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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

Eighty-seventh session  
Geneva, 2-6 November 2009  
Item 5 of the provisional agenda

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

Sub-Section 8.2.2: Certificate of Driver's Training

Transmitted by the Government of the United Kingdom \*

Summary

Executive Summary: Following the adoption of amendments to the provisions concerning the training of drivers in Chapter 8.2 by the Working Party at its eighty-sixth session, the representative of the United Kingdom was invited to review a suitable transitional period for the introduction of the model of certificate for drivers of vehicles carrying dangerous goods. The United Kingdom has also taken the opportunity to clarify any outstanding issues pertaining to ECE/TRANS/WP.15/2009/4. The outstanding issues include the data contents of the new model of certificate.

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\* 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)".

Action to be taken:	The Working Party is invited to consider the proposed data contents of the model of certificate for drivers of vehicles carrying dangerous goods and a suitable transitional period for its introduction.
Related Documents:	ECE/TRANS/WP.15/199, paras. 23-26, ECE/TRANS/WP.15/201, paras. 28-36 and annex I ECE/TRANS/WP.15/2008/10 as revised in informal document INF.4 (85th session) ECE/TRANS/WP.15/2009/4 Informal documents INF.24 (80th session), INF.7 (82nd session), INF.6 (85th session), INF.3, INF.9 and INF.10 (86th session),

### Background

1. Following the agreement at the 86th session of the Working Party, the Government of the United Kingdom presented ECE/TRANS/WP.15/2009/4 to review the requirements concerning the training of drivers' provisions of Chapter 8.2 in ADR.
2. The most important changes to the training of drivers' provisions proposed by the United Kingdom at that session were:
  - (a) The addition of security awareness to the list of subjects to be covered by the basic training;
  - (b) The possibility for Competent Authorities to offer restricted basic training courses limited to specific dangerous goods or a specific class or classes;
  - (c) To take account of the proposal by Portugal and the International Road Transport Union (IRU) in informal document INF.4 (85th session of the Working Party) regarding the need for a harmonised compulsory ADR model of certificate for drivers of vehicles carrying dangerous goods and carry forward the ideas regarding better document security that had been outlined by the Chairman of the Working Party in informal document INF.27 (84th session of the Working Party);
  - (d) The data contents to be included in the model of certificate; and
  - (e) A suitable transitional period, for the introduction of the new driver training certificate.
3. The Working Party agreed in principle to points (a) to (c) above and adopted amendments to ADR accordingly (see ECE/TRANS/WP.15/201, annex I). However, the Chairman remitted further discussions to the next session of the Working Party to be held in November 2009.

Review of data contents in the driver training certificate

4. Sub-section 8.2.2.8.5, of ECE/TRANS/WP.15/2009/4, sets out the requirements for the proposed new driver training model of certificate. At its 86th session, the Working Party adopted a new sub-section 8.2.2.5 which introduced a new certificate for drivers using the same format as the European Union national driving licence in accordance with ISO 7810 ID-1. The model below illustrates the new certificate. The size, material, colour and additional security feature of the new certificate have been agreed by the Working Party. However, discussions regarding the data contents of the certificate are pending for the current session and therefore 8.2.2.8.4 and 8.2.2.8.5 were kept in square brackets.

5. The United Kingdom has taken account of the proposal by Portugal and IRU in informal document INF.4 (85th session of the Working Party) and the related discussions regarding the model of certificate for drivers of vehicles carrying dangerous goods and has taken the opportunity to revise and clarify the data contents of the proposed model of certificate.

6. The model of certificate illustrated below sets out the data field numbers. It is not proposed that the data field numbers will appear on the certificate only retaining the information in those fields. The recommended harmonised standard layout would enable:

- Enforcers to identify the meaning of fields, especially where there may be language barriers; and
- Better management and opportunities for adaptation to electronic format.

7. The following provides clarification of the data fields proposed in the model of certificate:

- Field 1 – ADR certificate number to be provided instead of driver number – this will provide a unique reference number to the driver, which is life-long, to be quoted in all correspondence;
- Field 2 – Surname – Identifies the ownership of the holder of the certificate;
- Field 3 – Other names – Identifies the ownership of the holder of the certificate;
- Field 4 – Date of birth – We would recommend using the international standard for the date representation formatted as dd/mm/yyyy to align with views expressed at the last session;
- Field 5 – Nationality – The verification will be required for an international document which may assist enforcers to determine any barriers with language;
- Field 6 – Signature – Will provide secondary verification to the enforcement body;
- Field 7 – Expiry date – The use of “valid from” or “date issued” is no longer recommended resulting from varying interpretations. The United Kingdom

recommends using the phrase “Expiry Date” to provide clarity and consistency with other types of international driver licence;

- Field 8 – Training / Examination undertaken and passed for vehicles carrying dangerous goods in tanks – Will verify and validate that the holder of the certificate has participated and successfully passed an examination indicating the scope of validity to the relevant dangerous goods or class(es). The reference to the Division of Class has been removed as recommended by the Secretariat.
- Field 9 – Training / Examination undertaken and passed for vehicles carrying dangerous goods other than in tanks – Will verify and validate that the holder of the certificate has participated and successfully passed an examination indicating the scope of validity to the relevant dangerous goods or class(es). The reference to the Division of Class has been removed as recommended by the Secretariat.
- Field 10 - for National Regulations only or Additional Information –Could include, for example, military dangerous goods training, address of issuing body in case of loss etc.

8. There was a short debate at the last session on the inclusion of a photograph on the model of certificate. There is a requirement in 1.10.1.4 for each member of the vehicle crew to carry photo identification but this identification does not mean the driver is qualified to carry dangerous goods. However, where transport units do not exceed the values indicated in table 1.1.3.6.3 there is no requirement to meet the provisions in 1.10.1.4. The United Kingdom also took note that some Contracting Parties require drivers to produce photo identification when driving. This is a national requirement and is different across Contracting Parties.

9. The United Kingdom therefore proposes that the inclusion of a photo on the certificate for drivers carrying dangerous goods would meet national requirements, validation of training for all drivers and authenticity in one single certificate / document. The addition of a photograph on the certificate should provide:

- A verification at a glance as to whether the driver is actually the certificate holder. This would be particularly helpful for roadside checks and national and international cross border enforcement;
- A deterrent because the certificate would be harder to replicate or forge; and
- A more secure document through the amalgamation of the driver’s photograph with his ADR qualification entitlement in a plastic card format which would make the system much more secure and help reduce the possibility of forgery or fraudulent identity, theft and misuse.

#### Transitional measure consideration

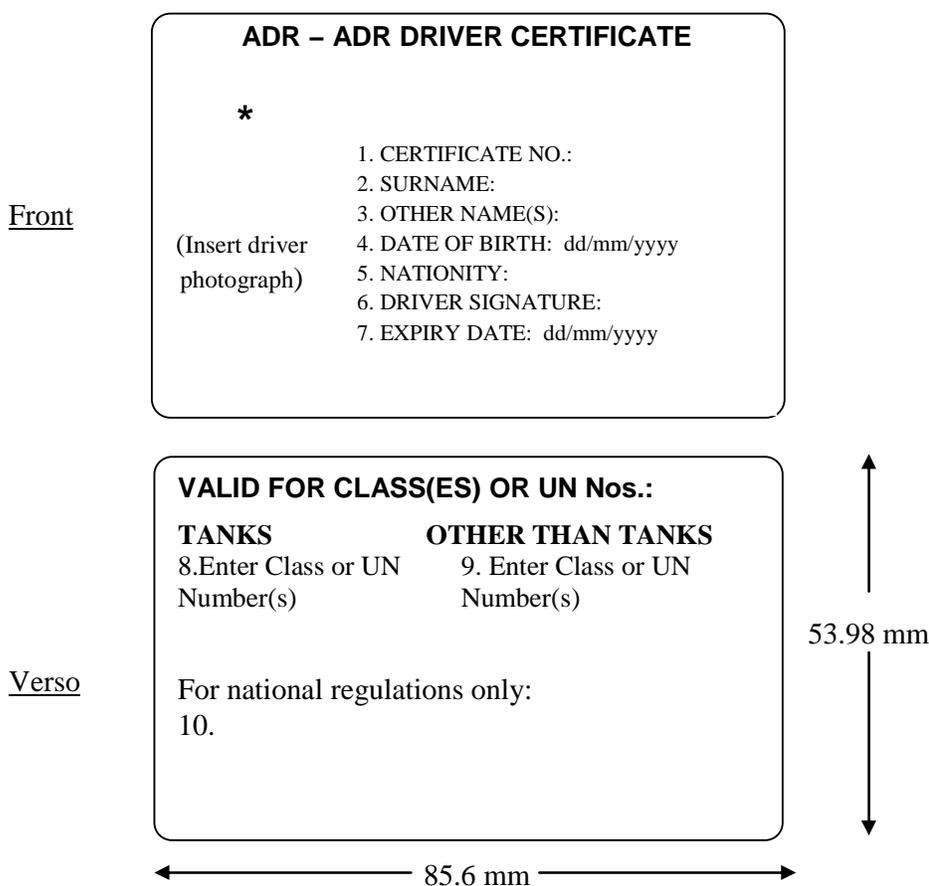
10. During the 85th session, the representative of IRU expressed the need for some urgency in adopting a harmonized model of certificate as soon as possible i.e. for entry into force on

1 January 2011. In view of this urgency the United Kingdom recommended a transitional measure for the introduction of the new model of certificate for 31 December 2011. However the United Kingdom is sympathetic to the concerns raised by other Contracting Parties about the time constraints in putting the processes in place. The United Kingdom therefore recommends a transitional measure to 31 December 2011 for the issue of new style model certificates and which allows continued use thereafter of existing certificates to their current expiry dates.

Proposal

11. Amend 8.2.2.8.5 to read as follows (replaces the amendment in ECE/TRANS/WP.15/201, annex I):

"8.2.2.8.5 *Model for the training certificate for drivers of vehicles carrying dangerous goods*



\* Distinguishing sign used on vehicles in international traffic (for parties to the 1968 Convention on Road Traffic or the 1949 Convention on Road Traffic, as notified to the Secretary General of the United Nations in accordance with respectively article 45(4) or annex 4 of these conventions).".

Transitional measure

12. Add a new 1.6.1.19 to read as follows:

"1.6.1.19 Contracting Parties may continue to issue certificates of driver's training conforming to the model applicable until 31 December 2010, instead of those conforming to the requirements of 8.2.2.8.5, until 31 December 2011. Such certificates may continue in use to the end of their 5 year validity, but may not be renewed following a candidate's participation in refresher training in accordance with 8.2.1.5 and passing of an examination in accordance with 8.2.2.7.3."

Justification

13. The proposed changes will bring harmonisation amongst Contracting Parties and aims to avoid misuse and forgery of the certificate of driver training.

Safety Implications

14. Security will be improved and the harmonised model of certificate will promote consistent enforcement.

Feasibility

15. The United Kingdom believes that having a harmonised format across Contracting Parties will enable enforcers to carry out their duties more efficiently.

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