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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

#### Ninety-first session

Geneva, 8–11 November 2011

Item 5 (b) of the provisional agenda

**Proposals for amendments to Annexes A and B of ADR: miscellaneous proposals**

## **Clarification of the general training requirements of Chapter 1.3 with regard to 1.8.3 and Chapter 8.2**

**Transmitted by the Government of the United Kingdom<sup>1</sup>**

### **Background and Justification**

1. At the ninetieth session of the Working Party (May 2011), the government of the United Kingdom presented ECE/TRANS/WP.15/2011/1 which asked the opinion of other experts about the interpretation of the training requirements of Chapter 1.3.
2. First the United Kingdom asked whether the requirements of Chapter 1.3 applied if training had also been carried out under the provisions of section 1.8.3 and Chapter 8.2. The United Kingdom suggested that Notes 1 and 2 were unclear on this point, whereas Note 3 dealing with training for Class 7 (referencing 1.7.2.5) clearly implied that training for this class was in addition to that in Chapter 1.3. In the discussion that followed the majority opinion was that Chapter 1.3 did not apply for those trained under the provisions of Section 1.8.3 (safety adviser) or Chapter 8.2 (driver training), as these covered the training requirements for those roles in more detail than the general requirements set out in Chapter 1.3 (see paragraph 10 of ECE/TRANS/WP.15/210).
3. Some delegations did believe however that paragraph 1.3.2.4, which deals with refresher training to take account of changes in the regulations, should also apply to those trained as safety advisers or drivers of vehicles carrying dangerous goods (ADR drivers).

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<sup>1</sup> 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)”.

4. The United Kingdom agrees with this point of view; however it believes that this is covered elsewhere in the text. Paragraph 1.8.3.16.2 already requires safety advisers to know of the amendments to the regulations since their last examination. Similarly, paragraph 8.2.2.5.1 requires refresher training for ADR drivers ‘at regular intervals’ to bring the drivers’ knowledge up to date. Therefore the United Kingdom does not believe that it is necessary to make any changes to 1.3.2.4.

5. The second issue raised in ECE/TRANS/WP.15/2011/1 was whether the statement in Note 4 of section 1.3.1 was superfluous, given that similar text exists in the body of 1.3.1. It was agreed that note 4 could be deleted (see paragraph 13 of ECE/TRANS/WP.15/210).

6. As a result of the discussions in May 2011, the government of the United Kingdom presents some editorial amendments to clarify the scope of these provisions. For notes 1 and 2, the word “instead” is inserted to make it clear to users of ADR that they should refer to other sections for the training requirements for these roles.

## Proposal

7. Amend the notes below section 1.3.1 as follows (new text is underlined).

“NOTE 1: With regard to the training for the safety adviser, see instead 1.8.3.

NOTE 2: With regard to the training of the vehicle crew, see instead Chapter 8.2.

NOTE 3: For training with regard to Class 7, see also 1.7.2.5.

~~NOTE 4: The training shall be effected before taking on responsibilities concerning the carriage of dangerous goods.”~~

8. As NOTE 1 also appears in RID, if the proposal is adopted, the RID Committee of Experts will need to be informed.

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