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Your date

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Competent authorities of the  
contracting parties to ADR

## Multilateral Agreement M304 concerning the number of trailers in a transport unit

Dear Madam, Dear Sir,

As the need for loads on transport units increases both the length and masses of heavy vehicles become bigger, an enlargement of the multilateral agreements M262 and 263 seems necessary.

Several countries use or test longer vehicle combinations than were common in previous years for non-dangerous goods. In that respect High Capacity Vehicles offers a possibility to make intermodal transports more efficient and environmental friendly. E.g. two semi-trailers may be used in such a system. Often modular combinations also have a better dynamic stability than many other combinations of vehicles. Mixed loading of different types of goods is often used in the transport of dangerous goods but ADR only allows one trailer. As a consequence two separate transport systems must be used – one for the transport of dangerous goods and another for non-dangerous goods. This agreement allows a transport system that seems to be safe for the transport of non-dangerous goods in certain countries also for the transport of dangerous goods.

If you agree, we would be very grateful if you could countersign this agreement and return a copy to us and to the UNECE secretariat.

Yours sincerely,

Cecilia Nyström

Head of department  
Resilience Development and Analysis Department

MSB Swedish Civil Contingencies Agency

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## Multilateral Agreement M304

Under section 1.5.1 of ADR concerning the number of trailers in a transport unit carrying dangerous goods

By derogation from the provisions of section 8.1.1 in ADR, dangerous goods may be carried on a transport unit that includes more than one trailer (or semi-trailer) under the following conditions:

1. The transport unit shall fulfil the regulations concerning the use of vehicle combinations in the country(ies) where the transport operation is carried out.
2. A vehicle, including a converter dolly\*, in such a transport unit shall satisfy the requirements and be approved as required by the provisions of the ADR.  
\*Dolly means a towing trailer designed for the sole purpose to tow a semi-trailer.
3. When special provision V2 (2) in section 7.2.4 of ADR is applicable and where the explosives are carried on a semi-trailer the towing vehicle for that semi-trailer shall satisfy the requirements for EX/II or EX/III vehicles, as applicable.
4. A transport unit may not include two center-axle trailers.
5. All other relevant provisions of ADR shall be complied with.
6. This agreement shall be valid until 16 December 2021 for the carriage on the territories of those ADR Contracting Parties signatory to this agreement. If it is revoked before then by one of the signatories, it shall remain valid until the above mentioned date only for carriage on the territories of those ADR Contracting Parties signatory to this agreement which have not revoked it.

Karlstad, 09 December 2016

The Competent Authority for ADR in Sweden  
MSB, Swedish Civil Contingencies Agency



Cecilia Nyström

Head of department

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**Comments to each paragraph**

The introduction sentence contains the basic derogation from section 8.1.1 in ADR and thus allows more than one trailer in a transport unit.

1. Each country has their own regulations for the transport of goods on vehicles. This paragraph is proposed to take notice of domestic restrictions for the road network, vehicles, dimensions, masses etc.
2. This means that the requirements for vehicles carrying dangerous goods apply. Vehicles need to satisfy the relevant requirements of ADR and be approved if required.
3. 7.2.4 V2 (2) in ADR requires towing by a motor vehicle, which is natural according to ADR where only one trailer is allowed. According to this multilateral agreement a semi-trailer may be towed by another semi-trailer or by a dolly which is a “tractor-like” towing trailer. In this particular case the intention of 7.2.4 V2 (2) must be maintained.

Special provision V2 is not applicable for 1.1.3.6 transports. Therefore, not all transports of explosives on a semi-trailer have to fulfil the requirements for the towing vehicle.

4. A transport unit consisting of two center-axle trailers has not always as good stability performances as other combinations. Therefore, this combination is not permitted in this agreement.
5. All other relevant ADR requirements apply as usual.

