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PART 9 OF ADR

9.3.3 EX/II VEHICLES

Transmitted by the Government of Norway

SUMMARY

Executive Summary:	The wording of 9.3.3 regarding sheeted EX/II vehicles has not kept up with the technological development of vehicle construction. This has caused problems in approval of modern “curtain wall” and “sheeted top” vehicles.
Action to be taken:	Change the text in 9.3.3 to take into account modern vehicle construction.
Related documents:	None

Introduction

The fourth sentence of 9.3.3 says: “It shall be tautened so as to cover the vehicle on all sides, with an overlap of not less than 20 cm down the sides of the vehicle, ... ”.

The technical background for the present wording is probably related to vehicles with sideboards of varying height with the load covered by sheets only. The text implies that flatbed vehicles may not be used, because it will be practically impossible to achieve “.. an overlap of not less than 20 cm down the sides ...”.

Developments in vehicle construction has given us “curtain wall” and “sheeted top” vehicles which have a construction that more than fulfils the intention of the overlap of the sheeting, but which do not comply with the text of ADR.

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Proposal

Change the fourth sentence of 9.3.3 to read:

“Loose sheeting shall be tautened so as to cover the vehicle on all sides, with sufficient overlap to ensure that the cargo cannot be reached from the outside, and be kept in position by a lockable device”.

Justification

This change will allow for the approval of “curtain wall” and “sheeted top” vehicles, and will also solve the problem of “flatbed” vehicles, where one with the proposed text only needs to demonstrate a practical solution to the fastening of the sheeting when approving the vehicle. The detailed reference to “... an overlap of not less than 20 cm...” is in the opinion of the expert from Norway not necessary. The securing of the load must be achieved by other means than the tautening of the sheeting, and the only reason for having the overlap must have been to ensure that the cargo could not be reached from the outside. This can be demonstrated when the vehicle is approved, regardless of an exact number of centimetres overlap.

Safety implications

The proposal introduces no changes to the safety level of transporting explosives.

Feasibility

The proposal will allow for modern solutions to sheeting of vehicles, and thus make the loading and unloading of explosives more easily accomplished.

Enforceability

No problems in enforceability are foreseen.
