

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

20 September 2016

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Geneva, 19–23 September 2016

Item 5 (b) of the provisional agenda

Proposals for amendments to RID/ADR/ADN: new proposals

Comment on ECE/TRANS/WP.15/AC.1/2016/29 - Assignment of obligations of the participants

Transmitted by the Government of Romania

1. We support in principle the Italian proposal to find a solution to guarantee traceability and proper allocation of responsibilities.

2. We use the opportunity of discussing the text of 1.4.1.1 and in the spirit of the United Kingdom proposal to organise a Group to deal with textual changes to the regulations, we propose a slight change for the first paragraph as follows (new text is underlined and deleted text ~~stricken~~ through):

French version

“1.4.1.1 Les intervenants dans le transport de marchandises dangereuses doivent prendre les mesures appropriées selon la nature et l’ampleur des dangers et des risques prévisibles, afin d’éviter des dommages et, le cas échéant, d’en minimiser les effets. Ils doivent, en tout cas, respecter les prescriptions du RID/ADR/ADN, en ce qui les concerne. [...].

English version

1.4.1.1 The participants in the carriage of dangerous goods shall take appropriate measures according to the nature and the extent ~~of foreseeable~~ of the dangers and of foreseeable risks, so as to avoid damage or injury and, if necessary, to minimize their effects. They shall, in all events, comply with the requirements of RID/ADR/ADN in their respective field. [...].

3. For the proper sense of the term “*danger*” we mentioned the text of 2.1.3.1:

2.1.3.1 Substances including solutions and mixtures not mentioned by name shall be classified according to their degree of danger on the basis of the criteria mentioned in subsection 2.2.x.1 of the various classes. The danger(s) presented by a substance shall be determined on the basis of its physical and chemical characteristics and physiological properties. [...].

4. For the proper sense of the term “*risk*” we mentioned the text of 1.3.2.3 and 1.4.1.2:

1.3.2.3 Safety training

Commensurate with the degree of risk of injury or exposure arising from an incident involving the carriage of dangerous goods, including loading and unloading, personnel shall be trained [...].

1.4.1.2 When there is an immediate risk that public safety may be jeopardized, the participants shall immediately notify the emergency services and shall make available to them the information they require to take action.
