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To all Contracting Parties of ADR

Multilateral Agreement M225 concerning the number of trailers in a transport unit

Dear Madam/Sir,

Please find enclosed the Multilateral Agreement M225 concerning the number of trailers in a transport unit.

According to section 8.1.1 of ADR, a transport unit loaded with dangerous goods may not include more than one trailer (or semi-trailer). This multilateral agreement allows for the use of transport units in accordance with the Modular Concept providing that each vehicle in such a transport unit is approved in accordance with the provisions of Part 9 of ADR.

Background

Some countries, including Sweden, permit road trains of 25 m, which is the dimension enabling adaptability to the modular system described in Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic. The directive, which is based on standard modules, offers the possibility to use long combinations when possible and for shorter combinations if necessary. Since the concept is based on existing equipment it is easy to rearrange to shorter combinations and to adapt to local conditions. The combinations allowed in the directive are called the European Modular System (EMS).

In Member States that are currently using the Modular concept, the positive effects on the environment have been confirmed and official statistics show that the use of longer trucks has a neutral or positive impact on road safety. The greater number of axles requires less weight per axle which means reduced road wear for the same payload. Since the system allows for increased loading capacity it also reduces the number of transports which result in less fuel consumption and reduced CO₂ emission. Furthermore, it

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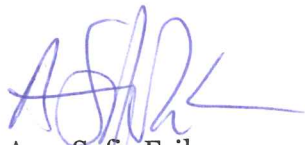
promotes multi-modal transport since the system is easily interchanged with other transport modes.

Although EMS units allows for bigger loads, it has not proved to be less safe than shorter transport units. In fact, the dynamic stability of a longer combination has proved to be better than a short combination of tractor and trailer. This is mainly due to the longer wheelbase of the trailer. The lower the strengthening is at back of a vehicle, the better is the stability.

To allow the use of the combinations described in Council Directive 96/53/EC, the European Modular System, Sweden initiates a multilateral agreement for this purpose.

If you agree upon the terms of the enclosed agreement, please countersign and return it to us. Please also send a countersigned copy to the secretariat at the UNECE in Geneva and to the European Commission in Brussels.

Yours sincerely,



Ann-Sofie Eriksson
Deputy Head of Hazardous Substances Section