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**COMMITTEE OF EXPERTS ON THE TRANSPORT OF
DANGEROUS GOODS AND ON THE GLOBALLY
HARMONIZED SYSTEM OF CLASSIFICATION
AND LABELLING OF CHEMICALS**

Sub-Committee of Experts on the
Transport of Dangerous Goods

Twenty-ninth session
Geneva, 3-12 (a.m.) July 2006
Item 9 of the provisional agenda

**OPTIONS TO FACILITATE GLOBAL HARMONIZATION OF TRANSPORT OF
DANGEROUS GOODS REGULATIONS WITH THE UN MODEL REGULATIONS**

Harmonization through a World Convention

Transmitted by the expert from the Netherlands

1. The concept of a World Convention has been discussed several times during the last meetings of the Sub-Committee. Experts from different countries have submitted papers on the issue and the subject has been discussed in the meetings of the modal bodies as well.
2. The Netherlands have been supportive of a discussion on the idea of further harmonization through a World Convention. It is a logical next step after the work done in the reformatting of the different modal codes. Until now the discussions on the World Convention focused mainly on the content of such a convention and unfortunately often led to the stipulation of the differences between the modes instead of the similarities. The content however is only one aspect of a convention.
In this document, the expert from the Netherlands would like to provide some additional aspects, which in his view show the advantages of a multimodal World Convention:

(a) Facilitation of coordination and harmonization with other sectors involved in dangerous goods (both at the national and international level):

Developments like the GHS system have led to more coordination between the transport department and other sectors like use and supply in the Netherlands. We learned that for non-experts of the transport regulations it is very difficult to get a complete overview because of the different modal regulations and meetings. We think that having one multimodal world set of transport regulations (World Convention) would make the coordination and harmonization with other sectors easier;

(b) Improved efficiency and keeping expertise:

At least in the Netherlands, the situation is that there is a decline in experts on the transport regulations not only on the side of the government but also on the side of industry. Furthermore, it is getting more and more difficult to find new persons who are interested in spending many years in becoming an expert in just one mode: for the “new generation” a modal approach of the transport of dangerous goods seems to be an outdated concept. For the expert of the Netherlands, having one multimodal set of transport regulations (which would only be discussed in one organization, e.g. this Sub-Committee) would improve the efficiency and keep the subject interesting for new experts so that the standard of transport regulations can hopefully be kept high despite the decline of expertise;

(c) Facilitation of implementation of transport regulations, not only for the countries which already have regulations but also for countries, which do not have such regulations yet (or at least not for all modes of transport)-

3. Therefore the Netherlands would like to reiterate that further harmonization through a World Convention is a good way forward and we are looking forward to the coming developments on this issue.
