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PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Part 8 of ADR

Chapter 8.5 S1(6) Locking of vehicles carrying Class 1 explosives

Transmitted by the Government of Norway

SUMMARY

Executive Summary:	9.3.3 and 9.3.4 requires doors and rigid covers in the load compartments of EX/II and all openings in the load compartments of EX/III vehicles to be lockable. This requirement is not followed up by having provisions elsewhere in the ADR for actually locking these compartments. Norway finds this to be somewhat inconsistent and not in line with the requirements in the new Chapter 1.10 on security provisions for the transport of explosives of Class 1.
Action to be taken:	Install requirements in the proper place of ADR for these provision to be more in line with the new security provisions for explosives and to remove an inconsistency in the regulations.
Related documents:	Proposal TRANS/WP.15/2006/ .. from Norway regarding supervision of vehicles carrying explosives.

Introduction

9.3.3 and 9.3.4 requires doors and rigid covers in the load compartments of EX/II and all openings in the load compartments of EX/III vehicles to be lockable. This requirement is not

followed up by having provisions elsewhere in the ADR for actually locking these compartments. Norway finds this to be somewhat inconsistent and not in line with the requirements in the new Chapter 1.10 on security provisions for the transport of explosives of Class 1.

Proposals

Add a new paragraph to S1 of Chapter 8.5 as follows:

“(7) Locking of vehicles

Doors and rigid covers in the load compartments of EX/II vehicles and all openings in the load compartments of EX/III vehicles carrying substances and articles of Class 1 shall be locked during transport, except for the periods of loading and unloading.”

Justification

As mentioned above, doors and rigid covers in the load compartments of EX/II and all openings in the load compartments of EX/III vehicles shall be lockable. Most explosives are regarded as high consequence dangerous goods under the new Chapter 1.10 on security in transport of dangerous goods, and a logical consequence of these two provisions should be that such vehicles should also be required to be locked during transport of explosives.

Safety implications

The proposal will increase the safety level in transport of explosives by lowering the risk of theft and other malicious acts, as well as increasing the security in transport of explosives.

Feasibility

All the vehicles covered by the new regulations will have doors, rigid covers and openings which are lockable, and the only added work will be to remember to lock them prior to the transport. Most companies transporting explosives will also already be covered by the regulations regarding security for high consequence dangerous goods in Chapter 1.10, and this change should be easily added to their security plans.

Enforceability

To check that the doors and openings of such vehicles are locked should not be a too heavy burden for control officers and other personell inspecting the vehicles before they leave the loading point or during transport.

Consequential amendments

If this proposal is adopted, the following consequential amendment should be made to 1.1.3.6.2;

Change the text of the seventh indent under Part 8 to read: “S1(3), (6) **and (7)**”.