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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

**Working Party on the Transport
of Dangerous Goods**
**(Sixty-seventh session,
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AMENDMENTS TO MARGINAL 10 221 (1) OF ADR

Transmitted by the Government of Finland

Proposal

"Motor vehicles (tractors and rigid vehicles) having a maximum mass exceeding 16 tonnes and trailers (i.e. full trailers, semi-trailers, and centre-axle trailers) with a maximum mass exceeding 10 tonnes, as well as motor vehicles authorized to tow such trailers, making up the following types of transport units:

tank vehicles,
battery-vehicles with a capacity of more than 1000 litres,
vehicles carrying demountable tanks **with a capacity of more than 1000 litres**,
vehicles carrying tank-containers with a capacity of more than 3000 litres, and
type EX/III transport units [see marginal 11 204 (2)],

first registered after 30 June 1993, shall be fitted with an anti-lock braking system, the performance of which shall meet the provisions of marginals 220 520 and 220 521 of Appendix B.2.

This provision is applicable also to motor vehicles authorized to tow trailers with a maximum mass exceeding 10 tonnes as above, which have been first registered after 30 June 1995."

The requirements of this marginal apply to the above-mentioned vehicles which first were registered for the transport of dangerous goods in tank vehicles and vehicles carrying tank-containers after 31 December 2000, regardless of the date they were first registered.

Justification

The reason for amending marginal 10 221 (1) for vehicles carrying demountable tanks is to harmonize the requirements with the requirements in marginals 10 282 and 10 315 (1).

The current wording of the requirement for compulsory anti-lock braking system applies to vehicles mentioned in the list referred to in subparagraph (1) that have been registered after 30 June 1993. Due to additional costs caused by the braking system in question, there have been attempts to fit ADR vehicles on the chassis of used vehicles for which an anti-lock braking system is not required by regulation. In terms of traffic safety it would be an advantage if the used tank vehicles and vehicles carrying tank-containers referred to in subparagraph (1) in order to be accepted for ADR use for the first time, were required always to be fitted with an anti-lock braking system, regardless of the date it was first registered. By amending the regulations as proposed, this inappropriate difference in ADR requirements between used and new vehicles would be abolished.
