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Ministry of Public Works and
Transport

Concept Note

Lebanon National Workshop on the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)



Gefinor Rotana Hotel, Beirut, 6 – 9 March 2018



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1. Background

The Ministers responsible for Transport of the Union for the Mediterranean (UfM) have agreed on the importance of Euro-Mediterranean transport cooperation founded on two complementary pillars: (i) regulatory reform and convergence in all relevant different transport sectors (maritime, civil aviation, road, railway and urban transport); and (ii) establishment of the future Trans-Mediterranean Transport Network (TMN-T), to be connected with the Trans-European Transport Network (TEN-T). To this end, two Regional Transport Action Plans (RTAPs) have been elaborated by the Euro-Mediterranean Transport Forum for the Mediterranean Region, the first RTAP concerning 2007-2013 and the new one for the period 2014-2020.

In order to complement the work of the EuroMed Transport programme in the land transport sector and assist the implementation of the RTAPs, the European Union has launched two EuroMed Regional Transport Projects:

- The “Road, Rail and Urban Transport” (EuroMed RRU) that lasted 5 years (2012-2016), aimed at supporting the implementation of the Trans Mediterranean Transport Network (TMT-N) by developing appropriate regulatory framework and operational conditions to facilitate cross-border transport, to enhance land transport safety and to promote sustainable and efficient urban transport.
- The new one, “EuroMed Transport Support Project”, started in January 2017 and will last 4 years, aiming to increase the sustainability and performance of transport operations in the Mediterranean region through increased safety in transport operations; increased efficiency / lower costs of transport; lower environmental impact of transport, thus contributing to regional economic integration, economic well-being and job creation. The project covers Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, State of Palestine and Tunisia.

Action 9 of the 2014-2020 RTAP for the Mediterranean Region calls upon the EuroMed Partner countries adhere to and effectively implement the main United Nations road transport Agreements and Conventions. Except for Morocco and Tunisia, that are Contracting Parties to most of the main UNECE Road Transport Agreements, other EuroMed countries have not yet adhered to many of them and are not benefiting from their provisions. Lebanon is among them, having acceded to only two of the main UN road transport legal instruments. Moreover, Lebanon did not benefit from the TA efforts made by the EuroMed RRU project during the past five years through provision of TA, organization of awareness raising and training events, analytical work and study tours on these agreements.



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During a formulation mission in Beirut, held from 24 to 26 January 2017, aimed at identifying the priority activities under the ETSP of interest to Lebanon which the project may develop, it was agreed, inter alia, that technical assistance and training to accede to the ADR would be among the priority activities for Lebanon.

Activity 1A.2.3(a) consists of the organization of a four-day national training event on the ADR and TA to Lebanon, tentatively scheduled to take place in Beirut on 6 - 9 March 2018, aimed at presenting the main provisions and benefits of the ADR Agreement.

This demand driven activity, based on the priorities identified in the RTAP 2014-2020, is regarded as a natural continuation of the Awareness Raising Workshop on Main UN Road Transport Agreements administered by the UNECE which was held in Beirut in May 2017 under the ETSP, followed by other dedicated national training events and activities relating to AETR, ATP, Vehicle Regulations and Intelligent Transport Systems (ITS), that would provide the officials at the Ministries, the state companies and the private sector involved, the necessary technical backstopping and information on the accession and practical implementation and monitoring of these Agreements and practices.

2. Objectives of the event

The general objective of the proposed activity is to support the accession of Lebanon to the ADR and to assist Lebanon to effectively implement it.

The specific objective is to provide necessary technical assistance and institutional capacity building to competent authorities to adopt national legislation to the provisions and practices provided in the ADR Agreement and effectively implement them in their national and international road transport operations. More precisely, the event will offer the opportunity for:

- Present the importance of the ADR (Objectives-key provisions-benefits)
- Highlight the importance of adherence to the ADR convention to improve road safety and facilitate international road transport of dangerous goods in Lebanon and in the region.
- Strengthen the capacities of key stakeholders to ADR provisions
- Provide and transfer additional knowledge and skills for Lebanon to undertake accession to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR);
- Offer guidelines for Lebanon to setup or nominate an institution/authority responsible for ensuring, in compliance with internationally recognized standards, qualitative



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delivery of professional 'Transport of Dangerous good by road - ADR training' and organization of examination.

- Training a core group of national experts on key ADR provisions with references and guidelines on how transport of dangerous goods shall be managed and conducted. This will include:
 1. Transport of Dangerous goods and risks
 2. Transport of Dangerous goods and International Conventions (AIR, SEA, ROAD, RAIL)
 3. Structure of the ADR Convention
 4. Actors involved in the transport of Dangerous Goods and responsibilities (Manager, Loader, Driver, Safety Adviser)
 5. Classes of Dangerous goods, restrictions and mixed loads
 6. Vehicle requirements
 7. Packaging
 8. Transport Documents
 9. Vehicle Marking
 10. Transport in tanks
 11. Safety Provisions and Fire Fighting (theory and practical demonstration)
 12. Safe Cargo Loading and Securing (theory and practical demonstration)

3. The ADR Agreement

With today's increasing awareness of safety, security and environmental challenges, road transport operators and drivers must comply with existing and anticipated regulations, and be familiar with the latest technologies and standards that address these key issues.

Dangerous goods are articles and substances, which are classified as either prohibited or allowed for transport only under certain circumstances according to specific regulations. The term 'dangerous goods' is not a term used only for those substances posing danger (chemical agents, gas, acid, etc). It covers articles with specific characteristics inherent to the nature of the goods, which, when transported, will fall under one specific category:
















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ADR Agreement classification	
 Class 1 : Explosive substances and articles	 Class 5.1 : Oxidizing substances
 Class 2 : Gases	 Class 5.2 : Organic peroxides
 Class 3 : Flammable liquids	 Class 6.1 : Toxic substances
 Class 4.1 : Flammable solids, self-reactive substances and solid desensitized explosives	 Class 6.2 : Infectious substances
 Class 4.2 : Substances liable to spontaneous combustion	 Class 7 : Radioactive material
 Class 4.3 : Substances which, in contact with water, emit flammable gases	 Class 8 : Corrosive substances
	 Class 9 : Miscellaneous dangerous substances and articles

Humans, the environment and economies run the risk of being harmed due to the various types of dangerous characteristics if exposed to them. It is therefore essential that people involved in manipulating dangerous goods apply the most stringent standards to avoid any possible incident or accident. For this purpose, legislative bodies and competent authorities strive to protect people and the environment through the implementation of relevant laws and regulations.

The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957, is a legal instrument that regulates the international transport of dangerous goods by road. This global Agreement of the United Nations and its practices is widespread around the world and is currently implemented in 48 countries.

However, an Agreement alone will not yield results if not properly implemented; the human factor must always be taken into consideration and addressed when considering road safety.

4. Time and Venue

Time: Tuesday 6 to Friday 9 March 2018.

Venue: Gefinor Rotana Hotel, Beirut.

The Workshop will be held in two parts for up to 40 participants:



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First Part, Awareness raising: Duration 3 days

Second Part, Training: Duration 1 day including ½ days of practical exercise in cooperation with the national competent authorities.

The morning of the 4th day will be devoted to a practical exercise on the transport of dangerous goods and best practices to be held in a special open-air site in cooperation with the Ministry of Transport.

EuroMed RRU project will take the responsibility to provide the necessary facilities for the training (audio-visual equipment, interpretation, coffees and lunches).

The Ministry of Transport of Lebanon I will take care of the invitations, ensure the event secretariat, printouts of the necessary documentation and the media coverage of the event as well as provide the open-air site for the exercise, the transfer by bus of the participants from the Conference place to the test site, and the necessary material for this exercise as they are described in the last part of this documents under the title “Training equipment”.

5. Target Groups

- ▶ National EuroMed Transport Coordinator
- ▶ Representative(s) of the EU Delegation
- ▶ Invited experts from the MOT of Palestine
- ▶ Officials from the Ministry of Transport and other Ministries/Agencies dealing with the road transport of goods
- ▶ National/local organizations involved in the field of Road transport and specifically the transport of dangerous substances
- ▶ Road transport professionals and operators (such as road freight transport companies, particularly those engaged in the carriage of dangerous goods)
- ▶ Any other organizations relevant to Road Transport
- ▶ EuroMed Road Transport Support Project Key Expert and ADR Non-Key Expert
- ▶ Invited international speakers UNECE, UNESCWA, IRU experts, others

It is recommended to limit the number of participants to 40 to ensure interactivity of the sessions and involvement of all in the discussions.

6. Languages

Training will be delivered in English. Simultaneous interpretation will be provided in English and Arabic.



7. Training materials

Training materials will be posted in the project's website accessible to all participants.

http://etsp.eu/?page_id=24967

These will be as follows:

- ✓ Advocacy Paper on Main UN Road Transport Agreements
- ✓ European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), 1957. (All participants shall have a hard copy of the 2013 ADR Agreement).
- ✓ The UNECE secretariat draft road map for accession to ADR
- ✓ The UNECE secretariat note on UN Recommendations on the Transport of Dangerous Goods, Model Regulations
- ✓ IRU Academy checklist on Fire on Board of a Truck
- ✓ IRU Academy Safe Loading and Cargo Securing Checklist
- ✓ IRU Academy First Aid Checklists
- ✓ ADR Instructions in writing
- ✓ Participant Guide

The training will be delivered with close references to international training best practices such as those of the IRU Academy and other benchmark organisation. Not all material used within the delivery of the workshop can be made available to the participants.

Participants in the training will receive a Certificate of Attendance.

8. Training equipment

Safe loading and marking

1 Lorry with open flat.

Goods to be loaded:

- ✓ 4 Empty Oil Drums 200 litter.
- ✓ 8 Packages (Paper Box or Wood different sizes) placed on two standard pallets 80X120 cm
- ✓ 6 Lashings + lashing strainers for securing on trucks
- ✓ 10 meter rope (diameter 1 cm)
- ✓ 4 empty pallets
- ✓ 1 Friction mat.
- ✓ Set of Orange markings.



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1 Tanktruck, not loaded.

Fire Fighting:

- ✓ 4, 6 kg Powder fire extinguishers (A-B-C-D fires)
- ✓ 1 empty open 200 liters drum, filled with water
- ✓ 1 liter gasoline
- ✓ 5 liter diesel.
- ✓ 1 Fire carpet.

Spill Exercise

- ✓ 5 kg absorbing Granulate
- ✓ Spill kit (standard on most tank trucks)

9. Indicators

OVI (Objectively Verifiable Indicator)	Source of verification
By the end of the project, Lebanon has acceded to the ADR Agreement or has made progress towards its accession	Communications by the country or from UNECE secretariat and from the EuroMed Transport Support Project reports
The participants appreciated the event and considered it useful	Evaluation questionnaires and communications to EuroMed TSP by Lebanese authorities
Women's engagement	Percentage of women experts' participation
RTAP support	Action 9: Adhere to and effectively implement the main United Nations road transport Agreements and Conventions.