

FOURTH PROGRESS REPORT ON THE GUIDELINES ON TRANSPORT OF DANGEROUS GOODS

October 2025



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* 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.

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 ENEST	Directorate General for Enlargement and Eastern Neighbourhood
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
OJ	Official Journal of the European Union or of a Regional Partner
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
TPED	Directive 2010/35/EU on transportable pressure equipment
UNECE	United Nations Economic Commission for Europe

1. Executive Summary

This Fourth Progress Report on the implementation of the Guidelines for the Transport of Dangerous Goods (TDG) documents continued advancement in regional harmonization efforts under the Transport Community Treaty (TCT). The reporting period covers developments from the Third Progress Report (December 2025) through December 2025, marking a year of notable legislative achievements, growing operational maturity, and enhanced regional cooperation in the field of dangerous goods transport.

The reporting period confirms that the region is moving from the phase of legislative transposition towards full operational implementation. With most legal frameworks now established, Regional Partners have increasingly focused on strengthening enforcement capacity, institutional coordination, and data-driven monitoring. Several Partners have moved beyond compliance on paper to implement functioning inspection regimes, risk-based roadside checks, and surveillance mechanisms for transportable pressure equipment (TPED). These developments confirm that institutional frameworks are becoming more robust, with enforcement practices and inter-agency cooperation now taking firmer shape throughout the region.

All Regional Partners demonstrated measurable progress during the reporting period, advancing from legislative alignment to practical implementation. **Serbia** remains the regional benchmark with a fully harmonised and operational system. **Montenegro** reported full alignment with all three core directives. **Albania** continued to strengthen its framework by preparing ADR/RID 2025 translations and drafting a modern roadside-checks package under Directive (EU) 2022/1999. **Kosovo** moved firmly into the implementation phase, piloting roadside checks in line with the EU model and finalising revisions to its TDG Law. **North Macedonia** continued the practical application of ADR/RID provisions while preparing the necessary translations and legislation for full 2022/1999 alignment. In **Bosnia and Herzegovina**, strong technical expertise persists at entity and cantonal levels, though national harmonisation remains ongoing.

Among the Observing Participants, **Moldova** integrated TDG alignment into its National Programme for Accession 2025–2029 and completed bilateral screening with the European Commission, with amendments to key government decisions under preparation for end of 2025. **Georgia** continued a structured, phased alignment process, while **Ukraine** maintained institutional engagement and partial transposition despite the constraints caused by the ongoing war conditions.

Throughout 2025, the TCT Secretariat provided targeted support to strengthen regional implementation and peer learning. This included the organisation of TDG Technical Committee meetings, thematic workshops, and capacity-building activities focused on enforcement and roadside checks. These initiatives, together with continuous coordination with the European Commission and other institutional partners, have contributed to improving administrative efficiency, ensuring consistent application of EU acquis, and promoting exchange of good practice among Regional Partners and Observing Participants.

Overall, the reporting period confirms that the region has entered a more advanced implementation phase. The focus now lies on enforcement, standardisation of operational tools, and consistent application across all transport modes. Sustained coordination, targeted capacity-building, and improved data systems will be key to ensuring full and lasting alignment with EU requirements.

2. Introduction and Background

2.1 The Transport Community Framework

Transport of Dangerous Goods (TDG) is addressed as a cross-cutting priority in several TC Treaty annexes (I.2–I.5), requiring harmonised legislation, institutional capacity, and procedures aligned with the EU acquis and international agreements (ADR, RID, ADN).

2.2 Evolution of the Guidelines on Transport of Dangerous Goods

The Guidelines on Transport of Dangerous Goods, endorsed by the Regional Steering Committee in 2021, serve as an implementation roadmap outlining a systematic approach to approximating EU dangerous goods transport acquis. The Guidelines establish Key Performance Indicators (KPIs) under seven roadmap objectives, enabling progress monitoring and providing benchmarks for assessing implementation advancement across legislative transposition, institutional capacity building, and operational implementation dimensions.

2.3 2025 Assessment Methodology

This fourth annual report employs a comprehensive assessment methodology to evaluate progress against the seven roadmap objectives established in the TDG Guidelines:

Objective 1: Implementation of Directive 2008/68/EC – legal transposition and domestic application of ADR/RID/ADN requirements.

Objective 2: Administrative Structures – clarification and establishment of competent authorities and inter-agency coordination mechanisms.

Objective 3: Translation and Publication – ADR/RID/ADN availability in national languages ensuring legal certainty.

Objective 4: Implementation of Directive 95/50/EC – uniform roadside checks and enforcement procedures.

Objective 5: Implementation of Directive 2010/35/EU – transportable pressure equipment conformity assessment and market surveillance.

Objective 6: Technical Assistance Coordination – effective utilization of EU support programs (TAIEX, IPA, Twinning).

Objective 7: Monitoring and Reporting – systematic progress tracking and Transport Community Technical Committee engagement.

The assessment combines multiple components:

Component	Description
Quantitative Analysis	Based on the monitoring mechanism adopted at the 5th Regional Steering Committee meeting (June 2019). Each sub-action is rated 0–3 points; scores are averaged and converted to percentages for objective measurement and cross-Regional Partner comparison.
Qualitative Assessment	Expert review of dangerous goods legislation, institutional arrangements and implementation practices, supported by stakeholder consultation.
Regional Cooperation Perspective	Documentation of joint activities, knowledge-sharing initiatives and technical-assistance utilisation for TDG capacity building.
Forward-Looking Recommendations	Strategic proposals to support continued progress and alignment with EU integration timelines.

2.4 Monitoring Mechanism

The monitoring methodology aims to track progress and regression in implementation and to provide stakeholders with an objective overview of where further efforts are required. Each measure is evaluated individually using a consistent scale and weighting; measures are not compared with one another. Progress Indicators are:

Indicator	Meaning	Score (0–3)
No progress / slow progress	Preparatory activities not initiated or minimal action undertaken.	0
Progress on track	Initial activities started and ongoing according to plan.	1
Significant progress	Major activities implemented and results visible.	2
Accomplished	Objective fully met and maintained operationally.	3
Stagnant (pending)	No activity within the stipulated timeline → downgrade by one level.	–1

3. Legal Framework and Implementation Requirements

Directive 2008/68/EC – Inland Transport of Dangerous Goods

Directive 2008/68/EC establishes a comprehensive legal framework for the safe transport of dangerous goods by road, rail and inland waterways, requiring alignment with ADR, RID and ADN.

Implementation obliges each Regional Partner to ensure:

Requirement	Description
Legislative transposition	Adoption of laws incorporating ADR/RID/ADN requirements into domestic TDG frameworks.
Institutional framework	Designation of competent authorities responsible for permits, inspection coordination and emergency response.
Operational implementation	Translation and publication of technical annexes, training of drivers, safety advisers and responders, and compliance monitoring.
Technical currency	Integration of biennial ADR/RID/ADN amendments to maintain alignment with current standards.

The Directive extends international rules to domestic transport, establishing a harmonised regulatory environment across the region.

Directive 2010/35/EU – Transportable Pressure Equipment (TPED)

Directive 2010/35/EU sets requirements for conformity assessment and market surveillance of transportable pressure equipment used in dangerous goods transport.

Regional Partners must establish:

Requirement	Description
Conformity assessment infrastructure	Designation of notified bodies to evaluate equipment compliance and issue certification.
Market surveillance	Creation of inspection systems to monitor equipment on the market and address non-compliance.
Administrative co-operation	Exchange of information with EU authorities on safety incidents and recalls.

The Directive creates a framework for the free movement of transportable pressure equipment within the EU while ensuring consistent safety standards for dangerous goods containment vessels.

Directive 95/50/EC / (EU) 2022/1999 – Uniform Roadside Inspection Procedures

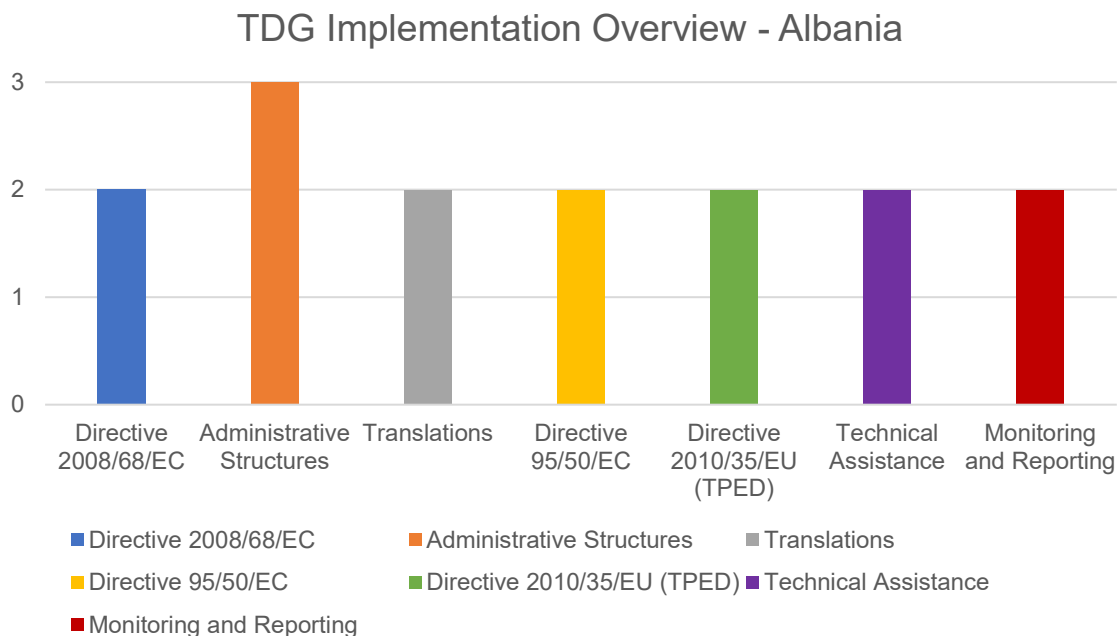
Directive (EU) 2022/1999 (which codifies and replaces Directive 95/50/EC) standardizes dangerous goods enforcement approaches across the EU, addressing inconsistencies in roadside inspection practices. For continuity with the 2021 TDG Guidelines baseline, this report references Directive 95/50/EC while noting progress toward 2022/1999 where applicable. Implementation by Regional Partners requires:

Requirement	Description
Harmonised inspection procedures	Standard checks on documentation, vehicles and equipment to ensure uniform application of ADR requirements.
Risk-based targeting	Use of data-driven criteria for selecting vehicles and routes based on compliance risk.
Information systems	Electronic collection and exchange of inspection data to support regional coordination.
Training programmes	Comprehensive capacity-building for enforcement officers covering technical and legal aspects of TDG checks.

This directive enhances dangerous goods transport safety through systematic, risk-based enforcement while facilitating legitimate trade via predictable inspection procedures.

4. Regional Partner Assessments

4.1 ALBANIA - Overall Score 2 (71 % Significant Progress)



Objective	Score	Stage
Directive 2008/68/EC	2	Significant progress
Administrative Structures	3	Accomplished
Translations	2	Significant progress (Q2 2026 target)
Directive 95/50/EC	2	Significant progress
Directive 2010/35/EU (TPED)	2	Significant progress
Technical Assistance	2	Significant progress
Monitoring and Reporting	2	Significant progress

Legislative Framework Status

Albania maintains a comprehensive legal foundation for dangerous goods transport through Law No. 118/2012, demonstrating a systematic approach to TDG regulation incorporating ADR/RID requirements. Two TAIEX projects on IMDG Code implementation and adaptation of ADR/RID provisions were carried out in early 2025 and completed in May 2025, further strengthening the framework.

Directive 2008/68/EC Implementation

New draft Law on Transport of Dangerous Goods (under preparation) is aimed at fully aligning domestic legislation with Directive 2008/68/EC and ADR/RID/ADN requirements. Institutional responsibilities are defined under the current law, and operational procedures for permits, inspections, and emergency response are established; the new amendments will update these to current ADR/RID standards.

Directive 95/50/EC Implementation

The existing legal acts provide the basis for uniform roadside checks, but Albania recognizes the need to modernize inspection procedures. A consolidated inspection manual and updated checklists aligned with Directive 95/50/EC/ (EU) 2022/1999 best practices are under development (with support from recent TAIEX expert missions).

Directive 2010/35/EU Implementation

Partial alignment with TPED has been achieved through provisions in Law No. 118/2012, but full implementation awaits dedicated secondary legislation. Albania has planned further technical assistance to establish a notifying body for transportable pressure equipment and develop a market surveillance program.

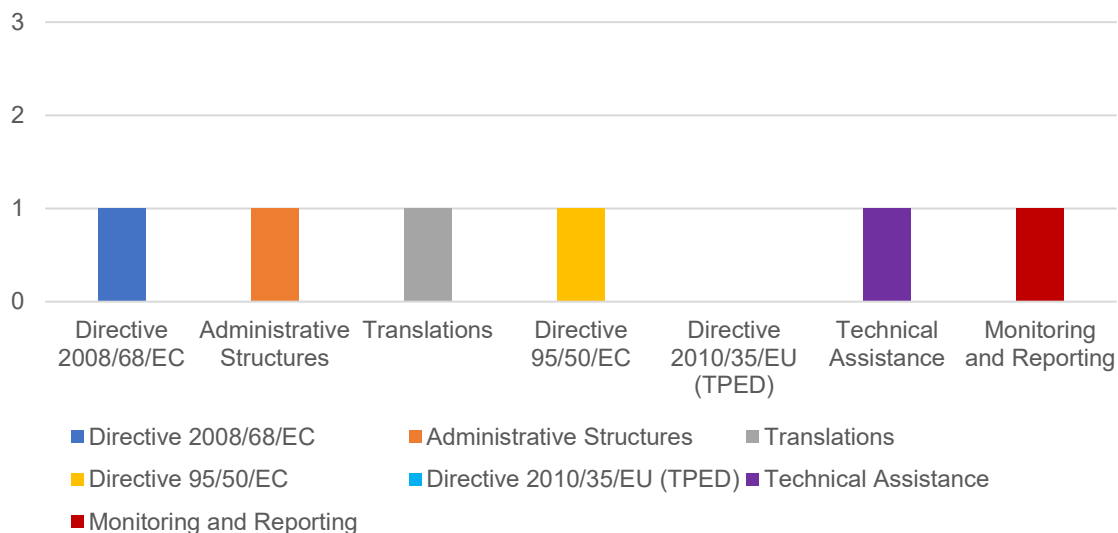
Opportunities for Advancement

Priority actions for Albania include:

1. finalising and adopting the new TDG law amendments to achieve full alignment with Directive 2008/68/EC;
2. completing the ongoing ADR/RID translation updates to ensure no language gaps;
3. issuing updated roadside inspection procedures and checklists (incorporating (EU) 2022/1999 requirements) and training enforcement personnel accordingly;
4. implementing the outcomes of recent TAIEX support to initiate a TPED conformity assessment framework (designating a notifying authority and inspection regime); and
5. enhancing inter-agency coordination.

4.2 BOSNIA AND HERZEGOVINA - Overall Score 1 (29 % Progress on track)

TDG Implementation Overview - Bosnia and Herzegovina



Objective	Score	Stage
Directive 2008/68/EC	1	Progress on track
Administrative Structures	1	Progress on track
Translations	1	Progress on track
Directive 95/50/EC	1	Progress on track
Directive 2010/35/EU (TPED)	0	No progress
Technical Assistance	1	Progress on track
Monitoring and Reporting	1	Progress on track

Constitutional Context and Implementation Approach

The constitutional framework of Bosnia and Herzegovina, with a state-level government, two entities (Republika Srpska and the Federation of Bosnia and Herzegovina), and ten cantons, results in a distinctive implementation environment in which entities and cantons exercise extensive regulatory powers over the transport of dangerous goods. This structure has facilitated the development of high-quality legislation across multiple governance levels but continues to pose coordination challenges for a unified national implementation.

Legal Framework

Republika Srpska maintains comprehensive legislation on the transport of dangerous goods aligned with ADR/RID requirements, covering permitting, enforcement, driver training, vehicle safety, and Dangerous Goods Safety Adviser (DGSA) certification. The Entity is currently preparing amendments to its Law on the Transport of Dangerous Goods that will postpone the start of inspection enforcement until 1 January 2027, marking a transitional period for strengthening administrative and inspection capacities.

In the Federation of Bosnia and Herzegovina, the Federal Ministry of Interior has prepared a draft Law on the Transport of Dangerous Goods, which, in agreement with the Government of the Federation, has been submitted to the Federal Ministry of Justice for legal opinion. The Ministry's feedback is currently pending. In addition, a pre-draft Law on the Transport of Explosive and Flammable Liquids and Gases has been proposed for consideration at the session of the Federation Government.

At the cantonal level, the West Herzegovina Canton continues to demonstrate strong legislative and technical capacity, with rulebooks regulating ADR driver certification, TDG documentation, and inspection procedures based on risk categorisation.

Translation Progress

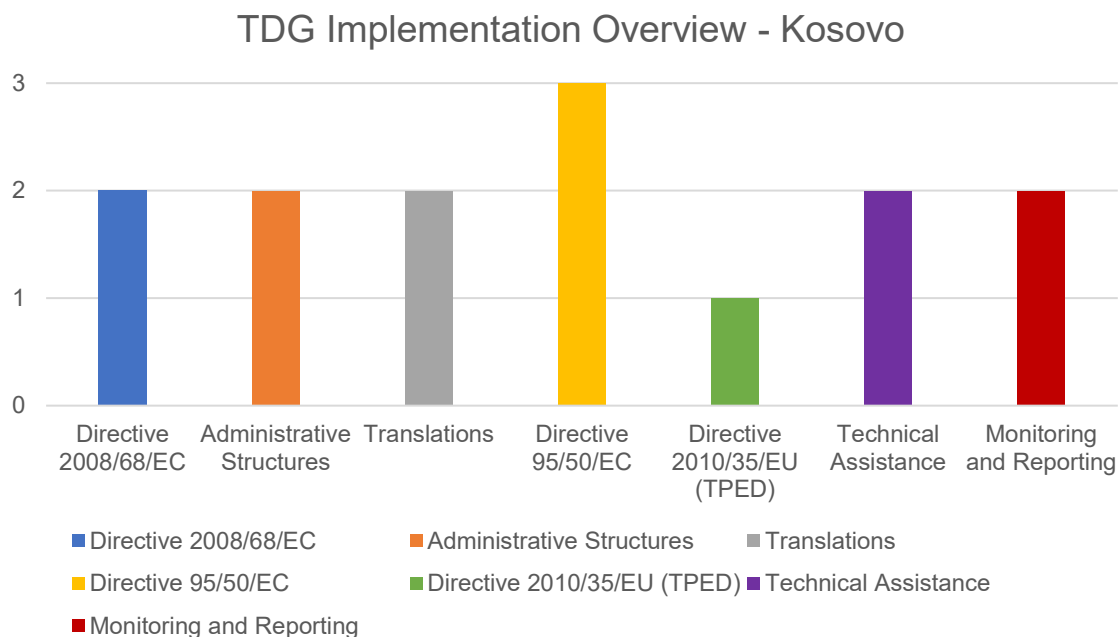
In 2025, Republika Srpska obtained ADR 2023 translations, demonstrating strong implementation capacity and effective regional cooperation through shared linguistic and technical resources. The Bosnia and Herzegovina Ministry of Transport has launched preparations for a state-level ADR translation project, marking an important step toward national harmonisation and a unified regulatory framework. These efforts exemplify how Regional Partners can advance implementation through coordinated resource use and practical collaboration.

Opportunities for Advancement:

The absence of state-level minimum standards for inspection forms, risk categorisation, and annual reporting continues to fragment enforcement practices. Priority actions include:

1. establishing an inter-entity coordination mechanism;
2. adopting the state-level inspection standards;
3. finalising the state-level ADR translation;
4. supporting the adoption of the Federation's new TDG law;
5. developing cross-entity inspector training;
6. creating a TPED implementation framework;

4.3 KOSOVO - Overall Score 2 (67 % Significant Progress)



Objective	Score	Stage
Directive 2008/68/EC	2	Significant progress
Administrative Structures	2	Significant progress
Translations	2	Significant progress
Directive 95/50/EC	3	Significant progress
Directive 2010/35/EU (TPED)	1	Progress on track
Technical Assistance	2	Significant progress
Monitoring and Reporting	2	Significant progress

Legal Framework

Kosovo maintains established dangerous goods transport legal framework through Law No. 04/L-183, currently under systematic revision by an inter-ministerial working group to enhance alignment with current ADR/RID standards and fully transpose Directive 2008/68/EC. This legislative review process demonstrates commitment to maintaining regulatory currency for dangerous goods transport while addressing emerging implementation challenges. A contract for ADR/RID 2025 translation has been signed with completion expected by the end of December 2025.

Translation Progress

Publication of the comprehensive ADR/RID 2023 translation represents a major regional contribution. A follow-up translation of ADR/RID 2025 is underway, with completion expected by the end of December 2025, ensuring continued regulatory alignment with the latest international standards.

Directive 95/50/EC / (EU) 2022/1999 Implementation - ACCOMPLISHED

Kosovo has achieved full transposition and operational implementation of dangerous goods roadside inspection requirements. Administrative Instruction No. 06/2014, approved by the Ministry of Environment, Spatial Planning and Infrastructure (MESPI), has fully transposed Directive 95/50/EC on the inspection of operators involved in the transport of dangerous goods.

Critically, control bodies are carrying out inspections according to the forms specified in Directive (EU) 2022/1999, demonstrating that enforcement practices in Kosovo already align with the latest EU requirements even as the new comprehensive law is being finalized. The Inspectorate Department in MESPI, as the authority responsible for dangerous goods transport supervision in cooperation with the Traffic Police, has developed and operationalized updated roadside inspection checklists based on standard forms introduced by Directive (EU) 2022/1999.

Institutional Coordination

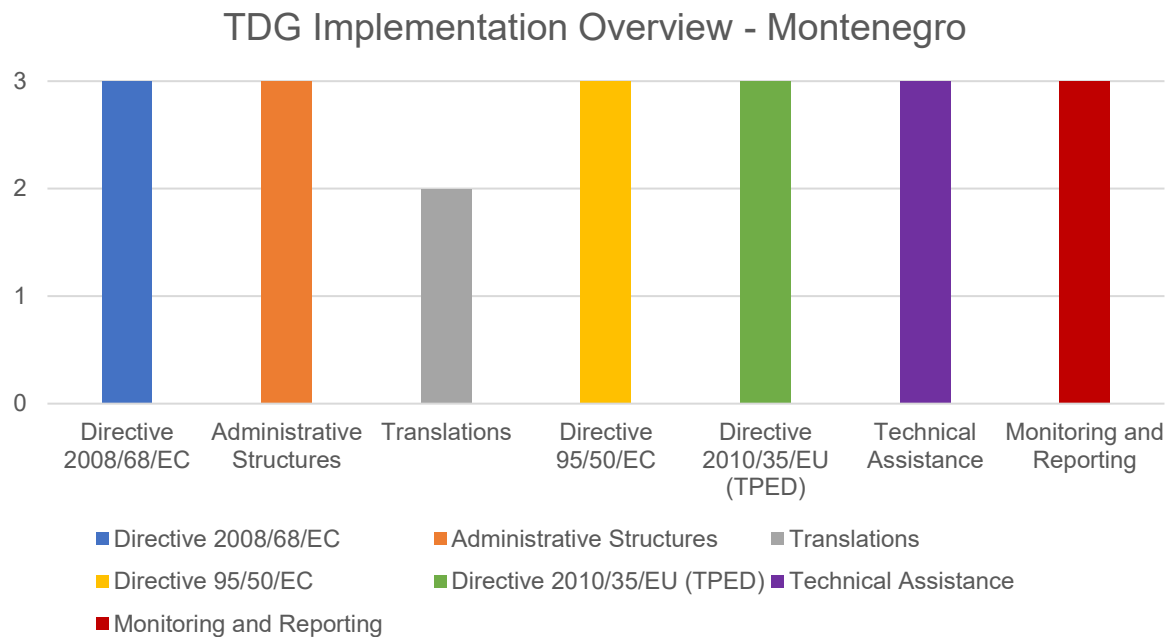
Multi-agency working group approach involving Ministry of Environment, Spatial Planning and Infrastructure, Ministry of Interior, Railway Regulatory Authority/National Safety Authority, and Customs demonstrate effective coordination methodology for dangerous goods oversight. Kosovo and Albania have conducted joint inspections, demonstrating regional enforcement collaboration in practice.

Opportunities for Advancement

Priority actions to support continued TDG implementation in Kosovo include:

1. completion and adoption of revised Law No. 04/L-183 incorporating latest ADR/RID international standards and Directive 2008/68/EC requirements;
2. completion of ADR/RID 2025 translation (end December 2025);
3. continued application of operational roadside inspection procedures with formalization as consolidated national package;
4. integration of TPED requirements for transportable pressure equipment within revised legal framework.

4.4 MONTENEGRO - Overall Score 3 (95 % Accomplished)



Objective	Score	Stage
Directive 2008/68/EC	3	Accomplished
Administrative Structures	3	Accomplished
Translations	2	Significant progress (Q1 2026 target)
Directive 95/50/EC	3	Accomplished
Directive 2010/35/EU (TPED)	3	Accomplished
Technical Assistance	3	Accomplished
Monitoring and Reporting	3	Accomplished

Legal Framework

Montenegro reported full alignment with all three fundamental EU directives in the official justification of the Law on Amendments and Supplements to the Law on the Transport of Dangerous Goods (OG 89/2025; in force 13 Aug 2025): Directive 2008/68/EC (inland transport of dangerous goods), Directive 2010/35/EU (transportable pressure equipment reported), and Directive (EU) 2022/1999 (uniform roadside inspection procedures reported), demonstrating effective policy development capacity and strong commitment to European integration.

Directive 2008/68/EC

The 2025 amendments (the Law on Amendments and Supplements to the Law on the Transport of Dangerous Goods) provide comprehensive coverage of ADR/RID requirements with clear institutional responsibilities, permit procedures, enforcement mandates, and emergency response coordination. ADR/RID 2025 translation initiatives are progressing systematically, supporting full legal implementation and enabling stakeholder compliance through national language access to technical standards.

Directive (EU) 2022/1999

Amended legislation incorporates current dangerous goods roadside inspection requirements, with risk-based inspection provisions, standardized documentation, and information exchange protocols aligned with the directive's specifications. In practice, enforcement already mirrors Directive (EU) 2022/1999 via operational risk-based checks and annual statistical reporting.

Directive 2010/35/EU

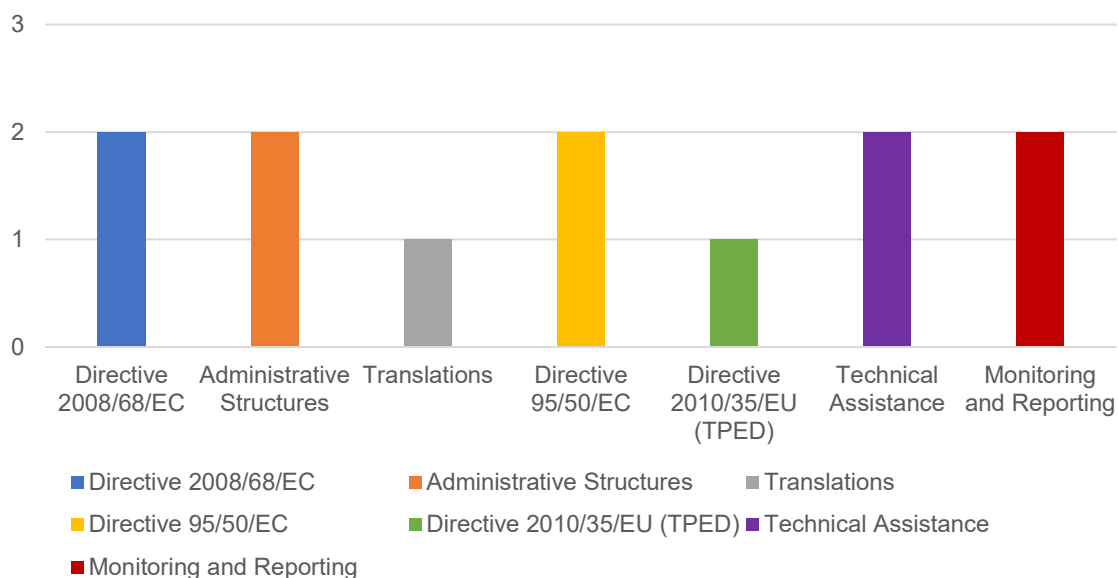
Montenegro implements TPED through the Law on Technical Requirements for Products (Official Gazette 53/11) and the Rulebook on Transportable Pressure Equipment (Official Gazette 01/16). The 2025 TDG amendments introduce an explicit referral clause linking dangerous goods transport operations to the horizontal TPED framework, creating integrated oversight. IPA III support continues to strengthen operational capacity, including procedures for notifying authority designation and supervision of conformity assessment bodies.

International Cooperation

Strong bilateral cooperation with EU institutions (DG ENEST, DG MOVE) and comprehensive IPA project support demonstrate effective utilization of EU assistance mechanisms and systematic approach to dangerous goods capacity building.

4.5 NORTH MACEDONIA - Overall Score 2 (57 % Significant Progress)

Implementation Overview - North Macedonia



Objective	Score	Stage
Directive 2008/68/EC	2	Significant progress
Administrative Structures	2	Significant progress
Translations	1	Progress on track
Directive 95/50/EC	2	Significant progress
Directive 2010/35/EU (TPED)	1	Progress on track
Technical Assistance	2	Significant progress
Monitoring and Reporting	2	Significant progress

Legal Framework

The national TDG law provides a foundation covering dangerous goods transport provisions, with established competent authority functions, permit procedures, and enforcement mandates. Completion of translations will enable full regulatory implementation of ADR/RID requirements, removing the current constraints on comprehensive enforcement capacity and stakeholder compliance verification.

Translation Progress

North Macedonia is making tangible progress in aligning with international standards through the ongoing RID translation process, accompanied by the planned launch of an ADR translation initiative. This coordinated effort addresses one of the key outstanding compliance gaps and demonstrates a renewed institutional commitment to ensuring full legal accessibility of dangerous goods transport regulations. The dual-track translation process will enable harmonised implementation across road and rail modes, strengthen enforcement capacity, and provide up-to-date technical references in the local language, an essential step toward full conformity with Directive 2008/68/EC and ADR/RID 2025 requirements.

Uniform Roadside Inspection Framework

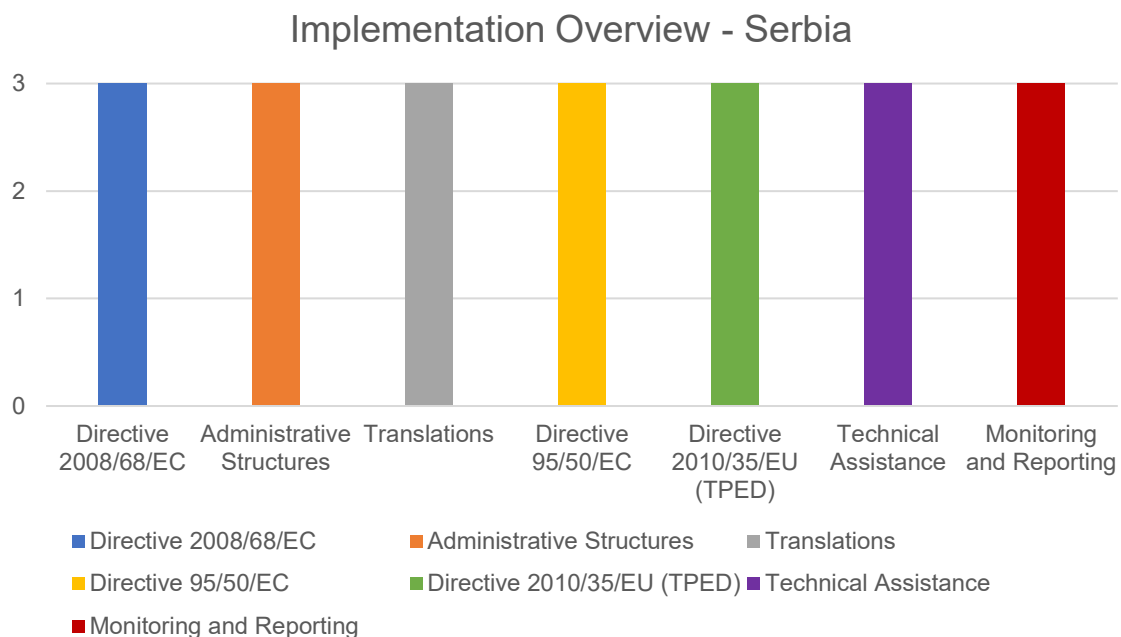
It is recommended that North Macedonia adopt a model roadside-checks package, including inspection forms, a risk-targeting model, deficiency coding, and an annual reporting framework. This would harmonise enforcement practices across competent authorities and enable systematic collection and analysis of inspection data, ensuring full alignment with Directive (EU) 2022/1999.

Opportunities for Advancement

Priority actions to support continued TDG implementation in North Macedonia include:

1. completion of RID translation and initiation of ADR translation, with formal legal recognition by official publication;
2. adoption of a consolidated roadside-checks package enabling unified forms, risk-based targeting, and statistical reporting;
3. full operationalization of dangerous goods inspection capacity recommendations from the ongoing Twinning project;
4. enhancement of the TPED implementation framework for transportable pressure equipment, including notifying authority designation; and
5. continued systematic dangerous goods enforcement training programs to ensure sustainable inspector competency.

4.6 SERBIA - Overall Score 3 (100 % Accomplished)



Objective	Score	Stage
Directive 2008/68/EC	3	Accomplished
Administrative Structures	3	Accomplished
Translations	3	Accomplished
Directive 95/50/EC	3	Accomplished
Directive 2010/35/EU (TPED)	3	Accomplished
Technical Assistance	3	Accomplished
Monitoring and Reporting	3	Accomplished

Legal Framework

Serbia maintains a mature and fully operational legal framework governing the transport of dangerous goods, underpinned by comprehensive ADR/RID/ADN 2023 translations officially published in Serbian. This provides a robust foundation for regulation across road, rail, and inland waterway modes. Full alignment with Directive 2008/68/EC has been achieved: the primary law ensures long-term regulatory stability, while secondary acts are systematically updated in line with each biennial ADR/RID/ADN revision cycle.

Directive 2008/68/EC

Framework ensures complete coverage of all dangerous goods transport modes, integrating ADR/RID/ADN provisions and clearly defining competent authority mandates. Predictable odd-year amendment cycles maintain continuous alignment with evolving international standards. Translation of the ADR/RID/ADN 2025 editions is planned to sustain this regulatory continuity and ensure national stakeholders have timely access to updated technical references.

Directive 95/50/EC / (EU) 2022/1999

Serbia has achieved advanced alignment with EU roadside inspection requirements through the Law on Road Traffic Safety and accompanying bylaws. Operational practice already follows a risk-based inspection approach, supported by standardised documentation and annual statistical reporting. A final administrative update is planned to formally replace remaining references to Directive 95/50/EC with Directive (EU) 2022/1999 in secondary legislation, ensuring full terminological and procedural consistency.

Directive 2010/35/EU

Approximation under Directive 2010/35/EU (TPED) is fully accomplished, with designated technical bodies overseeing conformity assessment and market surveillance for transportable pressure equipment. Serbia serves as the regional reference model for TPED implementation, demonstrating comprehensive operational capacity encompassing notifying authority functions, supervision of conformity assessment bodies, periodic inspection facilities, and structured market surveillance systems.

Implementation progress in Serbia sets regional benchmarks through predictable translation cycles, institutionalised training and certification programmes, consolidated enforcement statistics, and full TPED operational capability.. The transition from externally supported initiatives to sustainable administrative functions, anchored in dedicated budget lines, formalised procedures, and continuous professional development, illustrates a model of long-term regulatory maturity within the Transport Community framework.

4.8 Observing Participants Assessments

4.7.1 GEORGIA

Assessment and Developments

Georgia continues structured alignment with Directive 2008/68/EC, targeting full implementation by 2027. Institutional responsibilities remain split between the Land Transport Agency (general ADR oversight) and the Nuclear and Radiation Safety Agency (Class 7 goods). The ADR 2023 text has been officially translated and published in Georgian.

Progress on Directive 95/50/EC and Directive (EU) 2022/1999 remains limited. Georgia has no operational roadside inspection regime yet, though planning for enforcement and training began in 2025 with support from TAIEX. No tangible developments have been reported under Directive 2010/35/EU.

4.7.2 MOLDOVA

Assessment and Developments

Moldova is executing the accession workplan set by the National Programme for Accession 2025–2029 and the June 2025 screening on Transport Policy. Authorities are finalising amendments to Government Decision No. 143/2016 (inland transport of dangerous goods) and Government Decision No. 589/2017 (roadside checks) so the legal text fully reflects the relevant EU directives. In parallel, a national roadside-checks package is being prepared—standard inspection forms, a risk-targeting method, deficiency codes, and a template for annual statistics—while guidance and working materials are being updated to the 2025 amendment cycle. In 2025, Moldova locked TDG actions to accession milestones, completed the bilateral screening (10–13 June 2025), launched the legal alignment process toward year-end adoption, structured the 2025 enforcement plan (who checks what, where, and how results are reported), and initiated the design of a training cascade for inspectors and analysts.

Planned next steps

By the end of 2025, Moldova aims to adopt and publish the amended Government Decisions Nos. 143/2016 and 589/2017, issue the national roadside-checks package, and begin quarterly notes on checks and serious-deficiency trends. In 2026, the focus shifts to amending Government Decision No. 1094/2017 to upgrade the regime for transportable pressure equipment and to issuing surveillance procedures (starting with portable cylinders, then tanks). In 2027, the competent authority for transportable pressure equipment is to be designated and the notification of eligible conformity-assessment bodies begun; in 2028, a national register of conformity-assessment bodies and certified transportable pressure equipment—interoperable with EU systems—is planned.

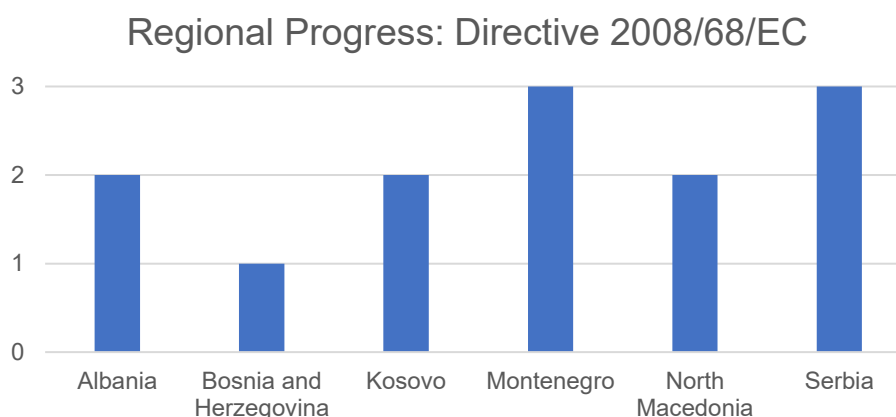
4.7.3 UKRAINE

Assessment and Developments

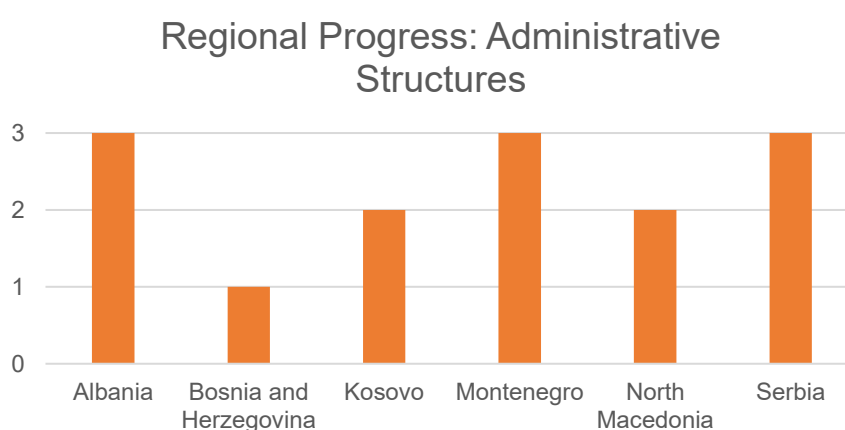
Despite wartime constraints, the competent authorities have kept the Transport of Dangerous Goods (TDG) file active institutionally. During 2025, Ukraine continued preparatory legal work under the EU–Ukraine Association framework to align with Directive 2008/68/EC, Directive (EU) 2022/1999 and Directive 2010/35/EU. No acts reached full transposition in 2025; however, the partial transposition suggests that foundational work, such as drafting or reviewing legislation, has begun, but full adoption and implementation are still pending. Given the strategic importance of this sector for safety and compliance with EU standards, Ukraine will need to prioritize completing the transposition and move toward implementation. This will likely require enhanced coordination, technical assistance, and institutional capacity-building.

4.7 Regional Outlook

The following charts provide a comparative overview of Regional Partners' progress in implementing the Transport of Dangerous Goods (TDG) Guidelines. Each bar chart shows the percentage of completion for one key implementation measure across all six Regional Partners: Albania, Bosnia and Herzegovina, Kosovo, Montenegro, North Macedonia, and Serbia. The seven measures cover the main TDG implementation areas: legal alignment with EU directives, administrative structures, translation of technical standards, enforcement capacity, specialized equipment regulation, technical assistance utilization, and monitoring mechanisms.



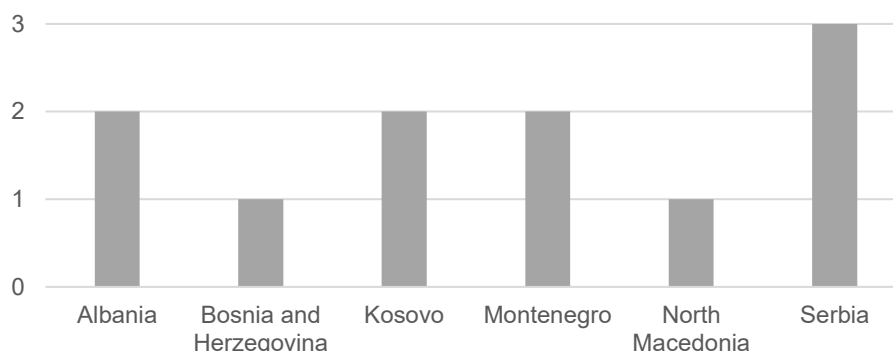
Transposition of Directive 2008/68/EC – Inland Transport of Dangerous Goods: Most Western Balkan partners have established the core legal framework for dangerous goods transport, but full alignment varies. Serbia and Montenegro lead with comprehensive transposition and routine updates in place (100% fulfilment), providing models of complete alignment. Albania, Kosovo, and North Macedonia show steady progress, having adopted substantial legislation and ongoing amendments, putting them around the two-thirds mark towards full implementation. In Bosnia and Herzegovina, progress remains moderate – strong frameworks exist at entity level, but the lack of a state-level law and coordination has left overall transposition about one-third complete.



Administrative Structures and Coordination: Clear and functional institutional arrangements emerge as a crucial success factor across the region. Serbia, Montenegro, and Albania have accomplished this objective, with established competent authorities and regular inter-ministerial coordination mechanisms underpinning their dangerous goods oversight (near 100% fulfilment). Kosovo and North Macedonia have made significant progress by designating lead agencies and revitalising coordination working groups (scoring in the 60–75% range), though some capacity-building is

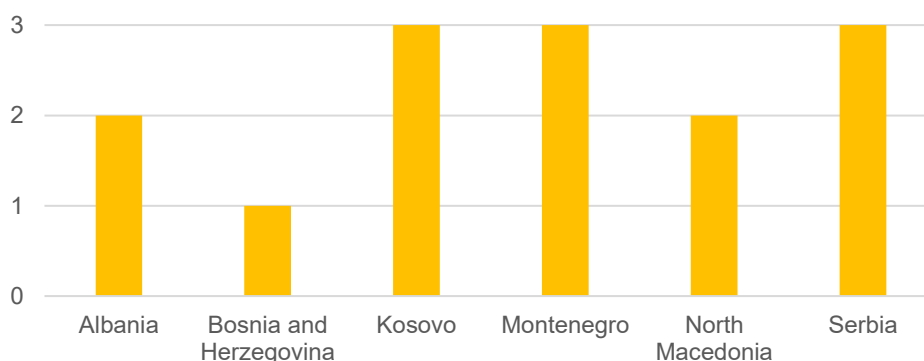
ongoing. In Bosnia and Herzegovina, administrative setup is fragmented – strong structures exist at entity level, but the absence of a state-level coordinating body keeps fulfilment low (~33%).

Regional Progress: Translations



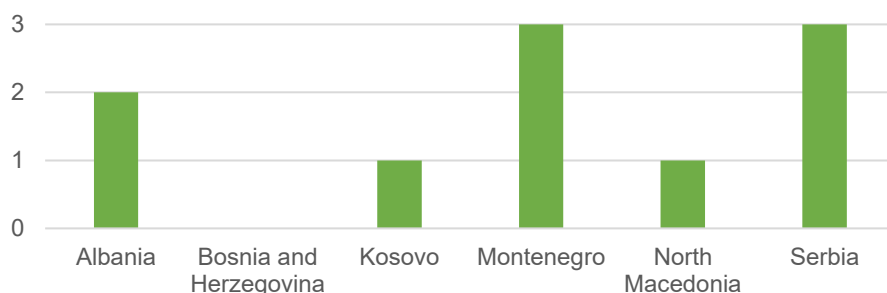
Translation & Publication of Annexes: Timely translation of ADR, RID, and ADN agreements into national languages is vital for legal certainty and enforcement. Serbia stands out for having completed translation of the 2023 ADR/RID/ADN editions and institutionalising a biennial update cycle, effectively achieving 100% of this measure. Kosovo was an early achiever in this area by publishing the first ADR and RID in Albanian, and it continues to invest in updates (significant progress). Montenegro and Albania are on track with translation projects for the latest ADR/RID updates due by early 2026, reflecting steady advancement (~60–70% fulfilment). After a period of stagnation, North Macedonia has resumed work (started RID translation and planning ADR translation), but its overall translation fulfilment remains roughly one-third until those efforts conclude. Bosnia and Herzegovina lags behind, with only entity-level initiatives and a state-level translation still in preparatory phases.

Regional Progress: Directive 95/50/EC



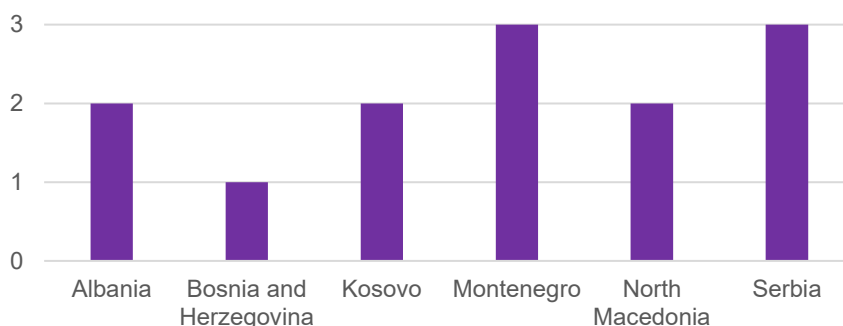
Uniform Roadside Checks – Directive 95/50/EC/2022/1999: Implementation of harmonised dangerous goods inspection regimes is uneven across the region. Montenegro and Serbia have fully established uniform roadside check systems (100% fulfilment), having incorporated the provisions of Directive 95/50/EC – and its newer equivalent Directive (EU) 2022/1999 – into national law and practice. They operate risk-based inspection programmes with regular reporting, positioning them as regional frontrunners in enforcement. Albania, North Macedonia, and Kosovo have made notable progress by setting up basic inspection frameworks, but each still needs further upgrades to achieve full alignment (approximately 60–70% fulfilled). Bosnia and Herzegovina remains in an early phase – its entities conduct ADR roadside checks under fragmented rules, and the lack of state-level minimum standards means only about one-third of this measure is met so far.

Regional Progress: Directive 2010/35/EU (TPED)



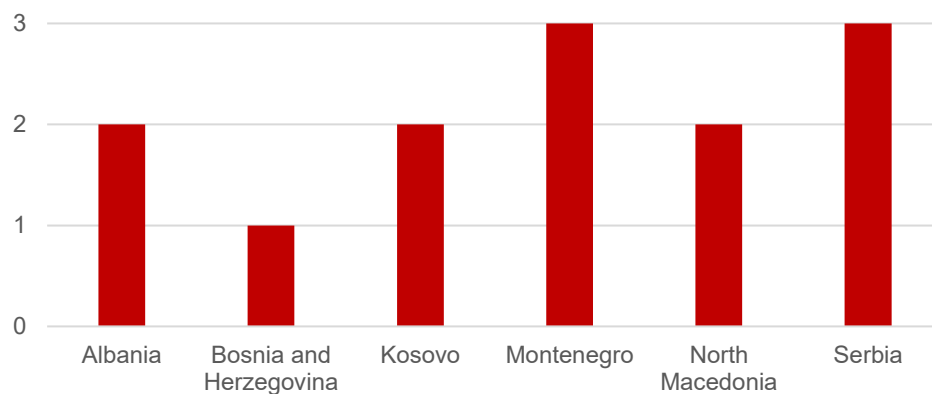
Transportable Pressure Equipment – Directive 2010/35/EU (TPED): Establishing the TPED framework (for pressurised containers and tanks) has proven challenging, but Serbia and Montenegro have achieved full compliance, standing as the region’s primary reference models. Both have put in place notifying authorities, accredited conformity assessment bodies, and market surveillance procedures, reaching 100% fulfilment of this complex objective. Albania has attained partial alignment (roughly two-thirds fulfilled) by integrating TPED provisions into its law on dangerous goods and designating an oversight inspectorate. Planned technical assistance (e.g. a new TAIEX project) is set to help Albania close the remaining gaps. North Macedonia and Kosovo are in the initial stages of TPED implementation (~33% fulfilled): they are outlining basic legal frameworks and exploring pathways for notifying authority setup and capacity building. Bosnia and Herzegovina has made no tangible progress yet on TPED (0%), lacking any dedicated framework or authority for transportable pressure equipment.

Regional Progress: Technical Assistance



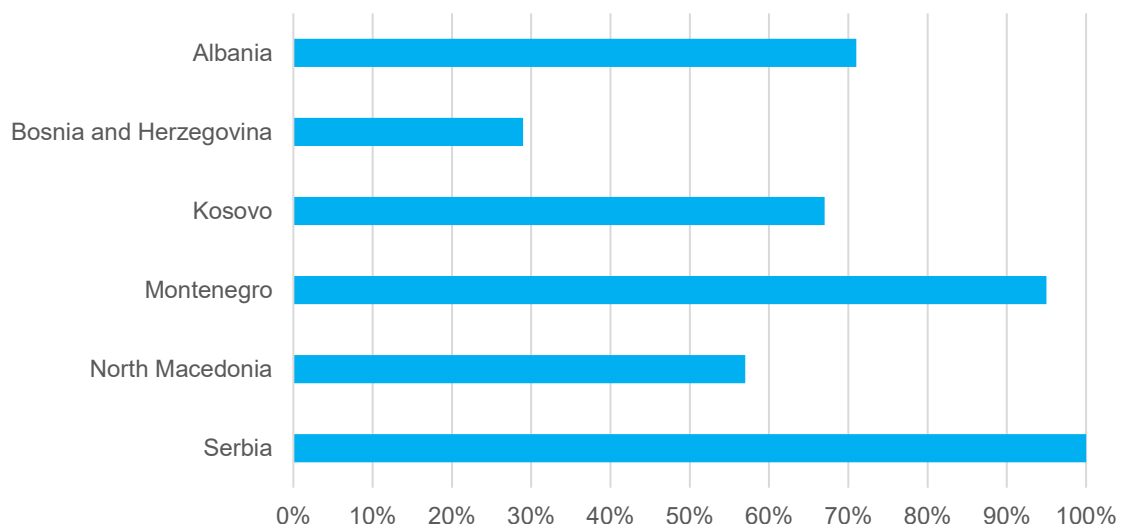
Technical Assistance & Capacity Building: Engagement with EU-funded assistance (TAIEX workshops, IPA projects, twinning programmes) is a significant driver of progress in the region. Montenegro and Serbia have capitalised fully on technical assistance, integrating multiple projects into their reforms and achieving comprehensive utilisation (score 3, ~100%). Their experience shows sustained support can be translated into permanent capacity. North Macedonia, Albania, and Kosovo also demonstrate strong participation in available initiatives – each has leveraged targeted EU support to bolster legal alignment and institutional know-how, reflecting significant progress in this measure (around 60–70% fulfilment). By contrast, Bosnia and Herzegovina have so far made more modest use of technical assistance, engaging in initial or ad hoc activities and utilising only about one-third of the available opportunities. This suggests significant room for a more strategic and sustained approach to external support going forward.

Regional Progress: Monitoring and Reporting



Monitoring & Reporting: All six Western Balkan partners have put in place the basic monitoring and reporting arrangements envisaged by the TDG Guidelines, marking this objective largely fulfilled at a regional level. The endorsement of the TDG Guidelines in 2021 and the institutionalisation of annual progress reporting to the Regional Steering Committee mean that a formal progress-tracking cycle is now in operation across the region. Each Regional Partner contributes to these regular reports, ensuring transparency and allowing for peer comparison and accountability in implementation.

Overall Implementation of TDG Measures by Regional Partner (%)



Implementation levels vary across the region, with Serbia and Montenegro reporting near-complete alignment with the TDG Guidelines. Albania and Kosovo show strong progress, while Bosnia and Herzegovina and North Macedonia remain in the mid-range, highlighting the need for accelerated efforts and targeted support in specific areas.

5. Conclusion

This fourth annual Progress Report documents meaningful advancement in regional harmonization of dangerous goods transport regulation across the Transport Community during 2025. Regional Partners demonstrate sustained commitment to aligning their legal frameworks, institutional structures, and operational practices with EU acquis and international agreements (ADR/RID/ADN).

5.1 Key Achievements

The assessment reveals a diverse implementation landscape. Serbia and Montenegro have achieved comprehensive implementation across all seven roadmap objectives, establishing regional benchmarks for legislative transposition and enforcement capacity. Montenegro's adoption of comprehensive TDG law amendments in 2025, fully aligning with Directives 2008/68/EC, 2010/35/EU, and (EU) 2022/1999, represents a landmark achievement. Albania, Kosovo, and North Macedonia demonstrate steady progress with significant achievements, particularly Kosovo's full implementation of dangerous goods roadside inspection requirements aligned with Directive 95/50/EC.

Translation efforts across the region have advanced considerably. Serbia and Montenegro have finalised the latest ADR/RID 2025 editions, pending official publication. In parallel, Kosovo is progressing with its own update, expected to be completed by the end of December 2025. These coordinated initiatives demonstrate sustained commitment to maintaining regulatory alignment with the most recent international standards and ensuring consistent access to up-to-date technical documentation in national languages.

Regional Partners have effectively leveraged EU support mechanisms (TAIEX, IPA, Twinning) to address specific implementation challenges, with Albania completing two TAIEX projects on IMDG Code and ADR/RID adaptation and North Macedonia advancing through ongoing Twinning support for inspection capacity development.

5.2 Strategic Recommendations

Regional Partners should prioritize: (1) completion of ADR/RID/ADN 2025 translations through coordinated approaches leveraging shared resources; (2) adoption of consolidated roadside-checks packages; (3) development of phased TPED implementation roadmaps; (4) strengthening of inter-agency coordination mechanisms; and (5) continued strategic utilization of EU support mechanisms.

5.4 Forward-Looking Perspective

The substantial progress documented in this report reflects the dedication of Regional Partners, the effectiveness of the Transport Community framework in facilitating regional cooperation, and the value of EU technical and financial assistance. Looking ahead, full TDG Guidelines implementation requires sustained political commitment, adequate resource allocation, and continued regional coordination. The Transport Community Secretariat remains committed to supporting Regional Partners through monitoring progress, facilitating knowledge exchange, coordinating technical assistance, and providing implementation guidance as jurisdictions work toward complete alignment with EU dangerous goods transport standards.

The achievements of 2025 demonstrate that systematic implementation is achievable across diverse administrative contexts when supported by clear frameworks, technical assistance, and regional cooperation. The Transport Community's collective progress in dangerous goods transport harmonization enhances both safety and trade facilitation, contributing to the broader connectivity agenda that underpins regional economic development and European integration.