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Introduction

Transport of dangerous goods

Dangerous goods are produced/transported internationally in very large quantities

Highest volumes transported (USA/EU) include:

- energy products: petroleum products, flammable gases
- flammable liquids/gases (other than energy products)
- corrosive substances

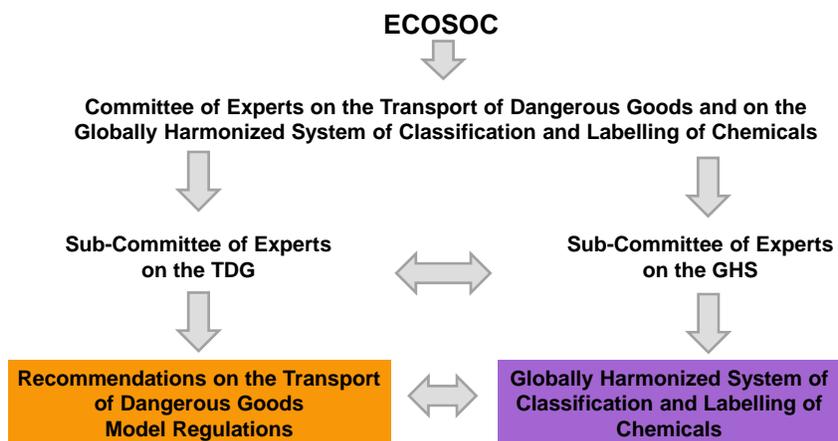
Dangerous goods cover a very large range of products

Dangerous goods present risks (all stages of lifecycle) for:

- population
- property
- the environment



UN Regulatory framework - ECOSOC



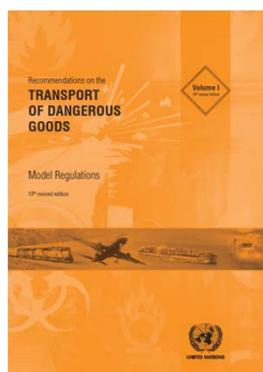


Mandate of the CETDG

- To elaborate recommendations:
 - addressed to all governments and international organizations concerned with the safety of transport of dangerous goods;
 - allowing the uniform development of national and international regulations governing the various modes of transport.

UN Recommendations on the Transport of Dangerous Goods, Model Regulations (“Orange Book”).

UN Recommendations on the Transport of Dangerous Goods, Model Regulations



- Reflect GHS provisions relevant for transport
- Contain all necessary provisions concerning:
 - classification and identification of dangerous goods
 - packing conditions (including standards for packaging and tank construction)
 - labelling, marking and placarding of packages and transport equipment
 - transport documentation
- Only provisions relevant for all transport modes
- Allow direct integration into modal, national and international regulations
 - Facilitate updating
 - Enhance harmonization
 - Reduce administrative burden (resource savings)
 - increase user-friendliness

UN Model Regulations

Structure

7 parts containing all provisions concerning:

1. General
2. Classification
3. List of Dangerous Goods
4. Use of packagings/Gas receptacles/Tanks
5. Consignment procedures (Labelling, Marking, Documents)
6. Construction, testing and approval of packagings/tanks
7. Transport operations



Hazard labels



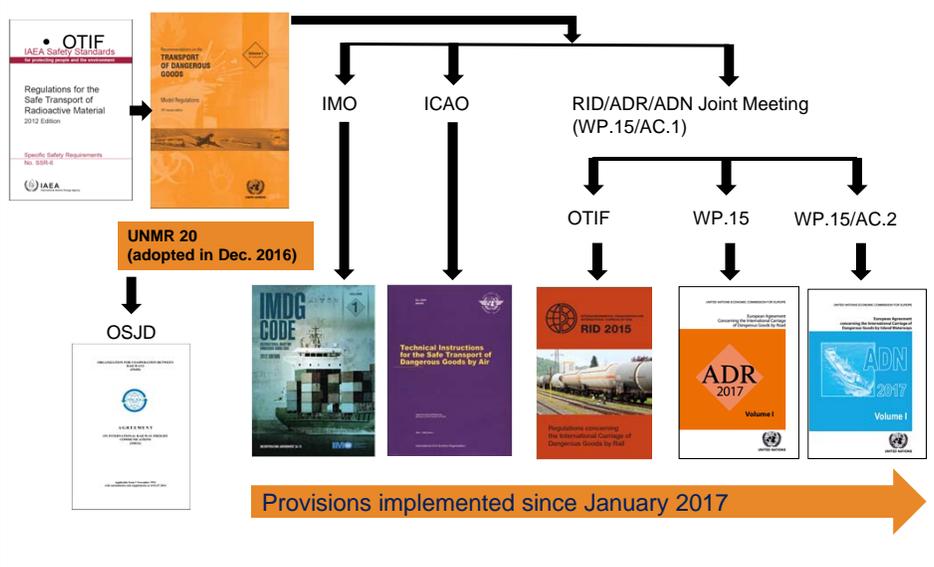


Recommendations

- It is recommended that:
 - all governments (when developing national regulations)
 - international organizations (when developing regional or internationally legally binding instruments),
 follow the same structure and implement the provisions contained in UN Model Regulations.
- These provisions may also be supplemented by specific provisions or requirements specific to one mode of transport when those are not addressed in the Model Regulations.



Multimodal harmonization





National application

- **European Union:** Directive 2008/68/EC applicable to inland transport of dangerous goods (road, rail, inland waterways) making the requirements of ADR, RID and ADN applicable to domestic and intracommunautary traffic by reference.
- **North America:** Canadian and USA regulations based on the 19th revised edition of the UN Model Regulations
- **Other countries:** Australia, Brazil, China, Japan, etc.
- The fact that national regulations applicable to inland transport are not brought into line simultaneously, or completely, is still causing problems in international trade, in particular in the case of multimodal transport



Enforcement (1) Controls



- Responsibility of the national authorities
- Necessary to incite to compliance
- Effective tool:
 - to reveal problems related to:
 - safety of transport or
 - practicability of regulations
 - to improve the practicability of the regulations
- Provisions for the control of compliance with the applicable requirements are to be found in the relevant conventions or national legislation (e.g.: Chapter 1.8 of ADR/RID/ADN).

Enforcement (2) Problems of compliance



- Problems of compliance
- Harmonization of national and international rules is an important factor:
 - for better compliance with safety requirements and
 - for transport facilitation

