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Working Party on the Transport of Dangerous Goods

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PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Sub-section 8.2.2.8: Certificate of driver's training
(ECE/TRANS/WP.15/2008/10-Rev.1)

Transmitted by the Government of Portugal and the International Road Transport Union (IRU)^{*/}

SUMMARY

Executive Summary:	A compulsory ADR Certificate model for dangerous goods drivers operating with the ADR driver's training certificate.
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-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.

^{*/} 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)".

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 “the competent authority shall maintain up-to-date registers of all valid training certificates for drivers stipulated in 8.2.1.”

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 recognized 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 harmonized 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 8.2.2.8.3, 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 harmonize 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.

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 harmonized 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 in the general case only the front will have “dynamic data”. However the back may also be used for additional information that each country might consider relevant, under the

title “For national regulations only”. 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 specializations makes it no longer relevant to refer to “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”, “Specialization course for carriage in tanks”, “Specialization course for carriage of substances and article of Class 1” or/and “Specialization course for carriage of radioactive material of Class 7”. In what concerns the basic course and the specialization course for carriage in tanks, bearing in mind that certain countries implement training systems in which (despite the fact they comply with the duration stated in paragraphs 8.2.2.4.1 and 8.2.2.5.3) the scope of the course is restricted to certain classes of danger, the format of the certificate shall cover these situations.

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. In those cases in which there is a change in the driver’s licence number after the issuing of the ADR Certificate, the updating of ADR certificate in what concerns to item 4 will be only necessary by the occasion of the issuing of a new 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 centralized 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 sign¹ 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) specialization tanks, as from; 7) restricted to Class or Classes; 8) specialization Class 1, as from; 9) specialization Class 7, as from; 10) Issued by; 11) 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. It is possible the back of the certificate could include additional information under the title “For

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

national regulations only”, for those particular aspects of national law that each issuing country might consider relevant.

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 collects the selected fields and 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.

Proposal

Add the following new transitional measure:

“1.6.1.19 Training certificates for drivers which conform to the model shown in 8.2.2.8.3 applicable up to 31 December 2010 may continue to be used.”

Replace in paragraph 8.2.1.8 the reference to “model shown in 8.2.2.8.3” with “model shown in 8.2.2.8.5”

Delete the paragraph 8.2.1.9.

Amend the text in paragraph 8.2.2.8.3 to read as follows:

“8.2.2.8.3 The certificate shall have the layout of the model shown in 8.2.2.8.5. Its dimensions shall be in accordance with ISO 7810 ID-1. The colour shall be orange with black letters.

It 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 and the back of the certificate shall also be drawn up in English, French or German.”

Add a new paragraph 8.2.2.8.4 as follows:

“8.2.2.8.4 In those cases in which there is a change in the driver’s licence number after the issuing of the certificate, the updating of the certificate in what concerns item 4 will be only necessary by the occasion of the issuing of a new certificate. In what concerns the basic course and the specialization course for carriage in tanks, when issuing countries implement training systems in which the scope of the course is restricted to certain classes of danger, but comply with the duration stated in paragraphs 8.2.2.4.1 and 8.2.2.5.3, the certificate shall identify that situation in item 7.”

Add a new paragraph 8.2.2.8.5 as follows:

“8.2.2.8.5 Model for training certificate for drivers of vehicles carrying dangerous goods

Front	<div style="display: flex; justify-content: space-between;"><div style="text-align: center;"></div><div><p>ADR TRAINING CERTIFICATE FOR DRIVERS OF VEHICLES CARRYING DANGEROUS GOODS</p><ol style="list-style-type: none">1. Certificate no.:2. Surname:3. Other name(s):4. Driver licence no.:5. Training Basic Course/ as from:6. Specialization Tanks/ as from:7. Restricted to Class(es):8. Specialization Class 1/ as from:9. Specialization Class 7/ as from:10. Issued by:11. Valid until:</div></div>
Back	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"><p>This certificate is valid only if it is accompanied by a valid driving licence for the category of vehicle concerned.</p><p>Training Basic Course, according to ADR 8.2.1.2 Specialization Tanks, according to ADR 8.2.1.3 Specializations Class 1 and Class 7, according to ADR 8.2.1.4</p><hr/><p>For national regulations only</p></div>

Justification

Safety:	Improves safety.
Feasibility:	No problem.
Enforcement:	This amendment makes it possible to avoid problems of the enforcement namely in the road side checks of the ADR training certificates
