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### **Economic Commission for Europe**

Inland Transport Committee

**Working Party on the Transport of Dangerous Goods**

**Joint Meeting of Experts on the Regulations annexed to the  
European Agreement concerning the International Carriage  
of Dangerous Goods by Inland Waterways (ADN)  
(ADN Safety Committee)**

**Seventeenth session**

Geneva, 23–27 August 2010

Agenda item 6

**Catalogue of questions**

### **Report of the informal working group on the catalogue of questions**

**Transmitted by the Central Commission for the Navigation of the  
Rhine (CCNR)<sup>1, 2</sup>**

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<sup>2</sup> In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/2010/8, programme activity 02.7 (b)).

## **Introduction**

1. Under 8.2.2.7.2.3 of the Regulations annexed to ADN, the ADN Administrative Committee shall prepare a catalogue of questions for the ADN examination.
2. At its fourteenth session, the Safety Committee accepted the German Government's proposal to establish an informal group in order to expedite work on this catalogue (see ECE/TRANS/WP.15/AC.2/30, paras. 38–40).
3. The working group met for the first time in Bonn on 27 and 28 April 2009, and a second time on 9 and 10 November 2009 at CCNR headquarters in Strasbourg (see ECE/TRANS/WP.15/AC.2/32, paras. 50–56 and ECE/TRANS/WP.15/AC.2/34, paras. 49–50).
4. The informal working group held another meeting on 17 and 18 February 2010 at CCNR headquarters, attended by Germany, Austria, the Netherlands, Switzerland and the secretariat of CCNR.
5. This document contains a summary of the discussions.

## **I. General debate**

### **A. Refresher and advanced training courses**

6. The delegation of the Netherlands reminded delegates that the Safety Committee had raised the question of participation in refresher and advanced training courses at the January 2010 session. It was noted that the involvement of participants in such courses did not always have the desired effect. Exercises and tests (8.2.2.1) were needed to ensure their active participation in training. However, since the examinations were not compulsory, the Safety Committee felt that it had failed to meet the goal of ensuring active participation. The Safety Committee therefore asked the informal working group to devise a draft test for use in refresher and advanced training.
7. After intense debate on the matter in the informal working group, it was recognized that:
  - (a) It was essential that participants play an active role in refresher and advanced training courses;
  - (b) Much of the ADN experts' knowledge was lost over the period of validity of their certificates;
  - (c) Refresher and advanced training courses should aim to keep expertise up to date and to present the latest legal material on the transport of dangerous goods and, in particular, on ADN;
  - (d) Inland navigation professionals needed to participate actively in refresher and advanced training courses.
8. The group considered that a consistent use of tests organized in examination-style conditions by training bodies could ensure the active involvement of participants in training. Examination-style conditions should apply, but without the involvement of an examination committee. Training bodies should use catalogues of multiple choice questions from the basic training examination as well as questions from the specialization courses on gases and chemicals. In principle, the marking of tests should be carried out along the same lines as those used for the formal examinations. Participants who failed the test should have

to sit another within four weeks. Failure in that test should lead to non-renewal of their expert certificate. Participants who nevertheless wished to obtain an expert certificate should have to undergo basic or specialized training again and sit a full examination before an examination committee.

9. Training bodies should keep test results on file for two years. The competent authorities should be notified of them at regular intervals and should carry out random checks on the testing practices.

10. The delegation of the Netherlands announced that it would draw up a proposal on the matter with its German counterpart for the current session of the Safety Committee.

## **B. Examination committee**

11. Experts at the meeting concluded that, given the precise nature of the examinations on gases and chemicals, at least one member of each examination committee should be perfectly well versed in the transport of gases and chemicals in tank vessels. That requirement should, if possible, be mentioned in the instructions appearing before the examination questions. After the examination answers were finally drawn up, it was noted that the examination committee members needed extensive professional knowledge to be able to mark examinees' answers objectively.

12. Examinees' answers should reflect the basic content of the samples of correct answers.

## **II. Catalogue of examination questions**

13. Before considering the catalogue, the group held an in-depth discussion on whether to favour short or one-word answers or, as is now the practice, complete sentences in the examination answers. The group decided to maintain the preference for complete sentences for the time being. Should the Safety Committee prefer a shorter answer format in the future, that should be implemented with the next version.

14. It would also be useful, at the next Safety Committee meeting, to clarify whether a new type of substantive question should be developed. A small editorial group of four or five people could make the relevant proposals with the aim of devising more detailed questions and more precise answers.

15. The group then reviewed and updated the answers to the substantive questions on gases.

## **III. Miscellaneous**

16. The group agreed to meet again on 20 and 21 May 2010 in Strasbourg with experts of the RID/ADR/ADN Joint Meeting. The substantive questions on chemicals and the corresponding answers would be finalized at that meeting.

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