

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

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Interpretation of ADR

23 April 2012

Chapters 9.4 to 9.6

Transmitted by the Government of Sweden

Related documents: TRANS/WP.15/71/INF.9, TRANS/WP.15/2002/18,
TRANS/WP.15/172

I. Introduction

1. According to 9.1.2.1 in ADR, every complete or completed vehicle shall be subjected to a first inspection by the competent authority in accordance with the administrative requirements of Chapter 9.1 to verify conformity with the relevant technical requirements of Chapters 9.2 to 9.8.
2. However, in Chapters 9.4, 9.5 and 9.6 there are additional requirements concerning the construction of the bodies of complete or completed vehicles other than EX/II-, EX/III-, FL-, OX- and AT-vehicles and MEMUs. These requirements cover vehicles intended for the carriage of dangerous goods in packages and in bulk and for the carriage of temperature controlled substances. These additional requirements seem to be more related to the use of such vehicles.
3. ADR also specifies that no special certificates of approval shall be required for vehicles other than EX/II-, EX/III-, FL-, OX- and AT-vehicles and MEMUs, apart from those required by the general safety regulations normally applicable to vehicles in the country of origin. Therefore, no certificates are issued due to Chapters 9.4, 9.5 or 9.6 in Sweden. The inspection authorities only check the relevant requirements for EX/II-, EX/III-, FL-, OX- and AT-vehicles and MEMUs.

II. Discussion

4. Sweden would like to hear how other countries interpret and apply the requirements in 9.1.2.1, 9.4, 9.5 and 9.6 in ADR.
 - Should the competent authority inspect the additional requirements in 9.4 to 9.6 or are these only user requirements?
 - Are the basic requirements to be found in sub-section 9.2.1.1?
 - Are the enforcement bodies checking the requirements in 9.4 to 9.6 according to directive 95/50 when checking the particulars in the Check list during road side checks?