name, hazard class, packing group (where assigned) and any other element of information required under applicable national and international regulations

** See 5.4.2.

MULTIMODAL DANGEROUS GOODS FORM

Continuation Sheet

* **FOR DANGEROUS GOODS:** you must specify: UN no., proper shipping name, hazard class, packing group (where assigned) and any other element of information required under applicable national and international regulations

CHAPTER 5.5

SPECIAL PROVISIONS

5.5.1 *(Deleted)*

5.5.2 **Special provisions applicable to fumigated cargo transport units (UN No. 3359)**

5.5.2.1 *General*

5.5.2.1.1 Fumigated cargo transport units (UN No. 3359) containing no other dangerous goods are not subject to any provisions of ADR other than those of this section.

5.5.2.1.2 When the fumigated cargo transport unit is loaded with dangerous goods in addition to the fumigant, any provision of ADR relevant to these goods (including placarding, marking and documentation) applies in addition to the provisions of this section.

5.5.2.1.3 Only cargo transport units that can be closed in such a way that the escape of gas is reduced to a minimum shall be used for the carriage of cargo under fumigation.

5.5.2.2 *Training*

Persons engaged in the handling of fumigated cargo transport units shall be trained commensurate with their responsibilities.

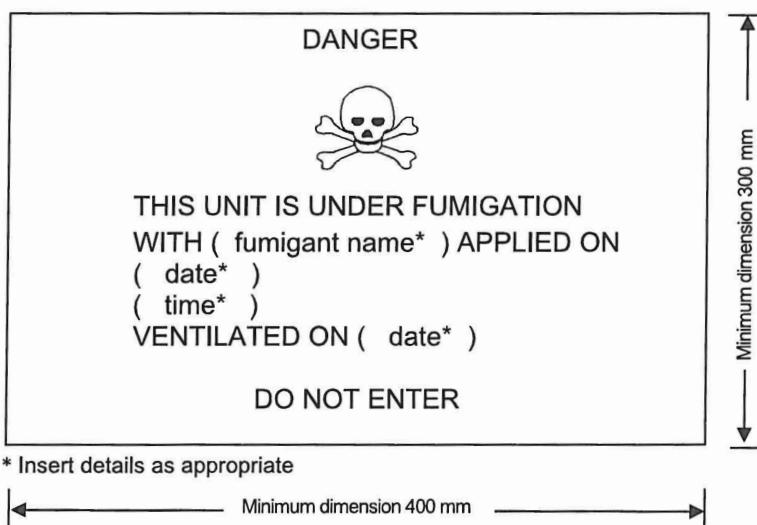
5.5.2.3 *Marking and placarding*

5.5.2.3.1 A fumigated cargo transport unit shall be marked with a warning mark, as specified in 5.5.2.3.2, affixed at each access point in a location where it will be easily seen by persons opening or entering the cargo transport unit. This mark shall remain on the cargo transport unit until the following provisions are met:

- (a) The fumigated cargo transport unit has been ventilated to remove harmful concentrations of fumigant gas; and
- (b) The fumigated goods or materials have been unloaded.

5.5.2.3.2 The fumigation warning mark shall be as shown in Figure 5.5.2.3.2.

Figure 5.5.2.3.2: Fumigation warning mark



The mark shall be a rectangle. The minimum dimensions shall be 400 mm wide × 300 mm high and the minimum width of the outer line shall be 2 mm. The mark shall be in black print on a white background.

with lettering not less than 25 mm high. Where dimensions are not specified, all features shall be in approximate proportion to those shown.

5.5.2.3.3 If the fumigated cargo transport unit has been completely ventilated either by opening the doors of the unit or by mechanical ventilation after fumigation, the date of ventilation shall be marked on the fumigation warning mark.

5.5.2.3.4 When the fumigated cargo transport unit has been ventilated and unloaded, the fumigation warning mark shall be removed.

5.5.2.3.5 Placards conforming to model No. 9 (see 5.2.2.2.2) shall not be affixed to a fumigated cargo transport unit except as required for other Class 9 substances or articles packed therein.

5.5.2.4 *Documentation*

5.5.2.4.1 Documents associated with the carriage of cargo transport units that have been fumigated and have not been completely ventilated before carriage shall include the following information:

- (a) "UN 3359, fumigated cargo transport unit, 9", or "UN 3359, fumigated cargo transport unit, Class 9";
- (b) The date and time of fumigation; and
- (c) The type and amount of the fumigant used.

These particulars shall be drafted in an official language of the forwarding country and also, if the language is not English, French or German, in English, French or German, unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.

5.5.2.4.2 The documents may be in any form, provided they contain the information required in 5.5.2.4.1. This information shall be easy to identify, legible and durable.

5.5.2.4.3 Instructions for disposal of any residual fumigant including fumigation devices (if used) shall be provided.

5.5.2.4.4 A document is not required when the fumigated cargo transport unit has been completely ventilated and the date of ventilation has been marked on the warning mark (see 5.5.2.3.3 and 5.5.2.3.4).

5.5.3 Special provisions applicable to the carriage of dry ice (UN No. 1845) and to packages and vehicles and containers containing substances presenting a risk of asphyxiation when used for cooling or conditioning purposes (such as dry ice (UN No. 1845) or nitrogen, refrigerated liquid (UN No. 1977) or argon, refrigerated liquid (UN No. 1951) or nitrogen)

NOTE: In the context of this section the term "conditioning" may be used in a broader scope and includes protection.

5.5.3.1 *Scope*

5.5.3.1.1 This section is not applicable to substances which may be used for cooling or conditioning purposes when carried as a consignment of dangerous goods, except for the carriage of dry ice (UN No. 1845). When they are carried as a consignment, these substances shall be carried under the relevant entry of Table A of Chapter 3.2 in accordance with the associated conditions of carriage.

For UN No. 1845, the conditions of carriage specified in this section, except 5.5.3.3.1, apply for all kinds of carriage, as a coolant, conditioner, or as a consignment. For the carriage of UN No. 1845, no other provisions of ADR apply.

5.5.3.1.2 This section is not applicable to gases in cooling cycles.

5.5.3.1.3 Dangerous goods used for cooling or conditioning tanks or MEGCs during carriage are not subject to this section.

5.5.3.1.4 Vehicles and containers containing substances used for cooling or conditioning purposes include vehicles and containers containing substances used for cooling or conditioning purposes inside

packages as well as vehicles and containers with unpackaged substances used for cooling or conditioning purposes.

5.5.3.1.5 Sub-sections 5.5.3.6 and 5.5.3.7 only apply when there is an actual risk of asphyxiation in the vehicle or container. It is for the participants concerned to assess this risk, taking into consideration the hazards presented by the substances being used for cooling or conditioning, the amount of substance to be carried, the duration of the journey, the types of containment to be used and the gas concentration limits given in the note to 5.5.3.3.

5.5.3.2 General

5.5.3.2.1 Vehicles and containers in which dry ice (UN No. 1845) is carried or containing substances used for cooling or conditioning purposes (other than fumigation) during carriage are not subject to any provisions of ADR other than those of this section.

5.5.3.2.2 When dangerous goods are loaded in vehicles or containers containing substances used for cooling or conditioning purposes any provisions of ADR relevant to these dangerous goods apply in addition to the provisions of this section.

5.5.3.2.3 *(Reserved)*

5.5.3.2.4 Persons engaged in the handling or carriage of vehicles and containers in which dry ice (UN No. 1845) is carried or containing substances used for cooling or conditioning purposes shall be trained commensurate with their responsibilities.

5.5.3.3 Packages containing dry ice (UN No. 1845) or a coolant or conditioner

5.5.3.3.1 Packaged dangerous goods requiring cooling or conditioning assigned to packing instructions P203, P620, P650 or P800 of 4.1.4.1 shall meet the appropriate requirements of that packing instruction.

5.5.3.3.2 For packaged dangerous goods requiring cooling or conditioning assigned to other packing instructions, the packages shall be capable of withstanding very low temperatures and shall not be affected or significantly weakened by the coolant or conditioner. Packages shall be designed and constructed to permit the release of gas to prevent a build-up of pressure that could rupture the packaging. The dangerous goods shall be packed in such a way as to prevent movement after the dissipation of any coolant or conditioner.

5.5.3.3.3 Packages containing dry ice (UN No. 1845) or a coolant or conditioner shall be carried in well ventilated vehicles and containers. Marking according to 5.5.3.6 is not required in this case.

Ventilation is not required, and marking according to 5.5.3.6 is required, if:

- Gas exchange between the load compartment and the driver's cab is prevented; or
- The load compartment is insulated, refrigerated or mechanically refrigerated equipment, for example as defined in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) and separated from the driver's cab.

NOTE: In this context "well ventilated" means there is an atmosphere where the carbon dioxide concentration is below 0.5 % by volume and the oxygen concentration is above 19.5 % by volume.

5.5.3.4 Marking of packages containing dry ice (UN No. 1845) or a coolant or conditioner

5.5.3.4.1 Packages containing dry ice (UN No. 1845) as a consignment shall be marked "CARBON DIOXIDE, SOLID" or "DRY ICE"; packages containing dangerous goods used for cooling or conditioning shall be marked with the name indicated in Column (2) of Table A of Chapter 3.2 of these dangerous goods followed by the words "AS COOLANT" or "AS CONDITIONER" as appropriate in an official language of the country of origin and also, if that language is not English, French or German, in English, French or German, unless agreements concluded between the countries concerned in the transport operation provide otherwise.

5.5.3.4.2 The marks shall be durable, legible and placed in such a location and of such a size relative to the package as to be readily visible.

5.5.3.5 *Vehicles and containers containing unpackaged dry ice*

5.5.3.5.1

If dry ice in unpackaged form is used, it shall not come into direct contact with the metal structure of a vehicle or container to avoid embrittlement of the metal. Measures shall be taken to provide adequate insulation between the dry ice and the vehicle or container by providing a minimum of 30 mm separation (e.g. by using suitable low heat conducting materials such as timber planks, pallets etc).

5.5.3.5.2

Where dry ice is placed around packages, measures shall be taken to ensure that packages remain in the original position during carriage after the dry ice has dissipated.

5.5.3.6 *Marking of vehicles and containers*

5.5.3.6.1

Vehicles and containers containing dry ice (UN No. 1845) or dangerous goods used for cooling or conditioning purposes that are not well ventilated shall be marked with a warning mark, as specified in 5.5.3.6.2, affixed at each access point in a location where it will be easily seen by persons opening or entering the vehicle or container. This mark shall remain on the vehicle or container until the following provisions are met:

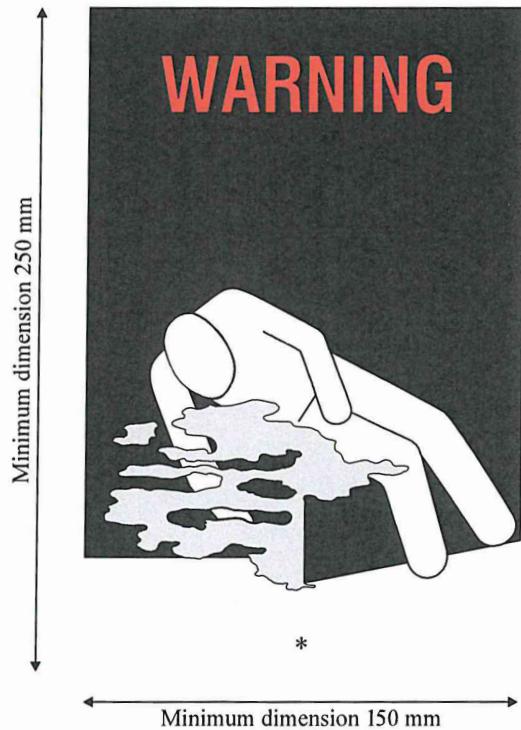
- (a) The vehicle or container has been well ventilated to remove harmful concentrations of dry ice (UN No. 1845) or coolant or conditioner; and
- (b) The dry ice (UN No. 1845) or cooled or conditioned goods have been unloaded.

As long as the vehicle or container is marked, the necessary precautions have to be taken before entering it. The necessity of ventilating through the cargo doors or other means (e.g. forced ventilation) has to be evaluated and included in training of the involved persons.

5.5.3.6.2

The warning mark shall be as shown in Figure 5.5.3.6.2.

Figure 5.5.3.6.2: Asphyxiation warning mark for vehicles and containers



* Insert the name indicated in Column (2) of Table A of Chapter 3.2 or the name of the asphyxiant gas used as the coolant/conditioner. The lettering shall be in capitals, all be on one line and shall be at least 25 mm high. If the length of the proper shipping name is too long to fit in the space provided, the lettering may be reduced to the maximum size possible to fit. For example: "CARBON DIOXIDE, SOLID". Additional information such as "AS COOLANT" or "AS CONDITIONER" may be added.

The mark shall be a rectangle. The minimum dimensions shall be 150 mm wide × 250 mm high. The word "WARNING" shall be in red or white and be at least 25 mm high. Where dimensions are not specified, all features shall be in approximate proportion to those shown.

The word "WARNING" and the words "AS COOLANT" or "AS CONDITIONER", as appropriate, shall be in an official language of the country of origin and also, if that language is not English, French or German, in English, French or German, unless agreements concluded between the countries concerned in the transport operation provide otherwise.

5.5.3.7

Documentation

5.5.3.7.1

Documents (such as a bill of lading, cargo manifest or CMR/CIM consignment note) associated with the carriage of vehicles or containers containing or having contained dry ice (UN No. 1845) or substances used for cooling or conditioning purposes and have not been completely ventilated before carriage shall include the following information:

- (a) The UN number preceded by the letters "UN"; and
- (b) The name indicated in Column (2) of Table A of Chapter 3.2 followed, where appropriate, by the words "AS COOLANT" or "AS CONDITIONER" in an official language of the country of origin and also, if that language is not English, French or German, in English, French or German, unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.

For example: UN 1845, CARBON DIOXIDE, SOLID, AS COOLANT.

5.5.3.7.2

The transport document may be in any form, provided it contains the information required in 5.5.3.7.1. This information shall be easy to identify, legible and durable.

5.5.4

Dangerous goods contained in equipment in use or intended for use during carriage, attached to or placed in packages, overpacks, containers or load compartments

5.5.4.1

Dangerous goods (e.g. lithium batteries, fuel cell cartridges) contained in equipment such as data loggers and cargo tracking devices, attached to or placed in packages, overpacks, containers or load compartments are not subject to any provisions of ADR other than the following:

- (a) The equipment shall be in use or intended for use during carriage;
- (b) The contained dangerous goods (e.g. lithium batteries, fuel cell cartridges) shall meet the applicable construction and test requirements specified in ADR; and
- (c) The equipment shall be capable of withstanding the shocks and loadings normally encountered during carriage.

5.5.4.2

When such equipment containing dangerous goods is carried as a consignment, the relevant entry of Table A of Chapter 3.2 shall be used and all applicable provisions of ADR shall apply.

PART 6

Requirements for the construction and testing of packagings, intermediate bulk containers (IBCs), large packagings, tanks and bulk containers

CHAPTER 6.1

REQUIREMENTS FOR THE CONSTRUCTION AND TESTING OF PACKAGINGS

6.1.1 General

6.1.1.1 The requirements of this Chapter do not apply to:

- (a) Packages containing radioactive material of Class 7, unless otherwise provided (see 4.1.9);
- (b) Packages containing infectious substances of Class 6.2, unless otherwise provided (see note under the heading of Chapter 6.3 and packing instructions P621 and P622 of 4.1.4.1);
- (c) Pressure receptacles containing gases of Class 2;
- (d) Packages whose net mass exceeds 400 kg;
- (e) Packagings for liquids, other than combination packagings, with a capacity exceeding 450 litres.

6.1.1.2 The requirements for packagings in 6.1.4 are based on packagings currently used. In order to take into account progress in science and technology, there is no objection to the use of packagings having specifications different from those in 6.1.4, provided that they are equally effective, acceptable to the competent authority and able to successfully fulfil the requirements described in 6.1.1.3 and 6.1.5. Methods of testing other than those described in this Chapter are acceptable, provided they are equivalent, and are recognized by the competent authority.

6.1.1.3 Every packaging intended to contain liquids shall successfully undergo a suitable leakproofness test. This test is part of a quality assurance programme as stipulated in 6.1.1.4 which shows the capability of meeting the appropriate test level indicated in 6.1.5.4.3:

- (a) Before it is first used for carriage;
- (b) After remanufacturing or reconditioning, before it is re-used for carriage;

For this test, packagings need not have their own closures fitted.

The inner receptacle of composite packagings may be tested without the outer packaging provided the test results are not affected.

This test is not necessary for:

- Inner packagings of combination packagings;
- Inner receptacles of composite packagings (glass, porcelain or stoneware), marked with the symbol "RID/ADR" according to 6.1.3.1 (a) (ii);
- Light gauge metal packagings, marked with the symbol "RID/ADR" according to 6.1.3.1 (a) (ii).

6.1.1.4 Packagings shall be manufactured, reconditioned and tested under a quality assurance programme which satisfies the competent authority in order to ensure that each packaging meets the requirements of this Chapter.

NOTE: ISO 16106:2020 "Transport packages for dangerous goods – Dangerous goods packagings, intermediate bulk containers (IBCs) and large packagings – Guidelines for the application of ISO 9001" provides acceptable guidance on procedures which may be followed.

6.1.1.5 Manufacturers and subsequent distributors of packagings shall provide information regarding procedures to be followed and a description of the types and dimensions of closures (including required gaskets) and any other components needed to ensure that packages as presented for carriage are capable of passing the applicable performance tests of this Chapter.

6.1.2 Code for designating types of packagings

6.1.2.1 The code consists of:

- (a) An Arabic numeral indicating the kind of packaging, e.g. drum, jerrican, etc., followed by;
- (b) A capital letter(s) in Latin characters indicating the nature of the material, e.g. steel, wood, etc., followed where necessary by;
- (c) An Arabic numeral indicating the category of packaging within the kind to which the packaging belongs.

6.1.2.2 In the case of composite packagings, two capital letters in Latin characters are used in sequence in the second position of the code. The first indicates the material of the inner receptacle and the second that of the outer packaging.

6.1.2.3 In the case of combination packagings only the code number for the outer packaging is used.

6.1.2.4 The letters "T", "V" or "W" may follow the packaging code. The letter "T" signifies a salvage packaging conforming to the requirements of 6.1.5.1.11. The letter "V" signifies a special packaging conforming to the requirements of 6.1.5.1.7. The letter "W" signifies that the packaging, although of the same type indicated by the code, is manufactured to a specification different to that in 6.1.4 and is considered equivalent under the requirements of 6.1.1.2.

6.1.2.5 The following numerals shall be used for the kinds of packaging:

1. Drum
2. (Reserved)
3. Jerrican
4. Box
5. Bag
6. Composite packaging
7. (Reserved)
0. Light gauge metal packagings

6.1.2.6 The following capital letters shall be used for the types of material:

- A. Steel (all types and surface treatments)
- B. Aluminium
- C. Natural wood
- D. Plywood
- F. Reconstituted wood
- G. Fibreboard
- H. Plastics material
- L. Textile
- M. Paper, multiwall
- N. Metal (other than steel or aluminium)
- P. Glass, porcelain or stoneware

NOTE: Plastics material is taken to include other polymeric materials such as rubber.

6.1.2.7 The following table indicates the codes to be used for designating types of packagings depending on the kind of packagings, the material used for their construction and their category; it also refers to the sub-sections to be consulted for the appropriate requirements:

Kind	Material	Category	Code	Sub-section
1. Drums	A. Steel	non-removable head	1A1	6.1.4.1
		removable head	1A2	
	B. Aluminium	non-removable head	1B1	6.1.4.2
		removable head	1B2	
	D. Plywood		1D	6.1.4.5
	G. Fibre		1G	6.1.4.7
	H. Plastics	non-removable head	1H1	6.1.4.8
		removable head	1H2	
	N. Metal, other than steel or aluminium	non-removable head	1N1	6.1.4.3
		removable head	1N2	
2. (Reserved)				
3. Jerricans	A. Steel	non-removable head	3A1	6.1.4.4
		removable head	3A2	
	B. Aluminium	non-removable head	3B1	6.1.4.4
		removable head	3B2	
	H. Plastics	non-removable head	3H1	6.1.4.8
		removable head	3H2	
	A. Steel		4A	6.1.4.14
	B. Aluminium		4B	6.1.4.14
	C. Natural wood	ordinary	4C1	6.1.4.9
		with sift-proof walls	4C2	
4. Boxes	D. Plywood		4D	6.1.4.10
	F. Reconstituted wood		4F	6.1.4.11
	G. Fibreboard		4G	6.1.4.12
	H. Plastics	expanded	4H1	6.1.4.13
		solid	4H2	
	N. Metal, other than steel or aluminium		4N	6.1.4.14
	H. Woven plastics	without inner liner or coating	5H1	6.1.4.16
		sift-proof	5H2	
		water-resistant	5H3	
	H. Plastics film		5H4	6.1.4.17
5. Bags	L. Textile	without inner liner or coating	5L1	6.1.4.15
		sift-proof	5L2	
		water-resistant	5L3	
	M. Paper	multiwall	5M1	6.1.4.18
		multiwall, water-resistant	5M2	

Kind	Material	Category	Code	Sub-section
6. Composite packagings	H. Plastics receptacle	with outer steel drum	6HA1	6.1.4.19
		with outer steel crate or box	6HA2	
		with outer aluminium drum	6HB1	
		with outer aluminium crate or box	6HB2	
		with outer wooden box	6HC	
		with outer plywood drum	6HD1	
		with outer plywood box	6HD2	
		with outer fibre drum	6HG1	
		with outer fibreboard box	6HG2	
		with outer plastics drum	6HH1	
7. (Reserved)	P. Glass, porcelain or stoneware receptacle	with outer solid plastics box	6HH2	6.1.4.20
		with outer steel drum	6PA1	
		with outer steel crate or box	6PA2	
		with outer aluminium drum	6PB1	
		with outer aluminium crate or box	6PB2	
		with outer wooden box	6PC	
		with outer plywood drum	6PD1	
		with outer wickerwork hamper	6PD2	
		with outer fibre drum	6PG1	
		with outer fibreboard box	6PG2	
0. Light gauge metal packagings	A. Steel	with outer expanded plastics packaging	6PH1	6.1.4.22
		with outer solid plastics packaging	6PH2	

6.1.3

Marking

NOTE 1: The marks indicate that the packaging which bears them correspond to a successfully tested design type and that it complies with the requirements of this Chapter which are related to the manufacture, but not to the use, of the packaging. In itself, therefore, the mark does not necessarily confirm that the packaging may be used for any substance: generally the type of packaging (e.g. steel drum), its maximum capacity and/or mass, and any special requirements are specified for each substance in Table A of Chapter 3.2.

NOTE 2: The marks are intended to be of assistance to packaging manufacturers, reconditioners, packaging users, carriers and regulatory authorities. In relation to the use of a new packaging, the original marks are a means for its manufacturer(s) to identify the type and to indicate those performance test regulations that have been met.

NOTE 3: The marks do not always provide full details of the test levels, etc., and these may need to be taken further into account, e.g. by reference to a test certificate, to test reports or to a register of successfully tested packagings. For example, a packaging having an X or Y mark may be used for substances to which a packing group having a lesser degree of danger has been assigned with the relevant maximum permissible value of the relative density¹ determined by taking into account the factor 1.5 or 2.25 indicated in the packaging test requirements in 6.1.5 as appropriate, i.e. packing group I packaging tested for products of relative density 1.2 could be used as a packing group II packaging for products of relative density 1.8 or a packing group III packaging for products of relative density 2.7, provided of course that all the performance criteria can still be met with the higher relative density product.

¹ Relative density (d) is considered to be synonymous with Specific Gravity (SG) and is used throughout this text.

6.1.3.1

Each packaging intended for use according to the ADR shall bear marks on a non-removable component which are durable, legible and placed in a location and of such a size relative to the packaging as to be readily visible. For packages with a gross mass of more than 30 kg, the marks or a duplicate thereof shall appear on the top or on a side of the packaging. Letters, numerals and symbols shall be at least 12 mm high, except for packagings of 30 l capacity or less or of 30 kg maximum net mass, when they shall be at least 6 mm in height and except for packagings of 5 l capacity or less or of 5 kg maximum net mass when they shall be of an appropriate size.

The marks shall show:

(a) (i) The United Nations packaging symbol .

This symbol shall not be used for any purpose other than certifying that a packaging, a flexible bulk container, a portable tank or a MEGC complies with the relevant requirements in Chapter 6.1, 6.2, 6.3, 6.5, 6.6, 6.7 or 6.11. This symbol shall not be used for packagings which comply with the simplified conditions of 6.1.1.3, 6.1.5.3.1 (e), 6.1.5.3.5 (c), 6.1.5.4, 6.1.5.5.1 and 6.1.5.6 (see also (ii) below). For embossed metal packagings, the capital letters "UN" may be applied instead of the symbol; or

(ii) The symbol "RID/ADR" for composite packagings (glass, porcelain or stoneware) and light gauge metal packagings conforming to simplified conditions (see 6.1.1.3, 6.1.5.3.1 (e), 6.1.5.3.5 (c), 6.1.5.4, 6.1.5.5.1 and 6.1.5.6);

NOTE: Packagings bearing this symbol are approved for rail, road and inland waterways transport operations which are subject to the provisions of RID, ADR and ADN respectively. They are not necessarily accepted for carriage by other modes of transport or for transport operations by road, rail or inland waterways which are governed by other regulations.

(b) The code designating the type of packaging according to 6.1.2;

(c) A code in two parts:

(i) A letter designating the packing group(s) for which the design type has been successfully tested:

X for packing groups I, II and III;
Y for packing groups II and III;
Z for packing group III only;

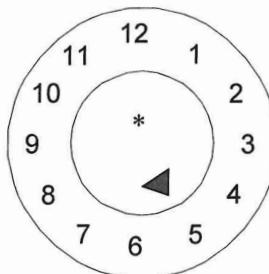
(ii) The relative density, rounded off to the first decimal, for which the design type has been tested for packagings without inner packagings intended to contain liquids; this may be omitted when the relative density does not exceed 1.2. For packagings intended to contain solids or inner packagings, the maximum gross mass in kilograms.

For light-gauge metal packagings, marked with the symbol "RID/ADR" according to 6.1.3.1 (a) (ii) intended to contain liquids having a viscosity at 23 °C exceeding 200 mm²/s, the maximum gross mass in kg;

(d) Either the letter "S" denoting that the packaging is intended for the carriage of solids or inner packagings or, for packagings (other than combination packagings) intended to contain liquids, the hydraulic test pressure which the packaging was shown to withstand in kPa rounded down to the nearest 10 kPa.

For light-gauge metal packagings, marked with the symbol "RID/ADR, according to 6.1.3.1(a) (ii) intended to contain liquids having a viscosity at 23 °C exceeding 200 mm²/s, the letter "S";

(e) The last two digits of the year during which the packaging was manufactured. Packagings of types 1H and 3H shall also be appropriately marked with the month of manufacture; this may be marked on the packaging in a different place from the remainder of the marks. An appropriate method is:



* The last two digits of the year of manufacture may be displayed at that place. In such a case and when the clock is placed adjacent to the UN design type mark, the indication of the year in the mark may be waived. However, when the clock is not placed adjacent to the UN design type mark, the two digits of the year in the mark and in the clock shall be identical.

NOTE: Other methods that provide the minimum required information in a durable, visible and legible form are also acceptable.

(f) The State authorizing the allocation of the mark, indicated by the distinguishing sign used on vehicles in international road traffic²;

(g) The name of the manufacturer or other identification of the packaging specified by the competent authority.

6.1.3.2 In addition to the durable marks prescribed in 6.1.3.1, every new metal drum of a capacity greater than 100 litres shall bear the marks described in 6.1.3.1 (a) to (e) on the bottom, with an indication of the nominal thickness of at least the metal used in the body (in mm, to 0.1 mm), in permanent form (e.g. embossed). When the nominal thickness of either head of a metal drum is thinner than that of the body, the nominal thickness of the top head, body, and bottom head shall be marked on the bottom in permanent form (e.g. embossed), for example "1.0-1.2-1.0" or "0.9-1.0-1.0". Nominal thickness of metal shall be determined according to the appropriate ISO standard, for example ISO 3574:1999 for steel. The marks indicated in 6.1.3.1 (f) and (g) shall not be applied in a permanent form except as provided in 6.1.3.5.

6.1.3.3 Every packaging other than those referred to in 6.1.3.2 liable to undergo a reconditioning process shall bear the marks indicated in 6.1.3.1 (a) to (e) in a permanent form. Marks are permanent if they are able to withstand the reconditioning process (e.g. embossed). For packagings other than metal drums of a capacity greater than 100 litres, these permanent marks may replace the corresponding durable marks prescribed in 6.1.3.1.

6.1.3.4 For remanufactured metal drums, if there is no change to the packaging type and no replacement or removal of integral structural components, the required marks need not be permanent. Every other remanufactured metal drum shall bear the marks in 6.1.3.1 (a) to (e) in a permanent form (e.g. embossed) on the top head or side.

6.1.3.5 Metal drums made from materials (e.g. stainless steel) designed to be reused repeatedly may bear the marks indicated in 6.1.3.1 (f) and (g) in a permanent form (e.g. embossed).

6.1.3.6 The marks in accordance with 6.1.3.1 are valid for only one design type or series of design types. Different surface treatments may fall within the same design type.

² Distinguishing sign of the State of registration used on motor vehicles and trailers in international road traffic, e.g. in accordance with the Geneva Convention on Road Traffic of 1949 or the Vienna Convention on Road Traffic of 1968.

A "series of design types" means packagings of the same structural design, wall thickness, material and cross-section, which differ only in their lesser design heights from the design type approved.

The closures of receptacles shall be identifiable as those referred to in the test report.

6.1.3.7 Marks shall be applied in the sequence of the sub-paragraphs in 6.1.3.1; each mark required in these sub-paragraphs and when appropriate sub-paragraphs (h) to (j) of 6.1.3.8 shall be clearly separated, e.g. by a slash or space, so as to be easily identifiable. For examples, see 6.1.3.11.

Any additional marks authorized by a competent authority shall still enable the other marks required in 6.1.3.1 to be correctly identified.

6.1.3.8 After reconditioning a packaging, the reconditioner shall apply to it a durable marking showing, in sequence, durable marks showing:

- (h) The State in which the reconditioning was carried out, indicated by the distinguishing sign used on vehicles in international road traffic²;
- (i) The name of the reconditioner or other identification of the packaging specified by the competent authority;
- (j) The year of reconditioning; the letter "R"; and, for every packaging successfully passing the leakproofness test in 6.1.1.3, the additional letter "L".

6.1.3.9 When, after reconditioning, the marks required by 6.1.3.1 (a) to (d) no longer appear on the top head or the side of a metal drum, the reconditioner also shall apply them in a durable form followed by 6.1.3.8 (h), (i) and (j). These marks shall not identify a greater performance capability than that for which the original design type had been tested and marked.

6.1.3.10 Packagings manufactured with recycled plastics material as defined in 1.2.1 shall be marked "REC". This mark shall be placed near the marks prescribed in 6.1.3.1.

6.1.3.11 *Examples for marking NEW packagings*

 4G/Y145/S/02 NL/VL823	as in 6.1.3.1 (a) (i), (b), (c), (d) and (e) as in 6.1.3.1 (f) and (g)	For a new fibreboard box
 1A1/Y1.4/150/98 NL/VL824	as in 6.1.3.1 (a) (i), (b), (c), (d) and (e) as in 6.1.3.1 (f) and (g)	For a new steel drum to contain liquids
 1A2/Y150/S/01 NL/VL825	as in 6.1.3.1 (a) (i), (b), (c), (d) and (e) as in 6.1.3.1 (f) and (g)	For a new steel drum to contain solids, or inner packagings
 4HW/Y136/S/98 NL/VL826	as in 6.1.3.1 (a) (i), (b), (c), (d) and (e) as in 6.1.3.1 (f) and (g)	For a new plastics box of equivalent specification
 1A2/Y/100/01 USA/MM5	as in 6.1.3.1 (a) (i), (b), (c), (d) and (e) as in 6.1.3.1 (f) and (g)	For a remanufactured steel drum to contain liquids
RID/ADR/0A1/Y100/89 NL/VL123	as in 6.1.3.1 (a) (ii), (b), (c), (d) and (e) as in 6.1.3.1 (f) and (g)	For a new light gauge metal packaging, non-removable head
RID/ADR/0A2/Y20/S/04 NL/VL124	as in 6.1.3.1 (a) (ii), (b), (c), (d) and (e) as in 6.1.3.1 (f) and (g)	For a new light gauge metal packaging, removable head, intended to contain solids, or liquids with a viscosity at 23 °C exceeding 200 mm ² /s.

² Distinguishing sign of the State of registration used on motor vehicles and trailers in international road traffic, e.g. in accordance with the Geneva Convention on Road Traffic of 1949 or the Vienna Convention on Road Traffic of 1968.

6.1.3.12 Examples for marking RECONDITIONED packagings

	1A1/Y1.4/150/97 as in 6.1.3.1 (a) (i), (b), (c), (d) and (e) NL/RB/01 RL as in 6.1.3.8 (h), (i) and (j)
	1A2/Y150/S/99 as in 6.1.3.1 (a) (i), (b), (c), (d) and (e) USA/RB/00 R as in 6.1.3.8 (h), (i) and (j)

6.1.3.13 Example for marking SALVAGE packagings

	1A2T/Y300/S/01 as in 6.1.3.1 (a) (i), (b), (c), (d) and (e) USA/abc as in 6.1.3.1 (f) and (g)
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NOTE: The marking, for which examples are given in 6.1.3.11, 6.1.3.12 and 6.1.3.13 may be applied in a single line or in multiple lines provided the correct sequence is respected.

6.1.3.14 Where a packaging conforms to one or more than one tested packaging design type, including one or more than one tested IBC or large packaging design type, the packaging may bear more than one mark to indicate the relevant performance test requirements that have been met. Where more than one mark appears on a packaging, the marks shall appear in close proximity to one another and each mark shall appear in its entirety.

6.1.3.15 Certification

By affixing marks in accordance with 6.1.3.1, it is certified that mass-produced packagings correspond to the approved design type and that the requirements referred to in the approval have been met.

6.1.4 Requirements for packagings**6.1.4.0 General requirements**

Any permeation of the substance contained in the packaging shall not constitute a danger under normal conditions of carriage.

6.1.4.1 Steel drums

1A1 non-removable head
1A2 removable head

6.1.4.1.1 Body and heads shall be constructed of steel sheet of a suitable type and of adequate thickness in relation to the capacity of the drum and to its intended use.

NOTE: In the case of carbon steel drums, "suitable" steels are identified in ISO 3573:1999 "Hot rolled carbon steel sheet of commercial and drawing qualities" and ISO 3574:1999 "Cold-reduced carbon steel sheet of commercial and drawing qualities". For carbon steel drums below 100 litres "suitable" steels in addition to the above standards are also identified in ISO 11949:1995 "Cold-reduced electrolytic tinplate", ISO 11950:1995 "Cold-reduced electrolytic chromium/chromium oxide-coated steel" and ISO 11951:1995 "Cold-reduced blackplate in coil form for the production of tinplate or electrolytic chromium/chromium oxide-coated steel".

6.1.4.1.2 Body seams shall be welded on drums intended to contain more than 40 litres of liquid. Body seams shall be mechanically seamed or welded on drums intended to contain solids or 40 litres or less of liquids.

6.1.4.1.3 Chimes shall be mechanically seamed or welded. Separate reinforcing rings may be applied.

6.1.4.1.4 Drums may have rolling hoops, either expanded or separate. If there are separate rolling hoops they shall be fitted tightly on the body and so secured that they cannot shift. Rolling hoops shall not be spot welded.

6.1.4.1.5 Openings for filling, emptying and venting in the bodies or heads of non-removable head (1A1) drums shall not exceed 7 cm in diameter. Drums with larger openings are considered to be of the removable

head type (1A2). Closures for openings in the bodies and heads of drums shall be so designed and applied that they will remain secure and leakproof under normal conditions of carriage. Closure flanges may be mechanically seamed or welded in place. Gaskets or other sealing elements shall be used with closures, unless the closure is inherently leakproof.

6.1.4.1.6 Closure devices for removable head (1A2) drums shall be so designed and applied that they will remain secure and drums will remain leakproof under normal conditions of carriage. Gaskets or other sealing elements shall be used with all removable heads.

6.1.4.1.7 If materials used for body, heads, closures and fittings are not in themselves compatible with the contents to be carried, suitable internal protective coatings or treatments shall be applied. These coatings or treatments shall retain their protective properties under normal conditions of carriage.

6.1.4.1.8 Maximum capacity of drum: 450 litres.

6.1.4.1.9 Maximum net mass: 400 kg.

6.1.4.2 *Aluminium drums*

1B1 non-removable head

1B2 removable head

6.1.4.2.1 Body and heads shall be constructed of aluminium at least 99 % pure or of an aluminium base alloy. Material shall be of a suitable type and of adequate thickness in relation to the capacity of the drum and to its intended use.

6.1.4.2.2 All seams shall be welded. Chime seams, if any, shall be reinforced by the application of separate reinforcing rings.

6.1.4.2.3 Drums may have rolling hoops, either expanded or separate. If there are separate rolling hoops they shall be fitted tightly on the body and so secured that they cannot shift. Rolling hoops shall not be spot welded.

6.1.4.2.4 Openings for filling, emptying and venting in the bodies or heads of non-removable head (1B1) drums shall not exceed 7 cm in diameter. Drums with larger openings are considered to be of the removable head type (1B2). Closures for openings in the bodies and heads of drums shall be so designed and applied that they will remain secure and leakproof under normal conditions of carriage. Closure flanges shall be welded in place so that the weld provides a leakproof seam. Gaskets or other sealing elements shall be used with closures, unless the closure is inherently leakproof.

6.1.4.2.5 Closure devices for removable head (1B2) drums shall be so designed and applied that they will remain secure and drums will remain leakproof under normal conditions of carriage. Gaskets or other sealing elements shall be used with all removable heads.

6.1.4.2.6 If materials used for body, heads, closures and fittings are not in themselves compatible with the contents to be carried, suitable internal protective coatings or treatments shall be applied. These coatings or treatments shall retain their protective properties under normal conditions of carriage.

6.1.4.2.7 Maximum capacity of drum: 450 litres.

6.1.4.2.8 Maximum net mass: 400 kg.

6.1.4.3 *Drums of metal, other than steel or aluminium*

IN1 non-removable head

IN2 removable head

6.1.4.3.1 The body and heads shall be constructed of a metal or of a metal alloy other than steel or aluminium. Material shall be of a suitable type and of adequate thickness in relation to the capacity of the drum and to its intended use.

6.1.4.3.2 Chime seams, if any, shall be reinforced by the application of separate reinforcing rings. All seams, if any, shall be joined (welded, soldered, etc.) in accordance with the technical state of the art for the used metal or metal alloy.

6.1.4.3.3 Drums may have rolling hoops, either expanded or separate. If there are separate rolling hoops they shall be fitted tightly on the body and so secured that they cannot shift. Rolling hoops shall not be spot welded.

6.1.4.3.4 Openings for filling, emptying and venting in the bodies or heads of non-removable head (1N1) drums shall not exceed 7 cm in diameter. Drums with larger openings are considered to be of the removable head type (1N2). Closures for openings in the bodies and heads of drums shall be so designed and applied that they will remain secure and leakproof under normal conditions of carriage. Closure flanges shall be joined in place (welded, soldered, etc.) in accordance with the technical state of the art for the used metal or metal alloy so that the seam join is leakproof. Gaskets or other sealing elements shall be used with closures, unless the closure is inherently leakproof.

6.1.4.3.5 Closure devices for removable head (1N2) drums shall be so designed and applied that they will remain secure and drums will remain leakproof under normal conditions of carriage. Gaskets or other sealing elements shall be used with all removable heads.

6.1.4.3.6 If materials used for body, heads, closures and fittings are not in themselves compatible with the contents to be carried, suitable internal protective coatings or treatments shall be applied. These coatings or treatments shall retain their protective properties under normal conditions of carriage.

6.1.4.3.7 Maximum capacity of drum: 450 litres.

6.1.4.3.8 Maximum net mass: 400 kg.

6.1.4.4 Steel or aluminium jerricans

3A1 steel, non-removable head

3A2 steel, removable head

3B1 aluminium, non-removable head

3B2 aluminium, removable head

6.1.4.4.1 Body and heads shall be constructed of steel sheet, of aluminium at least 99 % pure or of an aluminium base alloy. Material shall be of a suitable type and of adequate thickness in relation to the capacity of the jerrican and to its intended use.

6.1.4.4.2 Chimes of steel jerricans shall be mechanically seamed or welded. Body seams of steel jerricans intended to contain more than 40 litres of liquid shall be welded. Body seams of steel jerricans intended to contain 40 litres or less shall be mechanically seamed or welded. For aluminium jerricans, all seams shall be welded. Chime seams, if any, shall be reinforced by the application of a separate reinforcing ring.

6.1.4.4.3 Openings in non-removable head jerricans (3A1 and 3B1) shall not exceed 7 cm in diameter. Jerricans with larger openings are considered to be of the removable head type (3A2 and 3B2). Closures shall be so designed that they will remain secure and leakproof under normal conditions of carriage. Gaskets or other sealing elements shall be used with closures, unless the closure is inherently leakproof.

6.1.4.4.4 If materials used for body, heads, closures and fittings are not in themselves compatible with the contents to be carried, suitable internal protective coatings or treatments shall be applied. These coatings or treatments shall retain their protective properties under normal conditions of carriage.

6.1.4.4.5 Maximum capacity of jerrican: 60 litres.

6.1.4.4.6 Maximum net mass: 120 kg.

6.1.4.5 Plywood drums

1D

6.1.4.5.1 The wood used shall be well seasoned, commercially dry and free from any defect likely to lessen the effectiveness of the drum for the purpose intended. If a material other than plywood is used for the manufacture of the heads, it shall be of a quality equivalent to the plywood.

6.1.4.5.2 At least two-ply plywood shall be used for the body and at least three-ply plywood for the heads; the plies shall be firmly glued together by a water-resistant adhesive with their grain crosswise.

6.1.4.5.3 The body and heads of the drum and their joins shall be of a design appropriate to the capacity of the drum and to its intended use.

6.1.4.5.4 In order to prevent sifting of the contents, lids shall be lined with kraft paper or some other equivalent material which shall be securely fastened to the lid and extend to the outside along its full circumference.

6.1.4.5.5 Maximum capacity of drum: 250 litres.

6.1.4.5.6 Maximum net mass: 400 kg.

6.1.4.6 *(Deleted)*

6.1.4.7 *Fibre drums*

1G

6.1.4.7.1 The body of the drum shall consist of multiple plies of heavy paper or fibreboard (without corrugations) firmly glued or laminated together and may include one or more protective layers of bitumen, waxed kraft paper, metal foil, plastics material, etc.

6.1.4.7.2 Heads shall be of natural wood, fibreboard, metal, plywood, plastics or other suitable material and may include one or more protective layers of bitumen, waxed kraft paper, metal foil, plastics material, etc.

6.1.4.7.3 The body and heads of the drum and their joins shall be of a design appropriate to the capacity of the drum and to its intended use.

6.1.4.7.4 The assembled packaging shall be sufficiently water-resistant so as not to delaminate under normal conditions of carriage.

6.1.4.7.5 Maximum capacity of drum: 450 litres.

6.1.4.7.6 Maximum net mass: 400 kg.

6.1.4.8 *Plastics drums and jerricans*

1H1 drums, non-removable head
1H2 drums, removable head
3H1 jerricans, non-removable head
3H2 jerricans, removable head

6.1.4.8.1 The packaging shall be manufactured from suitable plastics material and be of adequate strength in relation to its capacity and intended use. Except for recycled plastics material as defined in 1.2.1, no used material other than production residues or regrind from the same manufacturing process may be used. The packaging shall be adequately resistant to ageing and to degradation caused either by the substance contained or by ultra-violet radiation. Any permeation of the substance contained in the package, or recycled plastics material used to produce new packaging, shall not constitute a danger under normal conditions of carriage.

6.1.4.8.2 If protection against ultra-violet radiation is required, it shall be provided by the addition of carbon black or other suitable pigments or inhibitors. These additives shall be compatible with the contents and remain effective throughout the life of the packaging. Where use is made of carbon black, pigments or inhibitors other than those used in the manufacture of the tested design type, retesting may be waived if the carbon black content does not exceed 2 % by mass or if the pigment content does not exceed 3 % by mass; the content of inhibitors of ultra-violet radiation is not limited.

6.1.4.8.3 Additives serving purposes other than protection against ultra-violet radiation may be included in the composition of the plastics material provided that they do not adversely affect the chemical and physical properties of the material of the packaging. In such circumstances, retesting may be waived.

6.1.4.8.4 The wall thickness at every point of the packaging shall be appropriate to its capacity and intended use, taking into account the stresses to which each point is liable to be exposed.

6.1.4.8.5 Openings for filling, emptying and venting in the bodies or heads of non-removable head drums (1H1) and jerricans (3H1) shall not exceed 7 cm in diameter. Drums and jerricans with larger openings are considered to be of the removable head type (1H2 and 3H2). Closures for openings in the bodies or

heads of drums and jerricans shall be so designed and applied that they will remain secure and leakproof under normal conditions of carriage. Gaskets or other sealing elements shall be used with closures unless the closure is inherently leakproof.

6.1.4.8.6 Closure devices for removable head drums and jerricans (1H2 and 3H2) shall be so designed and applied that they will remain secure and leakproof under normal conditions of carriage. Gaskets shall be used with all removable heads unless the drum or jerrican design is such that, where the removable head is properly secured, the drum or jerrican is inherently leakproof.

6.1.4.8.7 The maximum permissible permeability for flammable liquids shall be 0.008 g/l.h at 23 °C (see 6.1.5.7).

6.1.4.8.8 *(Deleted)*

6.1.4.8.9 Maximum capacity of drums and jerricans: 1H1, 1H2: 450 litres
3H1, 3H2: 60 litres.

6.1.4.8.10 Maximum net mass: 1H1, 1H2: 400 kg
3H1, 3H2: 120 kg.

6.1.4.9 *Boxes of natural wood*

4C1 ordinary
4C2 with sift-proof walls

6.1.4.9.1 The wood used shall be well seasoned, commercially dry and free from defects that would materially lessen the strength of any part of the box. The strength of the material used and the method of construction shall be appropriate to the capacity and intended use of the box. The tops and bottoms may be made of water-resistant reconstituted wood such as hardboard, particle board or other suitable type.

6.1.4.9.2 Fastenings shall be resistant to vibration experienced under normal conditions of carriage. End grain nailing shall be avoided whenever practicable. Joins which are likely to be highly stressed shall be made using clenched or annular ring nails or equivalent fastenings.

6.1.4.9.3 Box 4C2: each part shall consist of one piece or be equivalent thereto. Parts are considered equivalent to one piece when one of the following methods of glued assembly is used: Lindermann joint, tongue and groove joint, ship lap or rabbet joint or butt joint with at least two corrugated metal fasteners at each joint.

6.1.4.9.4 Maximum net mass: 400 kg.

6.1.4.10 *Plywood boxes*

4D

6.1.4.10.1 Plywood used shall be at least 3-ply. It shall be made from well seasoned rotary cut, sliced or sawn veneer, commercially dry and free from defects that would materially lessen the strength of the box. The strength of the material used and the method of construction shall be appropriate to the capacity and intended use of the box. All adjacent plies shall be glued with water-resistant adhesive. Other suitable materials may be used together with plywood in the construction of boxes. Boxes shall be firmly nailed or secured to corner posts or ends or be assembled by equally suitable devices.

6.1.4.10.2 Maximum net mass: 400 kg.

6.1.4.11 *Reconstituted wood boxes*

4F

6.1.4.11.1 The walls of boxes shall be made of water-resistant reconstituted wood such as hardboard, particle board or other suitable type. The strength of the material used and the method of construction shall be appropriate to the capacity of the boxes and to their intended use.

6.1.4.11.2 Other parts of the boxes may be made of other suitable material.

6.1.4.11.3 Boxes shall be securely assembled by means of suitable devices.