

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

100th session

10 May 2016

Geneva, 9-13 May 2016

Item 6 (a) of the provisional agenda

**Proposals for amendments to Annexes A and B of ADR:
construction and approval of vehicles**

Proposal for amendment for MEGCs and tank-containers in Chapter 6.8

Note by the secretariat

During the spring 2016 session of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, a proposal for amending Chapter 6.8 regarding MEGCs and tank containers was discussed by the working group on tanks. During said discussion, several issues concerning only ADR were identified requiring a decision from WP.15. Relevant paragraphs from the report are reproduced below. The original numbering of paragraphs is kept for easy reference.

Item 2: ECE/TRANS/WP.15/AC.1/2016/11 (Norway) – Proposal for amendment for MEGCs and tank-containers in Chapter 6.8

...

9. In Proposal 2 [reproduced below] it is suggested to extend the acceleration forces as mentioned in 6.8.2.1.2, and equivalent sections of 6.7, to all vehicles carrying a tank in 9.7.3 of ADR. Some experts felt that this would result in more severe requirements for vehicles carrying tank-containers, portable tanks and MEGCs than they are designed for at this moment. In normal conditions of carriage as mentioned in 9.7.3 road vehicles will experience 0.8 G and no problems are known concerning the strength of vehicles carrying containers. Additional complications may be expected by stating a maximum weight for containers on the ADR certificate of the vehicle. It was recognized that this was an ADR only issue.

10. It was decided not to amend the wording of 9.7.3 for the time-being because the question why ADR has not taken over the requirements in 7.2.2. of the UN Model Regulations could not be answered by the Group and the intention in 7.5.7.4 in relation with 7.5.7.1 was not clear. It was felt, as this was an ADR only issue that vehicle experts and involved road haulier associations were not present this could not be answered. The secretariat is requested to bring this to the attention of WP.15.

Proposal 2 of ECE/TRANS/WP.15/AC.1/2016/11 (Norway)

ADR:

Amend 9.7.3 as following (old text ~~stricken through~~, new text underlined):

Fastenings shall be designed to withstand static and dynamic stresses in normal conditions of carriage, ~~and minimum stresses as defined in 6.8.2.1.2, 6.8.2.1.11 to 6.8.2.1.13, 6.8.2.1.15 and 6.8.2.1.16 in the case of tank vehicles, battery vehicles, and vehicles carrying demountable tanks.~~

In the cases listed below these stresses are defined as follows:

- a) for tank-vehicles and vehicles carrying demountable tanks see 6.8.2.1.2, 6.8.2.1.11 to 6.8.2.1.13, 6.8.2.1.15 and 6.8.2.1.16;
 - b) for [tank swap bodies and] tank containers see 6.8.2.1.2, 6.8.2.1.11 to 6.8.2.1.13;
 - c) for battery-vehicles and vehicles carrying MEGCs see 6.8.3.1.5;
 - d) for vehicles carrying portable tanks see 6.7.2.2.12, 6.7.3.2.9 or 6.7.4.2.12 as applicable; and
 - e) for vehicles carrying UN-MEGCs see 6.7.5.2.8.
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