

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

19 June 2015

Forty-seventh session

Geneva, 22 – 26 June 2015

Item 11 of the provisional agenda

Other business

Evaluation of the global and regional impact of UNECE regulations and United Nations recommendations on the transport of dangerous goods (2005 – 2014)

Note by the secretariat

The various United Nations departments are required from time to time to undertake an evaluation of their work in different areas. One of the subjects selected for the United Nations Economic Commission for Europe (UNECE) in 2015 is the “Evaluation of the global and regional impact of UNECE regulations and United Nations Recommendations on the Transport of Dangerous Goods. The purpose is as follows:

“The evaluation will assess the significance of international cooperation in the field of transport of dangerous goods, and the global and regional impact of United Nations agreements and recommendations for the transport of dangerous goods. The evaluation will identify gaps and weaknesses, if any, resulting from the deficient harmonization of national regulations or international legal instruments with the UN Recommendations on the transport of dangerous goods. It will further identify potential initiatives and activities for enhancing the impact of United Nations Recommendations on the Transport of Dangerous Goods and UNECE Agreements (ADR and ADN).”

The issues to be addressed in the assessment are summarized in the annex to this document.

The Secretariat has appointed a consultant (Mr Robert Martin Castle) to undertake this work which must be completed in 2015.

The UNECE Transport Division provides secretariat services to both UNECE and ECOSOC and this paper is intended to inform the Sub-Committee of this work and to seek their help and advice.

In this context it is proposed to have an informal discussion with members and the consultant at **lunchtime Monday 22 June**. Following this discussion a questionnaire will be circulated to all UN member States (not only the sub-committee), specialised agencies and NGOs and the secretariat would seek their help to respond as soon as possible.

Annex

The evaluation will focus on the *relevance, efficiency, and effectiveness* of the activities serviced by the UNECE secretariat in the field of transport of dangerous goods, and the global and regional *impact* of these related agreements and recommendations.

Key overarching questions have been elaborated to guide the evaluator in its work and to facilitate a common understanding of the objectives of the evaluation between the evaluators and the secretariat. However, the evaluator may propose supplementary or alternative approaches to elicit answers to these questions.

Question 1: Evaluate the *relevance* of the work of [the ECOSOC Committee](#) and UNECE in promoting international cooperation in the field of transport of dangerous goods:

- To what extent are dangerous goods transported internationally, including multimodal and modal transport worldwide? What are the types of dangerous goods most commonly transported internationally (by mode)?
- How does the international cooperation among international/inter-governmental organizations work? Which organizations involved? To what extent has the work of [the ECOSOC Committee](#) and UNECE contributed to this international cooperation?

Question 2: Assess the *efficiency* and *effectiveness* of [the ECOSOC Committee](#) and UNECE efforts to contribute to harmonising national and international regulations with the Model Regulations annexed to the United Nations Recommendations on the Transport of Dangerous Goods:

- To what extent have national regulations applicable to inland transport and legal instruments applicable to international transport have been brought into line simultaneously or completely with the UN Model Regulations?
- To what extent have [the ECOSOC Committee](#) and UNECE efforts in this regard promoted the application of the United Nations Recommendations and UNECE legal instruments in a) UNECE member States, and b) all UN member States? What particular areas of work contributed to harmonisation? What areas of work have been less effective?
- How can further harmonization and implementation be improved or achieved?

Question 3: Evaluate the global and regional *impact* of United Nations agreements and recommendations for the transport of dangerous goods:

- To what extent are the United Nations Recommendations on the Transport of Dangerous Goods implemented globally? What are the impacts on multimodal transport (e.g. economic consequences, delays, etc.)?
- To what extent have the UNECE legal instruments for land transport i.e.: road and inland waterways transport (ADR/ADN) and RID for rail transport been implemented and/or been used as models for the development of national/regional legislation in countries which are not Contracting Parties?
- To what extent have the United Nations Recommendations and the UNECE legal instruments concerning the transport of dangerous goods contributed to international cooperation in this field? Are there any areas for improvement?
- How could awareness on the United Nations Recommendations, ADR, ADN and RID be raised in developing countries/regions worldwide? How could their implementation be encouraged? What would be the specific role of UNECE and the transport subprogramme in particular, to raising this global awareness?