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**COMMITTEE OF EXPERTS ON THE TRANSPORT OF
DANGEROUS GOODS AND ON THE GLOBALLY
HARMONIZED SYSTEM OF CLASSIFICATION
AND LABELLING OF CHEMICALS**

Sub-Committee of Experts on the
Transport of Dangerous Goods

Thirty-fifth session
Geneva, 22-26 June 2009
Item 8 of the provisional agenda

**GLOBAL HARMONIZATION OF TRANSPORT OF DANGEROUS GOODS
REGULATIONS WITH THE UN MODEL REGULATIONS**

Dangerous Goods Trainers Association

Transmitted by the Dangerous Goods Advisory Council (DGAC)¹

1. The attention of the experts is respectfully drawn to the work currently being undertaken to develop a global system of certification for training personnel by the newly formed Dangerous Goods Trainers Association (DGTA). The UN Model Regulations on the Transport of Dangerous Goods include in Chapter 1.3 explicit instructions on the training that is required of those engaged in the transport of dangerous goods.

2. The various modal, national and regional regulations based on the UN Recommendations all include similar provisions explaining the extent of the training that each person involved in the transport of dangerous goods should receive, commensurate with their responsibilities. There are also requirements relating to the retention of training records. Effective training is regularly cited as being among the most important factors in ensuring the safe transport of dangerous goods.

¹ In accordance with the programme of work of the Sub-Committee for 2009-2010 approved by the Committee at its fourth session (refer to ST/SG/AC.10/C.3/68 para. 118(g) and ST/SG/AC.10/36, para. 14).

3. However, there are no internationally accepted standards or qualifications for those who provide training. As a result, those who are responsible for employing training personnel have no way of knowing how effective the training they are buying is in meeting the requirements of the regulations.

4. Recognising this lack of standards, and taking into account also concerns expressed by the Netherlands, the United States of America and others in the Sub-Committee in recent meetings that it is proving difficult to recognise and retain dangerous goods expertise in the regulated industries, a number of professional trainers have been making efforts to establish an independent, accredited certification system.

5. This certification should show that qualified personnel are: (a) expert in the techniques necessary to teach complex technical issues and (b) expert in the dangerous goods regulations.

6. The outcome of these efforts is the establishment of the Dangerous Goods Trainers Association (DGTA). DGTA has been formed as a self-governing Sub-Committee of the National Environmental, Safety and Health Training Association (NESHTA) (United States of America), which operates similar certification systems in related sectors.

7. DGTA is in the process of setting up a certification system, based on NESHTA's existing Certified Instructional Technologist (CIT) examination, with additional examinations in the dangerous goods regulations. These examinations will cover the ICAO Technical Instructions, IMDG Code, ADR/RID (Europe), TDG Regulations (Canada) and 49 CFR (USA) and may be extended into other areas in the future. A database of suitable questions is currently being put together and will be evaluated and verified over the course of 2009, with the aim of introducing the certification process in 2010.

8. Certification will be open to all interested parties, not just to DGTA members. Likewise, certification is not a pre-requisite of DGTA membership. The benefits of membership are the opportunities for continuous education in the regulatory aspects of dangerous goods transport and the concepts of instructional technology as it relates to training adults, as well as access to discounted prices on certification examinations, career enhancing training courses, applicable literature, conferences and insurance.

9. DGTA is an international organization and envisions that it can be a useful conduit for the dissemination of information to trainers regarding regulatory interpretations and changes and can help develop suggested training modules for new, or poorly understood, dangerous goods transport requirements. Similarly, it will be able to feed back information to the regulatory bodies about specific problems being experienced by the regulated industries in the application of and compliance with the requirements.

10. In addition, DGTA plans to work with governments to discuss the possibility of reciprocity for existing certifications and examinations that verify subject matter expertise, such as the European DGSA qualification and IATA's training certification programme. By and large, however, such systems do not address the issues of training techniques and philosophies, which are covered by the CIT examination.

11. Adoption of the DGTA approach to trainer certification will, the Association's members believe:

- (a) Help to raise the benchmark for training effectiveness;
- (b) Provide purchasers of training services with an assurance of quality;
- (c) Provide a career path and professional recognition to dangerous goods trainers worldwide; and
- (d) Enhance the level of safety in the transport of dangerous goods worldwide.

12. DGAC wishes to bring these activities to the attention of the Sub-Committee and to solicit comments and suggestions from the experts. The DGTA looks forward also to collaborating with individual competent authorities on matters relating to the training of dangerous goods transport personnel.

Annex

Members of the Dangerous Goods Trainers Association conduct or have conducted training in the following countries. The list is not exhaustive, there are other countries where training has been conducted by DGTA members.

Argentina	Nigeria
Azerbaijan	Norway
Belize	Pakistan
Bolivia	Panama
Brazil	Philippines
Burundi	Republic of Korea
Bolivia	Seychelles
Canada	Singapore
Chad	Sweden
China	Thailand
Columbia	United Arab Emirates
Costa Rica	United Kingdom
Democratic Republic of Congo	United States of America
Denmark	Venezuela
Ecuador	Viet Nam
El Salvador	Zambia
Eritrea	
Ethiopia	
Finland	
Germany	
Guatemala	
Haiti	
Honduras	
Hungary	
India	
Indonesia	
Italy	
Jamaica	
Japan	
Kazakhstan	
Lebanon	
Malaysia	
Mauritius	
Mexico	
Federated States of Micronesia	
Netherlands	
Nicaragua	
