

COMMITTEE OF EXPERTS ON THE TRANSPORT OF DANGEROUS GOODS AND ON THE GLOBALLY HARMONIZED SYSTEM OF CLASSIFICATION AND LABELLING OF CHEMICALS

Sub-Committee of Experts on the Transport of Dangerous Goods

Twenty-eighth session
Geneva, 28 November – 7 December 2005
Item 8 of the provisional agenda

OPTIONS TO FACILITATE GLOBAL HARMONIZATION OF TRANSPORT OF DANGEROUS GOODS REGULATIONS WITH THE UN MODEL REGULATIONS

A two steps approach to Global Harmonization

Transmitted by the expert from Italy

At the 40th plenary meeting of its 2005 substantive session, the Economic and Social Council adopted resolution 2005/53 on the work of the Committee of Experts on the Transport of Dangerous Goods and on the GHS.

In part A, point 5 of such resolution, the ECOSOC:

5. *Requests* the Committee to continue to study, in consultation with the International Maritime Organization, the International Civil Aviation Organization, the regional commissions and the intergovernmental organizations concerned, the possibilities of improving the implementation of the Model Regulations on the Transport of Dangerous Goods in all countries for the purposes of ensuring a high level of safety and eliminating technical barriers to international trade, including through the further harmonization of international agreements or conventions governing the international transport of dangerous goods, or a possible joint approach to the development of an effective international instrument on multimodal international transport of dangerous goods, as appropriate

Taking care of the ECOSOC resolution and of the discussion that took place in the previous session of the UNSCETDG, it is proposed to continue to work with the aim of improving global harmonization on the basis of a two steps approach.

1st step (December 2005 - July 2006) Discussion in the UNSCETDG on how improving further harmonization of international agreements, conventions and national legislations

It is proposed to discuss the following initiatives:

- A)** ICAO, IMO, ECE/ONU (ADR and ADN), OTIF (RID), etc., could envisage:
- consideration of papers for UNSCETDG meetings well in time, in order to provide comments and suggestion (formal/informal meeting, teleconference, correspondence group could be used to bring to the UNSCETDG agreed comments and suggestions)
 - participation of secretariats to all the meetings of UNSCETDG
 - changes which could affect to the UN Recommendations - Model Regulations shall be brought to the attention of UNSCETDG before being adopted
- B)** UN Recommendations - Model Regulations should be carefully examined in order to verify if something is needed (in terms of changes, deletion, etc.) to make them more acceptable for all the modes of transport
- C)** A strong recommendation asking for an improved coordination among national delegations participating to the UNSCETDG and modal meetings
- D)** A discussion on the real problems related to the adoption of a World Convention (see ANNEX)

2nd step (December 2006) Draft resolution

Discuss and prepare a draft resolution for ECOSOC containing:

- endorsement of the agreed organizational improvements
- the request for using 2007-2008 biennium for analysing the real improvements and, if necessary, for presenting a proposal for a World Convention.

Annex

WORLD CONVENTION

The World Convention on the Transport of Dangerous Goods could be as simple as such

- 1) On the basis of a draft Convention, prepared by UNSCETDG and adopted by ECOSOC, a Conference of UN Member States is convened to adopt the Convention.
- 2) The basic content of the Convention is:
 - dangerous goods shall be transported in accordance with UN Model Regulations
 - UN Model regulations will be updated every two years.
 - proposal for updating have to be presented to the UNSCETDG
 - UNSCETDG prepares draft amendments to be transmitted to the biennial Conference of the Parties (signatories of the Convention) for approval and adoption
 - the UN/ECE Division of Transport provides the Secretariat for the Convention and UNSCETDG
 - existing Convention, Agreement, etc., will still be valid for specific regulation not covered by the World Convention (i.e. modal requirements)