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Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Ninety-fourth session

Geneva, 13–17 May 2013

Item 8 of the provisional agenda

Programme of work

Calendar of meetings

Note by the secretariat¹

Introduction

1. In the last two years, because of the limited number of documents submitted to the Working Party, it has not used all the meeting days allocated to it.
2. The total number of meeting days allocated to the Working Party for 2011–2012 was 20 (40 half days of meetings) of which only 13 (26 meetings) were used.
3. The secretariat invited the Working Party to explore the possibility of reducing the length of its sessions or changing the calendar of meetings in order to decrease the number of meetings allotted to it. Such a change must take into account the procedure for the adoption and notification of amendments to ADR and the calendar of meetings of the Sub-Committee of Experts on the Transport of Dangerous Goods and other intergovernmental and modal bodies.

Proposal

4. A possible solution might be to replace the current calendar of meetings (four sessions per biennium) with a new calendar comprising only three sessions per biennium, organized as follows:

¹ The present document is submitted in accordance with paragraph 1 (j) of the terms of reference of the Working Party as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to “Ensure openness and transparency during its meetings”.

Even years (n): A session in May, in which some corrections to the list of amendments for entry into force on 1 January of the following year (n + 1) may still be adopted, if necessary, and new amendments that will enter into force on 1 January of year n + 3 are discussed.

Odd years (n + 1): A session in May and a session in late October. This second session is the last in which amendments for entry into force on 1 January of the following odd year (n + 3) may, in theory, be adopted.

5. This proposal has the advantage of reducing the travel costs incurred by attending the sessions and leaving more time for participants to draw up proposals and hold consultations at the national level before the second session of the biennium. Keeping the current calendar for the three sessions retained would allow for consistency with the overall calendar of meetings on the transport of dangerous goods (Sub-Committee of Experts on the Transport of Dangerous Goods and other intergovernmental and modal bodies) while maintaining the key sessions in the framework of the process of notification of amendments to ADR.

6. The Working Party might also take into account possible developments in its programme of work and its mandate that could justify maintaining the current number of sessions.
