



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.15/2003/6
14 February 2003

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Dangerous Goods
(Seventy-fourth session,
Geneva, 19-23 May 2003)

AMENDMENT OF THE TEXT OF CHAPTER 8.1, SUBSECTION 8.2.1.1

Transmitted by the Government of Liechtenstein

Introduction:

The Government of Liechtenstein has doubts concerning existing provisions on the training of drivers of the vehicles referred to in subsection 8.2.1.1. These provisions are no longer in force and no longer comply with the current safety standards to which we aspire for the transport of dangerous goods. The Government of Liechtenstein proposes that the text of subsection 8.2.1.1 should be amended.

Proposal:

Existing text of subsection 8.2.1.1:

“Drivers of vehicles with a permissible maximum mass exceeding 3.5 tonnes carrying dangerous goods, drivers of vehicles referred to in 8.2.1.3 and drivers of other vehicles referred to in 8.2.1.4 shall hold a certificate issued by the competent authority or by any organization recognized by that authority stating that they have participated in a training course and passed an examination on the particular requirements that have to be met during carriage of dangerous goods.”

Amendment of the existing text of subsection 8.2.1.1 to read:

“Regardless of the permissible maximum mass per vehicle carrying dangerous goods, drivers of vehicles referred to in 8.2.1.3 and drivers of other vehicles referred to in 8.2.1.4 shall hold a certificate issued by the competent authority or by any organization recognized by that authority stating that they have participated in a training course and passed an examination on the particular requirements that have to be met during carriage of dangerous goods.”

Justification:

The Government of Liechtenstein justifies its proposal as follows: Drivers carrying dangerous goods in vehicles with a permissible maximum mass not exceeding 3.5 t cannot be permitted to carry dangerous goods without any knowledge or specific training. This would impair the safety of road traffic.

These drivers have never had anything to do with a transport document, instructions in writing, prohibitions on mixed loading or the provisions for precautions concerning foodstuffs, other articles of consumption, animal feeds or stowage.

Several delegates at the seventy-third session of WP.15 expressed concern at the costs incurred by industry. Drivers of vehicles not exceeding 3.5 t and affected by this requirement were only a minority. Only drivers carrying dangerous goods in vehicles not exceeding 3.5 t were outside the limits of table 1.1.3.6.3. On this basis, industry need expect few problems.
