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**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****104<sup>th</sup> session**

Geneva, 15-17 May 2018

Item 8 of the provisional agenda

**Any other business****14 March 2018****Sixtieth anniversary of ADR – Open discussion****Note by the secretariat****Introduction**

1. At its 103<sup>rd</sup> session (6 – 10 November 2017), the Working Party discussed the future of the ADR in line with the implementation of the Sustainable Development Goals (SDGs).
2. The delegations were invited to give their views on the following issues:
  - Which developments of ADR and of the work of the Working Party do you foresee in the next decades?
  - How can the Working Party help countries to achieve the Sustainable Development Goals (SDGs) of the United Nations' 2030 Agenda for Sustainable Development?
3. After a brief overview of the SDGs presented by the secretariat in informal document INF.8, the Netherlands shared their views, in informal document INF.19, on the development of the ADR and future work of the working party.
4. The participating delegations welcomed the proposed discussions. They noted that decades of collaborative efforts on ADR have significantly improve the international carriage of dangerous goods and its safety but the ADR may seem too complicated for users and future work of the Working Party should consider making the ADR more user-friendly.
5. The delegate from the Netherlands agreed on the fact that the transport of dangerous goods has reached its current level of safety through decades of collaborative effort and insisted that only through continued joint effort can the regulations be equipped with the necessary tools for the future.
6. He also noted that transport of dangerous goods is an inevitable activity in today's society. However, elevating the safety level with classical technical or administrative solutions alone may no longer be sufficient to address the growing concerns of the public or increase their sense of safety. He suggested that the group consider new approaches, such as probabilistic risk-management tools or risk-governance models that can address the technical and administrative aspects of transport safety.
7. The representative of ECFD noted the constant changes to the ADR and the high frequency of the meetings of the WP.15. He stressed out the difficulties encountered by the industry to fulfil the regulation with these constant changes. He proposed to consider freezing the regulation for a certain period (5 years) in order to reduce and simplify the regulation, which may facilitate also the accession of other contracting parties.

8. Some delegations shared the views of the Industry on the frequency of the meetings of the working party. They pointed out that the public is becoming more risk-averse and more openly critical towards transport of dangerous goods in their local communities and suggested to think of other ways to better use the resources and better make the work of the group known. It was also suggested to emphasize more on general requirements in transport regulations and lower the level of detail in the regulatory framework.

9. It was also said that amendments to the ADR annexes were often initiated at the request of the representatives of the Industry to take into account of technological and scientific developments and that most of the amendments adopted every two years were the result of the harmonisation with the UN Model Regulations.

10. It was noted that the annexes of ADR are very large and the possibility of reducing the volumes was discussed. The secretariat drew attention to the fact that some sections of ADR are not often modified. He added that for example part 6 is not reproduced in ADN and raised the question of whether this section is needed in ADR or could be presented in a separate manual.

11. In the course of discussions, it was noted that the previous restructuring of ADR had already improved the user-friendliness of the annexes with the division in Chapters dedicated to groups of users.

12. The IRU representative stressed out the importance of raising awareness of the public about the ADR. He suggested considering to hold the group sessions outside Geneva, for example in other Regional Commissions and to link the ADR with the Sustainable Development Goals set by the United Nations 2030 Agenda for Sustainable Development and the road safety work. He also highlighted the importance to follow the technology evolutions.

13. The issue of training, technology evolution in the field of transport and how to adapt the ADR to these changes was discussed among the group members. The representative of the United Kingdom insisted on the importance of providing more training and guidance on the ADR to the users. He raised the importance of discussing how the group could improve compliance; better use the resources and how to reach particular decisions. He brought to the attention of the group that a study was conducted in the United Kingdom to this end and informed the group he will be sharing the outcomes of this study later.

14. The Working Party recognized the importance of the work of the United Nations' 2030 Agenda for Sustainable Development. While it is difficult to link the work of the Working Party to the SDGs, the delegates agreed to further discuss the linkages between the SDGs and the work of the group in future sessions.

15. The delegate from Turkey shared her views on how the ADR could help achieve the SDGs. She pointed out that the efficiency of the emergency response services will be improved through early warning system and using more advanced technology. She added that this will contribute to protecting the environment, reducing the pollution and decreasing the deaths, injuries and illness from road traffic accidents. She added that this will also have a positive effect on the economy.

16. The delegate from Turkey also suggested in the future developing a control centre that follows all transport of dangerous goods by all modes in a country. She added that through this system, the amount of dangerous goods can be easily checked, as well as the transport unit, documents, the driver and route used. The system could inform emergency response services about the content of transport units.

17. In conclusion, the chair of the Working Party raised the possibility of developing a strategy document to determine the future of the ADR and the work of the Working Party. He welcomed any further proposals from the group.

18. The chair has suggested that the discussion continue during the 104<sup>th</sup> session with a view to improve work methods of the working party.

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