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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Eighty-fourth session

Geneva, 5-8 May 2008

Item 7 of the provisional agenda

ANY OTHER BUSINESS

OSCE ECONOMIC AND ENVIRONMENTAL FORUM

Note by the secretariat



Organization for Security and Co-operation in Europe

Office of the Co-ordinator of OSCE
Economic and Environmental Activities

Vienna, 14 March 2008

The 16th Meeting of the OSCE Economic and Environmental Forum

“Maritime and inland waterways co-operation in the OSCE area: Increasing security and protecting the environment”

Part 2 / Prague, 19 – 21 May 2008

Venue: Czernin Palace, Loretánské nám. 5, 118 00 Prague 1

DRAFT TENTATIVE AGENDA

Monday, 19 May 2008

14.30 – 15.30 **Opening Session** (open to the press)

Moderator: Representative of the OSCE Finnish Chairmanship

- Welcoming remarks by the **representative of the Czech Republic**, host country
- Introductory remarks by **Ambassador Marc Perrin de Brichambaut**, OSCE Secretary General, and **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities
- Opening address by the **OSCE Chairman-in-Office** / Representative of the Chairman-in-Office

15.30 – 16.00 Coffee break

16.00 – 18.00 **Introductory Plenary Session: Perspectives for future maritime and inland waterway co-operation** (open to the press)

Moderator: Representative of the OSCE Finnish Chairmanship

Keynote addresses by:

- **Mr. Marek Belka**, Executive Secretary of the United Nations Economic Commission for Europe (UNECE)
- High Level representative of the **International Maritime Organization (IMO)**

- **Mrs. Karla Peijs**, European Co-ordinator for inland waterways
- **Mr. Cheick Sidi Diarra**, UN Under Secretary General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (tbc)
- High Level representative of the **UN Division for Ocean Affairs and the Law of the Sea**

Discussion

18.30 **Reception hosted by the Finnish Chairmanship** (venue tbc)

Award of the photo competition

Tuesday, 20 May 2008

09.30 – 11.00 **Plenary Session I - Review of the implementation of OSCE commitments**

Moderator: Representative of the OSCE Finnish Chairmanship

Speakers:

- **Mr. Olivier Kervella**, Chief, Dangerous Goods and Special Cargos Section, Transport Division, UNECE on transport of dangerous goods
- **Mr. Agustin Blanco-Bazan**, Deputy Director, Legal Division, IMO on commitments in the framework of the IMO

Discussion

11.00 – 11.30 Coffee break

11.30 – 13.00 **Plenary Session II – Future prospects for landlocked developing countries in the OSCE area**

13.00 – 14.30 Lunch break

14.30 – 16.00 **Plenary Session III – Acting together in addressing multifaceted aspects of maritime and inland waterways security**

16.00 – 16.30 Coffee break

16.30 – 18.00 **Plenary Session IV - Emerging environmental threats to security:
Need for enhanced maritime and inland waterways co-operation**

18.30 **Reception hosted by the Co-ordinator of OSCE Economic and Environmental Activities (venue tbc)**

Wednesday, 21 May 2008

09.00 - 10.30 **Plenary Session V - Enhancing governance and promoting maritime and inland waterways cooperation**

10.30 - 11.00 Coffee break

11.00 – 13.00 **Concluding Debate – The role of the OSCE in follow-up to the 16th Economic and Environmental Forum** .

Moderator: **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities

Reports and recommendations from the Sessions

Discussion

13.00 – 13.30 **Closing Session** (open to the press)

- **Mr. Bernard Snoy**, Co-ordinator of OSCE Economic and Environmental Activities
- Representative of the OSCE Finnish Chairmanship

Annex 6

Project proposal 1

Project title Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

Objective: The objective of the project is to monitor the effective implementation of ADR in volunteer countries that have recently acceded to ADR but which do not participate regularly in related UNECE activities

Background: ADR is an international agreement intended to increase safety during international transport of dangerous goods. International transport is permitted when the conditions contained in Annexes A and B of ADR are complied with. It is also an important facilitation tool for international transport. When the conditions of ADR are complied with, Contracting Parties retain the right to regulate or prohibit the entry of dangerous goods into their territory, **but only for reasons other than safety during carriage**. Experience shows that there are still a number of problems in certain ADR countries where ADR transport operations remain subject to additional requirements (e.g. special authorizations, etc.) which are often not well justified and cause transport facilitation problems. Participation in meetings of the UNECE Working Party on the Transport of Dangerous Goods (WP.15) gives a good opportunity to competent authorities to exchange experience and to discuss questions of interpretation, etc. Fact-finding missions to ADR Contracting Parties, which do not have regular contacts with other Contracting Parties through participation in WP.15 meetings would allow to detect sources of misunderstandings in certain countries which have recently acceded to ADR. Seminars or workshops with representatives of the relevant administrations (transport administration, packaging/tank/vehicle approval authorities, enforcement authorities) and representatives of the industry and the transport sector would allow to clarify certain issues related to the proper interpretation and enforcement of ADR.

Excepted accomplishments

The implementation of the project would result in:

- (a) Identification of implementation problems in countries which are Contracting Parties to ADR;
- (b) Implementation of best administrative practices for the proper enforcement of ADR;
- (c) Elimination of international transport facilitation problems linked to the lack of administrative structures or improper interpretation of ADR.

Proposed activities

The following activities would be carried out:

- (1) Development of a questionnaire intended to facilitate the appraisal process in a consistent manner, with questions in the following areas:
 - (a) Legislative and governmental responsibilities;
 - (b) The authority, responsibilities and functions of the regulatory body(ies);

- (c) The organization of the regulatory body(ies);
 - (d) The approval process, notably with respect to:
 - classification of dangerous goods where appropriate;
 - approval of packaging design types;
 - approval of tank-containers, portable tanks and tank-vehicles;
 - driver training and certification;
 - dangerous goods safety adviser training and certification.
 - (e) Review and assessment;
 - (f) Inspection and enforcement;
 - (g) The development of regulations and guides;
 - (h) Emergency preparedness.
- (2) A preparatory session for the appraisal team (Geneva).
 - (3) An appraisal mission in the country, including:
 - (a) A meeting with representatives of competent authorities in charge of implementation, of the industry (manufacturers/consignors of dangerous goods), the transport sector (carriers, freight forwarders), control authorities, customs, emergency responders;
 - (b) Discussions to obtain clarification;
 - (c) Preparation of draft findings;
 - (d) Ongoing feedback on updates to the draft findings;
 - (e) Visits to the offices of relevant bodies (administration; testing/approval bodies – packagings, tanks; vehicles; training bodies; emergency services; customs transport controllers);
 - (f) A meeting to present and discuss the findings;
 - (g) Drafting of the mission report and recommendations.
 - (4) Drafting of the final report.
 - (5) Follow-up mission to monitor implementation of recommendations.

Budget estimate

The estimated cost of the project is US\$250,000 per country.

Annex 7

Project proposal 2

Project title: Harmonization of national regulations for the transport of dangerous goods by road with ADR

Objective: The objective of the project is to harmonize the national transport of dangerous goods by road regulations with those contained in ADR in volunteer countries.

Background: Transport of dangerous goods regulations are very complex. They cover a wide range of issues, from classification of dangerous goods to delivery to the consignee, through packaging, tank, vehicle certification, consignment procedures, etc. International transport of dangerous goods by sea, air, road, rail and inland navigation is greatly facilitated when the conditions specified in the UN Model Regulations on the Transport of Dangerous Goods are reflected in all the various regulations that may apply in a chain of transport. Yet several countries continue to make a distinction between national and international transport. Complying with the safety provisions contained in the UN Model Regulations on the Transport of Dangerous Goods and related instruments such as the IMDG Code, ICAO Technical Instructions, ADR, RID and ADN is a pre-requisite for ensuring transport safety. As shown by the statistics, road transport accounts for nearly 80% of all transport of dangerous goods shipments. Except for direct delivery from ship or rail-wagons to industrial plants, road transport is the essential and unavoidable link between all modes of transport and therefore plays the major role either in pre-delivery, intermediate delivery or final delivery of dangerous goods to consignees. Although many countries have ratified or acceded to various conventions governing the international transport of dangerous goods by various modes of transport, some countries in the UNECE region have not adapted accordingly their national rules and regulations so as to make road transport safe. The use of appropriate transport equipment and training of all involved is paramount for ensuring road transport safety. Fact-finding missions and seminars/workshops in countries which are party to ADR but which do not apply its provisions to domestic traffic would allow the identification of obstacles to the implementation of suitable safety requirements.

Expected accomplishment: The implementation of the project would result in:

- (a) Identification of divergences between national legislation and international legislation as regards transport of dangerous goods by road;
- (b) Development of suitable regulations, harmonized with the international framework, applicable to domestic transport of dangerous goods by road and related administrative structures, which would improve safety of transport of dangerous goods by road;
- (c) Improved enforcement through harmonization of national and international rules.

Proposed activities

The following activities would be carried out:

- (1) Development of a questionnaire intended to identify the differences between ADR and national road transport regulations;

- (2) Translation of the answers;
- (3) Analysis of the answers;
- (4) Identification of problems, gaps, reasons for divergences, etc;
- (5) One preparatory meeting with a team of experts;
- (6) Development of proposals for harmonization;
- (7) One week workshop involving the team of experts, 1 UNECE representative, 1 consultant, and country representatives from all administrations concerned, industry and transport;
- (8) Drafting of a report and recommendations;
- (9) One follow-up mission (1 week workshop).

Budget estimate

The estimated cost of the project is US\$250,000 per country.

Annex 8

Project proposal 3

Project title: Accession to ADR

Objective: The objective of the project is to assist volunteer Member States of the UNECE which have not yet become Contracting Parties to ADR to do so

Background: The ADR is intended to improve safety during international transport of dangerous goods. 42 UNECE member States plus Morocco are Parties to it. Out of the 56 Member States of UNECE, the only countries which are not parties are:

- Countries not linked by road to Europe: Canada, Iceland, United States of America;
- Countries linked by road to Europe: Andorra, Armenia, Georgia, Israël, Kyrgyzstan, Monaco, Uzbekistan, Tajikistan, San Marino, Turkey, Turkmenistan.

In view of the foreseen development of transport through Euro-Asia transport linkages, it would be appropriate that all countries which have roads belonging to the main Euro-Asian road linkages become parties to the ADR as soon as possible, in order to avoid national regulations in such countries becoming technical barriers to international transport and trade. This is also of utmost importance for those countries which produce chemicals and energy products for facilitating exports to third countries, since such exports can only be made if the requirements laid down in international legal instruments based on the UN Recommendations on the Transport of Dangerous Goods are fully met.

Expected accomplishments:

- (a) Evaluation of the situation in the concerned countries;
- (b) Development of adequate administrative structures for approval of packagings and transport equipment in full respect of international requirements in order to improve the safety of the transport of dangerous goods and to facilitate exports to third countries;
- (c) Accession to ADR in order to facilitate international transport to, from and through the country in safe conditions.

Proposed activities:

The following activities would be carried out:

- (1) Development of a questionnaire to assess the situation;
- (2) Analysis of the answers and preparation of draft recommendations;
- (3) Workshop with country representatives of all sectors concerned, relevant administrations, industry, road carriers, customs, emergency responders,

controllers) to explain the scope and purposes of ADR and to make recommendations for accession.

- (4) One meeting with country focal points for assessment of follow-up action and support needed.

Budget estimate

The estimated cost of the project is US\$100,000 per country.
