

Third Progress Report on

# GUIDELINES ON TRANSPORT OF DANGEROUS GOODS



December 2024

## Abbreviations

ADN	European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways
ADR	The Agreement concerning the International Carriage of Dangerous Goods by Road
DG ENV	Directorate General for Environment
DG GROW	Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs
DG MOVE	Directorate General Mobility and Transport
DG NEAR	Directorate General for Neighbourhood and Enlargement Negotiations
DGSA	Dangerous Goods Safety Adviser
ERA	EU Agency for Railways
EU	European Union
EU DEL	European Delegation
EU MS	European Union Member State
IT	Information Technology
IPA	Instrument for Pre-Accession Assistance
KPI	Key performance indicators
OJ	Official Journal of the European Union or a Regional Partner
OP(s)	Observing Participants –Moldova, Georgia and Ukraine
OTIF	Intergovernmental Organisation for International Carriage by Rail
RID	Regulation concerning the International Carriage of Dangerous Goods by Rail
RP(s)	Regional Partner(s) – Albania, Bosnia and Herzegovina, Kosovo*, Montenegro, North Macedonia and Serbia
TCT Secretariat	Transport Community Permanent Secretariat
TDG	Transport of Dangerous Goods
TDG Guidelines	Guidelines on Transport of Dangerous Goods
TDG TC	Transport of Dangerous Goods Technical Committee
TDG Directive	Directive 2008/68/EC on the inland transport of dangerous goods, as amended
TPED	Directive 2010/35 on transportable pressure equipment
Directive (EU) 2022/1999	Directive (EU) 2022/1999 on uniform procedures for checks on the transport of dangerous goods by road (codification)
UNECE	United Nations Economic Commission for Europe

\* This designation is without prejudice to positions on status and is in line with UNSCR 1244 (1999) and the ICJ Opinion on the Kosovo declaration of independence.

## Contents

Abbreviations .....	1
Executive summary.....	4
General outlook .....	7
Directive 2008/68/EC on inland transport of dangerous goods.....	7
Directive (EU) 2022/1999 on uniform procedures for checks on the transport of dangerous goods by road .....	11
Directive 2010/35/EU on transportable pressure equipment (TPED).....	13
TAIEX assistance.....	14
Emergency intervention in case of accident and incident involving the transport of dangerous goods & support to speed up 112 and eCall implementation .....	16
Cooperation with EU and its Member States.....	23
Cooperation with International Organisations.....	24
Outlook per Regional Partner.....	26
ALBANIA .....	26
BOSNIA AND HERZEGOVINA .....	30
KOSOVO .....	32
NORTH MACEDONIA.....	34
MONTENEGRO.....	37
SERBIA .....	41
Outlook per Observing Participant .....	43
GEORGIA.....	43
MOLDOVA.....	46
UKRAINE.....	48

## Executive summary

Transport of dangerous goods Directives are included in the Transport Community Treaty, with the basic Directive 2008/68/EC on inland TDG being included in the Stabilisation Agreements of Observing Participants, as it regulates the small percentage of goods that can pose a risk for people, property and the environment which are an integral part of modern life, from flammable liquids and gases to articles such as batteries contained in equipment when carried as a load.

The above-mentioned Directive takes over the Annexes of the international agreements concerning the carriage of dangerous goods by road (ADR), rail (RID) and inland waterways (ADN). The technical requirements and standards negotiated at the UN level for international transport are then applied to domestic transport.

Cooperation with the Regional Partners and the Observing Participants continued and was enhanced and nuanced depending on the needs and the proactive approach of each of the concerned administrations. The challenges related to budgetary constraints and limited human resources remained applicable, but the level of awareness concerning the importance of the field increased in the reporting period.

Cooperation with the European Commission and the Member States allowed for specialised support to be addressed to all Regional Partners and Observing Participants via the TDG Committee and Workshop organised by TC. Significant complementary assistance programs were deployed via TAIEX only for those Regional Partners and Observing Participants who actively requested it, i.e. Albania, Montenegro, North Macedonia, Moldova and Georgia.

TCT Secretariat continued its endeavour to gather around the table the meetings representatives of all the relevant competent authorities and to also raise awareness at the level of the industry and Academia about the importance of the applicable EU Acquis, highlighting the fact that all international legislation – at EU and UN level – constitutes the results of the state-of-the-art science and technology.

Enhanced capacity in the administration and all the areas of competence affected by this legislation – from the Ministries of Transport and/or Interior to the Environmental authorities, Civil Protection and Emergency, and the Ministry of Health – is a must to address such a complex file as the transport of dangerous goods legislation.

Based on the observation on the ground during the TAIEX programs dedicated to emergency intervention in case of accident or incident in the transport of dangerous goods, TCT proposed to the

Regional Steering Committee to prioritize within ITS projects the implementation of eCall and to also invest more efforts in implementing the unique 112 emergency number.

DG NEAR, DG MOVE and TCT joined forces with experts from Poland, Greece, and Slovenia to debate in favour of implementation 112 and eCall in February 2024. This awareness-raising event addressed a large number of representatives from the relevant authorities in the field- i.e. Transport Ministries, Ministries of Interior, Health and Fire Services etc. Two other international organisations joined – the South East European Health Network (SEEHN) and the European Emergency Number Association. The event was a plea for cross-sectoral cooperation which already started bearing fruit.

Positive progress is evident in the activities of all regional partners with projects developed previously producing effects now – i.e. Kosovo was the first beneficiary of a TAIEX assistance program 81223 performed in December 2021. This Regional Partner succeeded in publishing the first translation in the local language of ADR and RID. Excellent progress has been achieved recently on matters related to 112 and eCall, i.e. a TAIEX program for digitalisation has been applied for by Kosovo and it will be merged with other means of technical assistance given to the Emergency Management Agency and the Ministry of Interior to speed up the implementation of advanced mobile location (AML) services.

Albania held the chairmanship of the TDG Committee and it was the main beneficiary of assistance via TAIEX. The mere fact that cross-sectoral cooperation is enhanced is already the biggest achievement of the programs deployed which addressed a large number of officials in the Albanian administration, from the Ministries of Transport and Economy and the Ministry of Interior.

While the results of the projects deployed still need to mature, it is obvious that further resources will be needed in the future. The TCT Secretariat herewith wishes to encourage constant follow-up and step-wise development of policies in this Regional Partner.

Due to the lack of a general legal framework, Bosnia and Herzegovina – the Regional Partner who took over the chairmanship of the TDG Committee in 2024, has limited presence and progress to report. As indicated in the Guidelines, the cooperation between the different competent authorities and the willingness to establish competences and responsibilities is the first steps that still need to be complied with by Bosnia and Herzegovina.

Montenegro received assistance for fire and rescue services from Poland and Germany via TAIEX. Within a technical assistance program financed by the EU further activities were organised in view of the implementation of Directive 2008/68/EC on inland transport of dangerous goods and Directive (EU) 2022/1999 on harmonisation of roadside checks. Academia also benefits from EU support in the development of an ERASMUS program aimed at improving the quality of high-level training for

the transport market. All projects mentioned above contain recommendations that the relevant authorities should include in their follow-up measures.

North Macedonia applied for twinning assistance for its enforcement services and this assistance will encompass also transport of dangerous goods. Translation of the ADR and RID into Macedonian is planned for 2025.

Serbia published with significant delay the translation of the ADR and RID during the summer of 2024. It was planning to receive assistance on aerosols via TAIEX, but it did not inform the TCT Secretariat about progress on this issue.

The Transport Community Permanent Secretariat continues to support the Regional Partners at all levels to facilitate cooperation and exchange of know-how with EU Member States and relevant international organisations operating in the field.

## General outlook

The present report highlights the activities developed view to multilateral cooperation as managed by the Transport Community Permanent Secretariat.

The first part of the report is concentrated on measures developed view to approximating and implementing the EU Acquis on the transport of dangerous goods and areas which stemmed as important with a view to further development. For example, in the context of screening of needs of emergency services in the region, aspects related to the 112 implementation are also covered in the present report.

The second part details the progress achieved by each Regional Partner and Observing Participant.

## Directive 2008/68/EC on inland transport of dangerous goods

Directive 2008/68/EC<sup>2</sup> applies to the transport of dangerous goods by inland transport modes and takes over the Annexes to the international agreements applicable to road (ADR), rail (RID) and inland waterways (ADN). It is applicable as amended by Commission Delegated Directive (EU) 2022/2407 of 20 September 2022, amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress<sup>3</sup>. Every second year, the European Commission issues a Delegated Directive to clarify the fact that “Annexes A and B to the ADR”, “the Annex to the RID” and “the Regulations annexed to ADN” are amended and apply to domestic transport. A Delegated Directive is expected to be published in the 2<sup>nd</sup> part of 2024, to introduce into EU Acquis ADR, ADN and RID 2025.

The added value of Directive 2008/68/EC as amended in the EU context is that it applies international rules to domestic carriage “within” the territory of each EU Member State. This eliminates the administrative burden of a double set of rules.

The two-year cycle of amendment is commonly agreed upon by the international community and has been made a part of the EU Acquis because substances and articles classified as dangerous goods are produced as a part of a wider commercial circuit and need to circulate worldwide. It is also harmonised at the UN level to cater for the needs of maritime and air transport.

The KPIs foreseen in the Guidelines for this Directive were as follows:

- By 1 January 2023, all regional partners will put in place the necessary legal framework to implement Directive 2008/68/EC
- By 30 June 2023, all Regional Partners will transpose Directive 2008/68/EC on inland transport of dangerous goods as amended.

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<sup>2</sup> OJ L 260, 30/09/2008, p. 13.

<sup>3</sup> OJ L 317, 9.12.2022, p. 64.



Regarding the first KPI, most of the Regional Partners, except for Bosnia and Herzegovina, have a legal framework for the implementation of this Directive.

Others, such as Kosovo, which is not a contracting party to the international agreements, made significant progress under the second KPI.

Even in cases in which the legal framework is in place, e.g. Montenegro and Albania, the activities deployed in 2023 highlighted many areas in which administrative capacity needs to be enhanced, together with know-how and improvement of conditions of work of employees in specialised areas, such as enforcement and emergency intervention.

Both Georgia and Moldova used the lessons learned with the TCT activities in order to ask and receive assistance via TAIEX on specialised areas that will be illustrated further on.

North Macedonia is currently working on the establishment of a budget for the translation of the ADR and RID in its national languages. It is also working on the clarification of competences via EU assistance.

Translating the entire Annexes of these international agreements proves to be a challenging task, requiring potential further assistance in the future. The availability of the text in domestic languages is essential not only as a reflection of the second KPI but to ensure that the law is accessible to all citizens, not only drivers, in a language that they can “read and understand”, following the provisions of the Annexes of the Directive.

Kosovo achieved the biggest progress from this point of view with the finalisation of the first draft of the translation of ADR and RID into Albanian at the end of 2023. A very comprehensive series of cross-sectoral consultations were developed to ensure accurate translation of the specialised terminology and the link with the publication was put at the disposal of other experts having the same linguistic background.

Georgia performed the same type of activity in a very timely manner and has a clear policy in this field, accumulating knowledge and know-how from each opportunity for international cooperation. TCT Secretariat received with enthusiasm the news that a delegation from Georgia attended the works of the specialised body of the United Nations negotiating ADR, i.e. the Working Party on Transport of Dangerous Goods at its session of 2-5 April 2024.

As mentioned, on several occasions, the UN ensures the platform of international cooperation, while the EU uses it to ensure further integration of the transport markets of its members, therefore the steps taken by the Georgian authorities for further cooperation need to be recognised and positively



appreciated. Where applicable, the absence of the contracting parties in the negotiations of these international agreements can create gaps in the interpretation and understanding of the technical requirements. TCT meetings and EU-developed programmes aim to increase the administrative capacity; however, they cannot substitute or replace the exchange of information between the contracting parties during the negotiation of international agreements. In the future, the main competent authorities, Ministries of Transport or Ministries of Interior, should encourage Regional partner's international representation at the United Nations, International Organisation for International Carriage by Rail (OTIF), and other international instances, as applicable. The framework for further integration is based on the technical requirements contained in the international agreements. Wherever the status does allow for involvement at an international level, ministries are encouraged to exercise their authority.

The availability of the Annexes to the international agreements in the language(s) of the RPs and OPs is important to ensure legal certainty and to ensure that all citizens involved in manufacturing, packing, loading, unloading, commerce with goods qualified as dangerous for transport receive the appropriate training and knowledge to handle and transport them safely.

Moreover, due to technical and scientific progress, every two years, a series of new provisions are added, sometimes as preventive measures.

In order to facilitate access to the members of the public to the translated versions, the TCT Secretariat compiled links at which the publications in local languages have been made.

## **ADR and RID 2023 – translations into languages of Regional Partners and Observing Participants**

**(documents published before 30 August 2024)**

Georgia	ADR - Volume I <a href="https://reestri.lta.gov.ge/doc/sakanonmdeblo_aktebi/ADR_2023-I_%E1%83%A2%E1%83%9D%E1%83%9B%E1%83%98.pdf">https://reestri.lta.gov.ge/doc/sakanonmdeblo_aktebi/ADR_2023-I_%E1%83%A2%E1%83%9D%E1%83%9B%E1%83%98.pdf</a> ADR - Volume II <a href="https://reestri.lta.gov.ge/doc/sakanonmdeblo_aktebi/ADR_2023-II_%E1%83%A2%E1%83%9D%E1%83%9B%E1%83%98.pdf">https://reestri.lta.gov.ge/doc/sakanonmdeblo_aktebi/ADR_2023-II_%E1%83%A2%E1%83%9D%E1%83%9B%E1%83%98.pdf</a>
Kosovo	ADR & RID <a href="https://www.mit-ks.net/sq/dokumente-te-ndryshme-31">https://www.mit-ks.net/sq/dokumente-te-ndryshme-31</a> .
Serbia	ADR & RID & ADN <a href="https://www.mgsi.gov.rs/cir/dokumenti/transport-opasne-robe">https://www.mgsi.gov.rs/cir/dokumenti/transport-opasne-robe</a>
Montenegro	ADR TOM I <a href="https://www.gov.me/dokumenta/a625a9d7-d85c-4be8-8381-4b1a2eac1b48">https://www.gov.me/dokumenta/a625a9d7-d85c-4be8-8381-4b1a2eac1b48</a> ADR TOM II <a href="https://www.gov.me/dokumenta/f0bb98af-2f53-45c3-b007-61d7ec757ff7">https://www.gov.me/dokumenta/f0bb98af-2f53-45c3-b007-61d7ec757ff7</a>

The beginning of 2023 was dedicated to explanations of the latest updates to the Annexes of ADR and RID made by OTIF Secretariat<sup>4</sup>. Several presentations were made in the subsequent sessions of the administrative structures put in place for the transposition of EU Acquis in this field by each Regional Partner and Observing Participants.

Not all projects discussed have yet come to fruition due to lack of human resources and clear long-term planning in this field. Before closing the current edition of the report, the delegation of Albania announced that the publication of the translation of ADR is pending.

Moreover, political changes impact the technical level, which means that there is not enough continuity and sustainable investment in human resources.

Due to the dynamics of the global markets and the specialisation of production, compliance with the international norms at the domestic level is the solution. Production of non-ADR tanks or cylinders in a small country could become more expensive than the internationally accepted product on sale in the global market.

Additional details concerning the new provisions in ADR and RID can be found on the UNECE and OTIF respective websites. A summary of the amendments to enter into force on 1 January 2025 will be presented in the TDG Committee. However, explanations of the reasons and background of the amendments are the remit of the United Nations decision-making bodies only.

To support the Regional Partners and the Observing Participants in their endeavour, ERA presented their ongoing activities constantly in the TDG meetings and reported on the implementation of the RID/ATMF agreement in the EU, in particular, digital automatic coupling and other wagon-related requirements for TDG. In order to facilitate the transition of the Observing Participants towards membership of TC and potentially EU, ERA also included in EUMedRail project colleagues from the Observing Participants – a step forward in increasing capacity for officials dealing with rail TDG.

The main challenges concerning the transposition and implementation of the TDG file remain limited administrative capacity and human resources. The TCT Secretariat will continue working with EU delegations and European Commission services to support Regional Partners and the Observing Participants to develop the administrative capacity of the institutions in this field.

A part of the activities identified previously in the Rolling Plan concerning capacity building have been developed and events were organised to answer the requests of the relevant authorities to the largest extent possible. However, the limited number of officials dealing with transport matters leads to the absence of expertise in this field.

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<sup>4</sup> <https://www.transport-community.org/wp-content/uploads/2023/03/06-Adaptation-to-technical-and-scientific-progress-RID-and-ADR-2023-OTIF-Secr-2.pdf>

Even if sources of information do exist, e.g. LearnITC tool, an e-learning platform developed by the United Nations<sup>5</sup>, the intake of information is limited, in particular due to language barriers.

## Directive (EU) 2022/1999 on uniform procedures for checks on the transport of dangerous goods by road

Directive (EU) 2022/1999 of the European Parliament and of the Council of 19 October 2022 on uniform procedures for checks on the transport of dangerous goods by road is a codification of Directive 95/50/EC. The newly adopted Directive abrogated the previous one, retaining the same content.

Its adoption should be considered as an impetus for regional partners to consider further investment in their enforcement activities.

The Directive on ADR checks is a significant step in harmonising the procedures of the Member States and it contains a minimum set of requirements to be checked on the occasion of roadside checks on ADR transports. It was originally adopted in the context of abolishing checks at borders for the import and export of dangerous goods transported by road, and the solution was in some Member States the unification of control institutions under Ministries of Transport, while others kept such inspection procedures split between different institutions. An evident example is the inspection of Class 7 transports, where competences for checks of radioactive material are in the competence of specialised institutions separate from the police or transport inspection.

The transposition of this Directive is important as it provides a standard check procedure – which is adapted for the means of transport and the dangerous goods contained within. Enforcing compliance with the rules is the first step to ensuring safe transport and serves as an important safeguard for a fair transport market. It has an impact not only on transport operators and ADR drivers but also on the upstream and downstream economic operators, i.e. consignees, consignors, fillers, loaders etc.

As mentioned in the previous editions of the Report<sup>6</sup>, a partial application of the checklist can result in certain safety-related features of vehicles not being checked, thus increasing the potential for accidents involving dangerous goods.

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<sup>5</sup> [UNECE LearnITC The Inland Transport and Trade Connectivity eLearning platform](#)

<sup>6</sup> [Progress report on the Guidelines on Transport of Dangerous Goods](#) - pages 14-15 and [Second Progress Report on Guidelines](#) - pages 5-6

The TCT Secretariat has continued the discussions aimed to facilitate the application of Directive (EU) 2022/1999 and organised a demonstrative Workshop on enforcement of dangerous goods by road, in Tirana, 24-26 October 2023.

The peer review benefited from the expertise of the experts from the Human Environment and Transport Inspectorate (ILT) of the Ministry of Infrastructure and Water Management from the Netherlands and was followed by an important number of inspectors in the Albanian Road Inspection Task Force and representatives of the other Regional Partners and Observing Participants. The Directive has been partially transposed in Albania and the fact that ADR was not available in the local language proved to raise problems.

Representatives of North Macedonia, Montenegro and Georgia participated in the workshop and the demonstrative check. As a follow-up to the discussions, the Georgian Government decided to ask for a specific capacity-building program on this aspect to see how the transposition and implementation of ADR control checks can be envisaged within the Land Transport Authority of this observing participant.

Montenegro received assistance on technical inspection of commercial vehicles, including Directive 2022/1999 and ADR, under the program EUROPEAID/140039/IH/SER/ME – Technical assistance for capacity support to the transport sector and EU Acquis. However, in the absence of a clear delimitation of competences and legal framework, the conclusions still need to be implemented. The Montenegrin administration needs to clarify its priorities and solve the issue of dedicated human resources for this field while clarifying the competences of each authority. The Montenegrin authorities are expected to continue activities on this matter in the second part of 2024.

External support via technical assistance or TAIEX programs needs constant and substantial follow-up within the relevant competent authorities. Transport strategies need to acknowledge and include measures concerning TDG. Consequently, disaster reduction strategies and chemical biological and nuclear reduction strategies need to also take into account the potentiality of manmade disasters, in particular in urban areas. Legislative measures and funds need to be allocated to ensure that the technical requirements are expressed in languages that all citizens can read and understand.

This will facilitate an increase in the professional capacity of the inspectors in charge of controls on ADR.

TCT Secretariat welcomes the launching of the Twinning Fiche Supporting the inspection services for transportation of passengers and goods whose beneficiary is the Ministry of Transport – State Transport Inspectorate in North Macedonia. The twinning program will cover, among other

legislation, the Directives on dangerous goods and aims at developing an integrated software system for control of the national and international road transport.

## Directive 2010/35/EU on transportable pressure equipment (TPED)

Although Directive 2010/35/EU on transportable pressure equipment approximation by the regional partners is outlined in the Guidelines with a deadline in 2025., Several administrations have reported progress on this item.

Regardless of the declaration of Albania concerning implementation of the Directive 2010/35/EU, the observation made during the Workshop on Enforcement for Transport of Dangerous Goods in October 2023 indicated a low level of market surveillance and the fact that some of the inspection bodies are not performing proper inspection activities. The presence in traffic of tanks whose stabilising members of the bodies were found rusted and broken indicates serious safety issues. These aspects need to be checked firstly by the inspection bodies according to Directive 2010/35/EU and also within roadside checks procedures according to Directive 2022/1999. An upcoming TAIEX program will be deployed to that end on TPED, but it was agreed with the services of the European Commission to delay deployment until an Albanian translation of ADR was made available. However, based on the non-conformities detected it is to be expected that further in-depth training will be necessary on technical matters concerning periodic inspections and checks for tanks and cylinders.

Serbian administration decided to add to the portfolio of the Ministry of Construction and Infrastructure another Directive that is reflected in ADR, Council Directive 75/324/EEC of 20 May 1975 on the approximation of the laws of the Member States relating to aerosol dispensers (the Aerosols Directive). An application under the TAIEX framework was drafted in cooperation with the TCT Secretariat, but it is pending approval within the Serbian administration.

To start offering guidance on the functioning of the means of containment of gases, the TCT Secretariat organised the 13<sup>th</sup> session of the TDG Committee in Brussels. The relevant officials in the European Commission dealing with transportable pressure equipment (DG MOVE), pressure equipment, simple pressure vessels, and aerosols (DG GROW), presented in detail the functioning of the gas market in the EU.

Directive 2010/35/EU on transportable pressure equipment was presented as a part of a corpus of legislation governing the conditions to be complied with by-products to be put on the EU market. Further attention was paid to the specificities of the products used for the containment of gases.

Due to the specific safety issues that could be generated by the transport of gases in tanks and cylinders, transportable pressure equipment is subject to supplementary periodic or exceptional inspections and checks after their placement on the market following the requirements of ADR.

Specific rules are applicable under Pressure Equipment Directive (PED) 2014/68/EU<sup>7</sup>, Simple Pressure Vessels Directive (SPVD) 2014/29/EU<sup>8</sup>, Aerosol Dispensers Directive (ADD) 75/324/EEC<sup>9</sup> and the representatives of DG GROW took the time to clarify the scope of this type of legislation and the boundaries between the different competences.

The TCT Secretariat cooperated with the representatives of DG GROW and DG MOVE for the March session of TDG, to prepare and create a solid basis for the 2025 KPIs on Directive 2010/35/EU.

## TAIEX assistance

The TCT Secretariat continued providing assistance to Regional Partners and Observing Participants, upon request, on the issues related to the development of more in-depth capacity building. The efficiency of projects was diminished by the absence of a long-term vision for the development of policies and the lack of administrative capacity.

Georgia and Moldova used the experience accumulated in 2023 to ask for TAIEX assistance in 2024 and offered an excellent example of proactive involvement. The programmes listed below are presented at length in the chapters related to specific regional partners. Assistance programmes have been developed at the initiatives of individual regional partners.

<b>TAIEX</b>	<b>Subject</b>
<b>81894</b>	<b>Emergency services capacity building in case of accident during transport of dangerous goods</b>
Beneficiary: <i>Montenegro</i> (only) EU MSs offering expertise: Poland and Germany	
<ul style="list-style-type: none"> <li>✓ Workshop in Montenegro - 22-23 March 2023</li> <li>✓ 84889 Study visit in Poland and Germany – 4-7 December 2023</li> <li>✓ Ongoing - final workshop – October 2024</li> </ul>	
<b>84111</b>	<b>Fire prevention capacity building in case of accidents during the transport of dangerous goods</b>
Beneficiary: <i>Albania</i> (only) EU MSs offering expertise: Finland and Sweden	
Date of commencement:	
<ul style="list-style-type: none"> <li>✓ Study visit - to Finland &amp; Sweden - 26-30 June 2023</li> <li>✓ Expert Mission – Tirana – 18-20 September 2023</li> <li>✓ Workshop and field exercise- Durres - 20-21 October 2023</li> </ul>	

<sup>7</sup> Directive 2014/68/EU of the European Parliament and of the Council of 15 May 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of pressure equipment, *OJ L 189, 27.6.2014, p. 164*.

<sup>8</sup> Directive 2014/29/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of simple pressure vessels, *OJ L 96, 29.3.2014, p. 45*.

<sup>9</sup> Council Directive 75/324/EEC of 20 May 1975 on the approximation of the laws of the Member States relating to aerosol dispensers

<b>TAIEX</b>	<b>Subject</b>
<b>84532</b>	<b>Adjustment of procedures applicable for implementation of IMDG Code in the context of the implementation of Directive 2008/68/EC</b>
Beneficiaries: <i>Albania &amp; Montenegro</i>	
<ul style="list-style-type: none"> <li>✓ 1st Workshop on the IMDG - 6-8 November 2023 in Durres, Albania.</li> <li>✓ 2<sup>nd</sup> Study Visit – Port of Valencia – October 2024</li> </ul>	
<b>TBS</b>	<b>Implementation of Directive 2010/35/EU in Albania</b>
Beneficiary: <i>Albania</i>	
<ul style="list-style-type: none"> <li>✓ The request was sent to the Commission services who agreed with its deployment.</li> <li>✓ However, it was decided to delay the performance of the program until Albania publishes as well ADR in their official language.</li> </ul>	
<b>TBS</b>	<b>Aerosol Dispensers Directive (ADD) 75/324/EEC</b>
Beneficiary: <i>Serbia</i>	
<ul style="list-style-type: none"> <li>✓ TCT Secretariat offered support for the definition of a program to revise and complete the legislation concerning aerosols in Serbia, but the application has not been sent yet to the European Commission.</li> </ul>	
<b>85703</b>	<b>TAIEX regional workshop on 112 and eCall – Skopje, 21-22 February 2024</b>
Beneficiaries: North Macedonia (host country), Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia, Serbia, Georgia, Moldova, Ukraine	
<ul style="list-style-type: none"> <li>✓ Follow-up of the emergency intervention exchanges in Albania and Montenegro was organised to facilitate communication between the different authorities with competences in emergency intervention.</li> </ul>	
<b>34528</b>	<b>112 Emergency system implementation with e-Call + AML components</b>
Beneficiary: <i>Kosovo</i> - Emergency Management Agency (EMA) and Ministry of Interior	
<ul style="list-style-type: none"> <li>✓ Evaluate the current implementation of the national 112 Emergency Calls System for public safety and develop a plan for further projects conceived at a national level that could benefit from EU funding, e.g. IPA, on this subject.</li> <li>✓ The series of events proposed aims to identify gaps and solutions for the development of advanced mobile location receptors at the level of the EMA/Police that could be used to identify the location of calls from phones or cars (e.g. eCall).</li> <li>✓ Timelines to be seen.</li> </ul>	
<b>TBS</b>	<b>Introduction to the EU acquis on the transport of Class 7 radioactive material dangerous goods</b>
Beneficiary: <i>Kosovo</i> - Department for Radiation Protection and Nuclear Safety	
<ul style="list-style-type: none"> <li>✓ The program will look into the applicable requirements for the transport of radioactive material according to Directive 2008/68/EC in connection with Council Directive 2006/117/Euratom of 20 November 2006 on the supervision and control of shipments of radioactive waste and spent fuel</li> </ul>	
Programs requested by the Observing Participants	
<b>85589</b>	<b>TAIEX study visit on international carriage of dangerous goods by road (ADR)</b>
Beneficiary: <i>Georgia – LTA – The Netherlands</i> (16-18 July 2024)	
<ul style="list-style-type: none"> <li>✓ Based on the experience and contacts established on the occasion of the Tirana Workshop on enforcement of ADR, the Land Transport Authority of Georgia requested and performed a study visit to the Hague, the Netherlands, to introduce the participants to the organization and execution of supervision and enforcement activities regarding the transport of dangerous goods by road in the Netherlands. The program focused on the enforcement of the applicable (international) rules and regulations, primarily the ADR Agreement, but also touched upon the development of legislation as well as certification and testing of equipment.</li> </ul>	



TAIEX	Subject
85141	<b>TAIEX workshop on authorization and control of the transport of dangerous goods, Chişinău - Moldova - 15 - 16 May 2024</b>
	<ul style="list-style-type: none"> <li>✓ The aim of the workshop was for the experts in Moldova's National Agency of Road Transport to understand better the EU legal, practical and safety aspects related to the International Carriage of Dangerous Goods by Road.</li> <li>✓ Assistance was offered by experts in Spain and it indicated a need for further follow-up assistance on both transport of dangerous goods and road safety.</li> </ul>

## Emergency intervention in case of accident and incident involving the transport of dangerous goods & support to speed up 112 and eCall implementation

Two parallel assistance programmes were deployed to assist Montenegro and Albania in developing their emergency intervention related to accidents and incidents during the transport of dangerous goods and to stimulate cross-border cooperation with the EU Member States for emergency response.

The program deployed in Montenegro started in March 2023 and finished in the first part of October 2024. The program in Albania was deployed from June to October 2023.

Both programs were highly valued by TCT, which took the initiative to draw attention to the Regional Steering Committee about the importance of road safety and national safety of 112. Speeding up the implementation of the unique emergency number of the European Union 112 and eCall on the territories of the Regional Partners is a logical development generated by the wish to be further integrated into the EU market.

Moreover, the Transport Community Treaty, Annex I.3 indicates that the following pieces of legislation need to be adapted and implemented by the regional partners:

Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service<sup>10</sup>

Commission Delegated Regulation (EU) No 305/2013 of 26 November 2012 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall<sup>11</sup>.

<sup>10</sup> OJ L 164, 3.6.2014, p. 6.

<sup>11</sup> OJ L 91, 3.4.2013, p. 1.

The Regional Steering Committee was constantly informed and invited to focus on and highlight the implementation of 112 and eCall on the Agendas of their respective Governments. The implementation and approximation of 112 and eCall legislation generates services that benefit all citizens and the wider their use in Europe, the better chances are that people in need can be assisted in a timely manner.

We use the opportunity of this report to inform that the above-mentioned Delegated Regulation has been amended in 2024 through the adoption of:

- [Commission Delegated Regulation \(EU\) 2024/1084 of 6 February 2024 amending Delegated Regulation \(EU\) No 305/2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall](#)<sup>12</sup>

The purpose of this amendment is mainly to adapt the capability of public safety answering points (PSAPs) to receive eCalls using packet-switched telecommunication networks (4G, 5G etc) while keeping the capability to receive 2G/3G eCalls as long as there is at least one 2G or a 3G network in operation. Regional Partners and Observing Participants are herewith invited to consider this latest amendment in their ongoing work to find the best possible technical solutions and also to follow the latest developments on e-Call on the dedicated webpage of the European Commission<sup>13</sup>.

To mark the importance of the 112 and eCall services, a TAIEX Regional Workshop on 112 & e-Call (85703) was organised in Skopje, North Macedonia - 21 - 22 February 2024. The event aimed to capitalise and ensure a field for cooperation between Ministries of Transport, Interior, Health, Information Society, administration and related agencies. Thus, the event was attended by a record number of participants – 106 officials from all the Regional Partners and Observing Participants.

Experts from different areas of 112 and eCall implementation from Greece, Finland, Slovenia, Poland, the South East European Health Network and the European Emergency Number Association, as well as representatives of the Commissions services – NEAR, MOVE, CONNECT and EU DEL North Macedonia, met for three days to discuss more into depth the different issues the Regional Partners and Observing Participants are faced with. All countries actively contributed to the program, and the interest raised around this topic illustrated a constant need for cooperation both at a national and international level.

The presentations of the Regional Partners and Observing Participants highlighted the fact that the situation in the Western Balkans needs further improvement. Among the South East European

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<sup>12</sup> OJ L, 2024/1084, 12.4.2024

<sup>13</sup> The interoperable EU-wide eCall - European Commission (europa.eu)

parties to the Transport Community Treaty, North Macedonia can be offered as a best practice example. The situation seemed better in Georgia and Moldova, as they implemented 112 voluntarily and Ukraine presented its clear plan for development of 112 services in 2024.

As a follow-up of the activities in Skopje, the Emergency Management Agency (EMA) and the Ministry of Interior (MOI) in Kosovo invested a lot of work in the first part of 2024 in applying for a TAIEX series of events on 112 Emergency System Implementation with eCall and advanced mobile location (AML) components. 112 has been previously defined in the context of analogue telephones, and EMA already has public safety answering points but uses outdated technology. AML makes it possible to receive and use eCall or to locate mobile phones when calling 112 remotely.

During the first half of 2024, and as a follow-up of the discussions in Skopje, representatives of Kosovo's EMA and MOI visited again for a bilateral meeting at the 112 premises in Skopje and used this experience in the development of their administrative requests.

As EMA and MOI need support to digitalise further their activities, the EU Office in Kosovo also offered guidance and suggested that a part of the technical aspects at stake could be comprised of ongoing technical assistance, i.e. Home Affairs Project of the European Union in Kosovo (HAPE)<sup>14</sup>.

EMA and MOI informed the TCT Secretariat about the progress in this file. The aim of the exercise is to achieve a realistic estimation of the needs for funding necessary in the two institutions to qualify personnel for Public Safety Answering Points (PSAPs) and, also, where applicable, to further specialise them in order to answer specific requests.

The TAIEX program that will be deployed in Kosovo will include another regional workshop to allow for further exchanges on 112 and eCall by all Regional Partners and Observing Participants. This event is tentatively planned to coincide with the 112 celebrations in the EU, i.e. 11 February 2025.

TCT will continue stimulating actions with a view to the implementation of 112 and eCall Acquis, as it offers the possibility to save lives when and where it is needed. Technological progress in this field can facilitate further cooperation between institutional actors thus benefitting all citizens. For example, Ukraine explained that they decided to divert 911 to 112 calls, and Georgia has enlarged the functionalities of the 112 app to be able to offer assistance to victims of home violence.

While all authorities are faced with similar challenges, i.e. cybersecurity or access to such services by people with different types of handicaps, it would be important for the administrations faced with implementation to be creative and leapfrog to the latest technologies by profiting from success in the surrounding areas.

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<sup>14</sup> [HAPE - Home Affairs Programme of European Union in Kosovo \(hape-kosovo.eu\)](https://hape-kosovo.eu)

In the context of increased traffic and circulation of people across borders, it is important that a uniform regime is ensured all over Europe as tourism and exchanges are enhanced.

### Preparedness for accidents and incidents in the transport of dangerous goods

The TAIEX programs on the preparedness of emergency intervention for potential accidents or incidents during the transport of dangerous goods organised in Albania and Montenegro revealed similar conditions and problems.

Taking into account that the economic conditions are difficult, the potential negative effects of manmade disasters still need further investment in terms of:

#### **1) Personnel protective equipment and specialised equipment for intervention**

Bridging the gap and transposition of EU Acquis for disaster preparedness, civil protection and industrial policy can help in setting standards in terms of personal protective equipment and procedures for maintenance of intervention vehicles.

However, the investment in new pieces of equipment is a decision of the authorities at a local level, foreseen in the budgets of cities or smaller administrative areas.

Operational procedures need to be defined at the central level and recognised and applied accordingly by the local decentralized authorities. A continuous dialogue can be envisaged in different contexts, from the Sustainable Urban Mobility Plans to national plans for emergency intervention or preparedness to chemical, biological and radio-nuclear emergencies (CBRN).

Moreover, the fact that SEVESO Directives<sup>15</sup> have not been implemented and also ADR was not translated into the domestic languages at the time when the programs were deployed indicated that the subject needs to be approached in a substantial manner.

Where language similarities allow it, the respective Regional Partners should work together for translations of 2023 and 2025 ADR and RID in local languages. The agreements should be distributed to all relevant actors concerned, from civil protection agencies to firefighters in the most remote areas of the Balkans.

#### **2) Clarify operating procedures for accidents with chemicals and include them in the internal emergency management plan**

The Regional Partner's and local emergency management plans should also include actions and activities of continuous professional training of the interveners, raising awareness about the personal

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<sup>15</sup> Directive 2012/18/EU of the European Parliament and of the Council of 4 July 2012 on the control of major-accident hazards involving dangerous substances, amending and subsequently repealing Council Directive 96/82/EC, *OJ L 197, 24.7.2012, p. 1.*

dangers to which firefighters are exposed when intervening in accidents with dangerous goods and operating procedures for acquisition of protective equipment and vehicles for intervention.

Further cooperation is necessary and should be ensured at the Regional Partner's level between the Ministries of Interior, Firefighting departments, Agencies for Civil Protection, Police and Enforcement authorities dealing with ADR.

Both Montenegro and Albania asked for support in the definition of training facilities to prepare specialised teams which are called upon – in case of the need to intervene in chemical, biological, radiological and nuclear (CBRN)<sup>16</sup> emergencies.

The Secretariat will continue working with the relevant authorities in the Regional Partners and Observing Participants and with the relevant services of the European Commission or Union bodies to find the most efficient ways for cross-sectoral cooperation.

However, the activities of internal coordination and leadership in such activities need to be assumed by each administration of the Regional Partners and Observing Participants. Moreover, priorities for financing at the levels of the Regional Partners need to be ensured by their IPA coordinators, based on the lists of priorities set by the administrations of the Regional Partners, where only the technical level plays a crucial role with a view to defining internal policies. Constant follow-up and cross-sectoral coordination efforts to develop and mature projects are needed. The TCT Secretariat will continue to offer assistance upon request as accidents with the transport of dangerous goods can constitute significant threats to safety.

Horizontal subjects, such as 112 and eCall and transport of dangerous goods need constant follow-up and flexibilization of the communication procedures between the different competent authorities.

## IPA assistance

Even though Regional Partners expressed interest in asking for EU support via the IPA programmes, it seems that the human resources and awareness do not suffice to prioritise such projects in the activities of the Regional Partner's IPA Coordinators. Even in the cases of success stories, the absence of constant follow-up due to fluctuations in personnel puts into question sometimes the efficiency of implementation of the lessons learnt. The technical level is not sufficiently trained or allowed to proceed in aspects of significant input.

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<sup>16</sup> CBRN – chemical, biological, radiologic and nuclear emergency. For further information [EU CBRN Risk Mitigation - European Union \(europa.eu\)](https://ec.europa.eu/eu_cbrn_risk_mitigation/).

Montenegro benefited in 2023 from support within the “**Technical assistance for Capacity Support to the Transport Sector and EU Acquis Alignment in Montenegro - PWA/MNE/IPA II/CAP7/SER/01-8132/1**”. A training report was drafted after the “**Workshop on dangerous goods transport. Roadworthiness package. Road transport control procedures**” and a wider report “Transposing/Implementing EU Directives/Regulations on dangerous goods transport by road”- was drafted by the experts participating in this program. The Report contained valid recommendations for the definition of a policy on the transport of dangerous goods in Montenegro, starting with the need to translate the Annexes to the international agreements into the official languages, to have it read and understood by all relevant stakeholders. The existence of an official translation of the state is essential for all citizens to be able to defend their rights in legal proceedings. The current law has many areas that are outdated and need updating due to technical and scientific progress abreast of ADR and RID amendments. While the agreements are updated every second year, the law in Montenegro was not following the same pace.

In parallel, enforcement, in general, should be further supported at a political level as a means of ensuring a level playing field for all service providers. However, regardless of the competence inside Academia, this is a policy of the Government that is not clearly defined. The issue of lack of capacity to address all the challenges of administration is pressing.

Significant progress is expected in the near future from Kosovo. The Implementation of the Home Affairs Programme (HAPE)<sup>17</sup>, financed by the EU, will be used to define the need for further digitalisation in the 112 and eCall Implementation. “The overall objective of the project is to enhance the alignment of Kosovo home affairs sectors to the European Union standards and best practices”. The project will help in choosing the best approach to speed up the digitalisation and implementation of 112, digitalise services currently done using analogue technologies, and ensure advanced mobile location (AML) with a view to future use of eCall, enabling the use of information already made available by the IT technology used by different citizens, such as the remote localisation of smartphones.

North Macedonia has made significant progress concerning the launch of the Twinning Fiche “Supporting the inspection services for transportation of passengers and goods” – Twinning Reference MK 22 IPA TR 01 24, publication reference: Europe/Aid/180872/DD/ACT/MK. The project looks promising as it associates measures concerning the implementation of tachograph, vehicle size and dimensions, road transport of dangerous goods and measures to be taken under the

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<sup>17</sup> [HAPE - Home Affairs Programme of European Union in Kosovo \(hape-kosovo.eu\)](https://hape-kosovo.eu)

Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP)<sup>18</sup> with a view to improving animal transport.

While waiting for the deployment of the project, it is important to note that efficient training of inspectors involved in checking the ADR requirements is impossible in the absence of publication of the technical annexes to the Agreement in the local language.

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<sup>18</sup> <https://unece.org/es/node/4643>



## Cooperation with the EU and its Member States

The TCT Secretariat has actively cooperated with the EU Member States in developing its activities in the transport of dangerous goods, as follows:

- Poland and Germany offered support for a TAIEX series of events for Montenegro to update its emergency procedures in case of accidents and incidents during transport of dangerous goods
- Sweden and Finland offered support for a TAIEX series of events for Albania to update its emergency procedures in case of accident and incident during transport of dangerous goods
- Netherlands – 24-26 October 2023 – joined the TCT Secretariat for a Workshop on enforcement of transport of dangerous goods rules in Tirana and experts agreed to join the subsequent meetings remotely to address the Technical Committee in follow-up events. The positive results of the support provided by the Human Environment and Transport Inspectorate will be further detailed in the Regional Partner's reports.
- Greece, Finland, and Slovenia provided the know-how to deploy the 112-event in Skopje in January 2024.
- Croatia and Slovenia will offer assistance in the deployment of a Workshop on enforcement in Sarajevo, in October 2024 and
- Discussions are ongoing with Latvia in view of another workshop, specialised in rail TDG to be deployed soon.

The European Union Agency for Railways has also supported the activities of the TDG Technical Committee. Further activities related to railways will be developed in the future.

During 2023, activities of cooperation were started with the European Chemicals Agency- ECHA.

## Cooperation with International Organisations

The TCT Secretariat continued cooperating with the relevant international organisations specialised in the field.

The Dangerous Goods Section of the Sustainable Transport Division of the United Nations Economic and the Dangerous Goods Department of the Intergovernmental Organisation for International Carriage by Rail (OTIF) actively supported the Committee and provided useful insights into their activities during interventions.

TCT Secretariat draws the attention of the Regional Partners and the Observing Participants that the texts of ADR, RID and ADN 2025 were published at the following links:

### ADR

- See depositary notifications [CN.218.2024-Eng.pdf \(un.org\)](#)
- The consolidated lists of amendments [ECE/TRANS/WP.15/265 and Corr 1 and ECE/TRANS/WP.15/265/Add.1](#) contain the proposed changes.

### RID

- [2025 – OTIF – Intergovernmental Organisation for International Carriage by Rail](#)

### ADN

- [ADN 2023 - European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways | UNECE](#)
- See documents

**ECE/ADN/70** - [Draft amendments to the Regulations annexed to ADN](#)

**ECE/ADN/70/Add.1** - [Draft amendments to the Regulations annexed to ADN. Addendum](#)

The above-mentioned international agreements depend on the decisions of the contracting parties and when membership is assumed by an administration, it needs constant follow-up by each of its members. Where the amendments are not easy to be handled by different administrations, this aspect needs to be treated in cooperation with the respective fora.

The cooperation started also with the South East European Health Network which was represented at the 112 and eCal TAIEX Workshop organised in Skopje. The contribution of SEEHN was paramount in breaking the isolation between competences and fuelling discussions between the transport, health intervention and firefighters. The conclusions of the Workshop were presented to

the SEEHN plenary. In the future, cooperation with SEEHN should also be sought on medical wastes which is a significant part of the portfolio of dangerous goods.

Another important international organisation with which cooperation is ongoing is the Energy Community. The project that is currently under development jointly concerns the legal regime of battery storage systems while transported.

In the sphere of non-governmental organisations, the TCT Secretariat restarted cooperation with the International Road Union (IRU). European Emergency Number Association (EENA) also offered excellent expertise in support of the 112 and eCall development.

## Outlook per Regional Partner

### ALBANIA

#### **The overall progress is good.**

Albania held the presidency of the TDG Technical Committee in 2023 and was very active in cooperating both at the national and international levels. The technical level would benefit from more support from the management.

#### ***Implementation and transposition of Directive 2008/68/EC***

The Inter-Ministerial Committee for the Transport of Dangerous Goods was established according to Article 53 of Law no. 118/2012 for the transportation of dangerous goods continued activities, but only at the technical level for the implementation of the specific EU Acquis. However, the main key performance indicator for 2023 – i.e. the translation of the Annexes to Directive 2008/68/EC into Albanian – although anticipated to occur since 2023, has not been accomplished.

Currently, the Inter-Ministerial Committee for the Transport of Dangerous Goods is analysing the version translated by Kosovo and is planning the publication of this version to make it compulsory.

The representatives of the Albanian delegation informed the TCT Secretariat about the intention of the Ministry of Infrastructure and Energy to update ADR and RID 2025 at the beginning of next year.

As indicated in all the reports of the assistance received in 2024, the absence of the translation in its entirety, published in the domestic language, precludes citizens and employees of the administration from the right to read and understand the regulations. Technical terminology needs to be properly understood, otherwise it can lead to non-conformities.

Before closing the current edition of the report, Albania announced that the publication of the translations of ADR and RID is ongoing.

The Tirana Polytechnic University, the Mechanical Engineering faculty has started activities in the ERASMUS-EDU-2022-CBHE\_STRAND-2, project no. 101082187<sup>19</sup>. Transport of Dangerous Goods - Modernization of Curricula and Development of Trainings for Professionals in the Western Balkans HEIs (DGTRANS).

This program is meant:

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<sup>19</sup><https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/how-to-participate/org-details/999999999/project/101082187/program/43353764/details>

-To identify key risks of the transport of dangerous goods (TDG) by road in WB partner countries according to different regulations ;

-To improve existing and develop new curricula for undergraduate and master studies in accordance with Bologna requirements and national accreditation standards implementing new subjects studying the TDG by road. These subjects should cover both provisions concerning dangerous goods and provisions concerning transport equipment and transport operations.

-To establish Training Centers within the Western Balkans.

Other activities and EU-funded research programs are currently under development by the Natural Sciences Faculty and the University Alexander Moisiu of Durres independently. Discussions are ongoing with a view to developing projects that can access financing support also in other areas of EU funding, such as Horizon.

The EU technical assistance from the TAIEX project from 2023 created a positive context for relevant Albanian competent authorities to evaluate potential rescue operations in case of accidents during the transport of dangerous goods.

The national risk disaster strategy of Albania<sup>20</sup>, which aims to comply with the relevant EU and United Nations Development Programme (UNDP) requirements, assigned the Albanian coordinator for technological accidents, including the accidents during transport of dangerous goods operations. It was developed in cooperation with the Swedish Development Cooperation and UNDP. Progress is visible as Albania has benefitted from external aid on emergency intervention from UNDP and Polish Aid as well, with the main highlight of next year being the construction of the new fire station in Fier<sup>21</sup>.

However, further follow-up needs to be ensured in practice concerning preparedness for chemical, biological, radiological and nuclear emergencies and potential TDG accidents and Albania is ready to cooperate further with the international community.

Albania expressed an interest in developing cooperation with the TCT Secretariat for class 7 – at the request of the Radiation Protection Commission and the Albanian Institute of Applied Nuclear Physics and on issues related to activities of the Albanian Customs administration.

Albanian Institute of Statistics is working with EUROSTAT in a new pilot project survey on Road Freight transport. The pilot project will be completed by the end of 2024 and will be followed by a full-scale survey in 2025. It is planned that the key indicators will be produced and transmitted to EUROSTAT respecting the deadline for the transmission of the credible official statistics data. The

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<sup>20</sup> [https://www.undp.org/sites/g/files/zskgke326/files/2024-01/permbledhje\\_en\\_clear\\_8.6.2023.pdf](https://www.undp.org/sites/g/files/zskgke326/files/2024-01/permbledhje_en_clear_8.6.2023.pdf)

<sup>21</sup> <https://www.undp.org/albania/projects/strengthening-capacities-albanias-fire-protection-and-rescue-service>

survey will complete the picture concerning the transport of dangerous goods by road in Albania. The data will be relevant for benchmarking and policy design in the context of the implementation of Directive (EU) 2022/1999.

### ***Participation in the TDG Committee***

Several aspects concerning the activities of the different areas of expertise in the transport of dangerous goods were illustrated in the TDG Technical Committee meetings and the Albanian delegation was active. However, further focus is needed in terms of objectives.

Even though, like all other Regional Partners, Albania is affected by a lack of sufficient human resources, the efforts of convergence and cooperation between the different areas of administration improved. Obligations enshrined in the law need sometimes to be complemented with lower-level administrative acts that are meant to clear procedures of interinstitutional cooperation for administration and technical bodies performing specialised procedures.

Internal action plans and strategies should include also the transport of dangerous goods and chemical, biological, radiological, and nuclear threats.

Even if Albania is not a large producer of chemicals, in the context of an increasingly globalised trade in dangerous goods and further integration of markets which is an ongoing process, dangerous goods should be acknowledged as potential threats. All the relevant authorities have it in their duty to be prepared for accidents. Accidents in the EU and worldwide proved that it is very important to conceive a transport and industrial policy that considers such potentialities and includes preparedness and preventive measures.

To that end, as all the TAIEX reports indicated, the first thing to do is to publish ADR and RID – every second year in the official journal to ensure that it is put at the disposal of the citizens in a language that they can read and understand.

Secondly, the national strategies and action plans for transport and emergency intervention should include references to this type of transport and threat. Appropriate knowledge and exchanges of expertise should be ensured for experts in this field.

The Ministry of Infrastructure and Economy (MIE) should enhance participation in the activities related to TDG, in particular concerning cross-sectoral cooperation. However, the situation has improved recently, as new resources have been allocated for this level of coordination.

Feedback should be ensured internally after each event and more effort should be envisaged with a view to the integration of the most urgent conclusions into policy coordination documents, e.g. action plans, strategies, legislative developments, etc.

A time frame and a series of cross-sectoral consolidation activities should be envisaged in cooperation by the different authorities, e.g. training on ADR offered to all relevant administrations by experienced officials in MIE, cooperation with the Chemical's office on the implementation of the newly developed asbestos policy, and more specifically, compliance of transport companies with the relevant standards for transport of the UN entries dedicated to this types of dangerous goods, clearing of the institutional system and avoidance of duplication of competences between the different authorities.

The success of the ongoing and future programs for capacity building and technical cooperation depends entirely on the possibility given by transport authorities to their citizens and own employees to read and understand the applicable technical requirements in their domestic language. Some of the Albanian requests for assistance are pending and waiting for publication to be done

For example, Albania has no equipment to address chemical, biological, or radio-nuclear emergencies (CBRN). Moreover, the institution tasked to ensure enforcement and prevent accidents from happening, the Road Transport Task Force is a temporary institution, that is waiting to be made permanent as an Agency of the Ministry of Infrastructure and Energy.

## **Recommendations**

Albania should comply with the KPIs for Directive 2008/68/EC:

- To publish as soon as possible the 2023 version of ADR and to start the translation of the updates to ADR 2025 as soon as possible.
- To use the 2023 and 2025 versions of ADR for enhanced training for all personnel involved in the administration of ADR and RID, emergency intervention, and implementation of chemical regulations.
- Build the institutional capacity necessary to address the two big areas of urgent intervention needed:
  - a) preparedness for chemical, biological, radiological and nuclear emergencies (CBRN);
  - b) enforcement of commercial transport and vehicle technical inspection, in particular with regard to the functioning of the Road Transport Task Force.



## BOSNIA AND HERZEGOVINA

**The overall progress is limited.**

### **Directive 2008/68/EC – limited progress**

The lack of a regulatory framework at the level of Bosnia and Herzegovina hinders concerted action on the transport of dangerous goods. Presence and activity in the Technical Committee is also limited.

Even though this Regional Partner took over the Presidency of the Technical Committee in 2024, there was limited involvement in the activities of the group. In-person attendance could not be ensured at the first session of the TDG Committee in 2024 when Bosnia and Herzegovina took over the presidency from Albania. Starting with the second session of the Committee, the Bosnia and Herzegovina delegation became more active.

Clarification of attributions of the competent authorities, from the Council of Ministers to entities or local authorities, is a must to be able to adjust to technical and scientific progress concerning Directive 2008/68/EC and its annexes ADR, RID and ADN.

Different applications of rules depending on classes of dangerous goods raise the level of risks for accidents with the classes which remain outside of the radar of the authorities and even in the case of newly bought means of containment it is difficult to understand if they are compliant with the rules. Moreover, the most frequently transported dangerous goods – flammable liquids and gases – have the most complex system of regulations. Market surveillance is a very important task.

The legislation of neighbouring Member States or Regional Partners cannot be deemed a reliable foundation for administrative development, the professional capacity of individuals involved in the transport of dangerous goods, or is likely to be acknowledged by the justice system.

### **Directive (EU) 2022/1999 – limited progress**

The delegation of Bosnia and Herzegovina was actively involved with a view to organising the Workshop on enforcement and the roadside check in Sarajevo between 8-10 October 2024.

Data on enforcement activities are not available for Bosnia and Herzegovina and activities are fragmented between different authorities with some classes not being subject to any control from competent authorities whatsoever. This undermines the credibility of the entire system. Compared to last year, the sanctioning system has been activated to a certain extent in one of the entities. Bosnia and Herzegovina is not in a position to provide an outline of the transport of dangerous goods taking place on its territory for the time being.

## Recommendations

Bosnia and Herzegovina is encouraged to acknowledge that transport of dangerous goods legislation needs to change at the pace imposed by the international community- i.e. every second year both the Directive and its Annexes change in order to adapt to technical and scientific progress.

Based on this reality, the following aspects need to be developed in the future:

- Define clearly the tasks between the different competent authorities to prevent market imbalances.
- Translations into the official languages of this Regional Partner of the Annexes to Directive 2008/68/EC should be undertaken as soon as possible and publication of ADR and RID 2025 should be ensured.
- Cooperation should continue to define a general policy on the enforcement of TDG rules by road.
- Cross-sectoral cooperation should be enhanced in the future: the first set of actions should be organised to ensure preparedness for emergency situations in case of accidents and incidents in the transport of dangerous goods.

## KOSOVO

### **The overall progress in this Regional Partner is significant.**

Kosovo is not a contracting party to the Agreements constituting the Annexes of Directive 2008/68/EC. Nevertheless, there is significant progress in coordinating different competent authorities in Kosovo.

The most significant achievement of the year 2024 is the fact that Kosovo has published the translation of ADR and RID into Albanian, thus allowing all citizens to have access to these technical standards in a language that they can read and understand.

Moreover, this activity was deployed and developed in the context of significant cooperation and coordination of different competent authorities in the field and adjacent areas of administration and with a very dedicated translation team. The full version of the ADR and RID in Albanian is available at <https://www.mit-ks.net/sq/dokumente-te-ndryshme-31> and was positively appreciated by experts.

There is still improvement to be expected in terms of the participation of the delegation of Kosovo in the activities of the TDG Committee. In the first part of 2024, there was only online attendance at the meetings.

The TCT Secretariat is waiting for developments concerning the allocation of further resources to the Class 7 activities. The supervision of radioactive material transports needs specialised human resources and this can be put at risk in the context of the upcoming retirement of experienced experts. Despite the existing problems, a draft application has been prepared in cooperation with TCT Secretariat concerning the legal regime of the radioactive wastes and this application will soon be submitted for approval to the European Commission.

This is important in the context in which the Ministry of Environment and Spatial Planning (MESPI) plans to revise the Law no. 04/L-183 for the land transport of dangerous goods based on the ADR 2023 provisions. Elimination of duplications in legislation and clarification of the legislative framework for Directive 2022/1999 is to be envisaged.

### **Directive (EU) 2022/1999**

Kosovo has approved Administrative Instruction No. 06/2014 on the content and form of the checklist for the control of dangerous goods, which addresses the obligations arising from Directive 95/50/EC. Kosovo has also taken actions related to the implementation of Directive (EU) 2022/1999. The Inspectorate Department in MESPI, as the authority responsible for the supervision and control of the transport of dangerous goods, in cooperation with the Traffic Police, has developed a checklist based on the model in the Directive. Even if such forms of control were expected to commence at

the beginning of 2024, the problem of a limited number of experts allocated to this activity remains critical and to be explored in connection with other areas of law.

### **Directive 2010/35/EU**

Kosovo has approved the Law no. 06/L-031 for Equipment under Pressure in 2018, which transposes Directive No. 2010/35/EU. Also, the Ministry of Economy, as the competent authority, has approved Regulation No. 13/2022 for transportable equipment under pressure, further aligning with the Directive.

### **112 & eCall**

Cooperation was enhanced this year with the Emergency Management Agency in Kosovo and the Ministry of Interior who established a very active team that developed a request for assistance under TAIEX concerning the implementation of 112. The request for assistance aims to ensure the initial level of capacity building with a view to digitalisation of the already existing 112 public safety answering points (PSAPs) and to anticipate the necessary measures with a view to implementing Advanced Mobile Location (AML). In parallel and continuation of the TAIEX assistance, an existing IPA project of MIE will help EMA and the emergency and IT cell in MIE to look into the measures at disposal and develop the estimate of the needs of adjustment in terms of infrastructure, financial and human resources. Cooperation between the EU Office in Kosovo and the TCT Secretariat facilitated inter-department cooperation concerning IPA assistance that is currently being used.

The TCT Secretariat will continue offering support for programmes for capacity building and EU-funded projects alike. TCT Secretariat encourages possible assistance for implementing the acquis related to road commercial transport services, in special Directive 2022/1999.

### **Recommendations:**

Kosovo is invited to consider the development of an action plan to enhance human capacity and expertise in the transport of dangerous goods and related fields, in line with the EU Acquis regulating commercial transport by road and rail.

- To optimise the use of the available resources, exchanges of experience between the different departments should be envisaged. Revise the law on the transport of dangerous goods and continue the increase of capacity measures.
- For specific areas, such as the transport of nuclear and radioactive material, the development of bilateral activities should be envisaged.
- Continue the cooperation between the different actors involved in emergency intervention and also take into account manmade potential disasters in these developments.

## NORTH MACEDONIA

**The overall progress is good.**

### **Directive 2008/68/EC – no progress**

The representatives of North Macedonia in the TDG Technical Committee requested that the translation of the Annexes of Directive 2008/68/EC be included in the work programme of the Government in 2023 and also in 2024. However, a positive response is anticipated for the 2025 version of ADR and RID and the TCT Secretariat is looking forward to welcoming progress in this field.

However, the administration seems to be affected by a significant lack of human resources.

Inclusion of international relations activities in the budget of the Ministry could also be an issue in the future as membership in different international organizations comes at a cost in terms of human and capital resources allocated for exterior representation, presence in meetings etc.

### **Participation in the TDG Committee**

North Macedonia started participating in person in the TDG Technical Committee.

The delegation is invited to be more active in presenting the realities with which it is confronted.

### **Directive (EU) 2022/1999 – positive progress**

The main competent authority in North Macedonia, the State Inspectorate for Road Transport, has increased its enforcement activities after the Workshop organised in North Macedonia in 2022 and it has recently launched a request for assistance via a Twinning Fiche – Supporting the inspection services for transport of passengers and goods – reference MK 22 IPA TR 01 24.

The State Inspectorate for Road Transport is thus asking for support for a significant list of applicable EU Acquis that includes Directive (EU) 2022/1999.

However, the success of the deployment of this assistance depends also on the measures put in place by the authorities to transpose Directive 20086/68/EC. Availability of the text of ADR in Macedonian is a prerequisite as it will facilitate application.

### **Directive 2010/35/EU on transportable pressure equipment**

The discussions with this Regional Partner have not commenced yet on this Directive.

### **112 and eCall**

North Macedonia hosted the TAIEX event dedicated to the implementation of 112 and eCall. The event offered an excellent opportunity for colleagues working with different Regional Partners and

Observing Participants to get to know each other better and, most importantly, to learn from each other about the way these programs were deployed.

Experts from Finland, Greece, Slovenia, Poland, the European Emergency Number Association, the South East European Health Network, EU Delegation Skopje, and the European Commission's line services – DG MOVE and DG CONNECT, joined this 3-day event that allowed further convergence between the different stakeholders.

The Ministry of Transport in North Macedonia cooperated with the Transport Community and DG NEAR to make this event possible and achieved a big step in terms of international cooperation and coordination in matters of emergency management. It is one of the frontrunners in this field as the Government prioritised such intervention over the years. The latest project with EU assistance deployed was Tetra - Lot 2: Implementation of the e-112 emergency call system EuropeAid/14025/DH/SUP/MK. It defined 3 operational centres - Skopje, Kumanovo and Tetovo.

The workshop deployed in Skopje allowed for a bird's eye view of the situation in the Western Balkans and Moldova, Ukraine and Georgia.

All Regional Partners and Observing Participants need to approximate the eCall-related legislation comprised in Annex I.3 of the TCT- i.e.:

- Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service and
- Commission Delegated Regulation (EU) No 305/2013 of 26 November 2012 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall.

Discussions on the implementation of 112 and eCall also pointed to other functions or services developed and adapted to the specific needs of the population or circumstances. For example, in Greece and other Member States text messaging is used by deaf and hard-of-hearing people in order to announce emergencies to 112. In Georgia, the app developed for 112 also contains a specific button alerting in case of domestic violence. In Ukraine, the working conditions in the public safety answering points were adapted to the needs of war veterans who have priority to be employed, and the 991 calls are directed to 112.

Where implementation of 112 has been done, there is still a need for peer review and confirmation that the solutions put in place for implementation are conforming with the upstream EU Acquis, such as Emergency Response Coordination Centre (ERCC) and type-approval for vehicles. Moreover, with the development of 4G and 5G more complex types of communications can be envisaged from the very beginning, e.g. video or SMS messaging for deaf and hard-of-hearing people.

The implementation of the 112 should be free of charge for all citizens and considered a long-term investment in citizen safety that should benefit from cross-sectoral support at a governmental level. The different authorities present around the table from the Regional Partners and the Observing Participants agreed to look into ways of establishing permanent dialogue at a technical level and to support each other with a view of securing political support for their projects.

When transposition has been partial, the tables of concordance should be revisited by each delegation to highlight the areas where further support is needed.

In the specific case of North Macedonia, there seems to be a need for more popularisation of the services and also screening of further needs in the near future.

This event already had a successful follow-up, as already mentioned in the case of Kosovo.

### **Recommendation**

Allocation of further resources, both financial and human, is to be considered for the future to address the transposition and implementation of the TDG file.

- The status of a contracting party to an agreement comes at a cost and should be included in the country's annual budget allocations with a view to supporting its representation in EU and UN relations. At the same time, it offers payback because it allows for the transfer of know-how on technical standards. International cooperation is an important principle of international law and is materialised in the presence of delegations in international fora.
- The activities of the Road Transport Inspectorate should be improved due to Twinning assistance.
- For 112, further cooperation is to be envisaged in the future, in terms of dissemination to the members of the public of the services at hand and also in terms of cybersecurity.



## MONTENEGRO

**The overall progress is good.**

### **Directive 2008/68/EC – positive progress**

Assistance was received concerning Directive 2008/68/EC, namely Annex I.1 -the Agreement concerning the International Carriage of Dangerous Goods by Road, and the transposition of Directive 2022/1999 was found via an EU-funded project, the “**Technical assistance for capacity support to the transport sector and EU Acquis Alignment in Montenegro (PWA/MNE/IPA II/CAP17/SER/01-8132/1)**”.

Concurrent competences between different authorities such as the Ministry of Transport, Ministry of Maritime Affairs and Ministry of Interior need to be clarified, at the same time with a clarification of the legal obligations of each authority concerned.

An IPA-funded project helped with activities in 2023 and recommended a significant number of activities to be developed in view of the successful implementation of this file.

The “**Technical assistance for capacity support to the transport sector and EU Acquis Alignment in Montenegro (PWA/MNE/IPA II/CAP17/SER/01-8132/1)**” included a series of actions concerning the transposition and implementation of the dangerous goods file. The project included a one-week series of workshops and a very useful report on the implementation of the file. The Report highlights a lot of actions to be deployed in the future to ensure proper implementation and enforcement of transport of dangerous goods rules.

Before closing the current version of the Report, Montenegro published the translation of ADR as well<sup>22</sup>.

The first two events in the series **TAIEX 81894 – Emergency services capacity building in case of an accident during transport of dangerous goods** were deployed in 2023, but the third event needed to be postponed for October 2024. The first workshop was organised on 22-23 March 2023, with the support of experts from Poland and Germany and was followed by a study visit to these Member States of the representatives of the Montenegrin Ministry of Interior. Montenegro would benefit from further preparedness to deal with hazards associated with TDG.

There is a lack of preparedness to address such potential accidents in terms of equipment and procedures alike. Some intervention equipment is outdated or with components which are expired. A lack of operational plans and training programmes was observed for manmade emergencies.

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<sup>22</sup> ADR TOM I <https://www.gov.me/dokumenta/a625a9d7-d85c-4be8-8381-4b1a2eac1b48> ; ADR TOM II <https://www.gov.me/dokumenta/f0bb98af-2f53-45c3-b007-61d7ec757ff7>

Moreover, the Ministry of Interior did not establish clear procedures for coordination with the decentralized level of the local authorities.

The current internal expertise should be further used in developing practical training for all municipalities in Montenegro. Further efforts are to be expected to bridge the communication gap between the central level and municipalities, to ensure emergency preparedness, particularly for the transport of dangerous goods accidents.

In the previous edition of the report on the Guidelines, we mentioned that Montenegro needs to facilitate financial procedures between different ministerial departments, e.g. the exemption of VAT for newly acquired equipment used for emergency intervention by the Ministry of Interior.

It needs to be highlighted that external aid, regardless of the type, is accompanied by a need for change in terms of capacities, mentality and approach in the respective administration.

Montenegro also participated in the TAIEX mission dedicated to the IMDG Code and maritime transport of dangerous goods. The first event in this series was held in Durres, Albania, at the end of 2023 and allowed participants to understand more about the issues at stake in this field. The Ministry of Maritime Affairs is invited to continue cooperation on these aspects with the TCT Secretariat.

### **Activities of Academia**

The University of Montenegro is part of a consortium that developed “***Transport of Dangerous Goods – Modernization of Curricula and Development of Trainings for Professionals in the Western Balkans HEIs (DGTRANS)***”, an ERASMUS + project in which several universities cooperate with universities from the Member States and industry with a view to “improving existing and developing new TDG curricula for undergraduate and master studies, in accordance with Bologna requirements and national accreditation standards through implementing new/modernized courses; to analyse and improve current risk analysis management procedures and risk assessments on transport routes and new routing solutions, and to develop and implement the training program for the TDG professionals in line with ADR and up-to-date scientific knowledge on issues related to the TDG.”<sup>23</sup>

TCT was invited to one of the seminars held in Podgorica and profited from the occasion to present the EU Acquis related to TDG. The importance of the availability of ADR and RID in local languages was once more highlighted, in particular in the context of ensuring appropriate levels of training of

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<sup>23</sup> <https://dgtrans.pr.ac.rs/about/objectives/>

future transport professionals as the file of TDG is cross-sectoral and joins together concepts and results of science from different areas of knowledge.

### **Upcoming projects - Tunnel classification according to ADR**

Tunnel classification according to Directive 2008/68/EC, i.e. ADR Chapter 1.9, needs urgently to be put in place. Passage of dangerous goods through tunnels must be assumed under an appropriate risk analysis based on the tools available in the EU to that end as there are requests to that end from the industry. The risk assessment and classification project could be subject to further EU assistance but, other than technical decisions, it will also need to be accompanied by a political decision defining the levels of acceptable risks.

### **Directive (EU) 2022/1999 – positive progress**

The enforcement of the transport of dangerous goods remains in the competence of several ministries, which creates challenges in the implementation of the Directive. As mentioned in the report concerning the “**Technical assistance for capacity support to the transport sector and EU Acquis Alignment in Montenegro (PWA/MNE/IPA II/CAP17/SER/01-8132/1)**”, Montenegro has the following issues to solve: “insufficient administrative capacity within key institution, absence of dedicated human resources, insufficient institutional coordination among different parties in TDG, the current laws are not fully aligned with EU acquis(...); absence of appropriate equipment etc.”<sup>24</sup>

The administration of Montenegro has a lot of actions to develop in the aftermath of the assistance received. Issues such as clarification of competences are low-hanging fruits which need to be started based on the requirements of ADR and RID.

This will also facilitate the allocation of funding by international organisations and financing institutions.

### **Directive 2010/35/EU on transportable pressure equipment – no progress**

Discussions on the implementation of this Directive remained scarce. It is not clear to what extent Directive 2010/35/EU has been transposed.

### **112& eCall**

Montenegro has implemented, in cooperation with international institutional actors, the emergency number 112 and eCall across its entire territory and maintains it functional 24/7. One of the first billboards at the exit from the Podgorica airport informs the tourist who just landed in Montenegro that 112 is functional.

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<sup>24</sup> See section 1.6 of the S. Micic – Report - Transposing/Implementing EU Directives/Regulations on Dangerous Goods Transport by Road (September- November 2023)

However, the Montenegrin delegation indicated that there is a need for peer review of the 112 and eCall legislation to check compliance with the requirements of EU Acquis.

As Montenegro is a frontrunner in the field, the TCT Secretariat is considering ways to use this best practice example to stimulate other Regional Partners to implement the two services which are essential for road safety in general, not only for road transport of dangerous goods.

Similarly to 112 convergence, all activities concerning TDG need clear coordination to activate further the national experts working on the transport of dangerous goods. The coordination role of the Ministry of Transport and the Ministry of Interior is essential to ensure a level playing field in the transport market.

### **Recommendations**

- Clarification of administrative structure and avoidance of superposition of competences between different ministries, in particular, between the Ministry of Transport and the Ministry of Interior
- A version of ADR and RID 2025 valid for the entirety of Montenegro to be published as soon as possible
- The lessons learnt on enforcement of TDG, and, in particular, ADR should be put into practice
- Similarly, the experience accumulated within the TAIEX assistance programs for firefighters and seafarers should be inserted in national emergency preparedness plans, strategies and legislation bearing in mind that dangerous goods are a reality and they keep on being transported in Montenegro
- A coordination structure to be established for the municipalities to address the local implementation of the National Plan of Technical and Technological Accidents/Incidents
- Explore further solutions for tunnel classification and procure the adequate equipment for tunnel intervention

## SERBIA

**The overall progress in this Regional Partner is good.**

### **Directive 2008/68/EC – positive progress**

Even though it seemed that the administrative practices put in place in view of the transposition of Directive 2008/68/EC were complete in Serbia, the surprise of the year 2023 was that the translation of ADR, RID and ADN 2023 was not published. The Serbian versions of the Agreement were only published during the summer of 2024.

The absence of the delegation of Serbia from the TDG Committee meeting is a loss of networking opportunities and assistance which cannot be retroactively offered. Support for Regional Partners to attend the meeting is being provided and it is not clear what is the reason for repeated absences of the Serbian delegation, in particular in cases in which Agendas were drafted to respond to the questions raised during bilateral or multilateral meetings.

At the beginning of the year a request for assistance in developing a project related to the implementation of the Aerosols Dispensers Directive 75/324/EEC was addressed to the TCT Secretariat, but, in the end, the project was delayed. Moreover, the first session of the TDG Committee this year was a summary and clarification of the scope of different gas-related legislation, and the Agenda was drafted to highlight the aspects of convergence generated from this point of view. The Serbian delegation, unfortunately, did not attend.

Similarly, the project concerning the digitalisation of examinations for DGSA's and drivers remained unaddressed for more than two years now, which raises a question mark concerning the ambitions of digitalisation of Serbia.

### **Directive (EU) 2022/1999 – limited progress**

Serbia did not report developments in this area recently and it did not attend the activities dedicated to implementation of this Directive.

### **Directive 2010/35/EU – limited progress**

Serbia declared partially transposed this Directive. There were no updates in this area.

### **112&eCall**

112 is currently being implemented in Serbia with EU assistance from IPA, Cross-Border cooperation (INTERREG), and also based on cooperation developed based on bilateral agreements. The system is currently being developed starting from the pre-existing emergency numbers. Recently, the Ministry of Interior reaffirmed its willingness to speed up the implementation of 112 and eCall.

**Recommendations:**

- Ensure timely translation into Serbian of the amendments which constitute the adaptation to technical and scientific progress of the Annexes to Directive 2008/68/EC
- Profit of the opportunities offered by the international organisations to prepare the officials of the authorities for international negotiations. Delegate other representatives in case officials appointed cannot attend
- Serbia would benefit from more cooperation between different areas of administration sharing competences

## Outlook per Observing Participant

### GEORGIA

Since becoming an Observing Participant, Georgia has participated actively in the activities on TDG for road and rail.

#### **Directive 2008/68/EC**

The main competent authorities for implementation of the Annexes to Directive 2008/68/EC were constantly represented in the activities of the TDG Technical Committee. From the beginning, both the Land Transport Agency and the LEPL Rail Transport Agency had very clear negotiating positions and requests for cooperation.

Georgia was successfully represented at each event organised by the TC and used to the maximum the experience accumulated this way.

As mentioned previously, ADR was published in 2024 in Georgian. Moreover, the Georgian delegation reported having actively participated in the activities of the Working Party on Transport of Dangerous Goods (WP.15) at the UNECE level, where ADR is being negotiated. This offered a first-hand experience of the way the rules are being amended and negotiated.

Similarly, the LEPL Rail Transport Agency and JSC Georgian Railways have been very active in asking for support in implementing RID which has been translated recently. Another workshop is currently being developed at the request of the Georgian delegation.

The adaptation process is actively followed by the two authorities who successfully requested assistance programs to ease the implementation of the relevant dispositions for their territory.

Under Directive 2008/68/EC of the European Parliament and the Council concerning inland transport of dangerous goods as amended, the "Rules for the transportation of dangerous goods by rail" have been elaborated by the LEPL Rail Transport Agency. The process is ongoing in collaboration with stakeholders and the decree is expected to be submitted to the Government of Georgia and come into force on January 1, 2025.

Additionally, in June of 2024, the legislative amendments to the Railway Code were initiated in the Parliament of Georgia. The initiated amendments are related to the supervision and monitoring process and certification of dangerous goods safety advisers by the Rail Transport Agency.

The Georgian delegation requested recently specialised technical assistance on the Transport of Dangerous Goods from the Transport Community and also from other instances of the EU, such as TAIEX. The executive level followed closely the developments in different assistance programs and avoided to the maximum extent possible duplication of activities.

It is also worth mentioning that a general Twinning project, with the project title - Strengthening Road Transport Sector with the Focus on Transposition of EU Acquis - is pending approval. It will be dedicated to the transposition of EU Acquis and it is meant to integrate further into the EU and global transport market in Georgia. This project will cover a wide range of activities, including training of Land Transport Authority inspectors regarding vehicle roadside check monitoring. LTA, as a technical regulator of the road transport sector, will be the direct beneficiary of the Twinning Project. Four other public institutions will also be involved in this project. As beneficiary institutions work together towards a common goal, there is an opportunity for mutual learning and capacity building through Twinning Project execution. This can lead to the establishment of more effective coordination between officials with the participating institutions, the development of new skills, knowledge, and institutional capacities that endure beyond the project's lifespan. Furthermore, a relevant legislation package will be included in this support.

### **Directive (EU) 2022/1999**

While in 2023 Georgia was not ready to accept deadlines for implementation of the Directive on roadside checks (still 95/50/EC at the time), they applied for assistance on this item after participation in the Tirana Workshop organised by TCT in Albania in October 2023. A TAIEX study visit 85589 was organised in the Netherlands to understand better how the Directive functions there.

Directives concerning enforcement of road transport of dangerous goods rules and transportable pressure equipment were not included in the initial legislation to be transposed by this Observing Participant, and the administration is taking the first steps towards this alignment.

Georgia is encouraged to develop projects in keeping with the lessons learnt.

### **Directive 2010/35/EU**

Discussions on this Directive have not started.

### **112& eCall**

The intervention of Georgia in the Workshop in Skopje concerning the implementation of 112 and eCall highlighted a very good level of implementation of the unique European emergency number.

The Georgian delegation offered to welcome the delegations of the Regional Partners to the Joint Operations Center. The contribution of the 112 as a means of response to emergencies, crime



prevention and road safety issues, as well as with a view to domestic violence prevention, was highlighted. The activities in the two call centres in Tbilisi and Rustavi were presented together with the temporary arrangements done, to deal with the COVID pandemic up to June 2022. Calls from landlines and cell phones, and SMS and video call services are deployed to answer the needs of deaf and hard-of-hearing people. A mobile application has been developed for 112 in Georgia and the main advantage of the app is the possibility to determine location. The SOS button proved to be very popular in the prevention of domestic violence. A 112-training centre has been developed and up to 10.000 persons have been trained between 2015-2023. In 2016, the Award for Outstanding Innovation was received by 112 for the SMS and video call service for deaf and hard of hearing people”. Moreover, answers to 112 calls are treated in the following languages Azerbaijani, Russian, Armenian, and English.

TCT herewith wishes to thank the Georgian delegation for having offered to continue cooperation and for the invitation to organise possible cooperation activities in their country.

### **Recommendations**

Georgia is invited:

- To continue being active in international fora
- To access EU funding to be able to ensure further training for the officials dealing with ADR and its enforcement

To continue deploying a nuanced and coherent policy on rail transport of dangerous goods. A request for further technical assistance was received by TC and is currently being addressed.

## MOLDOVA

### **Directive 2008/68/EC**

Moldova had a constant presence in the activities of the TDG Committee, in its endeavour to enhance implementation of the EU Acquis on Transport of Dangerous Goods. The most active mode of transport was road, with the National Agency of Road Transport (ANTA) assuming an active role in the follow-up and development of a policy on road transport of dangerous goods.

When participating first time in the activities of the Technical Committee, ANTA reported difficulties in accessing programs of assistance such as TAIEX, and it profited from the experience accumulated in the TDG Committee in order to ask for peer assistance during 2024, some of which concentrated specifically on the Annex I.1 of the Directive 2008/68/EC, i.e. the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). The TAIEX Workshop on authorisation and control of the transport of dangerous goods (ID: 85141) was deployed on 15-16 May 2024.

The support received from the Spanish experts highlighted a need to develop consistent assistance on the road mobility system in general, and in particular on issues related to road safety and enforcement of road transport rules. Further complementary EU Acquis was recommended to be tackled in connection with Directive 2008/68/EC, and it was highlighted that the capacity of the institutions involved in road safety should be increased and supported with actions that would improve digitalisation and electronic tools for supervision of the park and activities of relevant transport operators.

In this regard, Moldova is invited to continue cooperation on this item with TCT and EU Delegation view to developing specifically targeted technical assistance programs. Twinning, as a subsequent step which ensures cooperation with officials from the Member States, should also be envisaged for future developments.

### **Participation in TDG Committee**

Representatives of ANTA participated in the TDG Committee activities. Other parts of the Moldovan administration are not following activities in this field at all.

### **Directive (EU) 2022/1999**

Even though some aspects concerning roadside checks on the transport of dangerous goods were tackled in the TAIEX workshop mentioned above, Moldova needs a set of digital tools for electronic monitoring the road transport inspections, i.e. TDG according to Directive (EU) 2022/1999, tachograph, vehicles inspection and registration etc.

The system needs to be accompanied by an increase in administrative capacity concerning sanctioning procedures. Penalties, including fines, immobilisation and removal off the road transport of vehicles presenting the most critical infringements according to risk category I in Annex I of Directive (EU) 2022/1999 need to be included in the transport policy.

As transport is an ecosystem, implementation of the Directives 2008/68/EC and 2022/1999 could be accompanied by consistent and step-by-step application of the EU Acquis dedicated to good repute, vehicle technical inspection in general and also according to Transportable Pressure Equipment, weights and dimensions etc.

Moldova would benefit from more active participation at all levels in the technical activities.

### **Directive 2010/35/EU**

Discussions on this Directive did not start with Moldova.

### **112 & eCall**

The Moldovan delegation participated actively in the Workshop organised to that end in Skopje and shared the experience of the implementation of the system. Clear statistics were presented concerning the use of the 112 number since 2019, and numbers proved a decreasing trend in the rate of non-urgent calls. The presentation also included information about promotion campaigns organized for 112.

The delegation of Moldova expressed interest in implementing eCall in the future.

### **Recommendations:**

Moldova is invited to continue capacity building for experts in the field of road transport while keeping in mind the multimodal nature of the TDG file.

- Technical assistance programs and twinning should be envisaged for the future to tackle the implementation of Directive (EU) 2022/1999, in particular in the context of the upcoming amendments of this piece of legislation.
- Regardless of the progress achieved on the road, the rail and inland waterway colleagues are invited to be more active in following the transport of dangerous goods activities.

## UKRAINE

The delegation of Ukraine did not participate in the activities of the Transport of Dangerous Goods Committee.

However, a delegation from Ukraine attended the Workshop organised at the beginning of 2024 in Skopje and the following information needs to be reflected in this report.

### **112& eCall**

The Ukrainian delegation that attended the workshop in Skopje presented the ongoing activities related to 112 implementation in their country, starting with the initial Law on the system of emergency assistance to the population by a single telephone number 112 on 13 March 2021.

It was mentioned that an accelerated project of implementation had been developed since March 2023 and was expected to finish in May 2024. The main centres that cover the four macro-regions of the country – Kyiv, Lviv, Odesa, Dnipro.

The system takes over and redirects to the 112 operator calls made to other emergency numbers, such as 911 and +380442901112. Emergencies are addressed by the State Emergency Service, the National Police, the Emergency Medical Service and the Emergency Gas Service.

A mobile app is under development that would allow direct visual contact with the operator where possible and interpretation in sign language for hard-of-hearing people.

Calls are currently processed in Ukrainian and English. The workplace includes shelters where 112 operators can handle emergency calls during air raids. The profession of a 112 operator was introduced in the National Occupational Classification in Ukraine.

Operators are giving priority to calls launched by physically disabled veterans.

The delegation of Ukraine expressed interest in looking into ways of developing eCall in the future.