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INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods
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PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Part 8 of ADR

8.3.7: Use of parking brakes

Transmitted by the Government of Norway

SUMMARY

Executive Summary:	The regulation for use of parking brakes in 8.3.7 is currently only addressing transport units. Trailers which are parked without its towing vehicle are not covered.
Action to be taken:	Change the text so that also trailers are required to be braked when parked.
Related documents:	None.

Introduction

The text of 8.3.7 says:” No transport unit carrying dangerous goods may be parked without the parking brakes being applied”.

In the delivery transport, of among other dangerous goods, heating oils and fuels, trailers are often left parked in accordance with chapter 8.3 while the motor vehicle is delivering its load at loading points where the use of a full transport unit is unpractical. The text of 8.3.7 is not requiring that such trailers are properly braked during this periode. In Norways opinion, this is a safety issue that needs to be resolved.

Proposals

Change the text in 8.3.7 as follows:

“8.3.7 Use of the parking brakes and wheel chocs

No vehicles carrying dangerous goods may be parked without the parking brakes being applied. Trailers without braking devices shall be restrained from moving by applying at least one wheel chock as described in 8.1.5(a).

Justification

As mentioned above, it is common practice in many countries for transport units delivering dangerous goods to petrol stations, shops and consumers to leave their trailers parked on the outskirts of small villages and other areas of limited access, and only enter such areas with the towing vehicle to deliver the goods. The present text of 8.3.7 only requires the transport unit to be properly braked while parked, which leaves the probably most relevant situation, the parking of trailers, without any requirements for braking of the parked vehicle. From a safety point of view this is unsatisfactory.

Safety implications

The proposal will increase the safety level of transporting dangerous goods by reducing the risk of trailers moving while being parked.

Feasibility

The proposal will not lead to any cost implications for the transport industry. Such equipment is already required to be on the vehicle.

Enforceability

No problems in enforceability are foreseen, since the equipment necessary to fulfil the requirement already is part of the standard equipment on dangerous goods vehicles.
