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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Dangerous Goods
(Geneva, 5-9 November 2001)

CHAPTER 1.4: SAFETY OBLIGATIONS OF THE PARTICIPANTS

Proposal transmitted by the Government of France

Executive summary:	This proposal is intended to ensure that the driver is aware of the information contained in the transport document and the instructions in writing concerning him. The purpose of this measure is to offset the lack of awareness of drivers of the nature of their load (dangerous goods and associated class(es)), observed on various occasions when incidents or traffic accidents have occurred. This enables the emergency services to be informed more rapidly, if necessary, about the substances carried so that they can take precautions appropriate to the risks these substances present.
Action to be taken:	Amend 1.4.2.2.1 (b)
Related documents:	1. ADR 2. ICAO Technical Instructions

When incidents or accidents involving the transport of dangerous goods have occurred, the difficulty of identifying the dangerous goods has been observed on a number of occasions. In the case of road accidents, such situations may expose the emergency services to risks of which they are unaware when they respond. It may also be observed that drivers are not always sufficiently informed about the packages they are carrying (in the event of mixed loading with numerous packages of different classes).

Proposal

Paragraph 1.4.2.2.1.(b):

“In the context of 1.4.1, where appropriate, the carrier shall in particular: ...

... (b) ascertain that the prescribed documentation is on board the transport unit;”
with the addition of the following:

“and that the driver(s) has (have) studied the transport document of 5.4.1 and the instructions in writing of 5.4.3.”

Safety

The proposed addition is intended to ensure that the driver of the vehicle carrying the dangerous goods is better informed about his load. In the event of an accident, and provided that he is still conscious, this provision would enable him to assist the emergency services by informing them rapidly of the exact nature of the goods carried. This measure would be particularly useful for vehicles carrying numerous packages containing limited quantities of substances not exceeding the free limits prescribed in 1.1.3.6, regarding which there are no special measures for placarding the vehicle.

Feasibility

The driver must study the transport document prepared for the purpose.

This provision already exists in the ICAO Technical Instructions (information to be furnished to the pilot in command of the aircraft) and should be generalized in road transport.

Advantage

Rapid transmission of information concerning the load to the emergency services, reduction of risks for the emergency services and possibility of preventive measures.

Disadvantages: None.

Transitional provisions: None.

Entry into force: Implementation of ADR.
