

ADR Agreement

Developments, amendments, challenges

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José Alberto Franco, Chairman of WP.15



Framework of United Nations regulations

ECOSOC



**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 TDG



**Recommendations on the
Transport of Dangerous Goods**



Sub-Committee of Experts GHS



**Globally Harmonized System of
classification and labelling of
chemicals**



Sub-Committee of experts on the TDG

Develop recommendations:

- For all governments and international organizations
- Safety of transport of dangerous goods
- Governing all modes of transport

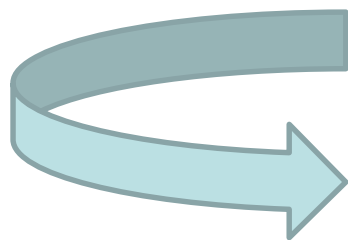
Recommendations on the TDG

The recommendations provide that

- national,
- regional and
- international regulations

adopt the same structure and implement the requirements laid down in

Uniform development



Model Regulations

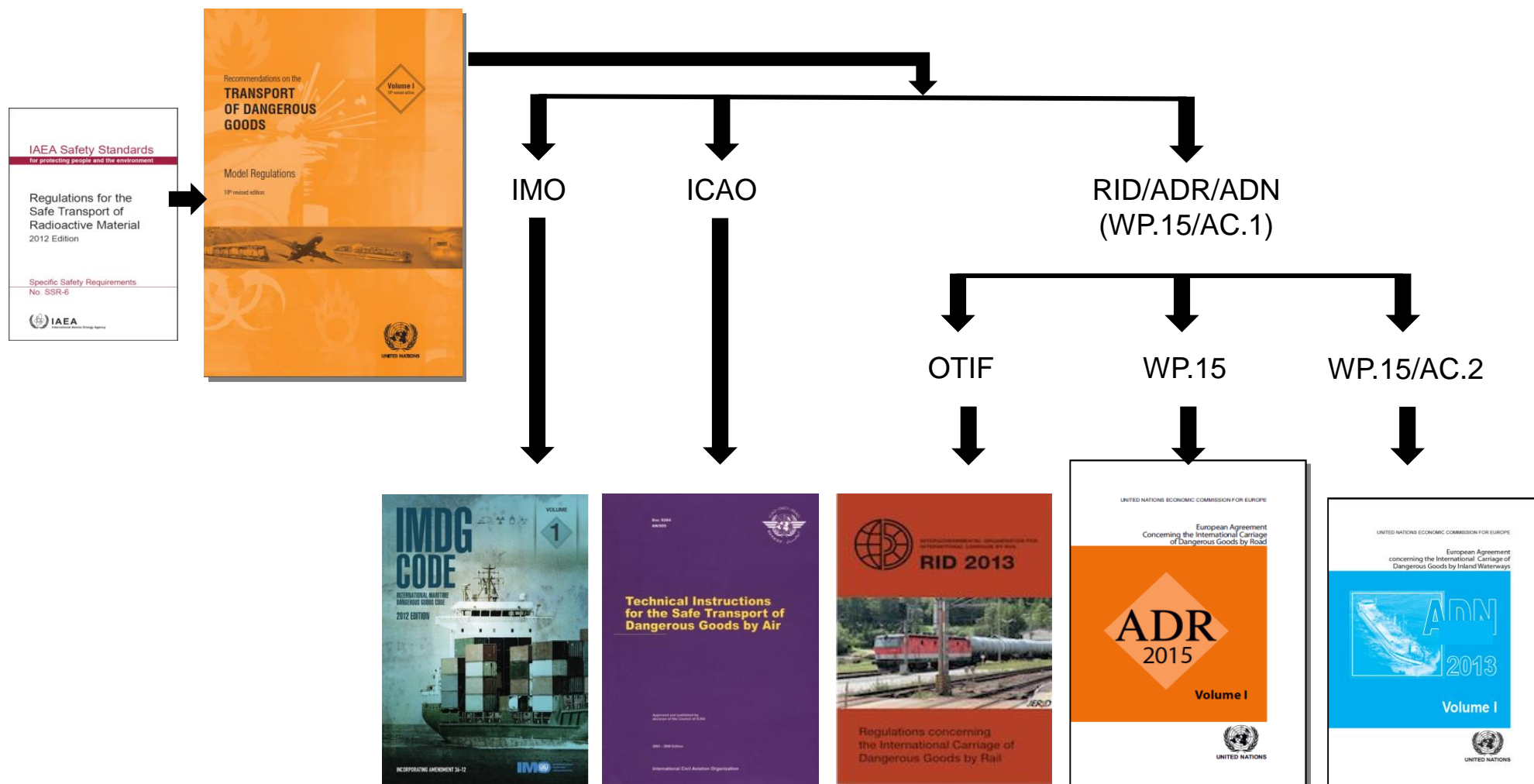
Model Regulations

Contains all necessary requirements for:

- Classification and identification of dangerous goods
- Packing conditions
- Labeling, marking and placarding of packaging and transport equipment
- Transport documents

Is published in English, French, Spanish, Arabic, Chinese and Russian

Modal regulations



Regional application

Road

ADR (49 countries)



Railway

RID (47 countries)



Waterways

ADN (18 countries)



ADR

AGREEMENT:

- Done on 30 September 1957
- Entered into force on 29 January 1968

Technical annexes:

- Regularly modified since 1968
- Revised every two years on the basis of the Model Regulations
- Latest edition in force since 1 January 2017

49 Contracting Parties



Agreement: article 2

- Dangerous goods forbidden to transport (very rare cases)
- Other dangerous goods authorized subject to the conditions of the technical annexes (wide range of goods of commercial importance)

Agreement: article 2

- Vehicles carrying dangerous goods in accordance with the annexes shall be accepted in the territory of any country of transit and destination which are Contracting Parties
- Vehicles from territories of non-Contracting Parties may be stopped and returned to the frontier of any country

ADR: Structure of the annexes

1. General provisions
2. Classification
3. Dangerous goods list, special provisions and exemptions related to limited and excepted quantities
4. Packing and tank provisions
5. Consignment procedures
6. Construction and testing of packagings and tanks
7. Conditions of carriage, loading, unloading and handling
8. Requirements for vehicle crews, equipment, operation and documentation
9. Requirements concerning the construction and approval of vehicles

ADR

- Harmonized with regulations in other modes
- Facilitates international transport and border crossing
- Mutual Recognition of Certificates:

Certificate on Packaging, Certificate of Approval of Vehicles, Certificate of Tanks, Certificate of Training for Drivers



ADR

- Climate of trust and cooperation between the Contracting Parties
- High level of safety, but no undue burden on countries
- Ability to negotiate derogations with other Contracting Parties (multilateral agreements)
- Membership open to all Member States of the United Nations

Working Party on the Transport of Dangerous Goods - WP.15

- All UNECE member countries
- All non-UNECE countries interested in ADR
- Voting right for Contracting Parties

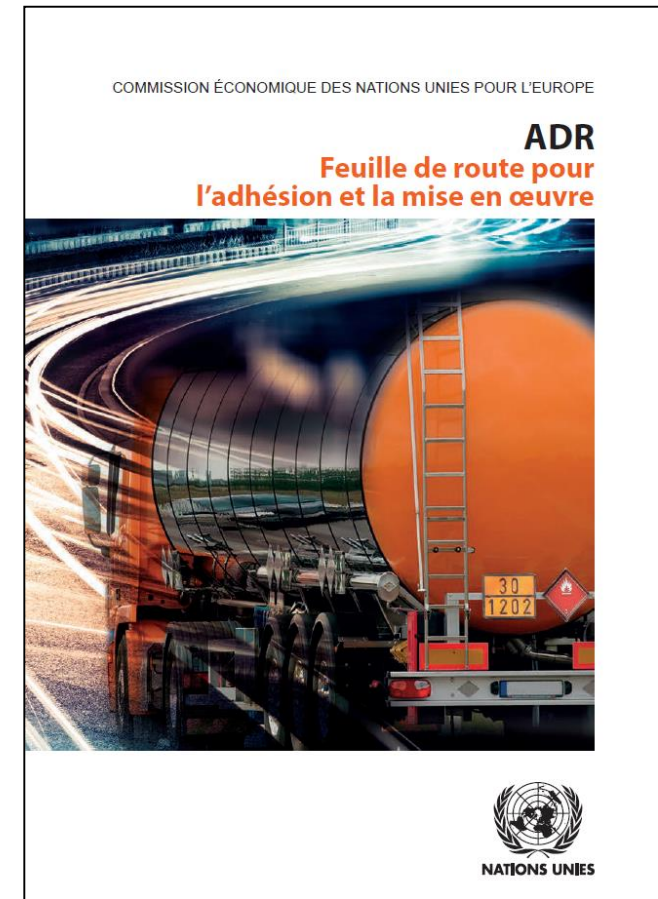


Involvement of the Contracting Parties

ADR

Road map for accession and implementation

- Administrative Procedures for Approval / Certificates for Packaging, Tanks and Vehicles, Safety Advisor Certificates, Driver Training Certificates
- Cooperation with other Contracting Parties
- Notifications to UNECE
- Regular participation in WP.15
- Procedures for the monitoring and implementation of amendments



Application to national transports

- Full compatibility of national and international regulations
- Improved transport operator performance
- Better compliance with safety rules
- Better implementation
- European Union: Directive 2008/68/EC (ADR, RID and ADN)

Current discussions at the WP.15

- Definition of transport by individuals
- Increase in the amount of explosives authorized per transport unit
- Orange placarding for transport in a transport chain with sea or air routes
- Application of road tunnel restrictions

ATP Agreement

Developments, amendments, challenges



ATP

AGREEMENT :

- Done on 1st September 1970
- Entered into force on 21 November 1976

Technical appendices:

- Amendment procedure according to the unanimity rule

50 Contracting Parties

Albania, Andorra, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, The former Yugoslav Republic of Macedonia, Hungary, Ireland, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Morocco, Monaco, Montenegro, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Tunisia, Turkey, Ukraine, United Kingdom of Great Britain and Northern Ireland and Ukraine

- Membership open to all Member States of the United Nations

Working Party on the Transport of Perishable Foodstuffs - WP.11

- In the context of post-war food shortages, it was decided to set up a Working Group to examine the nature and extent of international traffic in perishable foodstuffs, assess operational difficulties and study requirements for transport
- This working group is known as WP.11 to develop and update the **ATP** Agreement and to promote the facilitation of the international transport of perishable foodstuffs through the harmonization of relevant regulations and rules

Current discussions at the WP.11

- “Distinguishing marks” for multi-temperature equipments
- Definition of an accelerated method for carrying out “Pull Down” tests on multi-temperature equipments
- UNECE database for verification of ATP certificates
- Aging of isothermal boxes
- Extending the scope of ATP to other perishable products, such as fruits, vegetables and medical products

