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PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Construction and approval of vehicles EX/II vehicles

Transmitted by the Government of the United Kingdom

SUMMARY

Executive Summary:	The ADR (B3) certificate has caused difficulties for the explosives and freight forwarding industry involving fireworks.
Action to be taken:	New clause to be inserted in Part 9.
Related documents:	None.

Introduction

After the introduction of the requirements for B.3 certificates for EX/II vehicles in 1999, the freight forwarding business together with the explosives industry has experienced severe problems in transporting explosives within the limits allowed in 7.5.5.2.1. The transport capacity of the fleet of EX/II vehicles in some countries is not sufficient to cope with demand. In the United Kingdom the demand is particularly great during the firework display season in November. In order to meet this demand it has been usual to hire vehicles to meet the shortfall.

Hire vehicles are general purpose vehicles and to get these vehicles certified as EXII in the time available is very difficult.

Proposal

1. Insert a new clause as follows;

9.1.2.1.6

In derogation from the requirement of 9.1.2.1.2 a competent person under the control of the [operator] of the vehicle may issue a certificate of approval.

The certificate will be non-transferable and if the vehicle is transferred to another operator and new certificate will be required.

The certificate will be of the same format as that detailed in 9.1.2.1.5 except that it will be titled "Declaration of conformity for vehicles carrying certain dangerous goods"

Justification

The requirements for a type EX/II vehicle are given in Chapters 9.2 and 9.3 of 2003 ADR;

A currently manufactured diesel vehicle that was closed and had the engine at the front could, on visual inspection, be seen to comply with the general constructional requirements as detailed above. The more specific requirements for the cab materials to meet flammability requirements could be checked from vehicle specifications as supplied. The IP54 requirement is only a low level of dust proofness of, which there is no real need, particularly if explosives are articles in sealed UN, packages.

The Government of the United Kingdom considers that a technical inspection could be carried out by the operator on EX/II vehicles to confirm that they meet the appropriate requirements of 9.2 and 9.3. A certificate of conformity signed by the operator must be carried with vehicle.
