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Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods****101st session**

Geneva, 8–11 November 2016

Item 5(b) of the provisional agenda

**Proposals for amendments to Annexes A and B of ADR:
miscellaneous proposals****5.4.1.1(f) and carriage in accordance with 1.1.3.6****Transmitted by the International Road Transport Union (IRU)¹***Summary*

- Executive summary:** IRU supports and recommends all Contracting Parties to adopt the Swedish official document ECE/TRANS/WP.15/2016/10, specifying that having the calculated value specified in the transport document would be useful for all participants involved in a transport operation when 1.1.3.6 is applied.
- Action to be taken:** Amend relevant parts of 1.1.3.6 and 5.4.1.1(f).
- Reference document:** ECE/TRANS/WP.15/2015/14 (IRU)
Informal document INF.10 (CEFIC) from the ninety-ninth session of WP.15
ECE/TRANS/WP.15/230, Report from the ninety-ninth session of WP.15
ECE/TRANS/WP.15/2016/3 (IRU)
Informal document INF.24 (Sweden) from the 100th session of WP.15
ECE/TRANS/WP.15/233, Report from the 100th session of WP.15
ECE/TRANS/WP.15/2016/10 (Sweden)

¹ In accordance with the programme of work of the Inland Transport Committee for 2016-2017, (ECE/TRANS/2016/28/Add.1 (9.1)).

Background

1. As a reminder, the interpretation of sub-section 5.4.1.1.1(f) poses problems for transport companies whose drivers are not familiar with the ADR.
2. ADR sub-section 5.4.1.1 does not specify the calculated values required to determine the maximum quantity as per sub-section 1.1.3.6. In theory, this implies that drivers must know all of the calculations according to the transport category for each type of dangerous good.
3. Drivers performing such deliveries on a daily basis may well be in breach of the rules, as they generally do not have the ADR regulations and are hence unable to calculate the values (in calculated values) as per 1.1.3.6.
4. The total quantity of dangerous goods for each transport category and the sum of these calculated values shall be indicated in the transport document in accordance with 1.1.3.6.3.
5. The Swedish Delegation, who supported our initiative at the a previous meeting, has submitted an official document, indicating that during the discussions with Contracting Parties, it was expressed that having the calculated value specified in the transport document would be useful for all participants involved in a transport operation when 1.1.3.6 is applied.

Observations and support to ECE/TRANS/WP.15/2016/10 (Sweden)

6. As stated during the last meeting of the WP.15, the above-mentioned proposal presented by Sweden was agreed in principle by contracting parties.
7. IRU supports the draft proposal 3 made by Sweden to simplify sub-section 1.1.3.6.4.
8. The amendment makes clear that the value should always be indicated in the transport document and covers all dangerous goods, whether they belong to different transport categories or to the same.
9. At the end of the section, the amendment before “1000” to add “a calculated value” clarifies the information in the transport document when consignors/carriers avail of 1.1.3.6.
10. IRU welcome the draft proposal 4, to amend Note 1 of sub-section 5.4.1.1.1(f) to add after the total quantity “and the calculated value”; the driver will be able to assess the values for the maximum quantity and will avoid exposing himself/herself to sanctions.
11. For all proposed amendments concerning proposals 1, 2 and 5, it would clearly improve the text and therefore, transport safety, avoiding any confusion in the interpretation of texts and the calculation of the exemption and facilitate the application of sub-sections 1.1.3.6 and 5.4.1.1.1(f).

Justification

Safety: Clear text improves transport safety.

Feasibility: Avoids any confusion in the interpretation of texts.

Facilitates the application of sub-sections 1.1.3.6 and 5.4.1.1.1(f).