



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.15/2004/10
30 October 2003

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

**Working Party on the Transport
of Dangerous Goods**

**(Seventy-fifth session, agenda item 5 (a),
Geneva, 19 -23 January 2004)**

PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

PARTS 1 AND 5 OF ADR

RID/ADR Joint Meeting working group on RID/ADR 1.1.4.2.2

Transmitted by the Government of Germany

SUMMARY

Executive Summary:	On behalf of the Joint Meeting, two working groups revised the provisions of ADR 1.1.4.2.2 concerning the transport document for transport in a transport chain. As a result, several amendments to RID and ADR are proposed.
Action to be taken:	WP.15 is invited to decide on those amendments proposed for ADR. Details are listed below.
Related documents:	Informal documents INF.11 and INF.38 (September/October Joint Meeting session).

Introduction

At the RID/ADR Joint Meeting (Berne, 24 – 28 March 2003), it was decided to revise in a working group the provisions of ADR 1.1.4.2.2 concerning the transport document for transport in a transport chain.

At the invitation of Germany, this working group met on 10 and 11 June 2003 in Hamburg and on 22 and 23 September in Frankfurt am Main.

In particular, this working group reviewed which particular provisions of RID/ADR for the information in the consignment note/transport document are absolutely essential. The working group made various recommendations on adapting RID and ADR in this respect. The proposals for amendments concerning ADR are set out below.

The proposed amendments in this document concern both RID and ADR, but could not be dealt with at the last Joint Meeting (Bonn, 13 – 17 October 2003) owing to lack of time. For this reason Germany submits these proposed amendments to WP.15 as it was done before by the OTIF secretariat to the RID Committee of Experts.

Points on which the working group gave no direct recommendations for action have not been taken into account.

Proposal

1. Date of preparation of the consignment note

Proposal to align RID/ADR with the UN Model Regulations (5.4.1.3, second sentence), the IMDG Code (5.4.1.3, second sentence) and the ICAO Technical Instructions (Part 5, 4.1.3):

5.4.1.1.1 Insert a new paragraph (i) as follows:

"(i) The date the consignment note or an electronic copy of it was prepared or given to the initial carrier;"

Current paragraph (i) become (j).

2. Use of portable tanks approved for maritime transport

Proposal to delete 5.4.1.1.8:

5.4.1.1.8 to read as follows:

"(reserved)".

Consequential amendment:

Delete the NOTE under 1.1.4.2.2.

3. Address of the consignee, name and telephone number of a responsible person when consigning infectious substances

Proposal to align RID/ADR with the UN Model regulations (5.4.1.5.6), the IMDG Code (5.4.1.5.6) and the ICAO Technical Instructions (Part 5, 4.1.5.6):

5.4.1.2.4 (b) to read as follows:

"In addition to the full address of the consignee (see 5.4.1.1.1 (h)), the name of a responsible person and his telephone number shall be shown."

4. Genetically modified organisms

Proposal to align RID/ADR with the UN Model Regulations, the IMDG Code and the ICAO Technical Instructions:

5.4.1.2.4 (a) to read as follows:

"(reserved)".

5. Easily perishable substances

Proposal to delete 5.4.1.2.4 (c), if no longer needed:

5.4.1.2.4 (c) to read as follows:

“(reserved)”.

6. Additional information required in the transport document

It was emphasized that, in applying ADR 1.1.4.2.2, the additional information required must be provided, as a supplement if necessary (e.g. consignor for road transport or additional information such as that in accordance with special provision 645).

Add the following note 1.1.4.2.2:

“Note: If a transport document in accordance with the IMDG Code or the ICAO Technical Instructions is used for road carriage, or if a new transport document is issued on the basis of such transport document, the additional information required under the provisions of ADR shall, where appropriate, be added or entered in the appropriate place.”

Justification / Safety implications / Feasibility / Enforceability

The proposed amendments are the result of working groups whose participants represented both authorities and industry, of all transport modes. The results will facilitate the industry to fulfil the provisions for the transport of dangerous goods in an economically feasible way without neglecting the safety needs. In addition, no enforceability problems are foreseen.
