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Working Party on the Transport of Dangerous Goods

**Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Bern, 24-28 March 2003)**

1.8.3 SAFETY ADVISER

Transmitted by the International Road Transport Union (IRU) */

Analytical summary:	Amendments and statement of position to chapter 1.8.3 of ADR, RID and ADN (Safety Adviser).
Action to be taken:	Amendment of ADR, RID and ADN (2005).
Related documents:	TRANS/WP.15/AC.1/90 page 9 (report of session September 2002), TRANS/WP.15/AC.1/2002/21 (document from Belgium) and TRANS/WP.15/AC.1/2002/21 (proposal from Liechtenstein). Inf. document presented by IRU: January 2003.

1. Introduction

The safety adviser described in ADR, RID and ADN, chapter 1.8.3 is an important safety tool.

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The training and examination of safety advisers in the countries which are Contracting Parties to ADR, RID and ADN, must for safety reasons have a minimum standard. As certificates of training as safety adviser for the transport of dangerous goods (1.8.3.18) are mutually recognized by all Contracting Parties (1.8.3.15), the training and examination should comply with minimum standards established by Contracting Parties, trade associations or training associations.

As long as the European Union has not aligned its legislation on safety advisers with ADR, RID and ADN (2003), the legal context is somewhat unclear. As discussed at the session of the Joint Meeting held in Geneva from 9 to 12 September 2002 (see TRANS/WP.15/AC.1/90) several delegations wanted, despite this administrative and procedural blockage, a set of minimum requirements to be established in respect of measures for harmonizing training courses and examinations.

In the framework of the IRU Academy (a body established to develop, implement and promote internally recognized competence-based training standards, harmonize training programmes to meet economic needs and recognize excellence training; for further information, see <http://www.iru.org/Academy>), minimum standard requirements for training and examinations of safety advisers as well as standard questions and case studies for examination have been developed. A summary of these minimum standard requirements will be distributed in January 2003 as an INF. Paper to the Joint Meeting.

The decisions taken by the UN Sub-Committee of Experts on the Transport of Dangerous Goods regarding security should be reflected in a revision of the chapter regarding safety adviser in ADR, RID and ADN.

IRU suggests that the amendments and positions stated below are adopted.

2. Proposals

- (a) 1.8.3.8 to be amended as follows (modifications in bold): to obtain a certificate, a candidate shall undergo training and pass an examination approved by the competent authority of the Contracting Party. **When considering applications for approval of training courses and examination the competent authorities shall make use of minimum standard requirements established by trade associations and/or training associations as guidelines.**
- (b) 1.8.3.16 to be amended as follows (modifications in bold): The certificate shall be valid for five years. The period of validity of a certificate shall be extended automatically for five years at a time where, during the final year before its expiry, its holder has followed refresher courses **and** passed an examination both of which shall be approved by the competent authority.

The aim of the training and examination is to ascertain whether candidates still possess the necessary level of knowledge to carry out the duties incumbent upon a safety adviser as listed in 1.8.3.3 including requirements governing the carriage of dangerous goods introduced after the last training and examination.

When considering applications for approval of refresher courses and examination the competent authorities shall make use of minimum standard

requirements established by trade associations and/or training associations as guidelines.

- (c) Rejection of the proposal from Liechtenstein (TRANS/WP.15/AC.1/2003/3) reducing the validity of the certificate from 5 to 3 years on the grounds of the safety adviser system just recently being introduced in the majority of the 45 countries covered by ADR, RID and ADN.
- (d) 1.8.3.3: introduce a new indent at the end of the paragraph:
- **the introduction of a security plan and other requirements regarding security**
- (e) 1.8.3.11: introduce a new indent at the end of the paragraph:
- **security plan and other security provisions**
- (f) 1.8.3.12: introduce a new indent under (a):
- **requirements concerning security**
- (g) 1.8.3.18: after the certificate number, 6 boxes indicating validity according to 1.8.3.13 should be introduced:
- Class 1
 - Class 2
 - Class 7
 - Classes 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 6.2, 8 and 9
 - UN N^{os} 1202, 1203, 1223
 - All classes

1.8.3.18: after Nationality a space for Passport number should be introduced as follows:

Nationality..... Passport N^o

3. Justification

More precise regulations regarding training and examination of safety advisers as well as the certificate improve *safety*. The harmonization of training and examination is meant as a support of the role of and idea behind the safety adviser improving *safety* in the whole chain of transport of dangerous goods. Harmonized organization of training and examination does not hamper *safety*.

Increase in the number of persons to be trained in refresher courses is *feasible* with only minor extra costs for the persons involved and/or the industry. Introduction of security elements in training and examination is *feasible* with only minor extra costs.

A more precise certificate improves *enforcement*.
