TRANSPORT COMMUNITY

NEXT GENERATION GUIDELINES ON TRANSPORT OF DANGEROUS GOODS 2026-2028

October 2025

Contents

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 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
OP(s)	Observing Participant(s): Georgia, Republic of Moldova, 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
TPED	Directive 2010/35/EU on transportable pressure equipment
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.

Background

The Transport Community has, since its establishment in 2017, represented an innovative model for progressive integration of transport markets across South East Europe. Since the adoption of the first generation of Guidelines on the Transport of Dangerous Goods (TDG) in 2021, Regional Partners have made progress in aligning with the European Union (EU) legal framework, particularly Directive 2008/68/EC and associated international agreements (ADR, RID, ADN). Early efforts focused on legal transposition, institutional mapping, and translation of core texts, while implementation structures gradually began to take shape.
By 2023, several Regional Partners had achieved partial transposition and initiated enforcement activities. However, progress assessment also revealed recurring gaps in inter-agency coordination, inspection capacity, and sustained application of key directives. These challengers, coupled with the evolving EU legal landscape (particularly the replacement of Directive 95/50/EC with Directive (EU) 2022/1999), highlighted the need for updated, more structured implementation guidance.
In response to these developments, the Permanent Secretariat of the Transport Community (TCT Secretariat) prepared a concept for the Next Generation Guidelines on Transport of Dangerous Goods (TDG Guidelines). An information note outlining this approach was presented to Regional Steering Committee (RSC) members ahead of their meeting in Ljubljana on 15-15 February 2024. RSV members endorsed the concept and invited the Secretariat to develop the updated Guidelines for consultation and adoption in 2025.
These Next Generation Guidelines consolidate lessons learned from the first implementation cycle and provide Regional Parters with practical, structured direction for achieving full compliance with EU dangerous goods transport requirements.

1. Executive Summary

Dangerous goods transport, covering chemicals, fuels, medical substances, batteries, and industrial products, is both vital to the economy and a critical safety and security concern. Effective regulation is indispensable to safeguard human life, the environment, and cross-border trade.

These Guidelines provide a comprehensive framework for Regional Partners (RPs) and Observing Participants (OPs) to achieve structured and progressive implementation of the European Union acquis on the transport of dangerous goods. Compared to the 2021 Guidelines, this next generation introduces a phased implementation roadmap (2026-2028), a refined monitoring and reporting system, and an expanded focus on Directive (EU) 2022/1999, which replaces Directive 95/50/EC. It also strengthens emphasis on inter-agency coordination, cross-border cooperation, and the use of EU financial and technical assistance instruments. The acquis remains centred on three key legislative instruments:

Directive 2008/68/EC on inland transport of dangerous goods[2], incorporating ADR[3], RID[4], and ADN[5] into EU law, as amended by Commission Implementing Decision (EU) 2024/1762[6] and Commission Delegated Directive (EU) 2025/149[7].

- **Directive 2022/1999/EU** as amended by Decision (EU) 2024/1254 **Commission Delegated Directive (EU) 2025/1801** establishing uniform procedures for roadside checks[8].
- **Directive 2010/35/EU on transportable pressure equipment (TPED)**[9].

Together, these directives establish a coherent and modernised system of safety rules that ensure free movement of goods while maintaining a high level of safety.

These Guidelines provide a structured roadmap for all partners, recognising differences in capacity while aligning with EU legal obligations.

- They introduce clear implementation tools: directive-specific checklists, a reporting framework with Sections A–D, and a directory of competent authorities.
- They establish Key Performance Indicators (KPIs) to track measurable progress from 2026 onwards.
- They define a phased approach (Foundation, Operational, and Optimisation phases, 2026–2030).
- They emphasise the importance of technical cooperation mechanisms that the TDG Technical Committee may establish if requested, for example in areas such as battery storage, renewable energy safety, or cross-border emergency coordination.

Expected outcomes:

- Legal harmonisation: Full transposition of EU directives into national law.
- Institutional strengthening: Clear designation of competent authorities and enforcement bodies.
- Operational capacity: Systematic training of inspectors, certification of drivers and advisers, and effective roadside enforcement.
- Regional cooperation: Cross-border inspections, joint emergency responses, and shared best practices.

[2] Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13). This directive incorporates the ADR, RID and ADN agreements into EU law.
[3] ADR refers to the **European Agreement concerning the International Carriage of Dangerous Goods by Road**, a UN treaty under UNECE auspices that establishes rules for transporting dangerous goods by road.
[4] RID refers to the **Regulations concerning the International Carriage of Dangerous Goods by Rail**, which are Appendix C to the Convention concerning International Carriage by Rail (COTIF) and governed by OTIF, specifying standards for rail transport of dangerous goods.
[5] ADN stands for the **European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways**, the international treaty providing rules for transport of dangerous goods on navigable inland waterways.
[6] Commission Implementing Decision (EU) 2024/1762 of 5 June 2024 amending Directive 2008/68/EC on the inland transport of dangerous goods to authorise certain national derogations (published in the Official Journal on 28.6.2024).
[7] Commission Delegated Directive (EU) 2025/149 of 15 November 2024 amending the Annexes to Directive 2008/68/EC to take into account scientific and technical progress (published in the Official Journal on 24.1.2025).
[8] 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 (codification) (OJ L 274, 24.10.2022, p. 1).
[9] Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment (Text with EEA relevance), commonly known as the Transportable Pressure Equipment Directive (TPED) (OJ L 165, 30.6.2010, p. 1).

- Sustainability: By 2030, regional systems that are self-sustaining, effective, and aligned with EU standards.

Monitoring:

- Technical Committee meetings: regular updates on implementation, peer exchanges, and coordination of regional activities.
- Through annual reporting by each Regional Partner and Observing Participant (due 1 September each year, starting in 2026).
- Reports will follow a standard template: Section A (Implementation Progress), Section B (Operational Performance), Section C (Challenges and Support Needs).
- The Transport Community Permanent Secretariat will consolidate these into a Regional Annual Report.
- KPIs will be monitored quarterly, with Regional Partner and Observing Participant required to either report results starting 2026 or establish systematic reporting mechanisms by 2027–2028.

The Guidelines therefore represent a practical, phased, and measurable roadmap.

2. Introduction and Context

2.1 The Transport Community Vision

The TCT Secretariat provides administrative support to other institutions of the Transport Community (Ministerial Council, Regional Steering Committee, technical committees and Social Forum), acts as a Transport Observatory to monitor the performance of the indicative TEN-T extension of the comprehensive and core networks to the Western Balkans[10] and supports the implementation of the Western Balkans Connectivity Agenda[11] aiming to improve links within the region as well as between the region and the European Union. It also reviews and monitors the implementation of the obligations under the Treaty.

The dangerous goods portfolio is a core part of this mandate

2.2 Dangerous Goods Transport in Regional Context

Dangerous goods represent an essential component of modern economic activity, encompassing everything from industrial chemicals and petroleum products to lithium-ion batteries and medical isotopes. The safe and efficient transport of these materials underpins economic development while protecting human health, property, and the environment from potentially catastrophic risks.

The Western Balkans faces particular challenges in dangerous goods management due to geographical factors, including mountainous terrain that concentrates transport flows through vulnerable corridors, aging infrastructure that may not meet contemporary safety standards, and the need to coordinate across multiple jurisdictions with varying administrative capacities.

Regional integration offers significant opportunities to address these challenges through harmonized standards, coordinated emergency response capabilities, and shared technical expertise. The elimination of regulatory barriers facilitates trade while ensuring that safety standards remain uncompromised across borders.

2.3 International and European Regulatory Evolution

The global framework for dangerous goods transport has evolved through decades of international cooperation under United Nations auspices, resulting in comprehensive Model Regulations[12] that provide technical specifications for classification, packaging, labelling,

[10] Refers to the extension of the EU's **Trans-European Transport Network (TEN-T)** core and comprehensive network maps to the Western Balkans. These "indicative" extensions, endorsed through the Connectivity Agenda, identify key transport corridors in the region to be developed to TEN-T standards.
[11] he Western Balkans Connectivity Agenda is an EU initiative (launched in 2015 as part of the Berlin Process) aimed at improving transport and energy links within the Western Balkans and between the region and the EU, including advancing priority infrastructure projects and reforms.
[12] This refers to the **United Nations Recommendations on the Transport of Dangerous Goods – Model Regulations**, developed by the UN Sub-Committee of Experts. Often called the UN Model Regulations or "Orange Book", they provide a global model for classifying, packaging, and labelling dangerous goods, which is updated biennially.

and transport procedures. These UN standards form the foundation for modal-specific international agreements administered by specialized organizations.

The European Union has integrated these international frameworks into its internal market legislation, extending international rules to domestic transport operations and adding enforcement mechanisms that ensure consistent application across member states. This approach eliminates the administrative burden of maintaining separate international and domestic regulatory systems while providing legal certainty for operators.

Recent years have witnessed accelerated regulatory development driven by technological advancement and policy priorities. The emergence of large-scale lithium-ion battery systems for renewable energy storage, the growth of e-commerce and circular economy with associated small package dangerous goods shipments, and increasing focus on supply chain resilience have created new regulatory challenges requiring coordinated responses.

2.4 Implementation Philosophy and new Approach

These Guidelines adopt a pragmatic approach that balances legal requirements with implementation realities. Rather than pursuing theoretical perfection, the focus is on achieving meaningful progress through incremental improvement, learning from experience, and adapting to changing circumstances.

The implementation philosophy emphasizes several key principles. Proportionality ensures that regulatory responses match actual risk levels, avoiding unnecessary burdens while maintaining essential protections. Subsidiarity respects national approaches to implementation details while insisting on common outcomes and standards. Solidarity promotes mutual support and knowledge sharing among Regional Partners facing similar challenges.

Recognition of varying local capacities leads to differentiated approaches that provide additional support where needed while maintaining common timelines and objectives. This balanced approach acknowledges that successful regional integration requires both ambitious targets and realistic pathways for achievement.

3. Legal Framework and Regulatory Architecture

3.1 International Agreements Foundation

The regulatory architecture for dangerous goods transport rests on sophisticated multilateral agreements that have evolved over decades of international cooperation. These agreements provide technical harmonization while respecting modal-specific requirements and national implementation approaches.

The Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), administered by the United Nations Economic Commission for Europe, covers 55 contracting parties and provides comprehensive technical requirements for road transport. The agreement's biennial update cycle ensures incorporation of scientific and technical progress while maintaining regulatory stability through predictable amendment procedures.

The Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), governed through the Intergovernmental Organisation for International Carriage by Rail (OTIF)[13], addresses rail-specific requirements while maintaining harmonization with road transport standards. The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) represents the newest addition to this framework, covering waterway transport with appropriate technical adaptations.

All three agreements derive their technical content from UN Model Regulations, ensuring global consistency while allowing modal-specific adaptations. This approach facilitates multimodal transport operations while maintaining safety standards appropriate to each transport mode's specific characteristics and risk profiles.

3.2 European Union Legal Integration

Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13), as last amended by:
– Commission Implementing Decision (EU) 2024/1762 of 5 June 2024 (OJ L, 2024/1762, 28.6.2024)
– Commission Delegated Directive (EU) 2025/149 of 15 November 2024 (OJ L, 2025/149, 24.1.2025)

This directive represents the cornerstone of EU dangerous goods regulation, incorporating the annexes of international agreements directly into European law and extending their application to domestic transport operations. This integration approach eliminates regulatory fragmentation while ensuring that internal market operations meet the same standards as international transport.

The directive's dynamic reference mechanism ensures automatic incorporation of international agreement updates, maintaining consistency with global standards while avoiding lengthy legislative procedures for technical amendments. This approach balances regulatory stability with the need for continuous adaptation to technological and scientific developments.

Directive 2022/1999/EU, as amended by Decision (EU) 2024/1254, establishes uniform procedures for roadside inspections of dangerous goods transported by road. It sets minimum inspection levels, defines harmonised control procedures and specifies the responsibilities of competent authorities in enforcing compliance across all jurisdictions.

In October 2025, the European Commission adopted Commission Delegated Directive (EU) 2025/1801, which modernises Directive (EU) 2022/1999 by introducing a revised EU roadside inspection checklist and an updated categorisation of infringements (Categories I–III). These amendments strengthen operational consistency, enhance prioritisation of serious non-compliances and align inspection procedures with current international standards.

[13] OTIF is the **Intergovernmental Organisation for International Carriage by Rail**, which administers COTIF (Convention concerning International Carriage by Rail).

These Guidelines incorporate the technical and procedural elements of Directive (EU) 2025/1801 to facilitate early alignment with evolving EU enforcement practices and support Member and Regional Partners in adjusting their inspection protocols, training systems and data-collection structures[14].

Directive 2010/35/EU governs transportable pressure equipment through market surveillance and conformity assessment procedures that integrate dangerous goods transport with broader single market principles. This directive demonstrates the intersection between product safety and transport safety, requiring coordination between different regulatory authorities and technical expertise areas.

3.3 Implementation Requirements

Implementation of EU dangerous goods directives requires comprehensive legal frameworks that address multiple technical and administrative aspects. Legal transposition must ensure that international agreement requirements apply to domestic transport while establishing enforcement mechanisms appropriate to national administrative structures.

Competent authority designation represents a critical implementation requirement, as effective regulation requires clear assignment of responsibilities among different governmental entities. Transport ministries typically serve as lead authorities, but implementation requires coordination with interior ministries for emergency response, customs authorities for border controls, and environmental agencies for waste management oversight.

Legal frameworks must establish inspection powers, penalty structures, and administrative procedures that enable effective enforcement while respecting fundamental rights and procedural guarantees. The challenge lies in creating systems that are both legally robust and practically implementable within existing administrative capacities.

Mutual recognition and administrative cooperation provisions ensure that local implementation supports rather than hinders international transport operations. These requirements demand sophisticated coordination mechanisms that maintain sovereignty while enabling seamless cross-border operations.

3.4 Harmonisation Challenges

Implementing common legal frameworks across multiple jurisdictions with different legal practices, administrative structures, and capacity levels presents significant coordination challenges. Constitutional arrangements, particularly in countries with federal or decentralized structures, may require complex coordination mechanisms to ensure comprehensive coverage of regulatory requirements.

[14] The amended roadside inspection requirements introduced by Commission Delegated Directive (EU) 2025/1801 will become subject to formal monitoring within the Transport Community framework once they are included in the next revision of Annex I of the Transport Community Treaty. Until Annex I is updated accordingly, reporting continues on the basis of Directive (EU) 2022/1999 as currently listed in Annex I (including amendments up to Decision (EU) 2024/1254).

Language and translation issues create particular difficulties in technical regulation, where *mutadis - mutandis* terminology is essential for safety and security and legally binding documents. The biennial update cycle of international agreements compounds these challenges by requiring continuous translation and legal adaptation processes.

Resource constraints affect implementation capacity across all Regional Partners, though to varying degrees. Limited budgets for training, equipment, and infrastructure development create bottlenecks that cannot be resolved through legal transposition alone. These practical limitations require creative approaches to capacity building and resource sharing and the programming of co-financing and allocation.

Coordination between Regional Partners and Observing Participants offers opportunities to address common challenges through shared solutions but also requires institutional mechanisms that respect sovereignty while enabling effective cooperation for the regional level. The Transport Community provides this institutional framework, and success depends on active engagement and mutual commitment to common objectives on the transport of dangerous goods implementation guidelines.

4. Implementation Strategy and Methodology

4.2 Differentiated Capacity Recognition

Regional Partners and Observing Participants under the Transport Community Treaty provisions bring diverse experiences, capacities, and institutional frameworks to TDG implementation, reflecting the unique developmental contexts across the region. Rather than viewing this diversity as a challenge, the implementation strategy embraces it as an opportunity for mutual learning and regional solidarity, applying a bottom-up methodology that maintains common standards and timelines while respecting different starting points.

The region benefits from a rich tapestry of implementation experience. Some Regional Partners and Observing Participants possess well-established legal frameworks and administrative systems, positioning them to share valuable experiences and provide peer support across the region. Their practical insights contribute significantly to collective regional learning and implementation success.

Other Regional Partners and Observing Participants are developing their institutional and regulatory frameworks, benefiting from the five interventions outlined in the Smart and Sustainable Mobility Strategy (SSMS)[15]: infrastructure and institutional development, legal and policy frameworks, capacity building, training, and studies as detailed in the SSMS Road Map[16]. These partners contribute important perspectives on practical implementation challenges and solutions that enrich regional understanding.

Regional Partners and certain Observing Participants are undertaking comprehensive institutional development with sustained technical support to advance implementation

[15] The **Sustainable and Smart Mobility Strategy (SSMS)** is the EU's transport strategy adopted in December 2020 under the European Green Deal. It outlines measures to make transport in Europe greener, smarter, and more resilient, and serves as a framework that Western Balkan partners are aligning with in the transport sector.
[16] The **SSMS Road Map** refers to a detailed action plan for implementing the Sustainable and Smart Mobility Strategy in the Western Balkans. It breaks down the strategy's objectives into five key intervention areas (infrastructure & institutional development, legal & policy frameworks, capacity building, training, studies) with specific milestones for the region.

objectives aligned with scientific and technical progress. Their experiences in overcoming fundamental implementation barriers provide valuable lessons for the entire region.

This inclusive approach through bottom-up methodology ensures efficient resource allocation while fostering regional solidarity through knowledge sharing, peer assistance, and mutual support. According to the monitoring report, all Regional Partners and Observing Participants contribute to maintaining implementation momentum while strengthening the collective regional framework for dangerous goods transport.

4.3 Implementation Tools and Resources

For practical implementation, the Transport Community and the Technical Committee on Transport of Dangerous Goods (TDG) will support Regional Partners and Observing Participants through:

- **Implementation Checklists**: Directive-specific checklists (Annex A) that break complex requirements into measurable tasks with Key Performance Indicators (KPIs).
- **Annual Reporting Framework**: Standardised reporting format with Sections A–D (Annex B).
- **Directory of Competent Authorities**: A consolidated reference of responsible bodies in each RP/OP (Annex D).

4.4 Quality Assurance and Continuous Improvement

Implementation quality depends on systematic monitoring, evaluation, and adaptation based on experience and evolving circumstances. The methodology incorporates multiple feedback mechanisms that enable course corrections while maintaining overall direction and momentum.

Regular monitoring and reporting by Technical Committee members and institutional focal points provide early warning of implementation difficulties and enable timely responses to emerging challenges. This continuous process fosters accountability for results while creating opportunities for peer learning and mutual support.

Each Technical Committee review provides a structured mechanism for Regional Partners and Observing Participants to share experiences, identify best practices, and coordinate responses to common challenges in implementing the five-year roll-on plan for the development of the indicative TEN-T extension to the comprehensive and core network in the Western Balkans (2024)[17], including Session 5 on transport policy and Sub-section 5.7 on the transport of dangerous goods. These Technical Committee reviews maintain regional coherence while respecting national implementation approaches.

[17] In 2024, the Transport Community's Regional Steering Committee approved a **five-year rolling action plan** for developing the extended TEN-T network in the Western Balkans. This plan includes thematic "Sessions" on various transport policy areas – with **Session 5** covering transport policy and **Sub-section 5.7** specifically addressing transport of dangerous goods – to ensure coordinated implementation across the region.

Annual comprehensive assessments evaluate overall progress against objectives while identifying areas requiring additional attention or resource allocation. These assessments inform strategic planning and reinforce accountability to political leadership and stakeholders.

External evaluations by independent experts provide objective assessments of implementation effectiveness and identify lessons that can inform future regional integration efforts. These evaluations contribute to institutional learning and enhance credibility with external partners and funding organisations.

5. Directive-Specific Implementation Requirements

5.1 Directive 2008/68/EC - Inland Transport of Dangerous Goods

5.1.1 Comprehensive Legal Framework Development

Directive 2008/68/EC represents the most complex component of the TDG regulatory framework, requiring comprehensive legal systems that integrate international agreements into domestic law while establishing administrative mechanisms for ongoing implementation. The directive's scope extends across all transport modes, necessitating coordination between different administrative authorities and technical expertise areas.

Legal transposition must ensure that current editions of ADR, RID, and ADN apply to domestic transport operations with the same force as international transport. This integration approach eliminates regulatory fragmentation while creating unified standards that facilitate both domestic and international operations. The legal framework must establish mechanisms for automatic incorporation of biennial updates to international agreements, avoiding lengthy legislative procedures for technical amendments.

Competent authority designation requires careful consideration of existing administrative structures and expertise areas. Road transport authority designation typically falls to transport ministries, but implementation requires coordination with vehicle inspection services, emergency response authorities, and customs agencies. Rail transport authority designation must consider railway safety frameworks and infrastructure management arrangements. Inland waterway authority designation applies only where waterway transport occurs, requiring formal notification to the European Commission where ADN does not apply.

The legal framework must establish comprehensive enforcement powers, including authority to inspect vehicles and facilities, request documentation, and impose penalties for non-compliance. Penalty structures must be effective, proportionate, and dissuasive while respecting fundamental rights and procedural guarantees. Risk-based enforcement approaches help optimize limited inspection resources while maintaining comprehensive coverage of transport operations.

5.1.2 Professional Qualification and Training Systems

The Dangerous Goods Safety Adviser (DGSA) system represents a cornerstone of effective dangerous goods regulation, requiring undertakings to appoint qualified personnel who

ensure regulatory compliance and provide technical expertise for safe operations. Implementation requires designation of examination bodies, development of training curricula, and establishment of certification procedures that meet international standards.

DGSA qualification systems must address both initial certification and ongoing competence maintenance through refresher training and re-examination requirements. Training provider approval and supervision ensures quality standards while enabling competitive markets for professional education services. National registers of certified DGSAs provide transparency and facilitate verification of qualifications.

ADR driver training and certification systems ensure that professional drivers possess the knowledge and skills needed for safe dangerous goods transport. Course programs must cover classification, packaging, loading, segregation, and emergency response procedures while addressing specific vehicle and equipment requirements. Examination procedures must verify both theoretical knowledge and practical competence.

Training provider approval systems ensure consistent quality standards while enabling market competition that benefits training participants. Regular audits of training providers verify ongoing compliance with program requirements while identifying opportunities for improvement. Registers of certified drivers, at the level of Regional Partners or Observing Participants, and approved training providers support transparency and regulatory oversight.

Mutual recognition of professional qualifications facilitates cross-border operations while maintaining safety standards. Recognition procedures must verify authenticity and validity of foreign certifications while respecting different national approaches to professional qualification systems.

5.1.3 Technical Approval and Inspection Systems

Vehicle and equipment approval systems ensure that transport equipment meets safety standards before entering service while providing ongoing verification of continued compliance through periodic inspections. Type approval authorities must possess technical expertise to evaluate new designs while establishing procedures that facilitate innovation within safety constraints.

Inspection body designation and supervision require careful attention to technical competence, impartiality, and quality assurance systems. Accreditation provides objective verification of inspection body capabilities while establishing ongoing oversight mechanisms. Public registers of approved inspection bodies provide transparency while facilitating market access for qualified organizations.

Initial, periodic, and exceptional inspection procedures must address all equipment types covered by international agreements, including vehicles, tanks, portable tanks, and intermediate bulk containers. Inspection intervals must balance safety requirements with practical considerations while providing clear criteria for determining when equipment requires replacement or modification.

Certificate and documentation systems provide official verification of compliance while facilitating cross-border recognition of approvals. Standardized formats ensure consistency

while enabling electronic processing and verification systems. Mutual recognition procedures prevent technical barriers while maintaining safety standards through coordinated oversight mechanisms.

5.2 Directive 2022/1999/EU - Uniform Roadside Checks

5.2.1 Harmonised Enforcement Framework

Directive (EU) 2022/1999, as amended by Decision (EU) 2024/1254, establishes the harmonised EU framework for roadside inspections of dangerous goods transported by road. It sets minimum inspection levels, standardises inspection procedures, and requires competent authorities to ensure effective and coordinated enforcement.

In October 2025, the European Commission adopted Commission Delegated Directive (EU) 2025/1801, introducing the most extensive update to the roadside enforcement system in more than two decades. This amendment revises the EU roadside inspection checklist and modernises the classification of infringements into three categories—Category I (high risk), Category II (medium risk), and Category III (low risk). The revised checklist improves control of documentation, marking, packaging, vehicle certification and loading practices, while the updated infringement structure enhances transparency and prioritisation of serious non-compliances.

These Guidelines incorporate the technical and procedural elements introduced by Directive (EU) 2025/1801. National authorities are encouraged to start preparing for integration of the revised checklist into inspection plans, updating procedures, adapting training modules for inspectors and preparing data-collection systems for the revised infringement structure.

Effective implementation requires harmonised training, structured coordination between competent authorities and the progressive adoption of risk-based targeting methodologies. These measures support convergence with EU inspection standards and strengthen dangerous goods enforcement throughout the region[18]..

5.2.2 Inspector Training and Equipment Systems

Inspector qualification systems ensure that enforcement personnel possess the technical knowledge and practical skills needed for effective roadside enforcement. Initial training curricula must address dangerous goods classification, packaging requirements, vehicle specifications, and emergency response procedures while providing practical experience with inspection procedures. Training programmes should include the revised EU roadside inspection checklist and updated infringement categories (Categories I–III) introduced by Commission Delegated Directive (EU) 2025/1801.

Periodic refresher training maintains competence while addressing regulatory changes and emerging enforcement challenges. Competence records provide accountability while

[18] Directive (EU) 2025/1801 is included for technical alignment. Formal monitoring and KPI measurement will begin only once this directive is incorporated into the next annual revision of Annex I of the Transport Community Treaty.

supporting career development and quality assurance systems. Certification procedures verify knowledge and skills while providing public confidence in enforcement capabilities.

Equipment systems must provide inspectors with personal protective equipment appropriate for dangerous goods exposure risks while enabling effective verification of compliance with technical requirements. Detection equipment enables identification of undeclared dangerous goods while sampling equipment supports detailed investigation of suspected violations. Information technology tools facilitate data capture and communication while providing access to regulatory databases and emergency contact information.

Equipment calibration and maintenance programs ensure accuracy and reliability while establishing procedures for equipment replacement and upgrading. Standard operating procedures provide consistent approaches while allowing adaptation to specific circumstances and emerging challenges.

5.2.3 Data Management and Cross-Border Cooperation

Information systems must capture comprehensive data on inspection activities, non-compliance types, and corrective actions, while providing statistical and analytical capabilities that support enforcement planning, policy development and allocation of resources. With the adoption of Commission Delegated Directive (EU) 2025/1801, national data systems should progressively integrate the revised EU roadside inspection checklist and the updated infringement classification structure (Categories I–III).

Data quality controls must ensure accuracy and completeness of recorded information while safeguarding confidentiality of commercial data. The use of risk-ranking and risk-based targeting methodologies should be strengthened to prioritise high-risk consignments and optimise the deployment of enforcement resources.

Biennial reporting under Directive (EU) 2022/1999 should be transmitted via the Transport Community Secretariat, which consolidates national submissions into a regional assessment for onward transmission to the European Commission. Standardised reporting formats enable comparative analysis and support identification of regional enforcement trends.

Cross-border cooperation mechanisms facilitate information exchange on serious or recurrent infringements, support coordinated responses to systemic compliance issues and enable joint enforcement actions on cross-border corridors. Rapid communication channels ensure timely notification of urgent safety concerns while respecting national legal frameworks and jurisdictional boundaries.

5.3 Directive 2010/35/EU - Transportable Pressure Equipment, TPED

5.3.1 Market Surveillance and Conformity Assessment

Directive 2010/35/EU integrates dangerous goods transport requirements with single market principles through comprehensive market surveillance and conformity assessment

procedures. Implementation requires sophisticated technical capabilities and institutional coordination between transport authorities and product safety agencies.

Competent authority designation must consider existing technical capabilities while ensuring adequate coverage of both transport safety and product conformity requirements. Notifying authority functions may require separate designation where institutional arrangements separate regulatory oversight from conformity assessment activities.

Market surveillance authorities must possess legal powers for inspection, testing, and corrective action while establishing procedures that respect commercial confidentiality and procedural rights. Cooperation with customs authorities ensures comprehensive coverage of imported equipment while avoiding duplication of effort and conflicting requirements.

Conformity assessment routes must address initial approval, periodic inspection, and exceptional checks while providing clear criteria for determining when equipment requires modification or replacement. Pi-marking recognition systems enable cross-border acceptance while maintaining safety standards through coordinated oversight mechanisms.

5.3.2 Technical Infrastructure and Quality Assurance

Notified body supervision requires comprehensive systems for evaluating technical competence, impartiality, and quality assurance capabilities. Notification procedures must verify compliance with harmonized standards while establishing ongoing monitoring that ensures continued compliance with designation criteria.

Inspection body approval and supervision systems ensure that conformity assessment services meet safety standards while enabling market competition. Public registers provide transparency while facilitating access to qualified services for equipment owners and operators.

Safeguard procedures enable rapid response to safety concerns while providing due process protections for affected parties. Cross-border notification systems ensure coordinated responses while avoiding conflicting national measures. Root cause analysis and corrective action procedures address systemic problems while preventing recurrence.

6. Cross-Sectoral Cooperation and Emerging Challenges

6.1 Technical Cooperation Options for Emerging Areas

The Technical Committee on Transport of Dangerous Goods may, upon request, establish cooperation with other regulatory domains where the transport of dangerous goods intersects with broader EU policy objectives. Examples include:

- **Battery Storage and Renewable Energy Projects** – providing guidance on ADR classification of batteries, coordination with permitting procedures, and alignment of emergency response protocols.
- **112 and eCall Systems** – enhancing coordination on the integration of emergency call systems for incidents involving dangerous goods.

- **Civil Protection and CBRN-E (Chemical, Biological, Radiological, Nuclear and Explosives)** – supporting the development of harmonised emergency response procedures and information exchange mechanisms.

Such mechanisms are available as optional cooperation frameworks, to be activated based on the specific requests and needs of the Regional Partners.

6.2 Inter-Agency Coordination Requirements

Effective regulation of the transport of dangerous goods requires close coordination among multiple governmental entities with distinct mandates, expertise areas, and institutional cultures. While ministries responsible for transport typically act as the lead authorities, implementation success depends on active engagement from ministries of interior, emergency and civil protection services, customs administrations, environmental authorities, and technical inspection bodies.

Inter-ministerial coordination committees provide the institutional framework for regular consultation and joint planning, while establishing procedures for resolving jurisdictional overlaps and resource allocation challenges. These mechanisms must balance ministerial autonomy with coordination requirements, ensuring accountability for regulatory outcomes.

Joint emergency response protocols ensure coherent action during dangerous goods incidents by clarifying the roles and responsibilities of all involved agencies. These protocols address notification procedures, command structures, resource sharing, and public communication strategies, while providing flexibility to adapt to varying incident types and levels of severity.

Information-sharing arrangements facilitate the exchange of regulatory data while safeguarding privacy and commercial confidentiality. These arrangements typically cover licensing information, inspection findings, incident reports, and enforcement actions, and include procedures for handling sensitive information and resolving data-sharing disputes.

Annual coordination review meetings offer an opportunity to assess inter-agency cooperation and identify areas for improvement. These meetings address policy developments, capacity-building priorities, resource requirements, and long-term planning needs, with the overarching aim of enhancing regulatory effectiveness and efficiency.

6.3 Regional Cooperation Mechanisms

Cross-border transport of dangerous goods creates inherent requirements for regional cooperation that extend beyond national regulatory implementation to encompass enforcement coordination, emergency response, and information exchange. Effective regional cooperation relies on both formal arrangements and informal networks that enable rapid communication and coordinated action among Regional Partners and Observing Participants.

Joint enforcement initiatives demonstrate regional commitment to the consistent application of regulations and address critical cross-border transport corridors where violations may affect multiple jurisdictions. These initiatives include coordinated roadside inspections,

information exchange on recurrent non-compliance cases, and joint training exercises that strengthen professional networks among enforcement and inspection authorities.

Emergency response coordination ensures effective action during incidents with potential cross-border impact and enables mutual assistance in major emergencies exceeding national response capacities. Regional tabletop and field exercises test coordination mechanisms, identify capacity gaps, and promote resource sharing and interoperability.

Best-practice exchange networks facilitate learning from successful implementation experiences and support collaborative problem-solving on shared challenges. These exchanges take place both formally through the Technical Committee on Transport of Dangerous Goods meetings and informally through professional associations, expert groups, and bilateral cooperation frameworks.

Cross-border infrastructure coordination addresses shared transport corridors, border-crossing points, and emergency response interoperability, ensuring consistent safety standards across jurisdictions. This coordination requires a combination of regulatory harmonisation and operational cooperation among competent authorities and infrastructure managers.

7. Technical Assistance and Capacity Building

The TCT Secretariat, in close coordination with the Technical Committee on Transport of Dangerous Goods, will facilitate targeted technical assistance to support Regional Partners and Observing Participants. This assistance will be guided by the challenges and support needs identified in Section C of the Annual Reporting Framework and by priorities agreed through the Technical Committee.

- Forms of assistance may include:
- Short-term expert missions and advisory support.
- Peer-to-peer exchanges among competent authorities.
- Regional workshops, exercises, and study visits.
- Coordination and follow-up of Instrument for Pre-Accession Assistance (IPA)[19] and Technical Assistance and Information Exchange (TAIEX)[20] support mechanisms.

8. Monitoring, Reporting and Performance Assessment

8.1 Annual Reporting Framework

The annual reporting system provides a structured mechanism for systematic monitoring of implementation progress, supporting adaptive management and continuous improvement. This framework balances accountability requirements with practical reporting capacities,

[19] **Instrument for Pre-Accession Assistance (IPA)** – the EU's financial support program for EU candidate and potential candidate countries. IPA funds projects and reforms (including in transport safety and infrastructure) to help these countries adopt EU standards and obligations.
[20] **Technical Assistance and Information Exchange (TAIEX)** – a European Commission instrument that provides short-term technical support to public administrations in partner countries. TAIEX arranges expert missions, workshops, and study visits to help countries understand and implement EU legislation (for example, training officials on dangerous goods regulations).

while generating meaningful information for policy development and resource allocation decisions.

Regional Partners shall submit Annual TDG Implementation Reports by 1 September each year, starting in 2026, covering activities and achievements from the preceding calendar year. This timeline allows for the incorporation of year-end statistics and ensures adequate time for data compilation, validation, and analysis prior to submission.

The report structure follows standardised templates to ensure regional consistency, while allowing flexibility for adaptation to national circumstances and priorities (Annex B, Sections A–D).

8.2 Consolidated Regional Assessment

The Transport Community prepares an annual Progress Report on Guidelines on Transport of Dangerous Goods, providing a comprehensive analysis of collective progress and identifying regional trends and coordination opportunities. The report is presented to the Regional Steering Committee for consideration and adoption at its December session. It serves multiple audiences, including Regional Partner governments, European Commission services, and international partners.

Comparative progress analysis evaluates Regional Partner achievements against common benchmarks, while taking into account differing starting points and institutional capacities. This analysis identifies effective approaches that can be replicated and highlights areas where additional support or coordination could accelerate progress.

Regional cooperation effectiveness assessment examines cross-border coordination mechanisms and identifies opportunities for enhanced collaboration. This assessment covers joint enforcement activities, emergency response coordination, information exchange systems, and best-practice networks.

Best-practice identification and dissemination promote learning from successful implementation experiences and provides practical guidance for addressing common challenges. This process emphasises replicability across different local contexts while maintaining a focus on scalable, results-oriented solutions.

Challenge analysis and response coordination addresses systemic obstacles affecting multiple Regional Partners and proposes coordinated solutions that leverage collective resources and technical expertise. This analysis supports technical assistance planning and informs strategic policy development.

Support-programme evaluation assesses the effectiveness of capacity-building activities and identifies opportunities for improvement in future programming. This evaluation integrates both quantitative indicators and qualitative feedback, maintaining a focus on sustainable institutional development and measurable impact.

8.3 Key Performance Indicators and Measurement

The KPI framework provides objective measurement of implementation progress while enabling comparative assessment and strategic planning. These indicators balance comprehensiveness with practicality while focusing on outcomes that reflect meaningful progress toward regulatory effectiveness. Most indicators will be monitored on a quarterly basis, aligned with the TDG Technical Committee's meeting schedule, to ensure timely tracking and discussion of progress (with certain obligations reported biennially as required by EU law).

Directive 2008/68/EC on the Inland Transport of Dangerous Goods

Indicator	Measurement/ Frequency	Target/ Milestone
Percentage of directive requirements transposed	Quarterly reporting	Continuous monitoring
Operational capacity of competent authority (staffing, training, equipment)	Quarterly reporting	Functional mechanism established by 2027
Percentage of ADR/RID/ADN annexes translated and published	Quarterly reporting	Full coverage achieved by 2027
Number of certified Dangerous Goods Safety Advisers (DGSA) per 100 undertakings engaged in dangerous goods activities (as defined in ADR 1.4.2),[21] measured across all inland transport modes.	Quarterly reporting from 2026	National registers operational by 2027
Number of ADR-certified drivers	Quarterly reporting	Continuous growth trend
Availability of DGSA / ADR driver / ADN training capacity (number of accredited providers and scheduled training programmes)	Quarterly reporting	Training capacity sufficient to support mandatory certification requirements by 2027
Average time from non-conformity detection to corrective action	Quarterly reporting	Mechanism operational by 2027

[21] For this indicator, "undertakings" refers to companies performing activities under ADR 1.4.2.

Directive (EU) 2022/1999, as amended by Decision (EU) 2024/1254 and Commission Delegated Directive (EU) 2025/1801 – Uniform Procedures for Roadside Checks - Uniform Procedures for Roadside Checks

Indicator	Measurement/ Frequency	Target/ Milestone
Percentage of completed roadside inspections carried out using the revised EU roadside inspection checklist (Directive (EU) 2025/1801)	Quarterly reporting	Progressive increase in thee use of the updated checklist
Percentage of vehicles selected for inspection using an EU risk-based targeting methodology	Quarterly reporting	Risk-based targeting system operational by 2027
Percentage of inspectors trained and certified in revised EU roadside inspection procedures	Quarterly reporting	Comprehensive training and certification system established by 2027
Compliance with biennial reporting obligations submitted via the Transport Community Secretariat	Biennial reporting	First consolidated submission due in 2027
Number of bilateral or regional joint roadside enforcement actions conducted	Quarterly reporting	At least one regional or bilateral joint action per year starting from 2026

NOTE: KPIs referring to the revised EU roadside inspection checklist and updated infringement categorisation introduced by Commission Delegated Directive (EU) 2025/1801 will be formally monitored once this Directive is incorporated into the next revision of Annex I of the Transport Community Treaty.

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

Indicator	Measurement/ Frequency	Target/ Milestone
Number of inspections per 1,000 pressure equipment units	Quarterly reporting	Continuous monitoring
Percentage of notified bodies supervised	Quarterly reporting	Full supervision mechanism operational by 2028
Percentage of Pi-mark recognitions processed within deadlines	Quarterly reporting	Mechanism operational by 2027
Average time from non-conformity detection to corrective action	Quarterly reporting	Mechanism operational by 2027

8.4 Quality Assurance and Validation

Report quality assurance ensures accuracy and consistency while providing credibility for policy and funding decisions. Multiple validation mechanisms address different aspects of reporting quality while maintaining efficient procedures that minimize administrative burdens. Key elements of this quality assurance include:

- Peer review mechanisms: Regional Partners assess each other's reports, while sharing experiences and identifying opportunities for mutual learning. These peer reviews focus on methodology, data quality, and interpretation, while respecting national sovereignty and different implementation approaches.
- Technical Committee validation: The TDG Technical Committee conducts expert reviews of reports to ensure consistency with regional objectives and standards. This validation checks technical accuracy and provides recommendations for improvement in future reporting cycles.
- External expert assessment: Independent experts may evaluate report quality and provide comparative perspectives based on experience with similar regional integration initiatives. Such assessments contribute to institutional learning and lend credibility with external partners.
- Data verification procedures: Systematic verification (cross-checking data with other sources, trend analysis for consistency, validation of calculation methods) ensures statistical accuracy while maintaining confidentiality of sensitive information.

9. Implementation Timeline and Key Milestones

The implementation timeline covers the period **2026–2028**, structured in two main phases, a Foundation Phase in 2026 and an Operational Phase in 2027–2028, to achieve the Guidelines' objectives. Each phase includes specific milestones and expected outcomes, with quarterly monitoring and reporting to track progress.

9.1 Foundation Phase (2026)

Legal and Institutional Framework Development

- **Legal framework assessments**, using implementation checklists, provide a comprehensive evaluation of existing national legislation and identify specific gaps requiring attention. These assessments establish baseline conditions and inform legislative planning and resource allocation.
- **Inter-ministerial coordination mechanisms** create structured frameworks for continuous cooperation, clarifying roles and responsibilities among governmental entities. These mechanisms address both routine coordination and emergency response needs.
- **Completion of basic implementation requirements** achieves approximately 80% progress on fundamental regulatory elements, addressing identified gaps through targeted technical assistance.

Capacity Building and Operational Readiness

- **Competent authority capacity-building programmes** initiate systematic development of technical expertise, addressing immediate staffing and training needs. These programmes focus on core regulatory functions and build the foundation for advanced capabilities.
- **Completion of the first round of inspector training programmes** ensures an adequate number of qualified enforcement personnel and establishes quality standards for continuous professional development. These programmes cover both initial certification and refresher training.
- **Establishment of regional expert networks** fosters professional communities that support ongoing learning, knowledge exchange, and problem-solving cooperation, coordinated under the oversight of the TDG Technical Committee.

Emergency Response and Monitoring

- **Operational emergency response coordination** establishes practical systems for incident management, testing coordination mechanisms through regular exercises. This includes both national preparedness and regional cooperation dimensions.
- **Annual report submission** provides comprehensive documentation of progress and establishes procedures for ongoing monitoring. These reports enable objective assessment and inform strategic planning and resource allocation.

2026 Key Milestones:

Milestone	Description/ Expected Outcome	Deadline	Responsible Entity
Annual TDG Implementation Reports submitted	First comprehensive annual reports submitted by all Regional Partners, establishing reporting baselines and templates.	1 September 2026	Regional Partners / TDG Focal Points
Inspector training programmes completed	First round of inspector training finalised, ensuring a core group of certified enforcement officers.	31 December 2026	Regional Partners (Ministries of Transport / Interior)
Operational emergency response coordination established	National emergency response coordination systems fully operational and tested through at least one national or regional exercise.	30 September 2026	Regional Partners / Civil Protection Authorities
Inter-ministerial coordination committees established	Functional coordination bodies established in all Regional Partners, ensuring institutional cooperation across key ministries.	30 September 2026	Regional Partners (Lead Ministries)

9.2 Operational Phase (2027-2028)

The Operational Phase transforms the foundational legal frameworks into fully functioning regulatory systems, demonstrating practical effectiveness through measurable outcomes. This phase emphasizes activating enforcement, engaging industry, and expanding cross-border cooperation, while maintaining focus on continuous improvement and adaptive implementation. By the start of 2027, Directive 2008/68/EC has been transposed in all Regional Partners (with Serbia and Montenegro already achieving full alignment, including latest EU amendments), providing a solid legal basis. During 2027–2028, efforts concentrate on implementing the remaining directives – *Directive (EU) 2022/1999, as amended by Decision (EU) 2024/1254 and Commission Delegated Directive (EU) 2025/1801* on uniform roadside checks and *Directive 2010/35/EU* on transportable pressure equipment – across the region. Enforcement systems begin operating region-wide, industry compliance obligations take effect, and technical networks support harmonised practices. Key objectives include:

- **Full implementation of Directive 2008/68/EC:** Achieving effective application of all ADR/RID/ADN requirements in domestic transport by 2027, providing the foundation for implementing the newer directives. This entails not just legal transposition but actual operational compliance – all technical and administrative provisions functioning as intended, supported by sustainable institutional capacity.
- **Advanced capacity building:** Completion of advanced training and capacity-building programmes to strengthen technical competencies. Specialised training (e.g. for safety advisers, inspectors, emergency responders) and establishment of professional certification systems ensure that each Regional Partner has the human and technical resources needed for enforcement and oversight. Continuous professional development is maintained through regional networks and knowledge-sharing.
- **Regional cooperation in action:** Demonstrations of cross-border cooperation illustrate the benefits of harmonization. Joint enforcement operations, bilateral or regional emergency response exercises, and technical exchange projects are conducted, building trust and operational links between authorities. These activities show that countries can work together effectively on dangerous goods supervision, laying the groundwork for lasting regional integration in this field.

Focus in 2028*:* The year 2028 is dedicated to consolidating and optimising the operational systems introduced. Emphasis is placed on fine-tuning enforcement practices based on data and experience from 2027, ensuring that risk-based inspection regimes are effective and proportional. Regional Partners work on formalising advanced cooperation protocols (for information exchange, mutual assistance in inspections, etc.) and on securing the sustainability of their TDG systems – including stable funding mechanisms, integration of TDG oversight into broader transport safety programs, and routine updating of legislation to keep pace with biennial ADR/RID/ADN amendments. By the end of 2028, all partners should be moving from an implementation mode to a maintenance and continuous-improvement mode for dangerous goods transport safety.

2027-2028 Key Milestones:

Milestone	Description/ Expected Outcome	Deadline	Responsible Entity
Full compliance with TDG directives	All Regional Partners achieve full implementation of Directive 2008/68/EC, Directive (EU) 2022/1999 (reflecting the revised EU roadside inspection checklist and updated infringement categories introduced by 2025/1801), and Directive 2010/35/EU (with Serbia and Montenegro having set early benchmarks through comprehensive alignment).	31 December 2028	Regional Partners / Competent Authorities
Biennial reporting under Directive (EU) 2022/1999	All Regional Partners fulfil biennial reporting obligations to the European Commission via the Transport Community Secretariat (for onward transmission to the European Commission), beginning in 2027.	Starting 2027	Regional Partners / TDG Focal Points
Market surveillance under Directive 2010/35/EU fully operational	National systems for supervision of transportable pressure equipment established and functioning.	31 December2028	Regional Partners / Market Surveillance Authorities
Intensified cross-border cooperation and joint inspections	Regular participation in regional or bilateral joint enforcement and emergency response activities.	Continuous (2027–2028)	Regional Partners / TDG Technical Committee

9.3 Consolidation and Optimisation (2028)

The final year of the implementation period (2028) consolidates achievements and optimises the system, ensuring that all measures put in place are sustainable and that the region is prepared to adapt to evolving requirements or technologies. This phase emphasises performance enhancement, deepened regional cooperation, and institutional sustainability, while maintaining a high level of regulatory effectiveness.

- **Performance monitoring and improvement:** By 2028, comprehensive performance monitoring systems are in operation. Data on inspections, incidents, and compliance trends are continuously analysed to identify opportunities for increased efficiency and reduced administrative burden. These feedback loops allow authorities to make evidence-based adjustments to policies and procedures, ensuring the regulatory system remains effective and proportionate.
- **Advanced cooperation protocols:** Regional Partners, with the support of the Transport Community, develop and adopt advanced cooperation protocols for dangerous goods transport. These may include formal agreements on mutual recognition of inspection results, shared databases of non-compliances, or coordinated emergency response plans. Such protocols enable deeper integration while accommodating different national administrative models, and they address complex coordination challenges by establishing clear rules for collaboration.
- **Sustainable institutional frameworks:** Each Regional Partner works to ensure that the institutional and financial frameworks for TDG regulation are sustainable beyond the initial implementation period. This involves securing long-term budget allocations (including cost-recovery mechanisms where appropriate), maintaining trained personnel and retaining expertise, and setting up processes to automatically integrate future amendments of the EU acquis (e.g. new ADR/RID versions or EU directives) into national law. By institutionalising these practices, countries reduce reliance on external technical assistance and ensure the continuous alignment with EU standards.

By the end of 2028, the Western Balkan Regional Partners are expected to demonstrate full regulatory capability in the field of transport of dangerous goods. They will be managing TDG safety with effective, self-sustaining systems that mirror EU best practices. Cross-border cooperation is operating seamlessly, supporting broader Transport Community objectives and facilitating safe trade across the region. Meanwhile, the established technical expert networks continue to provide professional support and knowledge exchange, contributing to regional resilience and ensuring that the Western Balkans remain aligned with evolving European and international safety standards.

10. Conclusion and Way Forward

The implementation of EU transport of dangerous goods directives across the Transport Community region represents a significant undertaking that requires sustained commitment, coordinated action, and adaptive management. These Guidelines provide a comprehensive framework that balances ambitious objectives with realistic implementation pathways while recognizing the varying capacities and circumstances of Regional Partners.

Success depends fundamentally on political will and administrative commitment at the national level, supported by effective regional cooperation and targeted technical assistance. The phased implementation approach acknowledges that sustainable regulatory systems require solid foundations while maintaining momentum toward common objectives. Differentiated implementation tracks ensure that no Regional Partner is left behind while enabling advanced countries to serve as regional leaders and examples.

The integration of practical implementation tools, including detailed checklists and standardized reporting templates, transforms complex regulatory requirements into manageable tasks with clear completion criteria. These tools provide transparency for all stakeholders while enabling objective assessment of progress and identification of areas requiring additional attention or support.

Cross-sectoral cooperation mechanisms, particularly the framework for coordination with the Energy Community on battery storage systems, demonstrate the Transport Community's capacity to address emerging challenges while maintaining focus on core competencies. This approach provides value beyond traditional dangerous goods regulation while supporting broader EU policy objectives in renewable energy and climate change mitigation.

The emphasis on knowledge sharing, peer learning, and regional expert networks recognizes that sustainable capacity building requires ownership by Regional Partners while leveraging collective expertise and experience. This approach maximizes the impact of limited resources while building institutional relationships that support long-term regional integration.

Looking forward, the success of TDG directive implementation will provide valuable lessons for other areas of transport integration while demonstrating the effectiveness of the Transport Community's unique institutional model. The experience gained through this complex regulatory harmonisation will inform future regional integration efforts while contributing to broader understanding of how to bridge the gap between EU legal requirements and non-EU implementation capabilities.

The annual reporting cycle ensures continuous monitoring and improvement while providing accountability to political leadership and stakeholders. This systematic approach to performance assessment enables adaptive management that responds to changing circumstances while maintaining focus on essential objectives.

Ultimately, the safe and efficient transport of dangerous goods across the Western Balkans region requires more than regulatory compliance, it demands a culture of safety, technical competence, and regional cooperation that serves as a foundation for broader European integration. These Guidelines provide the roadmap for achieving this ambitious but essential objective.

Annex A – Implementation Checklists

The following directive-specific checklists provide objective, verifiable criteria for assessing implementation. Each Regional Partner and Observing Participant must report annually from 2026 on the completion of these items or establish a systematic reporting mechanism no later than 2027.

A.1 Directive 2008/68/EC – Inland Transport of Dangerous Goods

Legal Framework

- ☐ Transposition of Directive 2008/68/EC into national law, including amendments by 2024/1762 and 2025/149.
- ☐ Automatic update mechanism for ADR/RID/ADN biennial amendments.
- ☐ Formal designation of competent authorities for road, rail, and (where applicable) inland waterways.

Translation and Publication

- ☐ ADR, RID, ADN annexes translated into national languages.
- ☐ Official publication and free public access ensured.

DGSA System

- ☐ Examination and certification system for DGSAs.
- ☐ Register of certified advisers established and maintained.
- ☐ Reporting on number of DGSAs per 100 undertakings engaged in dangerous goods activities (as defined in ADR 1.4.2) (from 2026).

ADR Driver Training

- ☐ National approval of training providers.
- ☐ Regular audits of training quality.
- ☐ National register of ADR drivers (certified, renewed, withdrawn).
- ☐ Reporting on driver numbers (from 2026).

Vehicle and Equipment Approvals

- ☐ Type approval system for vehicles and tanks.
- ☐ Accreditation of inspection bodies.
- ☐ Public register of inspection bodies.
- ☐ Reporting on inspections conducted (from 2026).

Enforcement

- ☐ Risk-based roadside inspections under ADR provisions.
- ☐ Penalty system established, effective and dissuasive.

Emergency Response

- ☐ Protocols in place for dangerous goods accidents.
- ☐ Coordination with civil protection/emergency services.
- ☐ Participation in national and regional exercises (reporting from 2026, mechanism fully functional by 2028).

A.2 Directive 2022/1999/EU – Uniform Roadside Checks *(as amended by Decision (EU) 2024/1254 and Commission Delegated Directive (EU) 2025/1801*)*

Enforcement Structures

- ☐ Competent inspection authorities designated.
- ☐ Annual national enforcement plan prepared.

Inspector Training

- ☐ Initial and refresher training programmes established.
- ☐ Certification system operational.
- ☐ Reporting on percentage of certified inspectors (from 2026).

Equipment

- ☐ Availability of protective equipment.
- ☐ Availability of detection and sampling devices.
- ☐ IT tools for inspection data management.

Data Management

- ☐ Standardised checklists used in inspections.
- ☐ Revised EU roadside inspection checklist implemented (Directive (EU) 2025/1801).
- ☐ Updated infringement categories (Categories I–III) integrated into national enforcement procedures.
- ☐ Inspector training updated to the revised checklist and classification system.

- ☐ Quarterly reporting on roadside inspections using the revised EU roadside inspection checklist (Directive (EU) 2025/1801) (from 2026).
- ☐ Biennial reporting submitted via the Transport Community Secretariat for onward submission to the European Commission (first due 2027).

Cross-Border Cooperation

- ☐ Participation in joint inspections with neighbouring countries.
- ☐ Reporting on number of cross-border actions (from 2026).

A.3 Directive 2010/35/EU – Transportable Pressure Equipment

Market Surveillance

- ☐ Competent authority designated.
- ☐ Legal powers for inspections and corrective actions.
- ☐ Cooperation with customs established.
- ☐ Reporting on inspections per 1,000 units (from 2026).

Notified Bodies and Inspection Entities

- ☐ Notification system in place.
- ☐ Public register of notified bodies published.
- ☐ Annual audits of notified bodies (reporting from 2026, full system by 2028).

Conformity Assessment

- ☐ Procedures for initial approval, periodic inspection, exceptional checks.
- ☐ Pi-mark recognition system operational.
- ☐ Annual reporting on % of recognitions processed within deadlines (from 2027).

Non-Conforming Equipment

- ☐ Mechanism for identification and corrective action.
- ☐ Reporting on average response time from detection to action (from 2027).

Annex B – Annual Reporting Templates

Section A – Implementation Progress

- Transposition status of each directive.
- KPI progress (quarterly reportingfrom 2026).
- New/amended laws and administrative instructions.
- Staffing and institutional capacity developments.

Section B – Operational Performance

- Enforcement statistics (roadside inspections using the EU checklist, infringement categories I–III, sanctions).
- Training results (drivers, DGSAs, inspectors).
- Accidents/incidents: number, type, response time, lessons.
- Cross-border cooperation activities (joint inspections, exercises).

Section C – Challenges and Support Needs

- Obstacles in transposition, capacity, enforcement, translation.
- Technical assistance required (urgent or medium-term).
- Resource constraints (staff, budget, equipment).
- National solutions and proposed timelines.

Annex C – KPI Measurement Methodologies

Legal Framework Completeness

- % of directive provisions transposed. Evidence: legal acts, gazette. Quarterly reportingfrom 2026.

Operational Capacity

- Staffing adequacy, % inspectors trained, equipment availability. Quarterly reportingfrom 2026. Systems in place by 2027–2028.

Translation Completeness

- % ADR/RID/ADN annexes translated and published. Quarterly reportingfrom 2026.

DGSA and Driver Certification

- Number of DGSAs per 100 undertakings engaged in dangerous goods activities (ADR 1.4.2).
- Number of ADR drivers certified/renewed/withdrawn.
- Quarterly reportingfrom 2026, registers operational by 2027.

Enforcement (Directive 2022/1999/EU, as amended by 2025/1801)

- % of roadside inspections performed using the revised EU roadside inspection checklist (Directive (EU) 2025/1801).
- % of inspections selected using a risk-based targeting methodology.
- % inspectors trained and certified in the updated checklist and infringement categories..
- Classification of detected infringements under Categories I–III.
- Quarterly reporting from 2026;

Market Surveillance (Directive 2010/35/EU)

- Inspections per 1,000 units.
- % notified bodies supervised.
- % Pi-mark recognitions processed within deadlines.
- Response time to non-conformities.
- Quarterly reportingfrom 2026; full reporting by 2028.