

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

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PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR**Training provisions for drivers employed in the distribution of LPG to consumers****Transmitted by the European Liquefied Petroleum Gas Association (AEGPL)**

The 2005 ADR significantly changed the training requirements from the 2003 edition by deleting the exemption for drivers of vehicles not exceeding 3.5 tonnes (gross vehicle weight) from the driver training requirements.

In carrying out the Regulatory Impact Assessment required as part of the Consultation process for bringing the 2005 into law in some EU Member States it has become clear that the effect of the imposition of full ADR driver training indicated in 8.2.1 on the secondary distribution of butane, propane and liquefied petroleum gases N.O.S. is grossly disproportionate to likely benefits.

Across Europe liquefied petroleum gases, commercial butane and commercial propane (UN 1011, 1965 and 1978) in packages (cylinders) are distributed to consumers via a network of many tens of thousands of dealers and stockists. Many of these use delivery vehicles of less than 3.5 tonnes but carry loads in excess of 333kg (typically 800-1000kg). Most of these are small and medium sized enterprises often operating in rural areas. They are not, generally, heavy goods vehicle operators or in the conventional dangerous goods transport industry (many are, for example caravan equipment suppliers, hire centres and the like).

There are in excess of 200 million LPG cylinders in use in Europe. On the basis of analyses by several AEGPL members the cost to the LPG industry of undergoing the full driver training indicated in 8.2.1 has been estimated to be of the order of €1 billion over a five year period. Whilst it may be argued that additional training is always a safety benefit there is insufficient evidence available from road traffic statistics or Dangerous Goods Safety Adviser reports of significant numbers of accidents due to the product being carried or the level of training provided (as required by 8.2.3) to justify such costs.

As it stands operators in this market will have the choice of either undergoing such training or reducing payload to below 333kg, which would effectively triple the number of journeys made or requiring customers to pick up cylinders themselves. This will increase the risk of road traffic accident, increase pollution, reduce service to customers in other important consumer safety related areas and increase cost.

The AEGPL is considering making a formal Proposal for the November meeting but would welcome views from members on the addition of a new sub-paragraph (4) to Chapter 8.5, S2 as follows:

- (4) For UN Numbers 1011, 1965 and 1978 in packages, with the agreement of the competent authority in the country(ies) where the carriage is to take place, the provisions of 8.2.1 shall apply where the total quantity per transport unit exceeds 1000 kg.

Such a proposal would effectively return training provision for this type of carriage on vehicles not exceeding 3.5 tonnes (gross vehicle weight) to that existing in the 2003 and earlier editions of ADR. It would also permit larger vehicles to carry up to 1000kg of LPG subject to having undergone training in accordance with 8.2.3 which is appropriate to their responsibilities and duties.

Note: The revised provision in ADR 2005 is deferred until 1st January 2007 and has not yet come into operation.
