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**PART 8 OF ADR**

**CHAPTER 8.2 - REQUIREMENTS CONCERNING THE TRAINING  
OF THE VEHICLE CREW**

Transmitted by the Government of Norway

<b>SUMMARY</b>	
Executive Summary:	In section 1.8.3 on the safety adviser there is a set of possibilities for specialization that opens up the possibility to concentrate on petroleum product only. This is based on the fact that a large portion of the transport of dangerous goods is concentrated solely around the transport of such products. The expert from Norway proposes to have this possibility also introduced in the provisions regarding the certification of drivers of vehicles.
Action to be taken:	Change the text in Chapter 8.2 to align the provisions for specialization of the driver training and examination with that of the safety adviser for drivers only involved in the transport of UN Nos. 1202, 1203 and 1223.
Related documents:	None

Introduction

The text of 1.8.3.13 allows candidates who intend working for undertakings specializing in the carriage of certain types of dangerous goods only to be questioned on the substances related to their activities. In Norway, and possibly also in most other ADR Member States, the largest single range of dangerous goods carried is petroleum products, mainly those covered by UN Nos. 1202, 1203 and 1223. The situation is also normally that these substances are transported by drivers whose only involvement in the transport of dangerous goods, is the transport of such substances in dedicated vehicles.

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This is particularly true for the distribution of heating oil and kerosene, which also tends to be a seasonal occupation by personnel not employed as drivers only.

### **Proposal**

1. Add a second sentence at the end 8.2.1.6:

“Such comprehensive courses may be given as courses covering only transport of UN Nos. 1202, 1203 and 1223.”

### **2. In the introductory sentence of 8.2.2.3.3, change the word “course” to read “courses”.**

3. On the “Model of certificate” in 8.2.2.8.3, under the “in tanks”, add after “3”;

“ (UN Nos. 1202, 1203, 1223 only)”

No other changes should be necessary. The introduction of the possibility of a comprehensive course covering only these substances will then only have to be taken into account when writing the syllabus for this training and the accompanying exams.

No change to certificate is foreseen, since the certificate itself contains the prerequisite to “Strike out what does not apply”

### **Justification**

In the opinion of the expert from Norway, the idea of specialized training and certification is a good one. This is particularly so in the case of drivers only involved in the transport of petroleum products. Concentrating on the regulations that will cover their actual activity and on the incident response pertinent to their daily work will create a more positive attitude towards the training and certification, and in particular the refresher training and certification. It will also make it possible to arrange exams covering only the issues that these drivers feel will be of importance to their work, and thus answering a criticism that has been strongly voiced, in particular from the said drivers.

### **Safety implications**

The drivers will have a more in depth knowledge of the various aspects of the safety regarding transport of petroleum products and consequently a better understanding of the safety issues associated with this. Since the proposal does not change the basic training, the knowledge of transport of dangerous goods at large is not lowered. All in all, the expert from Norway is of the opinion that this proposal will enhance safety in transport of petroleum products.

### **Feasibility**

No economic or practical problems of any magnitude are envisaged. It will entail some extra work in setting up new special training syllabuses and exams, but this will be a “one time”-job and cannot be seen as an obstacle to introduce this change.

### **Enforceability**

No foreseeable problems.

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