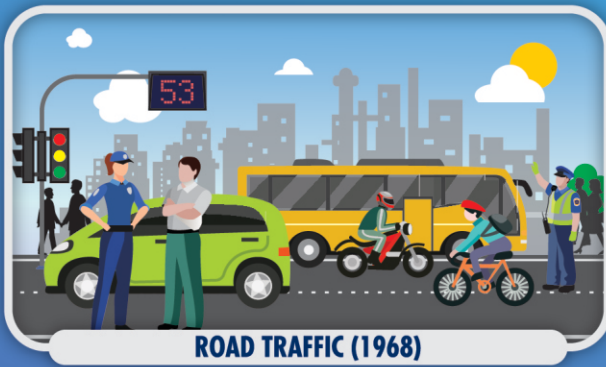




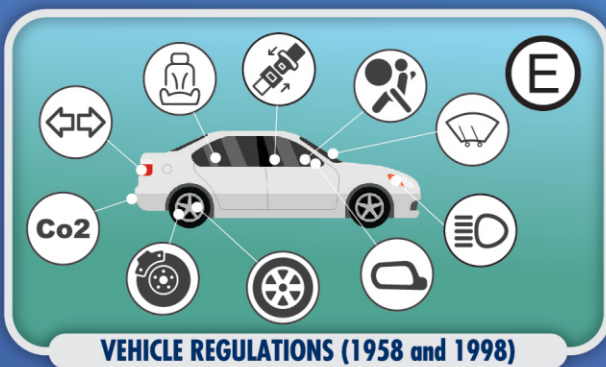
# UNITED NATIONS ROAD SAFETY CONVENTIONS



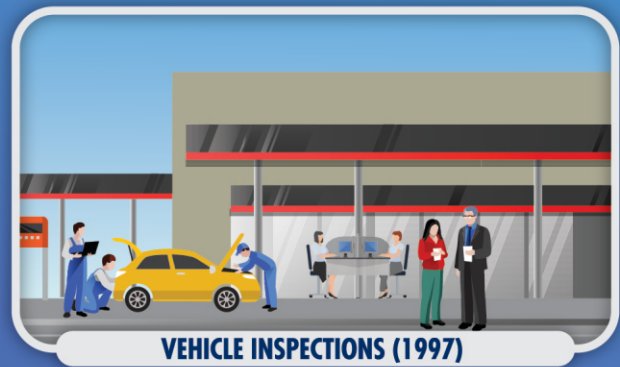
ROAD TRAFFIC (1968)



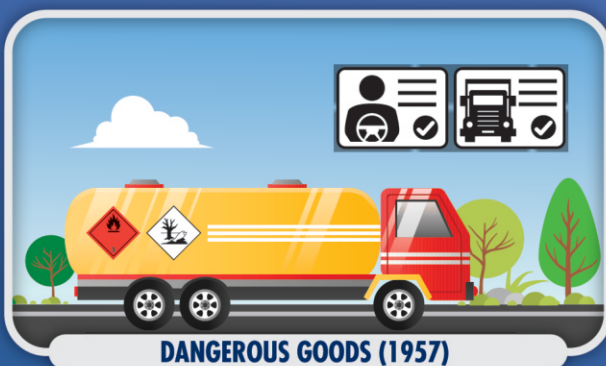
ROAD SIGNS AND SIGNALS (1968)



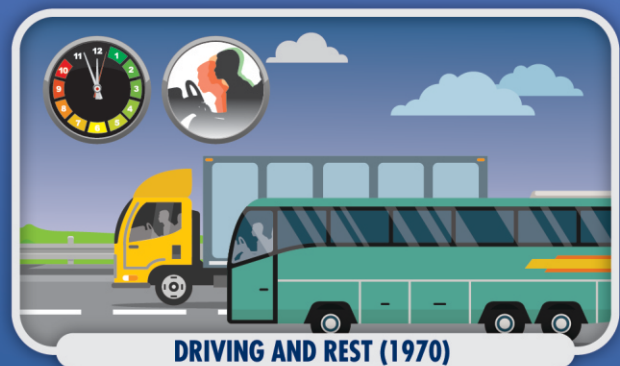
VEHICLE REGULATIONS (1958 and 1998)



VEHICLE INSPECTIONS (1997)



DANGEROUS GOODS (1957)



DRIVING AND REST (1970)

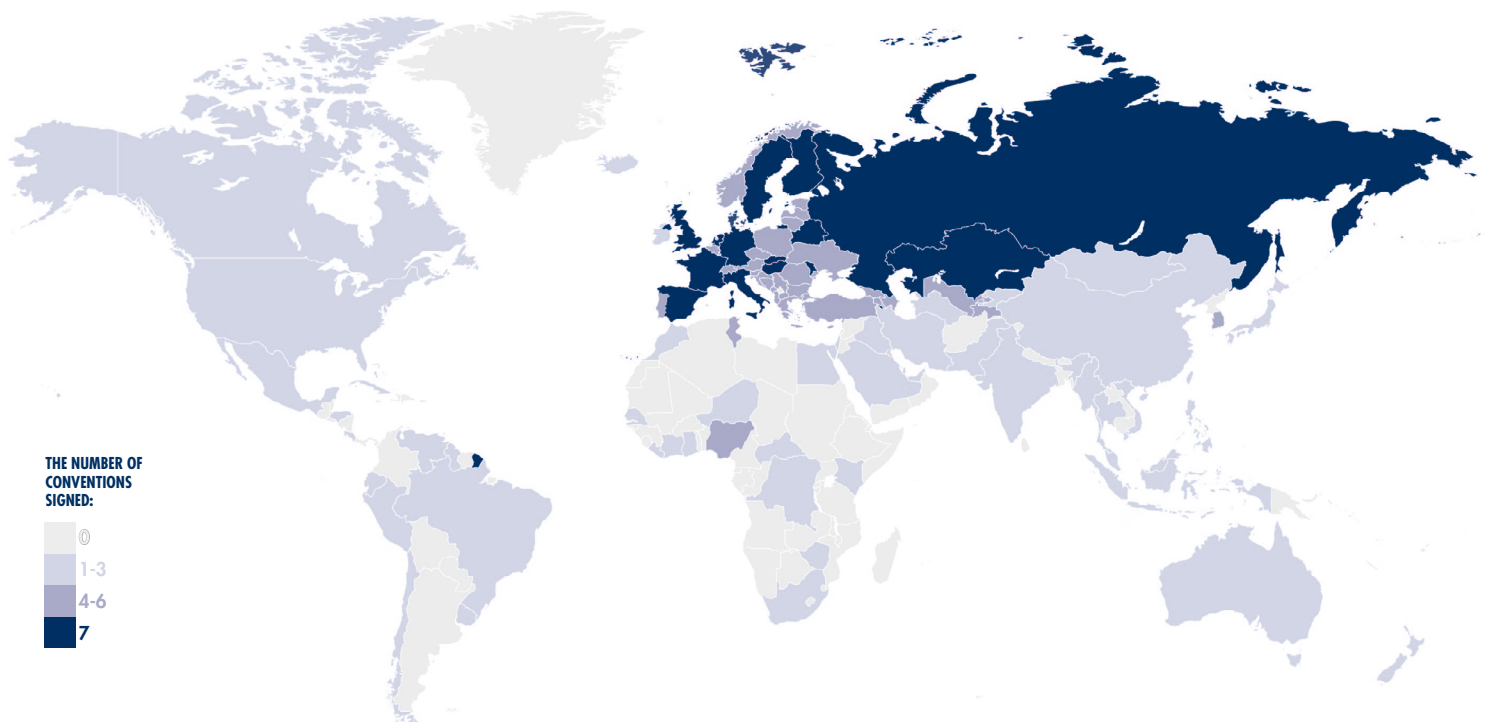
# UNITED NATIONS ROAD SAFETY CONVENTIONS

## CONTRACTING PARTY STATUS

There are 59 United Nations legal instruments in the area of inland transport which are administered by the United Nations Economic Commission for Europe (UNECE). Of the 59 conventions, seven road safety instruments are considered to be priorities for accession:

- 1 1968 Convention on Road Traffic
- 2 1968 Convention on Road Signs and Signals
- 3 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations
- 4 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles
- 5 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts
- 6 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)
- 7 1970 European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

The conventions serve as a foundation for states to build national legal frameworks which prevent death and injuries from road traffic crashes. Road safety governance is above all about the political will to create and carry out a national strategy and programme. The United Nations General Assembly resolutions on «Improving global road safety» encourage all Member States to accede to the conventions and agreements.



# OVERVIEW: SEVEN PRIORITY UNITED NATIONS ROAD SAFETY CONVENTIONS

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## 1. 1968 Convention on Road Traffic

The 1968 Convention provides rules on all aspects of road traffic and safety, and serves as a reference for national legislation. It describes all road user behaviour, such as what drivers and pedestrians must do at crossings and intersections. It promotes safe road user behaviour.

## 2. 1968 Convention on Road Signs and Signals

The Convention provides over 250 commonly agreed road signs, signals and road markings. It classifies road signs into three classes (danger warning, regulatory and informative), defines each and describes their physical appearance to ensure visibility and legibility. It focuses on safe infrastructure which contributes to safer mobility.

## 3. 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations

The agreement provides the legal framework for adopting uniform UN Regulations for all types of wheeled vehicles manufactured, specifically related to safety and environmental aspects. It covers over 140 UN Regulations (such as helmets, braking, tires, safety belts). Parts and equipment that have been approved against these high safety requirements carry the E-marking, an important sign for the industry and consumers. It improves safety and environmental performance, facilitates international road traffic and removes technical barriers to international trade. It promotes safe and environmentally friendly vehicles.

## 4. 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles

The agreement provides the legal framework for the inspection of wheeled vehicles and for the mutual recognition of inspection certificates for cross-border use of road vehicles. Its rules cover environmental behavior and safety of vehicles in use. The agreement promotes keeping vehicles environmentally friendly and safe throughout their lifetime.

## 5. 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts

The agreement serves as the framework for developing global technical regulations for vehicles on safety and environmental performance, including electronic stability control, pole side impact, and emissions tests among others. New regulations are added as needed to keep up with progress on safety and technology.

## 6. 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

This agreement and its annexes, which are updated every two years (last version ADR 2019), outline the highest level of safety acceptable to all Contracting Parties for permitting transport of dangerous goods by road on their territories, taking duly into account cost/safety benefits considerations. It defines the dangerous goods that may be transported internationally – and the transport conditions – and sets requirements for operations, driver training and vehicle construction. With performance-tested, certified and periodically inspected transport equipment and vehicles, top-trained drivers and a well-established efficient system of hazard communication for emergency response, we achieve safer road transport operations.

## 7. 1970 European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

The agreement regulates the driving times and rest periods of professional drivers. It defines the devices that are used to control those periods, and sets technical requirements for their construction, testing, installation and inspection. Additionally, the agreement lays down requirements for checking driving hours by enforcement authorities. By regulating the driving times and rest periods of drivers of commercial vehicles engaged in international transport, the agreement helps to prevent traffic accidents caused by driving excessive hours and it also creates a level playing field in the road haulage industry by promoting “fair competition”.

## WE MUST ACHIEVE

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The rapidly growing numbers of vehicles and road users and increased trade, globalization and urbanization, coupled with staggering global road traffic injury rates underline the critical need to actively promote road safety everywhere. Never before have sustainable transport, mobility and development been so intertwined and interdependent, as also reflected in SDGs 3.6 and 11.2. Sustainability must go hand-in-hand with safety, which is dependent on implementing internationally agreed norms and harmonizing the world’s response; building a culture of safety on all levels and across all borders, with increased political will and governance at the core.

Achievement is about more than just decreasing the numbers of road crashes, it is about holding the value of life at the highest level. Every individual on our planet deserves to live a safe, healthy and prosperous life.

## BECOMING A CONTRACTING PARTY

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All the above Conventions have entered into force but remain open to all UN member States that wish to become Contracting Parties, by submitting «an instrument of ratification or accession», to the Secretary-General of the United Nations. Typically, becoming a Contracting Party to a Convention after it has already entered into force requires accession, whereas ratification is required for signatory States.

An instrument of accession is a legal document (see model instrument on page 4), signed and sent via Permanent Missions to the United Nations in New York to the Secretary-General of the United Nations. In practice, the Treaty Section of the Office of Legal Affairs at the United Nations Headquarters (New York) will receive, review, and accept in deposit the instrument of accession. The instrument of accession can only be signed by the Head of State, Head of Government or the Minister for Foreign Affairs. Becoming a Contracting Party to these UN road safety Conventions does not involve any financial obligation or fee.

Before a Head of State, Head of Government or Minister for Foreign Affairs signs and deposits an instrument of accession with the Secretary-General, domestic constitutional procedures usually have to be followed for a State to make a formal decision to become a Contracting Party to a Convention. This, in some cases, means that Parliament has to agree, or that the Constitutional court of the country has to examine the treaty in question and to provide a formal confirmation that the instrument in question does not contradict the Constitution (judicial review). In other cases, various councils or other institutions within the government have to give their approval before accession can be sent. Experience shows that it is often effective for the national authorities involved to:

- a. Translate the legal instrument into the national language;
- b. Conduct and provide a cost-benefit analysis, outlining the resources (fiscal or human) required for implementation (e.g. training, setting up certification authorities or enforcement agencies);
- c. Determine a list of any required national legal reforms;
- d. Consult with industry representatives and civil society to ensure full transparency and legal certainty for everyone affected by the new rules.

Once the instruments of accession to these Conventions are deposited, they enter into force after a designated period of time. For ease of reference, the two 1968 Conventions enter into force 12 months after the deposit of the instrument; ADR enters into force a mere 30 days after the deposit of the instrument, with longer periods envisaged for the entry into force of the technical Annexes; the 1958, 1997 and 1998 Agreements each stipulate for sixty days between accession and entry into force; the AETR enters into force on the 180th day after the deposit of the instrument. The period between accession and entry into force is designed to allow governments to prepare for implementation. Generally once a treaty enters into force for a country, it is not possible to invoke national law as grounds for non-implementation, unless a Convention specifically provides for progressive implementation or transitional periods after the entry into force.

The United Nations Office of Legal Affairs, Treaty Section, which is based at UN Headquarters (New York) discharges the responsibility for the depositary functions of the Secretary-General. More information on accession and other Treaty related procedures and legal requirements can be found in the Treaty Handbook:

[https://treaties.un.org/Pages/Resource.aspx?path=Publication/TH/Page1\\_en.xml](https://treaties.un.org/Pages/Resource.aspx?path=Publication/TH/Page1_en.xml)

The UNECE Inland Transport Committee, its World Forum for Harmonization of Vehicle Regulations (WP. 29), its Working Party on Road Traffic, now called the Global Forum for Road Traffic Safety (WP. 1), and its Working Party on the Transport of Dangerous Goods (WP. 15) can help to ease accession and implementation by providing advice and support for assistance and training.

More information is provided on the relevant sections of <http://www.unece.org/trans/welcome.html>

## **ANNEX 5 – MODEL INSTRUMENT OF ACCESSION**

**(To be signed by the Head of State, Head of Government  
or Minister for Foreign Affairs)**

### **ACCESSION**

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**WHEREAS** the [title of treaty, convention, agreement, etc.] was [concluded, adopted, opened for signature, etc.] at [place] on [date],

**NOW THEREFORE I**, [name and title of the Head of State, Head of Government or Minister for Foreign Affairs] declare that the Government of [name of State], having considered the above-mentioned [treaty, convention, agreement, etc.], accedes to the same and undertakes faithfully to perform and carry out the stipulations therein contained.

**IN WITNESS WHEREOF**, I have signed this instrument of accession at [place] on [date].

[Signature]

# ACCESSION STATUS

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957	AETR, 1970
Afghanistan							
Albania	■	■	■	■		■	■
Algeria							
Andorra						■	■
Angola							
Antigua and Barbuda							
Argentina							
Armenia	■	■	■				■
Australia			■		■		
Austria	■	■	■	■		■	■
Azerbaijan	■	■	■		■	■	■
Bahamas	■						
Bahrain	■	■					
Bangladesh							
Barbados							
Belarus	■	■	■	■	■	■	■
Belgium	■	■	■	■		■	■
Belize							
Benin							
Bhutan							
Bolivia							
Bosnia and Herzegovina	■	■	■			■	■
Botswana							
Brazil	■	■					
Brunei Darussalam							
Bulgaria	■	■	■	■		■	■

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957	AETR, 1970
Burkina Faso							
Burundi							
Cabo Verde	■						
Cambodia							
Cameroon							
Canada					■		
Central African Republic	■	■					
Chad							
Chile	■	■					
China					■		
Colombia							
Comoros							
Congo							
Costa Rica	■	■					
Côte d'Ivoire	■	■					
Croatia	■	■	■			■	■
Cuba	■	■					
Cyprus		■	■	■	■	■	■
Czech Republic	■	■	■	■		■	■
Democratic People's Republic of Korea							
Democratic Republic of the Congo	■	■					
Denmark	■	■	■	■		■	■
Djibouti							

■ Ratification, accession, definite signature

■ Signature

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957	AETR, 1970
Dominica							
Dominican Republic							
Ecuador	■	■					
Egypt			■				
El Salvador							
Equatorial Guinea							
Eritrea							
Estonia	■	■	■	■		■	■
Eswatini							
Ethiopia							
European Union			■		■	*	
Fiji							
Finland	■	■	■	■	■	■	■
France	■	■	■	■	■	■	■
Gabon							
Gambia							
Georgia	■	■	■	■		■	■
Germany	■	■	■	■	■	■	■
Ghana	■	■					
Greece	■	■	■	■		■	■
Grenada							
Guatemala							
Guinea							
Guinea Bissau							
Guyana	■	■					


	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957	AETR, 1970
Haiti							
Holy See	■	■					
Honduras	■						
Hungary	■	■	■	■	■	■	■
Iceland						■	■
India		■	■		■		
Indonesia	■	■					
Iran	■	■					
Iraq	■	■					
Ireland			■	■		■	
Israel	■						
Italy	■	■	■	■	■	■	■
Jamaica							
Japan			■		■		
Jordan							
Kazakhstan	■	■	■	■	■	■	■
Kenya	■						
Kiribati							
Kuwait	■	■					
Kyrgyzstan	■	■					
Lao People's Dem. Rep.							
Latvia	■	■	■			■	■
Lebanon							
Lesotho							
Liberia	■	■					
Libya							
Liechtenstein	■	■				■	■

■ Ratification, accession, definite signature    ■ Signature

\* The European Union requires its member States to apply the requirements of Annexes A and B of ADR to domestic traffic (directive 2008/68/EC).

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957	AETR, 1970
Lithuania							
Luxembourg							
Madagascar							
Malawi							
Malaysia							
Maldives							
Mali							
Malta							
Marshall Islands							
Mauritania							
Mauritius							
Mexico							
Micronesia (Federated States of)							
Monaco							
Mongolia							
Montenegro							
Morocco							
Mozambique							
Myanmar							
Namibia							
Nauru							
Nepal							
Netherlands							
New Zealand							
Nicaragua							

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957	AETR, 1970
Niger							
Nigeria							
North Macedonia							
Norway							
Oman							
Pakistan							
Palau							
Palestine							
Panama							
Papua New Guinea							
Paraguay							
Peru							
Philippines							
Poland							
Portugal							
Qatar							
Republic of Korea							
Republic of Moldova							
Romania							
Russian Federation							
Rwanda							
Saint Kitts and Nevis							
Saint Lucia							
Saint Vincent and the Grenadines							


 Ratification, accession, definite signature

 Signature



	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957	AETR, 1970
Samoa							
San Marino							
Sao Tome and Principe							
Saudi Arabia							
Senegal							
Serbia							
Seychelles							
Sierra Leone							
Singapore							
Slovakia							
Slovenia							
Solomon Islands							
Somalia							
South Africa							
South Sudan							
Spain							
Sri Lanka							
Sudan							
Suriname							
Sweden							
Switzerland							
Syrian Arab Republic							
Tajikistan							
Thailand							
Timor-Leste							

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957	AETR, 1970
Togo							
Tonga							
Trinidad and Tobago							
Tunisia							
Turkey							
Turkmenistan							
Tuvalu							
Uganda							
Ukraine							
United Arab Emirates							
United Kingdom of Great Britain and Northern Ireland							
United Rep. of Tanzania							
United States of America							
Uruguay							
Uzbekistan							
Vanuatu							
Venezuela							
Viet Nam							
Yemen							
Zambia							
Zimbabwe							

 Ratification, accession, definite signature

 Signature

# BENEFITS OF CONTRACTING PARTY STATUS

## YEAR - CONVENTION / AGREEMENT



### 1968 ROAD TRAFFIC

## BENEFITS OF RATIFICATION

*This Convention is the foundation of safe users, which establishes rules of the road to be followed by drivers and pedestrians in countries around the world. It ensures technical requirements to be satisfied by vehicles in order to be registered; conditions to be met for admission of vehicles in international traffic; and a driving permit to be issued only after the necessary knowledge and skills to drive a specific category of vehicle are verified.*

*Accession provides an opportunity to apply the proven best practices and experience as agglomerated in the Convention to make road traffic safer. The benefits of accession also include the facilitation of international road traffic and increasing road safety through the adoption of uniform traffic rules. The application of this convention helps effectively prevent traffic accidents and increases international trade and tourism.*

*Accession provides not only for the possibility to participate in the development of amendments to the Convention but also to be linked to the global network of experts.*

## INTERGOVERNMENTAL PLATFORM

### About WP.1

*The UNECE Global Forum for Road Traffic Safety (WP.1) is the main coordinating body in the area of road traffic safety in conjunction with the Conventions on Road Traffic and Signs and Signals. In cooperation with other relevant working parties, it develops and keeps up to date the Conventions on Road Traffic and on Road Signs and Signals and other relevant legal instruments. It offers a comprehensive platform that enables cooperation as well as the exchange of information and good practices. Recommendations of "best" practices are then selected through elaboration.*

### Participation in WP.1

*The WP.1 is open to all Member States of the United Nations, Non-governmental Organizations (NGOs) with the Economic and Social Council (ECOSOC) consultative status, and NGOs with non-ECOSOC consultative status upon invitation of the secretariat.*

*The WP.1 meets twice a year, usually in March and September. Any further information on the process to request the invitation or enquiries can be made via contact us[1].*

*Access to the information on WP.1 meetings (schedule, agenda, documentation and reports) is free and unrestricted on the UNECE website.*



### 1968 ROAD SIGNS AND SIGNALS

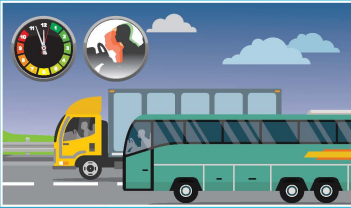
*This Convention commits its Contracting Parties to accept its elaborate system of road signs, light signals and symbols and road markings. The application of this Convention will enjoy high-standard signs and their symbols to avoid misinterpretation and distraction from driving. It ensures correct placement of signs and use of inscriptions on them.*

*Acceding to this Convention brings the benefits of facilitation of international road traffic and increases road safety through the adoption of standard road signs, signals and markings proved effective in the best performing countries in road safety. Accession provides not only for the possibility to participate in the development of amendments to the Convention but also to be linked to the global network of experts.*

[1] <https://www.unece.org/trans/roadsafe/contactus.html>

## BENEFITS OF CONTRACTING PARTY STATUS

### ■ YEAR - CONVENTION / AGREEMENT



## 1970 DRIVING AND REST

### ■ BENEFITS OF RATIFICATION

*This Agreement aims to prevent drivers and crews of commercial vehicles that are engaged in international road transport from driving excessive hours, by regulating the work and rest periods of drivers of trucks, buses and coaches. The benefits of accession include joining a well established system where the driving times and rest periods of professional drivers are regulated and monitored to prevent major accidents caused by trucks and buses.*

*This Agreement saves lives by preventing professional drives of commercial vehicles from driving excessive hours and being fatigued.*

### ■ INTERGOVERNMENTAL PLATFORM

#### **About SC.1**

*The UNECE Working Party on Road Transport (SC.1) promotes the development and facilitation of international transport by road—of goods and passengers—by harmonizing and simplifying road transport rules and requirements through developing and updating international legal instruments, non-binding recommendations and best practices in international road transport, and overseeing the work of the Group of Experts on AETR.*

#### **Participation in SC.1**

*Participation in the SC.1 and the Group of Experts on AETR is open to all Member States of the Economic Commission for Europe (ECE), non-ECE Member States upon invitation of the secretariat or at their request, and NGOs with ECOSOC consultative status upon invitation of the secretariat.*

*The SC.1 meets once a year in October. The Group of Experts on AETR meets three times a year, usually in February, June and October.*

*Any further information or to request an invitation can be made via [contact us](#)[2].*

*Access to the information on SC.1 meetings (schedule, agenda, documentation and reports) is free and unrestricted on the UNECE website.*

[2] <https://www.unece.org/trans/main/sc1/sc1who/contact-form.html>

## BENEFITS OF CONTRACTING PARTY STATUS

### YEAR - CONVENTION / AGREEMENT



### 1958 VEHICLE REGULATIONS

### BENEFITS OF RATIFICATION

*This Agreement is the foundation of safe vehicles. Its currently 154 Harmonized Technical UN Regulations provide the world-wide regulatory framework for the approval/certification of vehicles that are safe, environmentally friendly and secure.*

*Some studies[3] have shown that application of the UN Regulations results in an estimated reduction of road fatalities by 20 to 33%.*

*By allowing for a system of reciprocal recognition of approvals, granted by the Contracting Parties of the agreement, the same studies[3] have shown an economic benefit of 0.26 to 0.72% growth in GDP.*

*Accession provides not only for the possibility to participate in the development of new or amendments to existing regulations but also to be linked to the global network of experts.*

### INTERGOVERNMENTAL PLATFORM

#### About WP.29

*The UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) elaborates the three Vehicle Agreements. The World Forum has six subsidiary working groups, which deal with different topics. They cover General Safety, Passive Safety, Noise and Tyres, Lights and Light-installation, Pollution and Energy, and Automated/Autonomous and Connected Vehicles.*

#### Participation in WP.29

*Participation at the World Forum and its working groups is open to all Member States of the United Nations, accredited Non-governmental Organizations representing both consumers and industry, and upon invitation individual experts.*

*The World Forum meets three times per year in February, June and November, and the individual working groups have two meetings annually. On demand, invitation/visa-letters can be provided by the secretariat; inquiries made via contact us[4].*

*Access to the information on WP.29 meetings (schedule, agenda, documentation and reports) is free and unrestricted on the UNECE website.*



### 1997 VEHICLE INSPECTIONS

*The system of periodic technical inspections as described in the agreement and its related Resolution R.E.6 is deemed to ensure that vehicles in use are kept in a safe and environmentally friendly condition throughout their lifetime.*

*The benefit of periodic technical inspections is that they can decrease a range of technical vehicle defects, which in turn can prevent road crashes - up to 40% in low-income countries[5].*

*Accession provides not only for the possibility to participate in the development of amendments to the Agreement but also to be linked to the global network of experts.*



### 1998 VEHICLE REGULATIONS

*The 20 global technical regulations in this agreement provide for vehicle safety and environmental requirements at the highest level. Road safety benefits stemming of applying such regulations have shown to reduce up to 20% of road fatalities[6].*

*Accession provides not only for the possibility to participate in the development of new or amendments to existing regulations but also to be linked to the global network of experts.*

[3] Mejora de los estándares de seguridad de los vehículos en América Latina y el Caribe a través de la adopción de Reglamentos ONU y sistemas de información al consumidor IDB, ECLAC, Nov 2019

[4] <http://www.unece.org/trans/main/wp29who.html>

[5] Reducing the death toll of road accidents in Costa Rica through the introduction of roadworthiness inspections by the government in 2002 (Prof. Schulz and S. Scheler; 2019)

[6] Own calculations, based on "The potential for vehicle safety standards to prevent deaths and injuries in Argentina, Brazil, Chile and Mexico: a 2018 update (TRL, March 2019)"

## BENEFITS OF CONTRACTING PARTY STATUS

### ■ YEAR - CONVENTION / AGREEMENT



## 1957 DANGEROUS GOODS

### ■ BENEFITS OF RATIFICATION

*ADR provides for a high level of safety and security during the international carriage of dangerous goods. ADR provisions are developed to prevent accidents, sometimes tragic, during loading, unloading and transport and to mitigate as much as possible the effects should an incident or accident occur.*

*ADR is an important tool of trade and border-crossing facilitation. It allows carriers of one Contracting Party country to carry dangerous goods from its country through and to any other Contracting Party country without additional requirements imposed by transit or destination countries.*

*ADR also facilitates transport and trade of dangerous goods between Contracting Parties thanks to the mutual recognition of packaging, vehicle, tank and driver training certificates.*

### ■ INTERGOVERNMENTAL PLATFORM

#### **About WP.15**

*The UNECE Working Party on the Transport of Dangerous Goods (WP.15) develops and updates the ADR to date. WP.15 works on safety and security of the carriage of dangerous goods.*

#### **Participation in WP.15**

*Any UN Member State can participate in its activities. Non-governmental Organizations (NGOs) with the Economic and Social Council (ECOSOC) consultative status, and NGOs with non-ECOSOC consultative status upon approval of WP.15 may participate in consultative capacity.*

*WP.15 meets twice a year, in May and November. Any further information on the process to request the invitation or enquiries can be made via contact us[7].*

*Access to the information on WP.15 meetings (schedule, agenda, documentation and reports) is free and unrestricted on the UNECE website[8].*

[7] <http://www.unece.org/trans/danger/who.html>

[8] <http://www.unece.org/trans/danger/danger.html>