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Economic Commission for Europe

Inland Transport Committee

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Item 10 (l) of the provisional agenda

Strategic questions of a horizontal and cross-sectoral policy or regulatory nature:

Transport of dangerous goods

Regulatory review and revision processes for the multimodal harmonization of the transport of dangerous goods

I. Background

1. On a regular basis the secretariat prepares and publishes the following four publications on the transport of dangerous goods:
 - (a) the United Nations Recommendations on the Transport of Dangerous Goods, *Model Regulations*,
 - (b) the *Manual of Tests and Criteria*,
 - (c) the Agreement Concerning the International Carriage of Dangerous Goods by Road (*ADR*), and
 - (d) the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (*ADN*).
2. It also updates the Globally Harmonized System of Classification and Labelling of Chemicals (*GHS*), which provides harmonized classification and labelling criteria for hazardous chemicals for worldwide implementation, to protect human health and the environment during the handling, transport and use of these chemicals.
3. Revised editions of each of these publications are issued every two years. The regular review of the recommendations in the *GHS*, *Manual of Tests and Criteria* and *Model Regulations* are performed under the mandate of the Economic and Social Council (ECOSOC) and the implementation of the recommendations on the transport of dangerous goods into the regulations annexed to *ADR* and *ADN* are done under the ECE mandate.
4. The revised edition of the *Model Regulations* takes also into account new amendments to the Regulations for the Safe Transport of Radioactive Material (SSR-6), updated on a regular basis by the International Atomic Energy Agency (IAEA). The *Manual of Test and Criteria* is regularly updated to ensure alignment of the test provisions in conjunction with the *Model Regulations* and the *GHS*.
5. The recommendations for intermodal transport of dangerous goods are implemented worldwide at international and national level through the legal instruments regulating air, maritime and land transport under the responsibility of:

- (a) International Maritime Organization (IMO) through the International Maritime Dangerous Goods Code (IMDG code);
- (b) International Civil Aviation Organization (ICAO) through the Technical Instructions for the Safe Transport of Dangerous Goods by Air;
- (c) International Air Transport Association (IATA) through their Dangerous Goods Regulations;
- (d) Intergovernmental Organization for International Carriage by Rail through the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID); and
- (e) ECE through the Agreement concerning the International Carriage of Dangerous Goods by Road (*ADR*) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (*ADN*).

II. Revision process for the UN *Model Regulations*, the *Manual of Tests and Criteria* and the Globally Harmonized System of Classification and Labelling of Chemicals

6. The *Model Regulations* are updated by the Sub-Committee of Experts on the Transport of Dangerous Goods (Sub-Committee) whereas the *GHS* is developed by the Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals. Both subcommittees also review on a regular basis the *Manual of Test and Criteria* to align the test provisions and methods with the *Model Regulations* and the *GHS*. Both subcommittees are overseen by the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (Committee), which is a subsidiary body of ECOSOC. Each cycle takes two years, with four sessions per each of the subcommittees.

7. The Committee meets once per biennium. The last meeting took place in December 2022 and the Committee endorsed the reports of the subcommittees, including the amendments to the *Model Regulations*, the *Manual of Test and Criteria* and the *GHS*. It also approved the programme of work and calendar of meetings for the next biennium (see report [E/2023/56](#) on biennium 2021-2022) and prepared a draft resolution for ECOSOC (see [E/RES/2023/5](#)). This resolution contains among other matters, the mandate for the current biennium 2023-2024.

8. The report of the Committee and its annexes containing the consolidated amendments to the *Model Regulations*, the *Manual of Test and Criteria* and the *GHS* are published in the six official UN languages (see report [ST/SG/AC.10/50](#)) at the ECE website¹.

III. Revision process for the *ADR* and *ADN*

9. The *ADR* and *ADN* are binding legal agreements. They are updated in a two-year cycle which is offset one year with that of the *Model Regulations*.

10. Most of amendments originate directly from those to the *Model Regulations*. Furthermore, they are harmonized, as appropriate, by the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15/AC.1) with the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID). Nonetheless, the *ADR* has some provisions which are specific to the transport of dangerous goods by road, the *ADN* some text which is specific to inland navigation and RID some provisions specific to rail transport.

11. The RID/ADR/ADN Joint Meeting holds four sessions per biennium (in spring and autumn), taking place alternatively in Geneva and Bern. Its conclusions are then examined by the working parties overseeing the development of each of the three legal instruments

¹ <https://unece.org/publications/transport/dangerous%20goods>

(WP.15 in the case of *ADR*, WP.15/AC.2 for *ADN* and the RID Committee of Experts' standing working group for RID).

12. The Working Party on the Transport of Dangerous Goods (WP.15) and the ADN Safety Committee (WP.15/AC.2) meet each four times per biennium. They examine the recommendations from the RID/ADR/ADN Joint Meeting. WP.15 discusses the suggested provisions specific to the transport of dangerous goods by road. WP.15/AC.2 discusses those provisions which are specific to the transport of dangerous goods by inland waterways.

13. In November 2023, WP.15 requested the secretariat to prepare a consolidated list of draft amendments that it had adopted for entry into force on 1 January 2025 and requested its Chair to transmit the amendments to the Secretary-General. The Secretary-General will circulate the list of amendments to all ADR contracting parties on 1 July 2024 for final adoption. The secretariat prepares an updated version of ADR 2025 in English, French and Russian, which will be published before its entry into force. It is expected to also prepare, for the first time, a version of the ADR 2025 in Arabic.

14. The process for the publication of the ADN 2025 is very similar to the process for ADR 2025, but involving the ADN Safety Committee and the ADN Administrative Committee.
