



Economic and Social Council

Distr.: General
18 February 2019
English
Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

106th session

Geneva, 13–17 May 2019

Item 6 (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 *

Summary

Executive summary: More than one trailer (or semi-trailer) in a transport unit.

Action to be taken: Introduce amendments to 8.1.1.

Background documents: Informal document INF.12 of 105th session of the Working Party

Introduction

1. At the 105th session of the Working Party in November 2018, Finland and Sweden raised a question related to the provision in section 8.1.1, limiting the number of vehicles in a transport unit. The aim was to hear the meetings view on allowing for the same possibility in ADR as contained in multilateral agreement M304. This would enable each Contracting Party to allow for a transport unit to include more than one trailer or semi-trailer, but under certain conditions and only for international transport within its own territory.

* In accordance with the programme of work of the Inland Transport Committee for 2018-2019, (ECE/TRANS/WP.15/237, annex V, (9.1)).

Background

2. Section 8.1.1 reads:

“A transport unit loaded with dangerous goods may in no case include more than one trailer (or semi-trailer).”

3. As stated at the last session, there have been several multilateral agreements concerning the number of trailers in a transport unit. The current agreement is [M304](#). This is countersigned by Sweden, Spain, Finland, and Denmark, and since January 2019 also by Norway. 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. However, normally any multilateral agreement should not live for a too long time, since the purpose is only to solve a temporary problem or enable the usage of a forthcoming provision. For this reason, we find it relevant to have the possibility of including the content of the agreement in ADR examined at the-meeting of the Working Party.

4. During the discussions on this topic at the last session of the Working Party, some countries expressed support while others expressed doubt. There were also some questions put forward to which we would like to respond in this document.

5. 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). The agreement allows for the competent authority in each Contracting Party to allow more than one trailer (or semi-trailer) for transportation on its own territory.

6. One common vehicle combination consists of a lorry, a dolly axle and a semi-trailer, i.e. three vehicles. This is a combination which is not permitted according to section 8.1.1 of the ADR, since the dolly axle is a centre axle trailer, intended as a steering axle for a semi-trailer and hence a separate vehicle (trailer).

7. Finland and Sweden would like to propose an amendment to ADR in order to allow for the same possibility in ADR. 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 own national territory.

8. This means that such a transport would not have any effect on any other Contracting Party as long as it has not approved for the same use of the vehicles. Thus, if neighbouring countries would allow for more than one trailer and have equal conditions, such a transport would be able to move within and between those countries. This also means that if a Contracting Party does not want to allow more than one trailer, the current situation where only one trailer is allowed will remain within the territory of this country. The proposal does not change that, but only gives the *possibility* for countries to allow this within its own territory.

9. It should be underlined, that irrespective of whether a country would allow for more than one trailer or semi-trailer or not, the regulations concerning the use of vehicle combinations in the country where the transport operation is carried out shall still apply (regulations on masses and dimensions). 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.

10. The similar idea of authorization in a territory of a Contracting 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”.

11. Some countries commented at the last meeting that the amendment is not needed in ADR because the need is for national transport. Finland and Sweden would like to remind that there have been a need for the multilateral agreement for years, and this is why we have the current M304. According to 1.5.1.3 of ADR, transport operations on the basis of temporary derogations, like M304, shall constitute transport operations in the sense of ADR. In ADR, international transport is defined in Article 1 (c): any transport operation performed on the territory of at least two Contracting Parties.

12 For the reasons explained above, Finland and Sweden would like propose the introduction in ADR of a possibility for Contracting Parties to allow for more than one trailer or semi-trailer.

Proposal

13. Amend the text in section 8.1.1 as follows (changes underlined or ~~stricken through~~):

8.1.1 Transport units

A transport unit loaded with dangerous goods may ~~in no case~~ not include more than one trailer (or semi-trailer) unless authorized by the competent authority for carriage within its territory.

NOTE: More than one trailer (or semi-trailer) is permitted in a transport unit subject to the following conditions:

- *The competent authority shall authorize the transport operation within its territory.*
- *When special provision V2 (2) in section 7.2.4 is applicable and where the explosives are carried on a semi-trailer, the towing vehicle 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 centre-axle trailer.”*