



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.15/2006/19
4 August 2006

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Eighty-first session
Geneva, 25-27 October 2006
Item 3 of the provisional agenda

**INTERPRETATION OF THE EUROPEAN AGREEMENT CONCERNING THE
INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY ROAD (ADR)**

Missions of the safety adviser (paragraph 1.8.3.3)

Transmitted by the Government of Belgium

1. The Belgian Government has decided to review the safety adviser's activities and all the tasks assigned to him under 1.8.3.3. To this end, a databank of undertakings and their advisers is useful. A total of 2,575 undertakings are listed. They encompass a broad range, including manufacturers whose output is packaged or loaded into tanks, repackaging companies and warehouses involved exclusively in handling operations.

2. Thus an inspection system operates at the factories where the competent authorities (i.e. officials from the dangerous goods service) consult with the safety advisers. The questionnaire used focuses on:

1. General information about the undertaking, e.g. type of activity, mode of transport, goods, number of vehicles loaded per month;
2. Staff training (para. 8.2.3);

3. Procedures to be implemented by the safety adviser. In the course of each visit, the shipper is reminded of the obligation to inspect documentation, including the driver's certificate, and visually to inspect vehicles prior to loading (para. 7.5.1). Checklists are used by the safety adviser or by staff;
 4. Measures to alert the emergency services in the event of an accident.
3. The second part of the inspection consists of on-site contacts with incoming vehicle controllers, the purchasing manager for packaging, the stock clerk, tank operators and laboratory staff.
4. The final part of the inspection is a report containing a list of suggested improvements to be made in consultation with the safety adviser and management.
5. This arrangement has been warmly welcomed, first of all by undertakings and above all by safety advisers who have access to the data contained in the report. Thus, for example when applying procedures, the safety adviser can count on the inspector's support in dealings with the management. The arrangement benefits inspectors too, for it enables them to gain an overview of certain aspects that cannot be monitored on the road and sometimes pose compliance problems for shippers, e.g. ullage condition of the tank (the 20%-80% rule), inspecting the condition of the tank (cleanliness certificate), chemical compatibility of plastic packaging, liability, training and compliance with load stability regulations.
