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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

Eighty-fourth session  
Geneva, 5-9 May 2008  
Item 5 of the provisional agenda

**PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR**

Sub-section 8.2.2.8: Certificate of driver's training

Transmitted by the Government of Portugal and the International Road Transport Union (IRU)<sup>\*/</sup>

**SUMMARY**

Executive Summary:	A compulsory ADR Certificate model for dangerous goods drivers.
Action to be taken:	Amend 8.2.2.8.
Related documents:	INF.24 (United Kingdom - 80th session) and INF.7 (IRU - 82nd session)

Background

1. The aim of this document is to present a compulsory ADR Certificate model for dangerous goods drivers operating with the ADR driver's training certificate, based on sub-

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<sup>\*/</sup> The present document is submitted in accordance with paragraph 1(c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to "Develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)".

section 8.2.2.8 of the ADR Agreement. The ADR Agreement gives a standard definition of how the ADR certificate should look, and it is clear that the problem concerns the visual aspect more than the actual content, but due to this lack of precision, forgery and misinterpretation are possible.

2. During the 2006 spring session of the WP.15, the informal document INF.24 (United Kingdom) mentioned that enforcement officials had expressed difficulties in determining whether non-United Kingdom ADR Certificates held by drivers were genuine. Remarks made by several delegates demonstrated that they were not in favour of the Secretariat placing sample ADR Certificates from each country on its website.

3. Nowadays, ADR Contracting Parties have the responsibility to maintain registers of valid certificates as stipulated in the paragraph 1.10.1.6, which states that “all competent authorities are required to maintain registers of valid certificates”.

4. Meanwhile, the IRU Secretariat General collected existing ADR Certificates from several ADR Contracting Parties. They were presented to the WP.15 during the eighty-second session in 2007 (Informal document INF.7 (IRU)). The result of the IRU presentation demonstrated that the ADR Certificate, still based on old criteria, does not reflect the actual structure of current training, which could lead to misinterpretation, damaging the image of the profession.

5. Following the presentation, WP.15 delegations recognised that something should be done in this domain but it was pointed out that 8.2.2.8.3 presented a standard layout for the certificate and that adopting a new model would not solve the problems of forgery. Other measures to protect documents from being copied should be considered, such as the insertion of holograms, watermarks or embossed stamps.

#### Analysis

6. The ADR Agreement gives a generic standard layout for the ADR Certificate (paragraph 8.2.2.8.3).

7. In order to take into account future developments in the transport of dangerous goods, ADR Certificates need to firstly be harmonised and then adapted to an electronic format. This will enable a better management and opportunities for future evolution in order to diminish constraints/barriers during inspection.

8. A restructuring of sub-section 8.2.2.8, by numerically identifying each field of the existing certificate, as in 9.1.3.5 (Model for certificate of approval for vehicles carrying certain dangerous goods), would make it possible to have a structured ADR Certificate through all ADR contracting parties.

9. A compulsory layout of the ADR Certificate would need to be agreed upon in order to be integrated easily in future use of pertinent official databases, and meanwhile misuse and forgery need to be avoided. To generate an electronic ADR Certificate we need to harmonise a template where all fields need to be defined, which is a *sine qua non* condition to have a binding structured ADR Certificate in force.

10. This will enable future identifications of ADR Certificates by enforcement authorities during road side checks, in a fully identical manner, which is obviously not the case at the moment in all ADR Contracting Parties.

#### Proposal

11. A binding structured model needs to be established in order to avoid further doubt of authenticity of current ADR Certificates by enforcement authorities. The ADR Certificate shall have a harmonised mandatory layout. Its dimensions shall be the same format as the European national driving licence, in accordance with ISO 7810 ID-1 (Directive 2006/126/EC), and for economic reasons only the front shall have “dynamic data”, while the back may be used for additional information, such as referring to the need to accompany the certificate with the “driving licence”. The colour shall be orange with black letters. The ADR Certificate shall be drawn up in the language or one of the languages of the country issuing it. If that language is not English, French or German, the title of the ADR certificate (“ADR - TRAINING CERTIFICATE FOR DRIVERS OF VEHICLES CARRYING DANGEROUS GOODS”) shall also be drawn up in English, French or German.

12. The present structure of training and specialisations makes it no longer relevant to refer to “valid for class(es)”, “in tanks” and “in other than tanks”, therefore something shorter and easier should be elaborated in order to be suitable for the ADR Certificate database. It shall be replaced by a clearer statement such as “Basic course”, “Specialisation course for carriage in tanks”, “Specialisation course for carriage of substances and article of Class 1” or/and “Specialisation course for carriage of radioactive material of Class 7”.

13. A link with the data of the driver’s licence holder should also be an additional barrier against falsification. An additional record, the driver's licence number, must be implemented into the ADR Certificate.

14. By using the format on an electronic solution as the basis, we could have an ADR Certificate database available for enforcement authorities and/or the road transport industry. They could then rapidly check the profile of a driver by going through a website address on the pertinent centralised database as shown below. The system is not meant to take away the responsibility of the official authority or designated partner of the ADR Certificate, but aims to avoid forgery and give more flexibility to the control authority to verify the authenticity of the document, while carrying out road side checks.

15. The ADR Certificate will then be generated automatically, when the fields of the database table are published by the competent authority, and at the same time will send the selected record to the pertinent official database. The fields proposed for the database, to be reproduced on the ADR Certificate, shall include, in order, the distinguishing sign<sup>1</sup> of issuing state and the final elements: 1) certificate number; 2) surname of the holder; 3) other name(s) of the holder; 4) driver’s licence number; 5) training basic course, as from; 6) specialisation tanks,

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<sup>1</sup> Distinguishing sign for use in international traffic prescribed by the Convention on Road Traffic (Vienna, 1968).

as from; 7) specialisation Class 1, as from; 8) specialisation Class 7, as from; 9) Issued by; 10) Valid until.

Front

**ADR**

**TRAINING CERTIFICATE FOR  
DRIVERS OF VEHICLES CARRYING  
DANGEROUS GOODS**

**GB**

1. Certificate no.:
2. Surname:
3. Other name(s):
4. Driver licence no.:
5. Training Basic Course/ as from:
6. Specialisation Tanks/ as from:
7. Specialisation Class 1/ as from:
8. Specialisation Class 7/ as from:
9. Issued by:
9. Valid until:

16. The text produced on the back of the certificate shall be drawn up in the language or one of the languages of the country issuing it. If that language is not English, French or German, the text produced on the back of the certificate shall also be drawn up in English, French or German

Back

This certificate is valid only if it is accompanied by a valid driving licence for the category of vehicle concerned.

Training Basic Course, according to ADR 8.2.1.2  
Specialisation Tanks, according to ADR 8.2.1.3  
Specialisation Class 1 and Class 7, according to ADR 8.2.1.4

Procedure

17. The competent national authorities are responsible for the existing data of the ADR Certificates.
  18. Contracting Parties need to establish a layout model with a binding structure positioning each field of the ADR Certificate, including the path to the pertinent official database.
  19. The pertinent official database automatically collects the selected fields once authorities have issued the certificate; the parties involved in dangerous goods transports can validate the authenticity ADR Certificate at any time, based on the certificate number.
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