



Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods**

Bern, 16–20 March 2020

Item 5 (b) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN
new proposals****Referencing the Inland TDG Risk Management Framework
in RID/ADR/ADN****Transmitted by the European Union Agency for Railways (ERA) ^{*}, ^{**}**

Executive summary: The Joint Meeting delegates are invited to decide on the inclusion of a footnote reference to the guides of the Inland TDG Risk Management Framework in RID/ADR/ADN.
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Background

1. At the autumn 2019 session the Joint Meeting delegates were informed of the publication of the Inland TDG Risk Management Framework which was welcomed by several delegations.
2. The Joint Meeting also welcomed the starting development of a collaborative IT platform (prototyping phase) to further assist the users of the guidelines (see para. X. A. 1 and 2 of ECE/TRANS/WP.15/AC.1/156).

Introduction

3. The Inland TDG Risk Management Framework was developed with the collaboration of Joint Meeting delegates and with the administrative and technical support of the European Union Agency for Railways.

* In accordance with the programme of work of the Inland Transport Committee for 2018-2019, (ECE/TRANS/WP.15/237, annex V, (9.2)).

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2020/14.

4. This framework is maintained and continuously improved by the Expert Users and Development Group, which also involves volunteer Joint Meeting delegates and experts. The functioning of this group is facilitated by the European Union Agency for Railways under the auspices of the European Commission.
5. The framework is a comprehensive set of guides in the technical field of risk management for Inland Transport of Dangerous Goods and aims to be used for the three transport modes within the scope of RID/ADR/ADN.
6. It provides all the categories of potential users, including authorities, with a harmonised risk estimation method and with harmonised decision-making process and principles to be considered for the preparation of robust risk management decisions.
7. From July 2018 to October 2019, the European Union Agency for Railways organized, with the kind collaboration of volunteer countries (Luxembourg, Spain, Switzerland and Germany) public dissemination workshops presenting the framework methodology to more than 150 participants covering all the categories of targeted users and the inland modes of transport. The quality of the methodology described in the framework was confirmed by the participants.
8. To date, the framework webpages have been consulted by more than 1500 potential users.
9. In order to allow the full visibility of the framework and to provide up to date reference to users, it is suggested to introduce a reference to the framework in RID/ADR/ADN.
10. Two alternative proposals are described hereinafter.

Proposal 1

[RID]

In section 1.9.3 of Chapter 1.9, after footnote 20 add a footnote 21 to read:

“²¹ The Inland TDG Risk Management Framework may be consulted on the website of the Directorate General for Mobility and Transport of the European Commission (https://ec.europa.eu/transport/themes/dangerous_good/risk_management_framework_en). or directly on the European Union for Railway Agency website (https://www.era.europa.eu/activities/transport-dangerous-goods/inland-tdg_en)”

[ADR]

In section 1.9.4 of Chapter 1.9, after footnote 1, add a footnote 2 to read:

“² The Inland TDG Risk Management Framework may be consulted on the website of the Directorate General for Mobility and Transport of the European Commission (https://ec.europa.eu/transport/themes/dangerous_good/risk_management_framework_en).”

[ADN]

At the end of section 1.9.4 of Chapter 1.9. add a footnote 1 to read:

“¹ The Inland TDG Risk Management Framework may be consulted on the website of the Directorate General for Mobility and Transport of the European Commission (https://ec.europa.eu/transport/themes/dangerous_good/risk_management_framework_en).”

Proposal 2

Replace the text of the existing footnote 20 in 1.9.3 RID and footnote 1 in 1.9.4 ADR with the texts proposed above.

For ADN, the text proposed above should be adopted without further amendments.

Consequential amendments: Provide the links to the new guidelines on OTIF and UNECE websites.

Justifications

Proposal 1:

The proposal does not have negative impacts as the framework is compatible with the current legislation and practices, as confirmed during the dissemination workshops and EUDG meetings. Its implementation is voluntary for any category of user.

It provides a harmonised and comprehensive methodology to new potential users who would like to start using risk management techniques.

Proposal 2:

The proposal to replace the existing references to the generic guidelines currently referred to in the footnotes of Chapter 1.9 (RID 2019 /ADR 2019) is due to the fact that the information contained therein is superseded by the newly established framework which describes more in depth the risk management techniques. The previous guidelines are less instructive for the users than the newly established framework, and have not been maintained since their first publication (i.e. May and October 2008), thus may contain outdated elements.

This approach would simplify the approach for the implementation of Chapter 1.9 in the three modes with only one multimodal methodology to be considered by the potential users.

Direct links to the framework guides

[Framework guide \(overview\)](#)

[Guide for risk estimation](#)

[Guide for decision-making](#)

[Framework Glossary](#)
