

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

Eighty-fifth session  
Geneva, 28-31 October 2008  
Item 9 of the provisional agenda

**ANY OTHER BUSINESS**

Section 5.4.3.2: Translations of instructions in writing

Transmitted by the Government of the United Kingdom

**Background**

1. The UK notes the inclusion of new instructions in writing provisions in Chapter 5.4.3 in ADR 2009. Section 5.4.3.2 states:

“These instructions shall be provided by the carrier to the vehicle crew in language(s) that each member can read and understand before the commencement of the journey. The carrier shall ensure that each member of the vehicle crew concerned understands and is capable of carrying out the instructions properly”

2. This is a significant change from the current situation where the consignor is responsible for the provision of instructions in writing. Whilst significant international carriers should be able to fulfil this requirement immediately, it is possible that smaller carriers may struggle initially.

3. It will therefore be probable that from 1 July 2009 some drivers will arrive to collect a consignment of dangerous goods without the ADR instructions in writing and still expect that the consignors will provide a copy in the relevant language(s) (especially if delay to shipment is to be avoided). This could prove difficult and costly extra work for the consignors.

4. In that situation consignors will only be able to access the new instructions in writing in English and French on the UNECE website, unless action is taken as suggested below.

**Proposal**

5. The United Kingdom proposes that each competent authority send translations of the new ADR standard instructions in writing in their official languages to the UNECE Secretariat as Adobe pdf files so that they could be made available on the UNECE dangerous goods internet site for access by carriers and consignors.

**Justification**

6. This would help to smooth the changeover to the new provisions for instructions in writing and improve safety by ensuring that complete and accurate translations of the provisions were quickly and easily available in the different languages to all participants in the carriage of dangerous goods by road. The United Kingdom does not think there would be feasibility problems as many contracting parties will already have to translate the instructions in writing into national languages for regulatory purposes and so will not involve extra cost. Any difficulties regarding contracting parties who share a common language can be dealt with under existing procedures for translating ADR.

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