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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Safety Committee and the  
Working Party on the Transport of Dangerous Goods  
(Bern, 24-28 March 2003)

**1.8.3.16 SAFETY ADVISER**

**Transmitted by the Government of Liechtenstein\***

The secretariat has received from the Central Office for International Carriage by Rail (OCTI) the proposal reproduced below.

**Existing text of sub-section 1.8.3.16**

“The certificate shall be valid for five years. The period of validity of a certificate shall be extended automatically for five years at a time where, during the final year before its expiry, its holder has followed refresher courses or passed an examination both of which shall be approved by the competent authority.”

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\* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2003/3.

**Proposal for a new text of sub-section 1.8.3.16**

“The certificate shall be valid for **three years**. The period of validity of a certificate shall be extended automatically for **three years** at a time where, during the final year before its expiry, its holder has followed refresher courses **and** passed an examination both of which shall be approved by the competent authority.”

**The duration of the refresher courses and the examination requirements should be equivalent to not less than 50% of the requirements for the main training course.**

**NOTE: Certificates established before 1 January 2005 are not subject to these provisions. After this date the period of validity of the certificate shall be extended for three years.**

**Justification**

Liechtenstein justifies this proposal as follows:

There is no question of the safety adviser, who is responsible for the safe transport of dangerous goods, himself deciding to take a refresher course without an examination or to take an examination without first taking a refresher course. This totally contradicts the provisions of Chapter 8.2, sub-section 8.2.1.5 of ADR concerning refresher courses for vehicle drivers. Liechtenstein moreover has serious doubts about the existing period of five years between refresher courses for safety advisers. This requirement certainly does not contribute to the safety of the transport of dangerous goods. Safety should and must be the first consideration.

The provisions of ADR change twice every five years. The adviser is required to keep his collaborators abreast of these changes. This is not possible with a five-year interval. On the basis of these explanations, Liechtenstein proposes a three-year interval for the refresher course instead of the five years currently figuring in the existing provisions.

With reference to this regulation, Liechtenstein proposes to submit an official application to WP.15 to bring courses for vehicle drivers into line with a three year period.

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