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PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Sections 8.2.1 and 8.2.2: Driver training

Transmitted by the Government of the United Kingdom *

* The present document is submitted in accordance with paragraph 1(c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to “Develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)”.

Summary

Executive Summary:	Following discussion at previous WP.15 meetings regarding the introduction of a revised, updated ADR driver training certificate, the United Kingdom has conducted a more wide-ranging review of Chapter 8.2, taking into account concerns about the content of the certificate, and has produced a new version of 8.2.1 and 8.2.2. This allows contracting parties, if they so wish, to approve restricted training courses limited to specific dangerous goods, Class or Classes of dangerous goods other than those specified in 8.2.2.3.
Action to be taken:	Replace current section 8.2.1 and 8.2.2 with new version (8.2.3 remains unchanged).
Related Documents:	ECE/TRANS/WP.15/2008/10 from Portugal/IRU and informal document INF.4 (85th session) ECE/TRANS/WP.15/199, paras. 23-26 Informal documents: INF.24 (80th session - United Kingdom) INF.7 (82nd session - IRU) INF.27 (84th session - Chairman) INF.6 (85th session - United Kingdom)

Background and Analysis

1. At the last WP.15 meeting the United Kingdom introduced informal document INF.6 which suggested there were differences in interpretation of the application of the driver training provisions (8.2.1 and 8.2.2) and offered to redraft these provisions to improve clarity without substantive change to the practice of most ADR contracting parties. This we have done, taking into account the Portuguese/IRU proposals in INF.4 regarding the need for a compulsory ADR Certificate model for dangerous goods drivers operating with the ADR driver's training certificate (8.2.2.8). An earlier draft of this paper was circulated to all contracting parties for comment and we would like to thank all those who contributed their suggestions. Obviously there were conflicting views but where there is a general consensus these views have been incorporated in the current proposal.
2. The United Kingdom found that we could agree with some aspects of the original proposals set out in INF.4 and the preparatory work outlined at the last WP.15, but had two major areas of concern.
3. With regard to the model certificate, INF.4 did not go far enough to take full account of the issues raised by other Contracting Parties at the 84th session, to retain the class-specific training options. Training within a number of ADR contracting parties include individual class training options other than Class 1 and Class 7, therefore element 7 in the certificate is necessary, as set out in INF.4, but elements 8 and 9 only duplicate information that can be placed in element 7.

4. The Portuguese/IRU proposals in INF.4 did not carry forward the ideas regarding better document security that had been outlined by the Chairman of WP.15 in INF.27 of the May 2008 session. The United Kingdom proposal aims to include these new security features in the revised certificate.

Considerations

5. The United Kingdom therefore proposes to review all the driver training provisions in ADR using knowledge and experience acquired since Chapter 8.2 was first included in ADR. The text in the Annex contains some practical proposals for new driver training provisions (new text underlined).

6. The most important changes that this proposal makes to the training provisions are, firstly, that the Competent Authority is required to keep registers of all valid certificates (8.2.1.9). Secondly, security awareness is added to the list of subjects to be covered by the basic training (8.2.2.3). Both these additions make this chapter more consistent with the security provisions of Chapter 1.10 and reflect concerns expressed in the recent report of the European Commission study concerning the application of that chapter. Thirdly it will now be possible for competent authorities to provide restricted basic training and restricted tank specialization training for drivers who do not carry all classes of dangerous goods. This will reduce time and costs for operators and trainees, keep trainees motivated by excluding parts of the training which is irrelevant to their particular industry and encourage more people to complete driver training courses.

7. A number of competent authorities have found difficulty in carrying out full practical fire-fighting exercises as a result of the application of other legislation. This has been addressed in 8.2.2.4.5.

8. The opportunity has also been taken to make minor editorial amendments to clarify or harmonise the text e.g. the definition of "Competent Authority" in 1.2.1 now makes clear that this covers other bodies designated as such in accordance with domestic law; and "instructions in writing" has been added to 8.2.2.3.2 (e).

9. Sub-section 8.2.2.8 sets out the requirements for, and illustrates, the proposed new driver training certificate, replacing that of current 8.2.2.8.3. Following the proposal in INF.4, the new training certificate uses the same format as the European Union national driving licence, in accordance with ISO 7810 ID-1. There is a requirement in 1.10.1.4 for each member of the vehicle crew to carry identification which includes a photograph, and this could be part of the ADR certificate. A plastic card with white background and black letters (rather than the orange and black version proposed in INF.4) will allow easier reading and copying for evidential purposes.

10. The United Kingdom does not consider that the driver licence number is required on the training certificate and so we have omitted it from the proposal. It is not currently a requirement in the United Kingdom to carry driver licences, there is a requirement for licences to be presented at a local police station when required within a set period. Other contracting parties provide a different

licence number at the change of address or change in circumstances, which would mean a change would need to be made to the driver training certificate.

11. Following the proposal in INF.4 we have considered future developments in the transport of dangerous goods, harmonisation and the adaptation to electronic format which will provide better management and opportunities for future evolution. This together with the requirement in 1.10.1.6 for the Competent Authority to maintain up-to-date registers of all valid training certificates for drivers stipulated in 8.2.1 issued by it or by any recognised organisation will assist in sharing information with enforcement authorities and supervisory bodies.

12. As set out in 8.2.2.8.3, the certificate should include an additional security feature such as a hologram. The United Kingdom had put square brackets around the words "may/shall" to give WP.15 the option of deciding to make these requirements optional or mandatory at this stage, recognising that some contracting parties may need more time to incorporate the security aspects. However the majority responding to the draft paper wished to make this mandatory. With the transitional period proposed below the UK believes that this should not create additional difficulties.

Proposal

13. The proposed amendments to Chapter 8.2 of ADR 2009 are shown in the Annex. The new text is underlined and the deleted text is stricken out. Only paragraphs for which amendments are proposed are reproduced. A consolidated version of sections 8.2.1 and 8.2.2 with changes highlighted will be provided as an informal document.

14. In line with INF.4 the United Kingdom supports the inclusion of the following new transitional measure:

"1.6.1.19 Training certificates for drivers which conform to the model shown in 8.2.2.8.3 applicable up to 31 December 2010 may continue to be used to the end of their 5 year validity."

Justification

15. The proposed changes will simplify and clarify the driver training provisions and bring ADR more into line with what is, in fact, existing interpretation amongst most contracting parties. This will produce more cost-effective training.

Safety implications

16. Safety will be improved as drivers will have the opportunity to attend training courses tailored to their specific needs. Security will also be improved. Harmonized model certificates will promote consistent enforcement.

Feasibility

17. This proposal involves relatively minor changes to the provisions of ADR and brings harmonization of the certificate styles, which should be able to be introduced quickly in most contracting parties using existing technology. Indeed, in the UK, we believe that, in the light of the requirement for the European Union driver licence model, it will be cheaper and quicker to produce the proposed "credit-card" style ADR driver certificate than to continue to produce the current paper certificate.

Annex

CHAPTER 8.2

REQUIREMENTS CONCERNING THE TRAINING OF THE VEHICLE CREW

8.2.1 General requirements concerning the training of drivers

- 8.2.1.1 Drivers of vehicles carrying dangerous goods shall hold a certificate issued by the competent authority ~~or by any organization recognized by that authority~~ stating that they have participated in a training course and passed an examination on the particular requirements that have to be met during carriage of dangerous goods.
- 8.2.1.2 Drivers of vehicles carrying dangerous goods other than in tanks shall attend a basic training course. Training shall be given in the form of a course approved by the competent authority. Its main objectives are to make drivers aware of hazards arising in the carriage of dangerous goods and to give them basic information indispensable for minimizing the likelihood of an incident taking place and, if it does, to enable them to take measures which may prove necessary for their own safety and that of the public and the environment, for limiting the effects of an incident. This training, which shall include individual practical exercises, shall act as the basis of training for all categories of drivers covering at least the subjects defined in 8.2.2.3.2. The competent authority may approve restricted basic training courses limited to specific dangerous goods or a specific Class or Classes of dangerous goods other than those specified in 8.2.2.3.
- 8.2.1.3 Drivers of vehicles or MEMUs carrying dangerous goods in fixed tanks or demountable tanks with a capacity exceeding 1 m³, drivers of battery-vehicles with a total capacity exceeding 1 m³ and drivers of vehicles or MEMUs carrying dangerous goods in tank-containers, portable tanks or MEGCs with an individual capacity exceeding 3 m³ on a transport unit, shall attend a specialization training course for carriage in tanks covering at least the subjects defined in 8.2.2.3.3. The competent authority may approve restricted tank specialization training courses limited to specific dangerous goods or to a specific Class or Classes of dangerous goods other than those specified in 8.2.2.3.
- 8.2.1.4 *Unchanged.*
- 8.2.1.5 ~~By means of appropriate endorsements on his certificate made e~~ Every five years ~~by the competent authority or by any organization recognized by that authority,~~ a vehicle driver shall be able to show that he has in the year before the date of expiry of his certificate completed refresher training and has passed a corresponding examination.

The competent authority shall issue a new certificate, the new period of validity of which shall begin with the date of expiry of the previous certificate.

8.2.1.6 Initial or refresher basic training courses and initial or refresher restricted basic or specialization training courses may be given in the form of comprehensive courses, conducted integrally, on the same occasion and by the same training organization.

8.2.1.7 *Unchanged.*

8.2.1.8 All training certificates conforming to the requirements of this section and issued in accordance with the model shown in 8.2.2.8.3 by the competent authority of a Contracting Party ~~or by any organization recognized by that authority~~ shall be accepted during their period of validity by the competent authorities of other Contracting Parties.

8.2.1.9 The competent authority shall maintain up-to-date registers of all valid training certificates for drivers issued by it or by any recognized organization which shall include all of the information shown on each certificate.

~~8.2.1.9 The certificate shall be prepared in the language or one of the languages of the country of the competent authority which issued the certificate or recognized the issuing organization and, if this language is not English, French or German, also in English, French or German, except where otherwise provided by agreements concluded between the countries concerned with the transport operation.~~

8.2.2 Special requirements concerning the training of drivers

8.2.2.1 *Unchanged.*

8.2.2.2 *Unchanged.*

8.2.2.3 Structure of training

8.2.2.3.1 *Unchanged.*

8.2.2.3.2 Subjects to be covered by the basic course and the restricted basic course will shall be, at least:

(a) General requirements governing the carriage of dangerous goods;

(b) Main types of hazard;

(c) Information on environmental protection in the control of the transfer of wastes;

- (d) Preventive and safety measures appropriate to the various types of hazard;
- (e) What to do after an accident (first aid, road safety, basic knowledge about the use of protective equipment, instructions in writing, etc.);
- (f) Marking, labelling, placarding and orange-coloured plate marking;
- (g) What a driver should and should not do during the carriage of dangerous goods;
- (h) Purpose and the method of operation of technical equipment on vehicles;
- (i) Prohibitions on mixed loading in the same vehicle or container;
- (j) Precautions to be taken during loading and unloading of dangerous goods;
- (k) General information concerning civil liability;
- (l) Information on multimodal transport operations;
- (m) Handling and stowage of packages;
- (n) Traffic restrictions in tunnels and instructions on behaviour in tunnels (prevention of incidents, and safety, action in the event of fire or other emergencies, etc.);
- (o) Security awareness.

Where a competent authority has authorised restricted basic training courses, the subjects to be covered may be amended to address specific dangerous goods or class(es) requirements.

8.2.2.3.3 Special subjects to be covered by the specialization course for carriage in tanks shall be, at least:

- (a) Behaviour of vehicles on the road, including movements of the load;
- (b) Specific requirements of the vehicles;
- (c) General theoretical knowledge of the various and different filling and discharge systems;
- (d) Specific additional provisions applicable to the use of those vehicles (certificates of approval, approval marking, placarding and orange-coloured plate marking, etc.).

Where a competent authority has authorised restricted tank specialization training courses, the subjects to be covered may be amended to address specific dangerous goods or class(es) requirements.

8.2.2.3.4 *Unchanged.*

8.2.2.3.5 *Unchanged.*

8.2.2.4 *Initial training programme*

8.2.2.4.1 The minimum duration of the theoretical element of each initial course or part of the comprehensive course shall be as follows:

Basic course 18 teaching units ¹

Specialization course for carriage in tanks 12 teaching units ¹

Specialization course for carriage of substances and articles of Class 1 8 teaching units

Specialization course for carriage of radioactive material of Class 7 8 teaching units

Where a competent authority has authorised a restricted basic or restricted tank specialization training course the number of teaching units may be reduced to not less than 10 teaching units.

8.2.2.4.2 *Unchanged.*

8.2.2.4.3 *Unchanged.*

8.2.2.4.4 *Unchanged.*

8.2.2.4.5 The individual practical exercises shall take place in connection with the theoretical training, and shall at least cover first aid, fire-fighting and what to do in case of an incident or accident. Practical exercises for fire-fighting may only be replaced by live and video instruction and demonstration where national health, safety or environmental legislation precludes such practical exercises taking place.

¹ Additional teaching units are required for practical exercises referred to in 8.2.2.4.5 below which will vary depending on the number of drivers under instruction.

8.2.2.5 *Refresher training programme*

8.2.2.5.1 to 8.2.2.5.4 *Unchanged.*

8.2.2.6 *Approval of training*

8.2.2.6.1 to 8.2.2.6.5 *Unchanged.*

8.2.2.6.6 The approval document shall indicate whether the courses concerned are basic, restricted basic, restricted tank specialization or specialization courses, initial or refresher courses.

8.2.2.6.7 *Unchanged.*

8.2.2.7 *Examinations*

8.2.2.7.1 *Examinations for the initial basic or restricted basic training course*

8.2.2.7.1.1 After completion of the basic training or restricted basic training, including the practical exercises, an examination shall be held on the basic or restricted basic course.

8.2.2.7.1.2 In the examination, the candidate has to prove that he has the knowledge, insight and skill for the practice of professional driver of vehicles carrying dangerous goods as provided in the basic training or restricted basic course.

8.2.2.7.1.3 to 8.2.2.7.1.6 *Unchanged.*

8.2.2.7.2 *Examinations for initial specialization or restricted specialization courses for carriage in tanks or initial restricted tank specialization courses for carriage in tanks or for carriage of explosive substances and articles or radioactive material*

8.2.2.7.2.1 After having sat the examination on the basic course and after having attended the specialization or restricted specialization course for carriage in tanks or for the carriage of explosive or radioactive material, the candidate shall be allowed to take part in the corresponding examination.

8.2.2.7.2.2 and 8.2.2.7.2.3 *Unchanged.*

8.2.2.7.3 *Examinations for refresher training*

8.2.2.7.3.1 to 8.2.2.7.3.3 *Unchanged.*

8.2.2.8 *Certificate of driver's training*

8.2.2.8.1 According to 8.2.1.8, the certificate shall be issued:

(a) After completion of a basic training course, provided the candidate has successfully passed the examination in accordance with 8.2.2.7.1;

(b) If applicable, after completion of a specialization course for carriage in tanks or carriage of explosive substances or articles or of radioactive material, or after having acquired the knowledge referred to in special provisions S1 and S11 in Chapter 8.5, provided the candidate has successfully passed an examination in accordance with 8.2.2.7.2;

(c) If applicable, after completion of a restricted basic or restricted tank specialization training course, provided the candidate has successfully passed the examination in accordance with 8.2.2.7.1. The certificate issued shall clearly indicate its limited scope of validity to the relevant dangerous goods or class(es).

8.2.2.8.2 *Unchanged.*

8.2.2.8.3 The certificate shall have the layout of the model ~~below~~ shown in 8.2.2.8.5. ~~It is recommended that the format shall be the same as the European national driving permit, namely A7 (105 mm × 74 mm), or a double sheet that can be folded to that format.~~ Its dimensions shall be in accordance with ISO 7810:2003 ID-1 and shall be made of plastic. The colour shall be white with black lettering. The background shall include an additional security feature such as a hologram, UV printing or guilloche patterns.

8.2.2.8.4 The certificate shall be prepared in the language or one of the languages of the country of the competent authority which issued the certificate and, if this language is not English, French or German, also in English, French or German, except where otherwise provided by agreements concluded between the countries concerned with the transport operation.

8.2.2.8.5 Model for the training certificate for drivers of vehicles carrying dangerous goods:

ADR DRIVER TRAINING CERTIFICATE

GB*

1. CERTIFICATE NO.:

2. SURNAME:

3. OTHER NAME(S):

4. DATE OF BIRTH: dd/mm/yy

5. NATIONALITY:

6. DRIVER SIGNATURE:

7. VALID UNTIL: dd/mm/yy

Insert driver photograph

Front

* Distinguishing sign for motor vehicles in international traffic prescribed in the Vienna Convention on Road Traffic (1986)

VALID FOR CLASS(ES) OR UN Nos:

TANKS	OTHER THAN TANKS
8. Enter Class/Div or UN Number(s)	9. Enter Class/Div or UN Number(s)

For national regulations only:

10.

85.6mm

53.98 mm

Back

NOTE: The numbers indicated in the Model Certificate must appear to identify the standard data fields. The wording in the Model Certificate shall be replaced by the details required except for data field 7.
