



# ALL INDIA MOTOR TRANSPORT CONGRESS

THE APEX ORGANISATION OF MOTOR TRANSPORT OPERATORS AFFILIATING STATE/REGIONAL ASSOCIATIONS

Official Journal "motor transport"

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Sh Anurag Jain, IAS  
Secretary to Government of India  
Ministry of Road Transport & Highways  
Transport Bhawan, Parliament Street, New Delhi  
Email: secy-road@nic.in

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**Subject: Urgent Request for Clarification regarding Installation of Side Crash Guards (LUPD) in LPG Tankers – Trailers carrying liquid hazardous goods and having bottom loading & unloading**

**Respected Sir**

We, the undersigned, have been approached by our valued member viz., All India Bulk LPG Transporters Federation regarding the mandatory installation of side crash guards (referred to as LUPD - Lateral Under-run Protection Device) in LPG tankers as mandated by Oil Marketing Companies (OMCs), citing Rule 124 of the Central Motor Vehicle Rules (CMVR), 1989.

- 1.0) The OMCs have insisted that all tankers carrying liquid hazardous goods must comply with the provisions under Rule 124 of CMVR 1989, **and have made it a tender condition.**
- 2.0) That the transporters have been asked by OMCs to retrofit the alleged LUPD (Lateral Under Run Protective Device) in LPG Tankers, being a Tractor Trailer vehicle, which are special category vehicles carrying Hazardous Goods in liquid form having Bottom Loading and unloading mechanism.
- 3.0) The Sec 124 (1-A) of CMV Rules categorically suggests that the retrofit of LUPD (Lateral Under Run Protective Device) in the commercial goods vehicles will have to be as per IS: 14682 standards.
- 4.0) Whereas the Standard IS:14682 is very much clear in the matter as follows: (**Refer ANNEXURE 1, Page 14/27**)
  - a. *The rear under-run protection and lateral under-run protection devices shall be in accordance with IS:14812-2000 and IS: 14682-1999, respectively, as amended from time to time*

**Note 1:** *This provision does not apply to vehicles used for the carriage of dangerous goods in tank- Containers, MEGCs or portable tanks.*
  - b. *3.4.1.3.8 This rule shall not apply to tank-lorries and special-purpose vehicles for the carriage of containers, or to special-purpose vehicles for the carriage of indivisible objects, where the latter vehicles and their operation are subject to special regulations. (ANNEXURE 2, Page 26/156)*



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- c. 3.4.6 Lateral protective device : The lateral protective device shall be as per requirements of IS:14682. The device may be mounted on the load body or the chassis. No other vehicular safety part or the system shall be attached to the lateral protection device. There is no chassis in a tank Truck as the Cylindrical Tank hangs on Tractor chassis on one side and the rear portion rests on the running gear. (ANNEXURE 2, Page 27/156)
- d. 1.2 This standard does not apply to: – Tractors for semi-trailers, – Trailers specially designed and constructed for the carriage of very long loads of indivisible length, such as timber, steel bars, etc, and – Vehicles designed and constructed for special purpose where it is not possible, for practical reasons, to fit such lateral protection. (ANNEXURE 3, Page 1)
- e. 5.8 Side guards shall be essentially rigid, securely mounted (they shall not be liable to loosening due to vibration in normal use of the vehicle) and, except as regards the parts listed in 5.9, made of metal or any other suitable material. The side guard shall be considered suitable if it is capable of withstanding a horizontal static force of 1 KN applied perpendicularly to any part of its external surface by the center of the ram the face of which is circular and flat, with a diameter of  $220 + 10\text{mm}$ , and if the deflection of the guard under load is not more than: —30 mm over the rearmost 250 mm of the guard; and —150 mm over the remainder of the guard. (ANNEXURE III, Page 3)
- f. A tank-vehicle that is a vehicle designed solely for the carriage of fluid substance in a closed tank permanently fitted to the vehicle and provided with hose or pipe connections for loading or unloading, shall be fitted with side guards which comply so far as is practicable with all the requirements of 5.1 to 5.10. Strict compliance may be waived only where operational requirement make this necessary; (ANNEXURE III, Page 3)
- g. If the vehicles are so designed and or equipped that by their shape and characteristics, the component parts together meet the requirements of 5.1 to 5.10, they may be regarded as replacing the side guards. (Valve protection Box is already there for this purpose). (ANNEXURE III, PAGE 3)
- 5.0) However, it has been pointed out that tankers carrying hazardous goods in liquid form with bottom loading and unloading valves may compromise safety in case of accidents or if the vehicle overturns, as the LUPD angles turn inwards, hampering rescue operations.
- 6.0) The All India Bulk LPG Transporters Federation has previously approached the Calcutta High Court, which decreed that a committee be formed within a one-year timeframe to address the issue. Unfortunately, no satisfactory outcome is received in this regard, and the installation of LUPD has been retained as a mandatory tender condition by OMCs.



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- 7.0) PESO, the nodal body in this matter, which administers Static and Mobile Pressure Vessels (Unfired) Rules, 2026 enacted under Explosives Act 1884, has also deliberated on the subject and provided an affidavit in court stating that LUPD compromises safety during accidents.
- 8.0) PESO has also written to the Ministry of Road Transport and Highways (MoRTH) on this matter. (ANNEXURE IV) However, the Ministry's current stance is that Rule 124 of CMVR 1989 is clear and should guide the requirements. The explicit clarification is required for exemption for vehicles carrying hazardous goods in liquid form, having bottom unloading & unloading, and subjected to special regulations.

**It is pertinent to note that as per IS 14682, the installation of LUPD is not applicable to special category vehicles carrying liquid hazardous goods with bottom loading and unloading. PESO has also stated that LUPD cannot be considered in isolation from IS 14682 standards, and has sought a written clarification from MoRTH on 09-11-2023 seeking clarification on installation of LUPD as per rule 124 of the Central Motor Vehicle Rules, 1989 read with IS:14682, necessary to address the confusion and enforceability.**

We humbly request your esteemed office to kindly intervene in this matter. Given that OMCs are strictly enforcing LUPD, despite its non-applicability under IS 14682 for special category vehicles carrying liquid hazardous goods with bottom loading and unloading, **an explicit clarification from your august office would greatly assist transport operators in carrying out their operations smoothly, without any threat of banning of their vehicles by OMCs.**

Furthermore, we would like to emphasize that the members of All India Bulk LPG Transporters Federation have no objections to installing RUPD, where genuinely required, as per IS standards.

**The matter is serious and urgent, and we request your kind intervention on a considerate note to ensure a practical and just resolution of the matter.**

Thanking you  
Yours faithfully

Amritlal Madan  
President  
#9322656812

Dr G R Shanmugappa  
Chairman  
#9845018448

Cc.: Shri Mahmood Ahmed, IP & TAFS, Addl. Secretary to the Government of India, Ministry of Road Transport and Highways (MoRTH), Transport Bhawan, 1, Parliament Street, New Delhi - 110001