



THE 1st SESSION OF THE TRANSPORT OF DANGEROUS GOODS TECHNICAL COMMITTEE

20 January 2021

DRAFT CONCLUSIONS

1. The first session of the Transport of Dangerous Goods Technical Committee (TDG TC) was held online, on 20 January 2021.
2. The meeting was chaired by Svetlanka Popovska, Assistant head of the Railway Department at Ministry of Transport and Communications, and by Roberto Ferravante, Senior Expert for TDG in Unit C.2 Road Safety - DG MOVE, European Commission.
3. Mr. Matej Zakonjšek, Director of the TC Secretariat, welcomed the delegates and briefly introduced the Transport Community, its structure and role in implementation of the TC Treaty¹. The TDG TC was invited to consider its way forward and to draft a series of Guidelines for implementation of EU acquis on TDG. These guidelines should be used as a tool of development of activities in this sector, channeling the efforts made by each Regional Participant (RP) to better ensure the safety and security of transport of dangerous goods.
4. TDG TC proceeded to the review of the Rules of Procedure and adopted the Agenda of the session.
5. The representatives of the European Commission, Mr. Roberto Ferravante and Mr. Mircea Ionescu, briefly introduced the EU acquis on transport of dangerous goods.
6. Directive 2008/68/EC is the main legal act governing both national and international inland transport of dangerous goods. The complexity of the file was highlighted as it covers the activities of loading and unloading, the transfer to or from another mode of transport and the stops necessitated by the circumstances of the transport. This entails that a wider range of stakeholders are involved, not only transport operators. It is essential that all actors in the transport chain, as well as actors placed upstream and downstream in the logistics chain - e.g. packaging manufacturers, people involved in classification and authorization of chemicals - are fully aware and apply thoroughly TDG regulations.
7. The Commission explained that by taking over the Annexes to the three mode specific agreements – ADR, RID and ADN - and applying them to national transport, the EU ensured a good safety record for such transports and a means of being up to date with scientific and technical progress on these matters worldwide.
8. Directives 95/50/EC and 2010/35/EU were introduced as well.
9. The Commission acknowledged already in the evaluation reports of each regional participant that further progress is needed in most cases and therefore encourages the WB6 partners to further work towards successful implementation of the TDG Directives, while stressing the complexity of the file which needs cross-sectoral cooperation and coordination.

¹ Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, OJ L 260, 30.9.2008, p. 13



10. Mr. Claude Pfauvadel, the representative of France and the Chair of the ADR/RID Joint Meeting, proceeded with a presentation of the UN agreements on transport of dangerous goods. Successful implementation means being continuously aware and following up actively the activities of the UN and OTIF decision making bodies. All three agreements – the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) - are constantly updated to scientific and technical progress. The goods classified as dangerous for transport are present everyday all over the world and it is very hard to track when a certain type of dangerous substance or article enters your territory, so the solution is keeping updated and having the latest updated information on why regulations were drafted like that. Furthermore, the numerous areas of knowledge and technics that are covered need enhanced cross sectoral coordination, which might be initially difficult to achieve.
11. Application to RP's transport of international regulation needs a good screening of the current status of the transport market and a delicate fine-tuning exercise in order to detect which are the RP's requirements that need to be adapted to that aim. The experience of TAIEX trainings proved that there is a significant effort of screening of current RP's legislation to be able to detect which are the arrangements needed to keep using RP's old park even if not completely conforming with latest updated version of ADR. Similar efforts should be envisaged for rail and inland waterway transport.
12. It was also underlined that accumulation of institutional experience and know-how can happen only if adequate human resources are allocated to the file and if there is a constant effort of follow up of the evolution of the regulations.
13. Mr. Emmanuel Ruffin from the European Union Agency for Railways (ERA) presented briefly ERA's activities on transport of dangerous goods and their key contribution to ensure a fair modal distribution. With the possible introduction in Chapter 1.9 of ADR, RID and ADN of the reference to the Inland TDG Risk Management Framework, the way is paved for further refining and to level the approach to risk-based decision-making and to facilitate the use of risk estimation techniques.
14. It was also highlighted that the TCPS and ERA are actively cooperating in various fields related to implementation of general railway law and the TC TDG Committee welcomed the extension of these cooperation practices to include transport of dangerous goods.
15. Mr. Heenie van der Stocker, from Human Environment and Transport Inspectorate ILT, The Netherlands and a Member of ECR Harmonie sub working group ADR, presented the status of enforcement of ADR activities in Europe, highlighting the importance of constant training of enforcement personnel. Directive 95/50/EC², as amended by Commission Directive 2004/112/EC³, proved to be an excellent tool to enhance cooperation at technical level between

² Council Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of dangerous goods by road, OJ L 249, 17.10.1995, p. 35–40

³ Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, OJ L 260, 30.9.2008, p. 13–59



enforcement officers directly, which in time strengthened the links between the EU Member States. It is true that more can be done on this area, and EU Member States representatives present in the meeting agreed to join the effort of the TC Secretariat to enhance cooperation with the Western Balkan Partners.

16. The representative of Serbia, Mr. Bojan Miljkovic, asked that exchanges of information be organized concerning notifies bodies and inspection bodies responsible for transportable pressure equipment, training and authorities competent in issuing certificates for dangerous goods safety advisers, drivers and persons with special knowledge of ADN.
17. The competent authorities of the Regional participants who did not do so were invited to contribute in writing by Wednesday, 27 January 2021, with answers on the questions provided with the call for participation.
18. Ms. Monica Stanciu took the floor in order to highlight the importance of the Economic and investment plan for the Western Balkans⁴ and to bring to the attention of the Regional Partners the intention of the TC Permanent Secretariat to react to the 'Sustainable and Smart Mobility Strategy'⁵. Therefore, a separate discussion will be organized on this item in February 2021. A set of questions were distributed by the TCPS to the Regional Participants to explore specific actions that could be envisaged for the future. A separate preparatory meeting will be organized with the Regional Partners and the Commission only during the 2nd half of February 2021 to define the needs of the sector in terms of adaptations to the "Sustainable and Smart Mobility Strategy".
19. The Regional Participants were kindly invited to send their ideas on the way forward of the TDG Committee and their requests of assistance, projects that could be envisaged for the future etc. to mstanciu@transport-community.org.
20. The next meeting of the TDG Committee is foreseen to take place on 5 May 2021.

⁴ https://ec.europa.eu/neighbourhood-enlargement/news_corner/news/western-balkans-economic-and-investment-plan-support-economic-recovery-and_en

⁵ [Mobility Strategy | Mobility and Transport \(europa.eu\)](#)