

## Economic Commission for Europe

### Inland Transport Committee

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

102nd session

3 May 2017

Geneva, 8-12 May 2017

Item 7 of the provisional agenda

Programme of work

### Draft programme of work and biennial evaluations

#### I. Outputs/activities to be delivered in the 2018–2019 biennium

[Reference: ECE/TRANS/2016/28/Add.1 Draft programme of work of the Transport subprogramme for 2016–2017.](#)

#### Cluster 9

#### Transport of dangerous goods (UNECE)

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>Consideration of regulations and technical questions concerning the international carriage of dangerous goods in the region. Preparation of new international agreements and harmonization and amendment of existing agreements in this field to enhance safety and security at the same time as contributing to the protection of the environment and facilitating trade, in cooperation with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals.</p> <p>Main actions by the Sustainable Transport Division:</p> <ul style="list-style-type: none"> <li>• Providing secretariat services to: <ol style="list-style-type: none"> <li>1. the UNECE Inland Transport Committee Working Party on the Transport of Dangerous Goods (WP.15), which addresses mainly issues related to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) which are specific to road transport (construction and approval of vehicles, operation of vehicles, driver training, safety in road tunnels, etc.),</li> <li>2. the Joint Meeting of WP.15 and the RID Committee of Experts ("RID/ADR/ADN Joint Meeting") (WP.15/AC.1) (in cooperation with the Intergovernmental Organisation for International Carriage by Rail (OTIF) secretariat), for all matters common to the three modes of inland transport, such as</li> </ol> </li> </ul>	<p>Adoption of amendments to ADR and, through joint activities carried out with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to RID and ADN respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the UN Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.</p> <p>[Development of recommendations and/or</p>

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>classification, listing, packagings, tanks, freight containers,</p> <p>3. the 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) (WP.15/AC.2) and the ADN Administrative Committee (in cooperation with the Central Commission for the Navigation of the Rhine (CCNR)), for all matters specific to inland navigation, such as construction and approval of inland navigation vessels, carriage in tank-vessels, operation of vessels, training and examination of crew, etc.,</p> <ul style="list-style-type: none"> <li>• Administering ADR and ADN (cooperation with UN Treaty Section, consolidation and checking of legal texts, amendments, depositary notifications, registration and notification of bilateral or multilateral agreements concluded by Parties by derogation to the requirements of ADR or ADN, special authorizations, etc.)</li> <li>• Publication of consolidated versions of ADR and ADN every two years,</li> <li>• Cooperation with governments and international organizations,</li> <li>• Providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow).</li> </ul>	<p>guidelines based on the road map for implementation of ADR adopted at the ninety-third session of the Working Party.]</p>

- **Outputs/activities**

- (a) *Meetings and related parliamentary documentation*

- 9.1 Working Party on the Transport of Dangerous Goods (~~100th-104th~~ and ~~101st-105th~~ sessions in ~~2016~~2018, ~~102nd-106th~~ and ~~103rd-107th~~ sessions in ~~2017~~2019) ([36] meetings)

*Documentation:*

Reports of the sessions (4); two series of documents concerning amendments to the technical annexes of ADR or implementation of ADR; consolidated list of all the amendments to ADR which will be adopted for entry into force on 1 January ~~2017~~2019.

- 9.2 Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Spring and Autumn sessions in ~~2016~~2018, Spring and Autumn sessions in ~~2017~~2019) (48 meetings)

*Documentation:*

Reports of the sessions (4); two series of documents concerning amendments to ADR, RID and ADN.

- 9.3 Joint Meeting of experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (~~28th–32nd~~ and ~~29th–33rd~~ sessions in ~~2016~~2018, ~~30th–34th~~ and ~~31st–35th~~ sessions in ~~2017~~2019) (36 meetings).

*Documentation:*

Reports of the sessions (4); two series of documents concerning amendments to the Regulations annexed to ADN or implementation of ADN.

- 9.4 Administrative Committee of the ADN (~~16th–20th~~ and ~~17th–21st~~ sessions in ~~2016~~2018, ~~18th–22nd~~ and ~~19th–23rd~~ sessions in ~~2017~~2019) (4 meetings)

*Documentation:*

Reports of the sessions (4); two series of documents concerning amendments or administration of ADN; consolidated list of all the amendments to ADN which will be adopted for entry into force on 1 January ~~2017~~2019.

(b) *Publications and other information material*

- 9.5 Consolidated ~~2017–2019~~ revised edition of ADR (applicable as from 1 January ~~2017~~2019) (Book, CD-Rom and internet version).
- 9.6 Consolidated ~~2017–2019~~ revised edition of ADN (applicable as from 1 January ~~2017~~2019) (Book, CD-Rom and internet version).
- 9.7 Publication of information and legal data related to ADR and ADN (Status of the Agreement, Competent authorities, Instructions in writing, Notifications, Bilateral or Multilateral agreements, special authorizations, etc...) on website.<sup>1</sup>

(c) *Technical cooperation*

- 9.8 Legal and technical assistance to Contracting Parties to ADR and ADN for effective implementation, as well as to ECE or non-ECE countries interested in accession.
- 9.9 Cooperation with governments and international organizations: providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow).

## II. Biennial evaluation of Transport subprogramme - Programme performance assessment for 2016–2017

[Reference: ECE/TRANS/2016/27 Biennial evaluation of Transport subprogramme -  
Programme performance assessment for 2014–2015](#)

### Cluster 9.a. Transport of Dangerous Goods (UNECE)

#### A. Expected accomplishment (EA 9.a.)

67. Adoption of amendments to the ADR<sup>2</sup> and, through joint activities, with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central

<sup>1</sup> [www.unece.org/trans/danger/danger.html](http://www.unece.org/trans/danger/danger.html)

Commission for the Navigation of the Rhine (CCNR), to the RID<sup>3</sup> and the ADN<sup>4</sup> respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the United Nations Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.

## B. Indicators of achievement

1. Amendments to ADR, RID and ADN adopted in ~~2013-2015~~ and ~~2014-2016~~ and entered into force by 1 January ~~2015-2017~~ for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries by 1 July ~~2015-2017~~, reflecting, inter alia, the ~~2013-2015~~ United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (~~18th-nineteenth~~ revised edition) (IA 9.a. (a))

*Performance measures:*

Baseline ~~2013-2014-2015~~: 1 set of amendments to ADR, RID and ADN

Target ~~2014-2016-2015-2017~~: 1 set of amendments to each legal instrument

Actual performance ~~2014-2016-2015-2017~~: 1 set of amendments to each legal instrument (UN Depository notifications ~~C.N.443.2016.TREATIES.XI.B.14~~ ~~C.N.448.2014.TREATIES.XI.B.14~~ and ~~C.N.744.2016.TREATIES.CN.664.2014.TREATIES.XI.B.14~~; ~~C.N.444.2016.TREATIES-XI.D.6~~ ~~C.N.743.2016.TREATIES-XI.D.6~~ and ~~C.N.607.2016.TREATIES-XI.D.6~~ ~~C.N.897.2016.TREATIES-XI.D.6~~; OTIF Notifications A81-03/504.2014 and A.81-03/508.2014).

~~1 Additional set of amendments to ADR (UN Depository notification C.N.354.2015.TREATIES.XI.B.14).~~

~~1 additional set of amendments to ADN (UN Depository notification C.N.529.2014.TREATIES-XI.D.6).~~

2. Publication of the consolidated ~~2015-2017~~ revised editions of ADR and ADN before end ~~2014-2016~~ (IA 9.a. (b))

*Performance measures:*

Baseline ~~2013-2014-2015~~: 1 ADR, 1 ADN

Target ~~2014-2015-2016-2017~~: 1 ADR, 1 ADN

Actual performance ~~2014-2015-2016-2017~~: 1 ADR (ECE/TRANS/~~242-257~~, Vols I and II, Sales No. E.~~416~~.VIII.1), 1 ADN (ECE/TRANS/~~243-258~~, Vols I and II, Sales No. E.~~416~~.VIII.3)

<sup>2</sup> European Agreement concerning the International Carriage of Dangerous Goods by Road

<sup>3</sup> Regulations concerning the International Carriage of Dangerous Goods by Rail

<sup>4</sup> European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

### C. Performance assessment

68. Confronted with the need to facilitate international movement of goods, and improve safety and security of transport, Contracting Parties continued to update ADR, RID and ADN taking into account new technical developments, new requirements and needs in transport. To ensure harmonisation between modes, the Contracting Parties adopted amendments to transpose the ~~2013–2015~~ United Nations Model Regulations (~~18th nineteenth~~ revised edition) without reopening technical discussions (e.g. as regards ~~the carriage of viscous liquids; gases; polymerizing substances; internal combustion engines or machinery powered by flammable liquids or gases; electric vehicles; lithium batteries and ammonia dispensing systems; classification of solid oxidizing substances; transport of adsorbed gases; lithium batteries; asymmetric capacitors~~). They concentrated their work on mode specific issues.

69. For road transport, the Working Party on the Transport of Dangerous Goods adopted new and revised requirements for the ~~construction of vehicles; the examinations for safety advisers and drivers of vehicles carrying dangerous goods and the contents of the instructions in writing to be carried in the vehicles; use of additive devices for tanks and for the contents of the instructions in writing to be carried in the vehicles~~. Amendments to ADR and RID entered into force on 1 January ~~2015~~2017.

70. Corresponding amendments to ADN were developed by the ADN Safety Committee and adopted by the ADN Administrative Committee, together with additional amendments specific to inland navigation, and entered into force simultaneously on 1 January ~~2015~~2017.

71. Directive 2008/68/EC requiring member States of the EU and of the EEA to apply the provisions of ADR, RID and ADN to domestic traffic was amended accordingly by Commission Directive ~~2014/403/EU of 21 November 2014~~2016/2309 of 16 December 2016 requesting the application of the amended provisions by 30 June ~~2015~~2017, at the latest.

72. The secretariat prepared a consolidated version of ADR and ADN in English and French, which was published in June ~~2014–2016~~ for ADR (ECE/TRANS/~~242~~257, Vols I and II) and ~~November–October 2014–2016~~ for ADN (ECE/TRANS/~~243~~258). The Russian versions of ADR and ADN were published in December ~~2014–2016~~ and ~~March~~December ~~2015–2016~~ respectively.

### D. Lessons learned/areas needing improvement

73. The mechanisms in place in the ECE region for regulating inland transport of dangerous goods continues to work well. The cooperation of ECE with OTIF, CCNR and their commitment to transpose the provisions recommended by the United Nations into the three main legal instruments (RID/ADR/ADN) regulating international transport of dangerous goods by rail, road and inland waterways in the region resulted in full harmonization of these instruments between themselves and with similar instruments regulating maritime and air transport. This harmonization is essential for the facilitation of international trade and multimodal transport. The commitment of the EU to apply the provisions of RID, ADR and ADN to domestic traffic contributes greatly to this global harmonization. This national application of RID, ADR and ADN implies also that EU countries attach an increasing importance to the consistency of the mode specific provisions of RID, ADR and ADN with the European standards developed by the European Committee for Standardization (CEN), many of which are now made of mandatory application through RID, ADR and ADN although many parties are not involved in their elaboration.

74. Attendance at meetings showed a high level of participation of EU countries, Norway, Switzerland, the Russian Federation, Turkey and Ukraine and NGOs, as usual. Nevertheless, several countries with economies in transition such as Albania, Azerbaijan, Belarus, [Georgia](#), Moldova, the Former Yugoslav Republic of Macedonia, Kazakhstan, Morocco and Tunisia remained unrepresented, likely due to financial constraints. Stronger participation from such countries would be to their benefit, not only because of a better involvement in the updating process, but also to share and discuss implementation problems with more experienced countries. Unfortunately funds and staff resources for technical assistance remain scarce, however the Sustainable Transport Division could participate in [2014-2016 in the preparation of the UNECE Road Safety Performance Review in Georgia which included a part on ADR and transport of dangerous goods. The Sustainable Transport Division also participated in](#) a series of seminars launched by the European Union in the context of its EuroMed project in North Africa and Middle East countries intended to promote road transport ECE legal instruments, including ADR [and in events organised by the IRU to promote the ADR in countries of the Arab League and in China. In 2016, the EuroMed project also facilitated the participation of representatives of Algeria, Israel, Jordan and Tunisia in the meetings. In 2017, the Sustainable Transport Division also participated in an event in the Russian Federation to present the new amendments to ADR and in a conference in China where the possible adoption of ADR is discussed.](#)

## **Cluster 9.b. Transport of Dangerous Goods (UNECE)**

### **A. Expected accomplishment (EA 9.b.)**

75. Adoption of a road map on how to set up the administrative structures required for implementation of ADR. Development of recommendations and/or guidelines based on this road map.

### **B. Indicators of achievement**

#### **1. Road map adopted and recommendations/guidelines available (IA 9.b.)**

*Performance measures:*

Target: ~~2014-2015~~[2016-2017](#): Not applicable

## **Cluster 9.c. Transport of Dangerous Goods (UNECE)**

### **A. Expected accomplishment (EA 9.c.)**

76. ~~Follow-up of the implementation of the ADR road map on accession and implementation (ECE/TRANS/238) for new and existing ADR Contracting Parties. Follow-up of the implementation of the ADR road map on accession and implementation (ECE/TRANS/238) for new and existing ADR Contracting Parties.~~

## B. Indicators of achievement

1. **ADR country information and obligatory reporting information (information on driver training certificates and information as indicated in Annex I of the road map) completed and published on UNECE website (IA 9.c.)**

*Performance measures:*

Target: ~~2014-2015~~2016-2017: Information available and updated for 75% of the Contracting parties to ADR  
~~Information available for 75 per cent of the Contracting parties to ADR~~

Actual performance ~~2014-2015~~2016-2017: **Information available for 75 per cent of the Contracting parties to ADR**

## C. Performance assessment

*[Note: This information reflect the status in April 2017. It can be modified on the basis of the information received during the session taking into account that the final document for the ITC will be submitted at the end of 2017.]*

77. ~~With the accession of Georgia on 19 September 2016, There~~ there are now 48-49 Contracting Parties to ADR.

78. On the ECE website, the page “country information”<sup>5</sup> contains the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement ADR. This page is kept up-to-date by the secretariat in accordance with the information received from the Contracting Parties. For 34 countries, the information is detailed and regularly updated. For 12 other countries (Albania, Andorra, Azerbaijan, Belarus, Bosnia and Herzegovina, Cyprus, Estonia, Iceland, Kazakhstan, Liechtenstein, Montenegro, Morocco), the contact details of the main competent authority are available. For ~~one~~ two ~~country~~ countries (Georgia and Tajikistan) the country information is missing.

79. The page “ADR Drivers certificates”<sup>6</sup> contains samples of the ADR driver training certificates issued in accordance with 8.2.2.8.5 of ADR. ~~34~~ [33] countries sent their models of certificates. It is not known whether certificates are delivered or not in the remaining countries.

80. The page “Linguistic versions (ADR, Instructions in writing)”<sup>7</sup> contains the official translations of the instructions in writing in accordance with 5.4.3.4 of ADR sent by the competent authorities. As an aid during an accident emergency situation that may occur or arise during carriage, these instructions in writing shall be provided to the members of the vehicle crew in language(s) that each member can read and understand. For ~~14~~ 15 countries (Albania, Andorra, Azerbaijan, Bulgaria, Croatia, Greece, Iceland, Italia, Lithuania, Montenegro, Morocco, The Former Yugoslav Republic of Macedonia, Serbia, [Tunisia], Ukraine), the translation in the official language(s) of the country is not available on the website. Other main non official languages used in the country may be available. For the other countries (~~77~~ 69 per cent), at least one official language is available.

81. The page “Multilateral agreements”<sup>8</sup> contains the list of valid bilateral and multilateral agreements concluded in accordance with Section 1.5.1 of ADR. This page is

<sup>5</sup> [http://www.unece.org/trans/danger/publi/adr/country-info\\_e.html](http://www.unece.org/trans/danger/publi/adr/country-info_e.html)

<sup>6</sup> [http://www.unece.org/trans/danger/publi/adr/adr\\_certificates.html](http://www.unece.org/trans/danger/publi/adr/adr_certificates.html)

<sup>7</sup> [http://www.unece.org/trans/danger/publi/adr/adr\\_linguistic\\_e.html](http://www.unece.org/trans/danger/publi/adr/adr_linguistic_e.html)

<sup>8</sup> <http://www.unece.org/trans/danger/multi/multi.html>

weekly updated by the secretariat with the information received from the ADR competent authorities. The information available on this page is considered as comprehensive.

82. The page “Accident reports”<sup>9</sup> contains the reports on serious accidents or incidents, notified by the Contracting Parties according to 1.8.5.2 of ADR. Since 2004, the reports received from Contracting Parties have been published on the ECE website, but only with the green light from the submitting Competent Authority as some reports may contain confidential information. In addition, some countries volunteered to feed the test-database provided by France in relation to the work of the Joint Meeting. The information uploaded in the database is not considered as official notification since this is still in pilot phase. Countries participating in the test are Croatia, Belgium, Finland, France, Germany, Netherlands, Spain, Sweden and Switzerland. [\[see with Claude if update needed\]](#)

#### **D. Lessons learned/areas needing improvement**

[83. At its ~~ninety-ninth~~<sup>102nd</sup> session, the Working Party concluded that more than 75 per cent of the information was available. The country information could be improved for the countries for which only the contact details of the main competent authority are available. The Working Party indicated that at least an email address would be useful to facilitate communications between contracting parties. The countries for which this information is not available are invited to communicate to the ECE secretariat the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement ADR, referring in each case to the relevant requirement of ADR and giving the addresses to which the relevant applications should be made. When appropriate, the countries are invited to confirm that only the main competent authority is competent for all the requirements of ADR.]

84. The Working Party also invited countries that have not done so to send the models of ADR Drivers certificates they delivered or to confirm that no certificates were delivered in their country if appropriate.

### **III. Biennial Evaluation plan**

[Reference: A/71/6 \(Prog. 17\) Proposed strategic framework for the period 2018-2019](#)

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<sup>9</sup> <http://www.unece.org/trans/danger/publi/adr/accidents.html>



*Objective of the Organization:* To improve sustainable inland transport with a view to making it safe, clean and competitive, both for freight and personal mobility

<i>Expected accomplishments of the Secretariat</i>	<i>Indicators of achievement</i>	<i>Expected accomplishments and indicators of achievement of the Biennial Evaluation 2018-2019</i>  <i>[Ref for this Column: ECE/TRANS/2016/29, Biennial evaluation plan (2016-2017) EA 9a and EA 9c]</i>
(a) Strengthened legal and regulatory framework for international land transport (road, rail, inland waterway and intermodal transport), transport infrastructure, border-crossing facilitation, transport of dangerous goods, vehicle construction and other transport-related services	(i) Increased number of United Nations legal instruments on transport administered by ECE that are in force  (ii) Number of new vehicle regulations and amendments adopted  (iii) Number of international legal instruments brought into compliance with the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods	EA 9.a. Adoption of amendments to the ADR <sup>10</sup> and, through joint activities, with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to the RID <sup>11</sup> and the ADN <sup>12</sup> respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the United Nations Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.

<sup>10</sup> [European Agreement concerning the International Carriage of Dangerous Goods by Road](#)

<sup>11</sup> [Regulations concerning the International Carriage of Dangerous Goods by Rail](#)

<sup>12</sup> [European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways](#)

IA 9.a. (a) Amendments to ADR, RID and ADN adopted in ~~2015-2017~~ and ~~2016-2018~~ and entered into force by 1 January ~~2017~~ ~~2019~~ for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries by 1 July ~~2017~~~~2019~~, reflecting, inter alia, the ~~2015-2017~~ United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (~~nineteenth~~~~twentieth~~ revised edition)

*Performance measures:*  
 Baseline ~~2014~~~~2016~~ - ~~2015~~~~2017~~:  
 1 set of amendments to each legal instrument  
 Target ~~2016~~~~2018~~ - ~~2017~~~~2019~~:  
 1 set of amendments to each legal instrument

IA 9.a. (b) Publication of the consolidated ~~2017-2019~~ revised editions of ADR and ADN before end ~~2016~~~~2018~~

*Performance measures:*  
 Baseline ~~2014~~~~2016~~ - ~~2015~~~~2017~~: 1 ADR, 1 ADN  
 Target ~~2016~~~~2018~~ - ~~2017~~~~2019~~: 1 ADR, 1 ADN

(b) Greater geographical coverage and more effective monitoring of implementation of United Nations legal instruments and recommendations on transport administered by ECE

- (i) Increased number of Contracting Parties, including from outside the region, to United Nations legal instruments and recommendations on transport administered by ECE
- (ii) Increased number of mechanisms agreed by Contracting Parties for monitoring the implementation of United Nations legal instruments and recommendations administered by ECE

EA 9.~~eb~~. Follow-up of the implementation of the ADR road map on accession and implementation (ECE/TRANS/238) for new and existing ADR Contracting Parties.

IA 9.~~eb~~. ADR country information and obligatory reporting information (information on driver training certificates and information as indicated in Annex I of the road map) completed and published on ECE website

*Performance measures:*  
 Baseline ~~2014~~~~2016~~ - ~~2015~~~~2017~~: Information available for 75% of the Contracting parties to ADR  
 Target: Information available and updated for 75% of the Contracting parties to ADR

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|--|--|
| <p>(c) Enhanced capacity in ECE member States, particularly in landlocked developing countries, for the development of the pan-European and transcontinental transport infrastructure and transport facilitation measures</p>  | <p>(i) Increased number of Contracting Parties to four key transport infrastructure agreements</p> <p>(ii) Increased number of member States using the ECE common framework for subregional transport infrastructure development (Euro-Asian Transport Links project, Trans-European Motorway project and Trans-European Railway project)</p>  |
| <p>(d) Strengthened capacity to implement relevant United Nations legal instruments, norms and regulations on transport, in particular in the countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia</p> | <p>(i) Increased number of countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia that report adopting measures to apply United Nations legal instruments, norms and regulations on transport administered by ECE</p> <p>(ii) Increased number of ECE member States with established road safety improvement targets</p> |
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