

**Road Map for Accession to and  
Implementation of the Agreement  
concerning the International Carriage  
of Dangerous Goods by Road (ADR)**



**UNECE**

# **Road Map for Accession to and Implementation of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)**



**UNITED NATIONS**

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Background document showing hazard labels and hazard statements for dangerous goods.

Hazard Class	Label	Hazard Statement
1	Explosive	Explosive
2.1	Flammable Gas	Highly flammable gas
2.2	Non-flammable, non-toxic Gas	Compressed gas
2.3	Flammable Liquid	Highly flammable liquid
2.4	Flammable Solid	Highly flammable solid
3	Toxic	Toxic
4.1	Flammable	Highly flammable
4.2	Corrosive	Corrosive
5.1	Oxidizing	Highly oxidizing
5.2	Toxic	Toxic
6.1	Infectious	Infectious
6.2	Toxic	Toxic
7	Radioactive	Radioactive
8	Corrosive	Corrosive
9	Hazardous	Hazardous

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE  
Agreement concerning the International Carriage of Dangerous Goods by Road

# ADR 2023

Volume I



# INTRODUCTION

Road traffic accidents may cause death, injury or damage to property and the environment. The consequences may be even more serious when dangerous goods such as fuel, gas, fertilizers, or other industrial chemicals are involved. The spillage or exposure to an explosion, fire or toxic cloud may be disastrous for people and the environment. Fortunately, solutions exist to reduce these risks.

*The Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) is a well-established United Nations instrument that has supported the prevention of such accidents and reduced the severity of their consequences. ADR provisions are the result of more than 50 years of best practices in the transport of dangerous goods on roads.*

Incidents involving ADR-approved vehicles carrying dangerous goods often result in no or minimum spillage, no people injured—and in many cases—no significant damage to the cargo, people or environment. Inversely, accidents involving vehicles, cargo and crew not in compliance with ADR requirements, often result in catastrophic consequences.

*The key purpose of ADR is to ensure safety during the transport of dangerous goods and to minimize the risk and consequences of accidents during transport operations.*

Initially adopted as the “European Agreement Concerning the International Carriage of Dangerous Goods by Road”, it entered into force on 29 January 1968. It is open to accession by all United Nations Member States. Acknowledging that the “European” title of the agreement had proven to be a barrier for accession for a number of interested non-European countries, in 2019 contracting parties adopted an amendment to change its title to “Agreement concerning the International Carriage of Dangerous Goods by Road”, removing the “European” prefix.

ADR provisions are harmonized with those applicable to transport of dangerous goods by air, maritime routes, rail and inland waterway based on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations. This helps to ensure safety throughout a multimodal or intermodal journey without creating unnecessary barriers and delays and simplifies the necessary checks and trans-shipment operations, speeding up the process of loading goods.

# CONTENTS

ADR contains:

- General principles for accepting dangerous goods in international carriage by road;
- Carriage conditions;
- Conditions for derogations (special agreements);
- Conditions for application of additional rules (for reasons other than safety during carriage);
- Procedure for solving disputes;
- Two technical annexes regularly amended since 1968:

Annex A contains the provisions related to the goods (classification, packing, labelling, documentation, construction, testing and approval of packagings/tanks, carriage operations) (Parts 1 to 7).

Annex B contains the provisions for the vehicle crew (training, equipment) and for the vehicle (construction, equipment and operation conditions) (Parts 8 and 9).

The electronic files of ADR in English, French and Russian may be consulted on the Economic Commission for Europe Sustainable Transport Division’s website: <https://unece.org/about-adr>.

# 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT

## ROAD SAFETY

Road safety was specifically addressed in the 2030 Agenda for Sustainable Development adopted on 25 September 2015 by the United Nations General Assembly in resolution 70/1 “Transforming our world: the 2030 Agenda for Sustainable Development”. Target 3.6 seeks to halve the number of global deaths and injuries from road traffic accidents by 2030. The United Nations General Assembly adopted [a new resolution \(A/RES/74/299\)](#) on road safety on 31 August 2020 reaffirming the key role of ADR in the United Nations Road Safety Strategy.

Indeed, one of the fundamental dimensions of road safety is to ensure the safe transport of dangerous goods. Road transport is essential for the distribution of these goods. It also represents a significant road safety risk.

*ADR offers high quality standards to be respected for the optimal prevention of the impacts of possible accidents.*

## CIRCULAR ECONOMY

Circular economy principles are also critical to achieving the Sustainable Development Goals. They involve reusing, repairing and recycling existing materials and products, reducing waste and replacing non-renewable resources with renewable ones.

The priority sectors to achieve a circular economy are: packaging, electrical and electronic equipment and batteries, transport and chemicals.

ADR and the work of the Working Party on the Transport of Dangerous Goods that administers ADR have direct influence on these sectors including on product and containment designs, reuse and recycling of packagings, movement of waste classified as dangerous and waste collection programs.

Work is also ongoing in the Working Party to cover in ADR more efficient engines and propulsion systems and allow the safe use of alternative energy sources, including biofuels and batteries. The provisions of ADR include provisions for the safe transport of batteries and fuel cells for recycling or disposal, including when used or damaged.

ADR provisions envisage a “cradle-to-grave” approach for dangerous goods, as they address not only their design, construction, remanufacture, use, reuse and repair but also the transport of damaged or waste packaging for recycling or disposal.

# CONTRACTING PARTIES AND TERRITORIAL APPLICABILITY

On 22 September 2022, there were 54 contracting Parties to ADR: Albania, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kazakhstan, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Montenegro, Morocco, Netherlands, Nigeria, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Tunisia, Türkiye, Uganda, Ukraine, United Kingdom and Uzbekistan.

See up to date map at [ArcGIS Dashboards \(unece.org\)](https://arcgis.com/dashboard/unece).

The status of ADR may be consulted on the United Nations Treaty Collection website at [https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg\\_no=XI-B-14&chapter=11&clang=en](https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-14&chapter=11&clang=en)

ADR is one of many treaties open to all United Nations' Member States and applies to transport operations performed on the territory of at least two of its contracting parties.

Since 1 January 1997 member States of the European Union apply the provisions of ADR to road transport of dangerous goods within and between their territories (Directive 94/55/EC replaced by Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, as amended).

A few other countries such as countries of the Common Market of the South (MERCOSUR), countries of the Andean Community and countries of the Association of Southeast Asian Nations (ASEAN) have also based their national or international regulations on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations and ADR.







# BENEFITS OF ACCEDING TO ADR

## HARMONIZATION AMONG INTERNATIONAL AGREEMENTS AND CONVENTIONS

ADR provisions are harmonized with those applicable to transport of dangerous goods by air, maritime routes, rail and inland waterway based on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations.

The transport of dangerous goods is necessarily regulated to prevent, as far as possible, accidents involving persons or property, or resulting in damage to the environment, other goods or the transport units. With different national legislations for the different modes of transport, international trade of chemicals and dangerous products would be seriously impeded, if not made impossible and unsafe.

Dangerous goods are also subject to other regulations, such as labour safety, consumer protection, storage, environment protection, etc.

Consistency between the numerous regulatory systems is ensured by the mechanisms developed by the United Nations for:

- the harmonization of hazard classification criteria and hazard communication tools (Globally Harmonized System of Classification and Labelling of Chemicals);
- the transport conditions for all modes for transport (United Nations Recommendations on the Transport of Dangerous Goods).

The transport of dangerous goods is governed by national and international regulations based, for the most part, on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations. The Model Regulations are prepared by the Subcommittee of Experts on the Transport of Dangerous Goods of the United Nations Economic and Social Council (ECOSOC), which is serviced by UNECE. Updated every two years, the Model Regulations are implemented worldwide for all modes of transport, through the applicable international legal instruments.

These recommendations contain the basic provisions for the safe carriage of dangerous goods:

- classification and identification of dangerous goods;
- packing conditions (including standards for packaging and tank construction);
- labelling, marking and placarding of packages and transport equipment; and
- transport documentation.

The form of “Model Regulations” envisages application in all modes of transport and is available in the six official languages of the United Nations (Arabic, Chinese, English, French, Russian and Spanish). This allows:

- direct integration into all modal, national and international regulations and easier updating;
- improved harmonization between the regulations that govern the transport of dangerous goods;
- overall resource savings for the Governments of the Member States, the United Nations and other international organizations;
- improved “user-friendliness” of the regulations;
- a better identification of responsibilities in transport operations; and
- improved compliance with the regulations in multimodal operations.

Most countries in the world involved in maritime transport, including Economic Commission for Europe’s countries, are party to the International Convention for the Safety of Life at Sea (SOLAS 74), and are bound to apply the International Maritime Dangerous Goods (IMDG) Code for maritime transport.

Similarly, parties to the Convention on International Civil Aviation apply the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by air (ICAO TIs).

The three main regulations in inland modes of transport that are in force in and beyond the Economic Commission for Europe's region are ADR for road transport, the Regulations concerning the International Transport of Dangerous Goods by Rail (RID) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

The three are based on the Model Regulations, and then supplemented by requirements specific to each mode of transport.

RID, ADR and ADN contain the seven parts of the Model Regulations and additional chapters for RID/ADR tanks, specific provisions for carriage by road, rail, and inland waterways, and for loading and unloading vehicles, wagons and vessels. In addition, Part 8 of ADR concerns requirements for vehicle crews, equipment, operation and documentation, and Part 9 concerns the construction and approval of vehicles.

## SAFETY AND SECURITY

### High level of safety and security during carriage of dangerous goods

ADR provisions are developed to prevent accidents during loading, transport and unloading, and to mitigate as much as possible the effects should an incident or accident occur.

### Safe behaviour of road users

Capacity-building activities and training are key components of road safety. ADR contains detailed provisions for the training of personnel involved in the transport operations of dangerous goods, according to their duties and obligations. This includes, for instance, drivers, vehicle crew and safety advisers. ADR training provisions intend to enable them to act safely in their functions and to take appropriate measures to protect themselves, and to avoid or prevent damage or risk to people or environment in the event of an incident.

### Safe vehicles

The provisions of ADR aim to ensure that the cargo is transported safely. Tank-vehicles and vehicles for the carriage of explosives should meet specific construction requirements (e.g. in relation to braking systems, electrical installations, stability). ADR vehicles undergo an annual inspection to certify that they are roadworthy and that they conform to the ADR prescriptions.

Vehicles used for the transport of dangerous goods must also carry specific safety equipment including fire extinguishers and protective equipment such as masks and gloves.

### Safe road infrastructure

ADR vehicles may be subject to specific traffic restrictions defined locally when special risks pertain to certain restricted locations. This includes special speed limitations, additional provisions, or restrictions for special structures like bridges or areas with special local risks and restrictions for the transport of dangerous goods on specific days.

After major accidents in the alpine tunnels in 1999 (Montblanc, Tauern) and 2001 (Gotthard) – which incidentally were not caused by the transport of dangerous goods – the concern for the transport of dangerous goods in tunnels increased and resulted in the addition of specific restrictions in ADR for tunnels.

### Post-crash care

Harmonized hazard communication, appropriate signage of the vehicle carrying dangerous goods and standardized instructions in writing in accordance with ADR help to ensure a rapid, effective and appropriate emergency response in the case of accidents.

Regular amendments to ADR also stem from reviews of the consequences of incidents and accidents. The reviews highlight the limitations in the existing regulations when real world experience is gained.

## TRADE AND BORDER-CROSSING FACILITATION

ADR is an important tool for trade and border-crossing facilitation.

It allows carriers of one country as a contracting party to carry dangerous goods from its origin country through and to any other country contracting party without additional requirements imposed by transit or destination countries. Nonetheless, transport operations remain subject to national or international regulations applicable in general to road traffic, international road transport and international trade.

Countries contracting parties to ADR share common requirements for the transport of dangerous goods. This simplifies transport operations between these countries, in particular to and from the European Union, and to and from the closest signatory countries. These simplified procedures, combined with increased transport safety, strengthen transport and help promote commercial and economic development in the regions in question.

## TRUST, CONFIDENCE AND MUTUAL RECOGNITION

The status of contracting party to ADR implies mutual recognition of certificates and approvals issued by ADR Competent authorities such as: vehicle certificates of approval, tank type approvals or driver's training certificates.

This facilitates controls and road checks and allows businesses in ADR countries to extend their foreign trade relations and expand their market.

ADR facilitates negotiation and mutual trust between contracting parties. It provides a framework for administrative controls and mutual administrative support.

The Working Party on the Transport of Dangerous Goods that administers ADR (see below) encourages dialogue and communication between competent authorities.

Article 11 of ADR defines a procedure for solving disputes between contracting parties.



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# INTERNATIONAL ADMINISTRATION OF ADR

The Working Party on the Transport of Dangerous Goods focuses on safety and security in the carriage of dangerous goods. A main part of its work is reviewing the development and updating of ADR. The implementation and interpretation of ADR are also discussed in the sessions.

The Working Party then adopts draft amendments to the technical annexes of ADR which are proposed to contracting parties for final adoption and entry into force, according to the legal procedure of treaties.

The rules of procedure of the Working Party are in document [ECE/TRANS/WP.15/190/Add.1](#). Any country as a member of the United Nations can participate in its activities. All Economic Commission for Europe's member States, even those which are not contracting parties to ADR, may vote on proposals to amend ADR. Non-Economic Commission for Europe's countries which are contracting parties to ADR may also vote on these proposals.

The Working Party normally meets twice a year. It unites around 60 participants per session who represent contracting parties, their competent authorities, other countries, specialized agencies, intergovernmental organizations and non-governmental organizations. Countries intending to accede to ADR are welcome to participate in the sessions of the Working Party.

Information on the meetings (schedules, agendas, documentation and reports) is free and unrestricted on the Economic Commission for Europe's website: <https://unece.org/info/events/unece-meetings-and-events/transport/dangerous%20goods>.

Provisions which are common to RID, ADR and ADN are first discussed and developed in the Intergovernmental Organisation for International Carriage by Rail (OTIF) and Economic Commission for Europe's "Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods". The provisions are then proposed to the Working Party on the Transport of Dangerous Goods for endorsement before final adoption.

Participation in the sessions of the Working Party and the Joint Meeting is the best way to meet peers, exchange experiences and discuss implementation issues. It is important for representatives of contracting parties and of industry to be part of the early stages of the process of adopting new amendments, so that the impact of the amendments on regulations can be anticipated in each country.

All countries contracting parties to ADR have equal opportunities to intervene in future developments of ADR by presenting proposals of amendments and thus have a say in future changes in the regulations. In addition, they can participate in the decision-making process on proposals presented by other countries.

Business companies involved in shipping and transport of dangerous goods can also follow the work of the Working Party through the non-governmental organizations that represent them in the meetings and through the meeting documentation publicly available. This represents an advantage for all those involved in chemical and transport sector since they can know which standards will govern the sector in the years to come and can anticipate future regulatory changes.

*It is recommended that all countries – which are contracting party to ADR, which wish to accede to ADR, or which apply or intend to apply the provisions of ADR annexes as national regulations – participate in these meetings.*



# LANGUAGES

The authentic texts of ADR are in English and French for the agreement itself, and French only for the requirements in the annexes A and B (Parts 1 to 9). As stipulated in the agreement, the Secretary-General as depositary of ADR, prepares and updates an authoritative translation of the annexes into English. The Economic Commission for Europe also produces a Russian version of ADR, but the translation is not of authoritative status.

Translations into national languages other than French, English and Russian are prepared by the contracting parties themselves, bearing in mind that most of the ADR text originates from the Model Regulations which are available in the six United Nations languages.

# STEPS TO ACCESSION

## FORMAL AND STRUCTURED NATIONAL COORDINATION

Some products such as industrial chemicals, pesticides, ammunitions, explosive materials used for quarrying, radioactive materials and sources, wastes or medical products fall under the scope of ADR and may be already regulated by different ministries, authorities or other bodies. These bodies should be identified and be invited to participate in the process of accession to ADR.

A non-exhaustive list would include ministries, authorities and bodies in charge of transport, road control and inspection, training of drivers, industry, home affairs, environment, trade, defence, finance, agriculture, labour, science, education, public health, nuclear safety.

Representatives of the private sector and of associations should also participate and be consulted if possible as the users of the regulations: chemical/petroleum/gas industry; transport sector; packaging/tank/vehicle manufacturers; worker's unions, associations for the prevention of accidents in the workplace, training bodies, etc.

All participation in the process of accession should be organized and formally coordinated.

## PRELIMINARY STEPS

To implement ADR, each State should:

- Develop procedures for translation of the authentic text and amendments, procedures for road and site checks, administrative practices for enforcement, methods for tracking updates;
- Define a timetable for the entry into force, with transitional periods as necessary;
- Establish the specific implementation bodies;
- Designate the authorities competent for:
  - classification of goods;
  - approval, testing and certification of packaging, tanks and vehicles;
  - training and certification of drivers and dangerous goods safety advisers; etc.

These competencies may be attributed to a single administrative authority which can also oversee other modes of transport of dangerous goods;

- Ensure the competent authorities' officers are appropriately trained and have defined procedures for the certificates that they may deliver, in accordance with ADR.



- Designate a coordination focal point for national implementation and cooperation with the other States (through the Economic Commission for Europe's Working Party on the Transport of Dangerous Goods) considering the availability of expertise and resources. The focal point may be the representative at international meetings and, in that case, perhaps given the authority to take decisions on its behalf;
- Provide the necessary financial and human resources to ensure participation of experts in the sessions of the appropriate international bodies responsible for the development of the regulations and of the standards supporting these regulations.

## RULEMAKING

The national coordination body should develop or adapt existing national legislation/regulations that are related to the international transport of dangerous goods, to align with ADR. Existing regulations which may overlap with ADR should be evaluated: regulations for security, waste, tunnels, postal services, transport of dangerous goods by other modes, road safety, traffic restrictions, etc.

To facilitate the implementation of ADR, it is recommended to align the legislation applicable to the national transport of dangerous goods with ADR as far as possible.

## ACCESSION

Information on the steps to accede to an international treaty may be found in the Treaty Handbook which was prepared by the Treaty Section of the Office of Legal Affairs. The Treaty Handbook is available in the six official languages of the United Nations at:

[https://treaties.un.org/pages/Resource.aspx?path=Publication/TH/Page1\\_en.xml](https://treaties.un.org/pages/Resource.aspx?path=Publication/TH/Page1_en.xml)

A model instrument of accession can be consulted in the Treaty Handbook.

There are no costs associated with the accession procedure.

The formal ratification of ADR begins with the deposition of an instrument of accession with the Secretary-General of the United Nations.

The procedure should accord with the national law/constitution in consultation with the administrations of competency in international affairs (e.g. Department of the International Relations or Ministry of Foreign Affairs).

The Head of State or Government or the Minister of Foreign Affairs or a person exercising the power of one of these authorities *ad interim* will sign the instrument of accession which is then deposited with the Secretary-General.

**All member States intending to accede to ADR are invited to deposit, at the same time, an instrument of accession to ADR and to the Protocol of amendment of 1993** – amending article 1 (a), articles 14 (1) and article 14 (3) (b) of ADR. The Protocol will enter into force only when all contracting parties to ADR would be also parties to the Protocol. It will particularly enable to simplify the procedure for the notification of amendments to the Annexes of ADR and to reduce the necessary period for this notification.

The text of the Protocol of amendment and its status may be consulted at [https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg\\_no=XI-B-14-b&chapter=11&clang=\\_en](https://treaties.un.org/Pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-B-14-b&chapter=11&clang=_en).

## ENTRY INTO FORCE

ADR enters into force for the acceding State one month after the deposition of the instrument of accession. Ratification binds a State to legally implement the Agreement, subject to valid reservations, understandings and declarations.

The ratification of ADR should not negatively impact any existing bilateral or multilateral trade relations between countries: trade with neighbouring countries may imply temporary derogations from the requirements of ADR which may be negotiated on a case-by-case basis with other contracting parties (Article 4, paragraph 3 of ADR and section 1.5.1 of Annex A), if safety is not compromised.

Annex I reproduces the procedure for the signature and notification of such bilateral or multilateral agreements.

Vehicles and tank-vehicles in circulation in a country may continue to be used for domestic traffic after the country becomes an ADR contracting party. These vehicles cannot be used for international transport to other ADR contracting parties if they don't conform to ADR requirements. However, the ADR competent authority can conclude bilateral or multilateral agreement with the competent authorities of other ADR contracting parties to allow their temporary use under specified conditions.

ADR provisions for tanks and vehicles guaranty a high level of safety. A two-step approach to improve road safety could be: 1) to require new vehicles and tank-vehicles in the acceding country to comply with ADR provisions and 2) to establish a transitional period during which existing vehicles and tank-vehicles conforming to key safety standards (to be defined at national or regional level) could continue to be used for a limited time.





Heißluftschla...

# PRACTICAL CONSEQUENCES OF ACCESSION TO ADR

The annexes to ADR contain the technical conditions of transport which must be observed by the parties involved. Each contracting party is responsible for establishing the necessary administrative structures to implement ADR in the country, for example, for the examinations of drivers to obtain an ADR training certificate, of dangerous goods safety advisers, for the approval of packaging manufactured in the country, for the approval of vehicles, for organization of controls, etc.

The text of ADR may be consulted on the Economic Commission for Europe's website.  
See <https://unece.org/about-adr>.

For administrations, the most important parts are Parts 1 and 6 on the approval of packaging, tanks, etc., Chapter 8.2 on the training of drivers and Part 9 on the approval of vehicles.

## UPDATES

Annexes A and B of ADR are regularly amended and updated in accordance with the decisions of the Working Party on the Transport of Dangerous Goods and of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods.

A follow-up mechanism should be set up. This implies, *inter alia*, regular participation in the sessions of the Working Party on the Transport of Dangerous Goods and of the Joint Meeting, informing stakeholders and establishing procedures to implement the amendments adopted every two years by the contracting parties.

## DESIGNATION AND APPROVAL OF COMPETENT AUTHORITIES AND OF DESIGNATED BODIES

Competent authorities, training institutes, examination bodies, packaging or tank testing institutes and vehicle approval agencies are designated and approved solely by the contracting parties. The Economic Commission for Europe is not involved.

In countries administered in regions, it is recommended that the competent authority be defined at the national level.

Section 1.8.3 of ADR asks contracting parties to communicate to the Economic Commission for Europe the addresses of the designated competent authorities and bodies, in accordance with the national laws, to implement ADR. See Annex II for the information to be communicated to the Economic Commission for Europe's secretariat.

The latest list of competent authorities and contact details from the contracting parties is posted at <https://unece.org/transport/dangerous-goods/country-information-competent-authorities-notifications>.

## ISSUANCE OF CERTIFICATES

ADR may require that certificates are recognized by other contracting parties, as is the case for the approval of tanks or packaging, type approval of vehicles, certificates for the training of drivers, etc. A designated national organization to oversee the issuance of these certificates may be useful and should include a mechanism for appropriate data collection. Certificates may also be issued by local agencies or authorities. Here, a central authority should ensure harmonization and collect the necessary data.

Paragraph 8.2.2.8.5 of ADR stipulates that contracting parties provide the Economic Commission for Europe's secretariat with an example of the ADR drivers' training certificates of their countries. Contracting parties should also provide explanatory notes that allows verification if the certificates are conform with the examples. See Annex II for the information to be communicated to the Economic Commission for Europe's secretariat.

These models and complementary information are at <https://unece.org/adr-certificates-0>.

## CONTROLS AND COMPLIANCE

ADR is an Agreement between States without an overall authority of enforcement. In practice, highway checks are carried out by the competent authorities of contracting parties, and non-compliance may result in legal action by national authorities for offences according to domestic legislation.

Controls or other enforcement actions are normally under the direct responsibility of specifically designated national authorities. The number of controls and the degree of penalty for infringements may vary considerably from one country to the other, but controls are deemed necessary to ensure compliance. They are also an effective indicator of problems related to safety in the transport of dangerous goods or of the feasibility of regulations, and useful for the Working Party on the Transport of Dangerous Goods and the Joint Meeting to work on improvements.

Procedures for checks and methods to prevent, identify, monitor and manage infringement should be defined.

## PROCEDURES FOR ACCIDENTS

In the handling of dangerous goods, accidents often necessitate different emergency response and procedures for the mutual exchange of information, and a coordinated approach should be ensured. Cooperation between neighbouring States should also be examined.

Procedures for emergencies could involve programs and advanced applications and technologies of information and communication (Intelligent Transport Systems technology) that can trace and track dangerous goods. This includes emergency vehicle notification and default detection.

Reports on serious accidents or emergencies that may occur during the loading, filling, carriage or unloading of dangerous goods are mandatory under ADR. Paragraph 1.8.5 therein stipulates that the loader, filler, carrier, or consignee, as appropriate, must submit a report to the competent authority of the country where the emergency took place.

# CONCLUSIONS

Accession to ADR and a complete implementation of the provisions of Annexes A and B for international transport would help countries avoid the time-consuming and costly process of developing and updating separate regulations for the transport of dangerous goods. The provisions of ADR have proven successful in ensuring safety and security and are aligned with regulations of other transport modes.

Problems with compliance may occur in countries where the requirements of international transport differ from those of national or domestic transport. Problems may involve implementation, compliance with safety and security provisions or road checks. Alignment of the regulations of national transport of dangerous goods and of national vehicle safety standards on ADR is especially recommended and is a proven asset for improved road safety.

*Countries aiming to achieve a high level of safety and security in the transport of dangerous goods and road safety in general, are welcome to join and fully implement ADR, as well as support the road safety targets of the Sustainable Development Goals.*

# ADDITIONAL INFORMATION

Queries of the application of ADR should be directed to the relevant competent authority. Additional information is available on the Economic Commission for Europe Transport Division website: <https://unece.org/transport/dangerous-goods>.

The website is regularly updated and contains:

- General information on ADR
- Agreement
- Protocol of signature
- Status of ADR
- Depositary notifications
- Country information (competent authorities, notifications)
- Language versions (ADR, instructions in writing)
- Multilateral agreements
- Current and previous versions of ADR (files) and amendments
- Publication details and Corrigenda

For questions of interpretation on the ADR provisions, the national competent authorities for ADR should be consulted. See <https://unece.org/transport/dangerous-goods/country-information-competent-authorities-notifications>.

# ANNEX I

## PROCEDURES TO BE FOLLOWED FOR THE COMMUNICATION OF MULTILATERAL AGREEMENTS CONCLUDED IN ACCORDANCE WITH SECTION 1.5.1 OF ANNEX A OF ADR

- (1) The initiating country contacts the secretariat and informs it of its intention to initiate a multilateral agreement, the draft of which it transmits by **e-mail or by mail**.
- (2) The secretariat registers the title of the draft agreement and assigns it a serial number which it communicates immediately to the initiating country.
- (3) The initiating country includes the serial number in the heading of the draft agreement (e.g. "Multilateral agreement M252") and then proposes it to the other Contracting Parties to ADR.
- (4) As soon as the initiating country has reached agreement with the parties concerned on the final version of the clauses of the multilateral agreement, it transmits its signed copy to the secretariat in hard copy and/or electronically and transmits unsigned copies to the other Contracting Parties to ADR.
- (5) Each signatory country returns its signed copy to the initiating country and transmits a signed copy to the secretariat.
- (6) As soon as the secretariat receives the copy signed by a second signatory, the agreement is entered in a database which may be consulted on Internet (<https://unece.org/adr-multilateral-agreements>).
- (7) Each Contracting Party which revokes an agreement shall immediately so inform the secretariat.
- (8) The final clause of a multilateral agreement should be worded as follows:

*"This agreement shall be valid until (...) \* for the carriage on the territories of those ADR Contracting Parties signatory to this agreement. If it is revoked before then by one of the signatories, it shall remain valid until the above mentioned date only for carriage on the territories of those ADR Contracting Parties signatory to this agreement which have not revoked it.*

*(date ...) \*\**

*The competent authority for ADR of ... .. (Signature) "*

- (9) Where a signatory country signs a multilateral agreement with reservations regarding its application, these reservations shall be expressly mentioned in the copy which it transmits to the secretariat.

\* Date of expiry of the multilateral agreement which must be indicated by the initiating country in the final version it transmits to the secretariat and to the other Contracting Parties in accordance with paragraph (4) above. This date of expiry must correspond to a maximum period of validity of five years as from the date of signature by the initiating country.

\*\* Date of signature for each country concerned.

# ANNEX II

## LIST OF INFORMATION TO BE NOTIFIED TO THE ECONOMIC COMMISSION FOR EUROPE'S SECRETARIAT

Notifications to the Economic Commission for Europe's secretariat	Reference in the annexes of ADR
Agreements for vehicles conveyed otherwise than by road haulage	<b>1.1.4.5</b>
Derogations as regards the transfer of the safety obligations of the participants	<b>1.4.1.3</b>
Temporary derogations from the requirements of ADR (bilateral or multilateral agreements)	<b>1.5.1</b>
List of competent authorities and bodies designated by them	<b>1.8.4</b>
Notifications of occurrences involving dangerous goods	<b>1.8.5</b>
Reference to the list of inspection bodies approved by the competent authority (ADR applicable as from 1 January 2023)	<b>1.8.6.2.4.2</b>
Additional provisions applying to vehicles engaged in the international carriage of dangerous goods (additional safety requirements or restrictions concerning vehicles using certain structures such as bridges, vehicles using combined transport modes such as ferries or trains, or vehicles entering or leaving ports or other transport terminals / Restrictions on movement of dangerous goods traffic on certain days of the week or year)	<b>1.9.3 (a) and (d)</b>
Restrictions to the passage of vehicles carrying dangerous goods through road tunnels	<b>1.9.5</b>
Competent authority approval for the carriage of damaged lithium batteries if not collected and presented for carriage for disposal	<b>Chapter 3.3, Special provision 661</b>
Translated versions of the instructions in writing	<b>5.4.3</b>
List of technical codes recognised by the competent authority for non-UN pressure receptacles not designed, constructed and tested according to referenced standards	<b>6.2.5</b>
List of technical codes recognised by the competent authority for tanks which are not designed, constructed and tested according to referenced standards	<b>6.8.2.7</b>
List of technical codes recognised by the competent authority for battery-vehicles and multiple-element gas containers which are not designed, constructed and tested according to referenced standards	<b>6.8.3.7</b>
ADR driver training certificates and explanatory notes to enable the verification of conformity of certificates	<b>8.2.2.8.6</b>



# Road Map for Accession to and Implementation of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

The Road Map contains information for experts and legal advisers in transport ministries and departments, as well as for other relevant ministries (e.g. environment, interior, foreign affairs), presidential administrations and national parliaments in countries interested in becoming contracting parties to ADR. It also aims to provide useful information to the contracting parties to ADR during the implementation process.

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