

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

105th session

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Item 5 (b) of the provisional agenda:

**Proposals for amendments to annexes A and B of ADR:
miscellaneous proposals**

More than one trailer (or semi-trailer) in a transport unit (8.1.1)

Transmitted by the Governments of Finland and Sweden

Introduction

1. ADR “Section 8.1.1 reads:” “A transport unit loaded with dangerous goods may in no case include more than one trailer (or semi-trailer).”
2. There has been several multilateral agreements concerning the number of trailers in a transport unit. The current agreement M304 is countersigned by Sweden, Spain, Finland and Denmark.
3. According to M304, by derogation from the provisions of section 8.1.1 a transport unit may include more than one trailer (or semi-trailer). One common vehicle combination consists of a lorry, a dolly axle and a semi-trailer, i.e. three registered vehicles. This is a combination which is not permitted according to section 8.1.1 of the ADR, since the dolly axle is defined as a centre axle trailer, intended as a steering axle for a semi-trailer and registered as a separate trailer.
4. The agreement enables the competent authority to allow more than one trailer (or semi-trailer) on its territory. Altogether, the agreements have been in force for a period exceeding 10 years without any reported safety related incidents or accidents within Finland or Sweden.
5. Finland and Sweden would like to propose an amendment in order to allow the same in ADR regulations. The idea is that the competent authority of the country of use (country where the transport operation is carried out) may authorize more than one trailer or semi-trailer in a transport unit on its national territory. This could be done by a separate authorization or through national legislation.
6. In any case, for a transport unit, regulations concerning the use of vehicle combinations in the country where the transport operation is carried out shall apply. Consequently, introducing this possibility in ADR would neither pose a problem in relation to a country’s infrastructure, nor be in contradiction to national provisions concerning the use of vehicles.
7. The similar idea of authorization in a territory of a Contacting Party is used for example for carriage of explosives on MEMUs. See 7.5.5.2.3 (a) (conditions for carriage of explosives on MEMUs): “The competent authority shall authorize the transport operation within its territory”.

8. Finland and Sweden would like to hear the opinion of the Working Party on the draft proposal below. They are willing to submit an official proposal in one of the future sessions of the Working Party.

Proposal

9. Add note to 8.1.1, as follows:

“NOTE: The competent authority of the country where the transport operation is carried out may authorize more than one trailer (or semi-trailer) in a transport unit subject to the following conditions:

- *When special provision V2 (2) in section 7.2.4 is applicable and where the explosives are carried on a semi-trailer, a towing vehicle connected to that semi-trailer shall satisfy the same requirements as that semi-trailer for EX/II or EX/III vehicles, as applicable.*
 - *A transport unit may not include more than one center-axle trailer.*
 - *(The transport unit shall fulfil the regulations concerning the use of vehicle combinations in the country where the transport operation is carried out.)”*
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