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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

**Working Party on the Transport
of Dangerous Goods
(Sixty-seventh session,
Geneva, 8-12 November 1999)**

**PROPOSAL FOR A NEW MARGINAL 211 180
TRANSITIONAL MEASURES**

Transmitted by the Government of Spain

Proposal

“211 180

(1) Fixed tanks (tank-vehicles), demountable tanks and battery-vehicles built before 1 October 1978 which have been used in accordance with the provisions of the transitional measures in force in ADR between 1 October 1978 and 1 January 2001, but which do not conform with the provisions of this Appendix, may continue to be used until 31 December 2004. After that date, only those which meet the provisions of Part 1, sections 1, 2, 3, 5, 6 and 7, and Part II of this Appendix may continue to be used.

(2) Fixed tanks (tanks-vehicles), demountable tanks and battery-vehicles constructed after 1 October 1978, in accordance with the provisions of ADR applicable at the date of their construction, may continue to be used. Nevertheless, those which were constructed before 1 January 1990 shall, if used after 31 December 2004, conform to the provisions of marginals 211 127(5) and 211 129 applicable as from 1 January 1990, concerning wall thickness and protection against damage.”

Delete current 211 180 and 211 181 and marginals 211 182, 211 183, 211 184, 211 185, 211 186, 211 187 and 211 188.

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Justification

Obviously, the reason for this proposal is that the requirements concerning thickness and equipment as at 1993 (30 September) are insufficient.

Fatigue and problems connected with the materials and welding are also important and should be taken into account in a future evaluation of the safety of road tanks, especially if the tank is used to carry substances of classes 8 or 2.

We have also to bear in mind that marginal 211 127(5) does not have any provisions relating to the protection of accessories and equipment on the upper part of the tank.

Scope: The aim of this proposal is to obtain new, clearer requirements which will provide a higher level of safety of the road tank during transport. The level of safety should be at least equivalent to that for newly constructed tanks.
