

## **Economic Commission for Europe**

### **Inland Transport Committee**

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

21 October 2011

##### **Ninety-first session**

Geneva, 8–11 November 2011

Item 9 of the provisional agenda

##### **Any other business**

### **Sub-sections 1.9.3 and 1.9.4 – notifications to the Secretariat**

#### **Transmitted by the European Union**

#### **Introduction**

1. Sub-section 1.9.3 lists four cases where the competent authorities may apply certain additional provisions not included in ADR. These restrictions relate either to the use of transport infrastructure or to the days of the week or year.
2. Sub-section 1.9.4 identifies only of one infrastructure cases (1.9.3 (a)) and the time restriction (1.9.3 (d)) to be notified to the UN-ECE secretariat
3. The case foreseen in 1.9.3 (c) relates to an emergency situation and it is understandable that such requirements may not be communicated in a timely manner to the Secretariat.
4. However, the case of 1.9.3 (b), use of prescribed routes, does not relate to an unforeseen situation but it is rather a permanent arrangement on the use of the road infrastructure.
5. Advance planning of routes and use of satellite navigation on road vehicles have become increasingly common. However, the availability of consolidated information on restrictions relating to infrastructure use makes such planning difficult.

#### **Questions for discussion for the Working Party**

6. Are the reasons for not requiring the notification of provisions according to 1.9.3 (b) still valid?
7. For the sake of better compliance with national provisions – thus inherently improving safety – would it be useful to reopen this question?
8. Is this question relevant only to road transport, given the substantial differences in rail and inland waterway infrastructures?

#### **Possible further steps**

8. The European Union may present a formal proposal on this issue in a later meeting.
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