

INLAND TRANSPORT COMMITTEE

**Working Party on the Transport
of Dangerous Goods**

(Seventy-fourth session, Geneva, 19-23 May 2003)

PROPOSAL FOR AN AMENDMENT TO ANNEX A OF ADR

Submitted by the expert of CLEPA

Retro reflective contour or strip marking for side and rear of vehicles and their trailers according to ECE Regulation 104.

Heavy goods vehicles on dark roads in low visibility are potentially dangerous combinations. When these vehicles are loaded with dangerous goods their potential danger becomes even larger.

The effectiveness of retro reflective contour marking and strip marking has proven itself in a number of studies and, over time, in field trials, resulting in its acceptance as one of the least expensive and most cost effective ways to reduce the economic and social pain of accidents involving dangerous goods vehicles.

In Belgium and the Netherlands, contour marking of exceptional load transports has become mandatory. Studies in the Netherlands (Stichting Wetenschappelijk Onderzoek voor Verkeersveiligheid) and Germany (Darmstadt University of Technology) have clearly indicated the benefits of contour marking.

In the U.S.A., stripe and contour marking on trucks are mandatory since 1993. Since the introduction, the accident rate in the U.S.A. is reduced by 29 %. This according to the latest study conducted by NHTSA in 1997/1999 and published in Report "DOT HS 809222 in March 2001.

Having regard to the mandatory introduction of contour marking in Belgium and The Netherlands for exceptional load transport, the reduction in accident rate in the U.S.A. and the outcome of the Dutch and German studies, CLEPA would like to propose the mandatory fitting of contour marking according to R 104 on ADR vehicles.

Although contour marking is beneficial on all heavy goods vehicles, we believe the ADR vehicles should be the first to have the advantage of better conspicuity. An ADR vehicle involved in an accident constitutes a larger potential danger compared to a non ADR vehicle.

Besides the human suffering and the property damage, also the environment is at risk in accidents involving ADR vehicles.

The fitting of contour marking is a low cost operation. The material for equipping a truck or trailer would cost not more than € 150. The expected life time of the material is about 7 years.

This is indeed a very low price for a drastic improvement in the visibility of the vehicle. By presenting this proposal we are asking the ADR contracting parties to allow us to present, at the next meeting of WP 15 an actual proposal dealing with the necessary amendments to ADR annexes. Hopefully involving the interested expert whose help in drafting the proposal would be most welcomed and appreciated.

The studies indicated above are available on the following sites:

1. <http://www.swov.nl/rapport/R-2002-16.PDF>
 2. <http://www.lt.e-technik.tu-darmstadt.de/Weissbuch.pdf>
 3. <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/809222.html>
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