

Working Party on the Transport of Dangerous Goods  
(Seventy-ninth session,  
Geneva, 7-11 November 2005)

## PROPOSED TERMS OF REFERENCE

### Working Group for Instructions in writing and protection equipment Sections 5.4.3, 8.1.5, Chapter 8.5 and Chapter 3.2

#### Transmitted by the International Federation of Freight Forwarders Association (FIATA)

#### Session 1

Hosting country: Germany in co-operation with FIATA/IRU  
Place: Berlin or Bonn  
Working language: English  
Date: To be decided

WP.15 agreed by 19 votes to 0 (5 abstentions) to establish an informal working group with the task to improve the provisions of the ADR concerning written instructions. Moreover, the working group will most likely be forced to meet more than once in order to conclude a full report to be submitted to WP.15 as soon as convenient. Further sessions should be decided upon by the working group if considered necessary by the group.

In order to have a clear mandate for the working group WP.15 confirms that instructions in writing, according to ADR, are addressing trained drivers. The measures to be taken by the driver focus on self-protection, the warning of third parties as well as to notify e.g. rescue services and police about the accident/incident including handing over transport documents.

Measures exceeding the limited capabilities of the drivers are carried out by the emergency services, which use additional systems that are designed to meet their specific needs. The fact that written instructions are formally adapted to the needs of the driver does, however, not exclude their use at an accident site by any services (fire brigade, ambulance, police) for **initial** assistance measures.

Accepting the above it is proposed that the document TRANS/WP.15/2005/17 as well as TRANS-WP15-79-inf 3 and TRANS-WP15-79-inf 8. shall be the base for the working group.

The following Terms of Reference, in addition to the above, will act as guiding principles for the working group. The bullet points below should be dealt with in connection to each other.

- Consider the possibility of the use of a single instruction in writing (driver instruction) to be carried on board the vehicle for any transport operation
- Consider the possibility to limit the language used to the one the driver can read and understand
- Consider the use of a binding list of personal protection for any transport operation
- Consider a stronger relation between actions to be taken by driver and ADR training of drivers.

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