

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Eighty-fifth session

Geneva, 28-31 October 2008

Item 5 of the provisional agenda

PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Sub-section 8.2.2.8: Certificate of driver's training

UK Comments in response to INF.4 (ECE/TRANS/WP.15/2008/10/Rev.1)

Transmitted by the Government of the United Kingdom

SUMMARY

Executive Summary: The United Kingdom agrees that there is a need to reconfigure the ADR training certificate and to include appropriate security measures. However, the United Kingdom proposes that amendments need to be made to the driver training provisions in Chapter 8.2 before taking a final decision on the format of the certificate.

Action to be taken: None, at present

**Background**

1. The United Kingdom agrees with Portugal and IRU that the mandatory driver training certificate needs reviewing and improving. In particular the United Kingdom supports the need to introduce security elements (in particular the photo ID). However, the United Kingdom has concerns with some of the details proposed, such as the proposed black and orange colour, as indicated by the United Kingdom in the debate at the last session of WP.15.
2. Most importantly, the United Kingdom considers that the means of indicating the packages/tanks and individual class entitlement in the existing model certificate must be retained. This is because it is clear from the debate at the last session of WP.15 that many Contracting Parties offer training and examinations that limit the scope of the qualification to one degree or another. It is inappropriate in our view to only limit class specialisms to class 1 and 7. Equally, such limitations should be applied for both national and international carriage.
3. The United Kingdom believes that it is now appropriate to review the existing text of the driver training provisions to better reflect the existing practices of Contracting Parties. In a recent review conducted by the United Kingdom with regard to driver training revealed some

differences with regard to interpretation of ADR chapter 8.2. In particular, the United Kingdom feels that necessary amendments might be made to clarify training objectives and organisation and to clarify that more restrictive class specific training certificates recognised for international transport may be issued by competent authorities.

**Proposal**

4. The United Kingdom therefore proposes to review the text of chapter 8.2 and to submit an official document to the eighty-sixth session (May 2009). The United Kingdom would welcome the involvement of other interested Contracting Parties in addressing these issues. As a result we believe that further discussion and final decisions on the exact format of the ADR training certificate should be carried forward to a future session of WP.15, depending on the outcome of the future United Kingdom proposal.

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