

ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

(Eighty-first session,
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PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Chapter 9.2

Speed limitation device

Transmitted by Romania

SUMMARY

Executive summary: This proposal is intended to make a correction in the text of the paragraphs 9.2.1 and 9.2.5 regarding speed limitation devices
Action to be taken: Amend 9.2.1 and 9.2.5
Related documents: None

Introduction

Speed limitation devices (SLD) are mandatory for all vehicles carrying dangerous goods with a maximum mass of more than 12 tonnes first registered after 31 December 1987 and all vehicles with a maximum mass of more than 3.5 tonnes but not more than 12 tonnes first registered after 31 December 2007 (ADR 2007).

In the present text of the paragraphs 9.2.1 and 9.2.5 references that are made are not correct. This proposal contains corrections of the text.

Proposal

In 9.2.1, second indent:

Replace “Directive 92/6/EEC” with “Directive 92/24/EEC”.

In 9.2.5 amend the text of the footnote 6 starting with the words “*As an alternative...*” to read:

“As an alternative, the corresponding provisions of directive 92/24/EEC of the Council of 31 March 1992 (originally published in the Official Journal of the European Communities No. L

129 of 14.05.1992), as amended, may apply provided that it has been amended in accordance with the latest amended form of ECE Regulation No. 89 applicable at the time of the vehicle approval.”

Justification

In 9.2.1, second indent, a reference is made to ECE Regulation No. 89 or Directive 92/6/EEC. This is not correct because ECE Regulation No. 89 contains technical provisions for approval of a SLD while Directive 92/6/EEC contains provisions for use. Directive 92/24/EEC contains technical provisions for approval of a SLD and is the equivalent of ECE Regulation No. 89.

In 9.2.5, under footnote 6, the reference to Directive 92/6/EEC can be deleted for the same reason. Moreover, since ADR regulates the SLD’s mandatory fitment and specifies the maximum vehicle speed, it could be considered as the equivalent of Directive 92/6/EEC.

Safety:	Not impaired
Feasibility:	No problem
Enforceability:	No problem.
