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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods  
(Seventy-sixth session,  
Geneva, 3-7 May 2004, agenda item 5)

**PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR**

**“Delivery-sale” transport**

**Transmitted by the Government of Spain**

Some fuel products, like butane or diesel, intended for the personal or domestic use of private individuals or for their recreational or sports activities (boat fuel) are delivered on request. The carrier does not know the numerous private consignees before setting out. For example, a carrier loads butane cylinders and goes round several villages before returning to his point of departure. In the villages he stops on request and furnishes butane cylinders to private individuals.

This type of transport operation, referred to below as “delivery sale”, is mentioned in regulations concerning the distribution of products subject to excise duties (mineral oils, tobacco and alcohol), under certain conditions: the consignor and the consignee in the transport document must be the same and the carrier must use a monitoring system enabling the quantities delivered to each individual and the remaining quantity being returned to the point of departure to be known at any time. The vehicle must furthermore return to the loading point within 48 hours of the start of the round.

The Government of Spain would like to have the opinion of the other delegations concerning the possibility of regulating transport operations of this type in ADR. If the Working Party supports the principle, the Government of Spain proposes the following amendments:

## **PROPOSAL**

1. Add the following definition to 1.2.1:

“Delivery sale” means a type of transport the purpose of which is to deliver goods at the request of private individuals, under the following conditions:

(a) the goods are intended for the personal or domestic use of the private individuals for their recreational or sports activities;

(b) the carrier must use a monitoring system enabling the quantities delivered to each individual and the remaining quantity being returned to the loading point to be known at any time;

(c) the duration of the entire transport operation (loading, delivery and return to the loading point) must not exceed 48 hours.”

2. Add a new paragraph to 5.4.1.2:

“5.4.1.2 Additional provisions for ‘delivery sales’.

5.4.1.2.x.1 For ‘delivery sale’ transport operations the transport document must be marked ‘delivery sale’.

5.4.1.2.x.2 The consignor and the consignee must be the same.

5.4.1.2.x.3 For each delivery, the carrier must establish a ‘delivery note’ signed by the private individual and accrediting the operation. This note will form part of the transport document.”

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