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## Economic Commission for Europe

### Inland Transport Committee

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

##### 107th session

Geneva, 11–15 November 2019

Item 5 (b) of the provisional agenda

**Proposals for amendments to Annexes A and B of ADR:  
miscellaneous proposals**

### Documents and loading

**Transmitted by the Government of Switzerland\***

#### *Summary*

**Executive summary:** In order to reduce the duration of highway checks and ensure prompt intervention in the event of a problem, the driver must make sure to provide only the relevant documents concerning the dangerous goods actually present in the transport unit at the time of the check or the accident or incident. This requirement should be specified in 8.1.2.1.

**Action to be taken:** Amend the texts of 8.1.2.1.

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\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/2018/21/Add.1, (9.1)).



## Introduction

1. The authorities responsible for highway checks have made us aware of the following issue: in practice, drivers often provide a large number of transport documents at the same time. Sometimes, part of the cargo is still present in the load compartment and another part has already been unloaded. This situation is difficult for the officials carrying out the check to manage because they generally cannot determine, from the documents provided, the composition of the load of dangerous goods present in the load compartment at the time of the check. This slows down checks and is an additional source of risk during the emergency service response to an accident.
2. ADR does not contain any rules requiring the driver to present only the transport documents concerning the goods actually being carried in his or her transport unit at the time of the check.
3. The case of carriage in tanks is different, as the driver appends the documents concerning the various deliveries to the transport document, such that it is always possible to determine the current state of the contents.
4. However, the problem is still encountered in the carriage in packages sector.
5. ADR contains the following texts that might entail an obligation to provide only the documents on the transport unit that are relevant:
  - “5.4.1.1.1 The transport document(s) shall contain the following information for each dangerous substance, material or article offered for carriage:”
  - “8.1.2.1 In addition to the documents required under other regulations, the following documents shall be carried on the transport unit:
    - (a) The transport documents prescribed in 5.4.1, covering all the dangerous goods carried and, when appropriate, the container/vehicle packing certificate”
6. The driver is also likely to have documents concerning substances that have already been unloaded. Nevertheless, he or she must sort these documents and separate them from those concerning the goods actually present in the vehicle when he or she provides them to the official carrying out the check or to the emergency services. In the event of an accident, it must be immediately apparent what is actually present in the load compartment.
7. Consequently, an additional provision is needed in the regulations. We propose the following text:

## Proposal

8. At the end of 8.1.2.1, insert the following new paragraph:

“Documents concerning dangerous goods that are no longer being carried in the load compartment should be removed from the transport unit or placed such that they cannot be confused with documents concerning the dangerous goods present in the load compartment.”
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