



14th session – Technical Committee on Transport of Dangerous Goods

Hybrid Session – Ramada hotel and MS TEAMS

20 June 2024 10:00-17:00

Final Conclusions

1. The agenda of the meeting was adopted as presented.
2. The Technical Committee on Transport of Dangerous Goods (TCTDG) was opened by Transport Community Permanent Secretariat's Director, Matej Zakonjšek, who reiterated that ADR for road, RID for rail and ADN for inland navigation will be changing from 1 January 2025. All administrations applying these rules to domestic transport should translate them, ideally within the 6 months ahead. If not, the six months transitional period in which ADR 2023 and 2025 can apply in parallel could be used to this end. He also underlined the importance of changes in the agreements, particularly those concerning the evolution of batteries. He welcomed the ongoing cooperation with the Energy Community concerning the Battery Regulation whose most recent amendment is expected to enter into force in 2025, as well as the efforts of universities and other authorities in related fields to develop projects reflecting upon the dynamic field of dangerous goods. He also announced the discussion about the follow-up of the 112 and eCall event held in Skopje in February 2024 on the next session of the Regional Steering Committee, 11 July 2024.
3. Roberto Ferravante, Senior Expert - C.2 Road Safety, DG MOVE, briefly presented the latest developments of the European Commission in the context of transport of dangerous goods. Even years, when the new editions of the international agreements are being adopted are the busiest in the Agenda of the Commission, due to adoption procedures being developed in relation to the new versions of ADR, RID and ADN.
4. He presented the recently adopted Council Decision (EU) 2024/1315 of 22 April 2024 on the position to be taken on behalf of the EU at the 58th session of the Committee of Experts for the Carriage of Dangerous Goods of the Intergovernmental Organization for International Carriage by Rail as regards the amendment of Appendix C to the Convention concerning International Carriage by Rail (OJ L, 15.05.2024) and the fact that the Commission used it in order to exercise on behalf of the Member States the voting rights on the occasion of the vote in the RID Committee of Experts of 23 May 2024 for RID 2025. Similarly, a Council Decision is planned to be adopted for ADR and ADN 2025 as soon as the notifications will be made available by the UNECE Secretariat. These Council Decisions are effects of the ECJ Case C-399/12 International Organisation of Vine and Wine (OIV)¹.
5. A brief presentation was made also to the mechanism of adoption of Commission Implementing Decisions which allow Member States to derogate from ADR, RID and ADN in accordance with Article 6 (2) and (3) of Directive 2008/68/EC. These decisions are addressed to Member States only, and they are meant to allow for flexibility – e.g. France used for a long time flexible IBCs for transport of asbestos residues from demolition, thus derogation from ADR.
6. The most important legal document that will need to be adopted by the Commission during 2024 is the amendment to Directive 2008/68/EC, which will apply for national transport ADR, RID and ADN 2025. The Delegated Directive is expected in the last quarter of 2024.

¹Judgment of the Court (Grand Chamber), 7 October 2014. Federal Republic of Germany v Council of the European Union. Action for annulment — EU external action — Article 218(9) TFEU — Establishing the position to be adopted on behalf of the European Union in a body set up by an international agreement — International agreement to which the European Union is not a party — International Organisation of Vine and Wine (OIV) — 'Acts having legal effects' — OIV recommendations. ([Case C-399/12](#)).

7. A revision of the Annexes to Directive (EU) 2022/1999 is also foreseen to be adopted this year, in particular with regard to the Annex I the Checklist and Annex II the Infringements of this Directive. The internal consultation in the Commission is ongoing on an already finalized text within the TDG Expert Group, that will also be subject to public consultation sometime in the near future. Based on the results of this 4 weeks consultation procedure the amendment will be finalized as soon as possible.
8. The Commission also informed that view to simplification of EU law, the obligation of transport authorities to report the date which are also reported by the Institutes of Statistics has been removed via Decision (EU) 2024/1254². Member States and the Commission alike will continue to use in definition of their policies and/or reports the data provided by national institutes of statistics and Eurostat, as applicable. This Decision also changed the frequency of reports on checks – Member States will send their yearly reports every 2nd year, while the Commission will be reporting every 4th year to the European Parliament and the Council.
9. Monica Stanciu, TCT Secretariat’s Desk Officer for Transport of Dangerous Goods welcomed participants and representatives of the European Commission and thanked them for participation. She reiterated the importance of translating international agreements in TDG area to local languages by all authorities who have not completed it by now, highlighting that the 2025 version of RID is finalized and ADR notification of 2025 amendments is upcoming. In that regard, all the Regional Partners and Observing Participants were invited to follow the example of Kosovo^{*3} who translated ADR and RID.
10. Mr Lasha Chelidze representing the Land Transport Agency (LTA) of Ministry of Economy and Sustainable Development briefly presented Georgia’s approximation of Directive 2008/68/EC. His intervention depicted the steps taken in the process of publication of ADR into Georgian, and the overall context that generated this development. Georgia translated ADR 2023 and is currently looking into ways of development of the relevant activities. As a follow-up of the Workshop in Tirana in October 2024, a study visit was requested via TAIEX in order to understand better the way the Human Environment and Transport Inspectorate (ILT) functions. The Study visit in July 2024 will offer an opportunity to see how to further develop works in this field, as LTA is currently looking into strengthening its enforcement capacities. The aim will be the introduction of staff members to enforcement Directive (EU) 2022/1999 in order to familiarized themselves with the good practice examples. It will be helpful in developing the law approximating this Directive.
A general Twinning project is ongoing on transposition of EU Acquis which is meant to integrate further into the EU and global transport market Georgia. LTA, as a technical regulator of the road transport sector, will be direct beneficiary of the Twinning Project. Four other public institutions will also be involved in this project. A relevant legislation package will be included in this support.
11. Monica Stanciu asked if the periodic and exceptional checks for tanks according to Directive 2010/35/EU on transportable pressure equipment are included. The policy issues related to checks on tanks could also be discussed within this project, but at a later stage.
12. However, in case Twinning would be possible, Monica Stanciu reminded the audience and the Georgian colleagues as well that it is a good solution for ensuring that a critical mass of officials in the administrations get trained on the different areas of ADR, RID and ADN. The TDG Committee members were invited to propose to their Governments that priority be given in IPA financing lines to TDG related projects governed by Ministries or relevant technical agencies, as applicable. In previous events organised with more recent EU Member states, such as Romania and Poland, it was mentioned that

² Decision (EU) 2024/1254 of the European Parliament and of the Council of 24 April 2024 amending Directives 2009/12/EC, 2009/33/EC and (EU) 2022/1999 of the European Parliament and of the Council and Council Directive 96/67/EC as regards certain reporting requirements in the fields of road transport and aviation, *OJ L*, 2024/1254, 30.4.2024.

^{*3} 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

they benefited from dedicated twinning programs for ADR only – i.e. Directive 2008/68/EC and Directive 2022/1999. As there will be further significant changes to Directive 2022/1999, as announced by the Commission, twinning facilitating these works or any sort of other technical assistance is more than welcome.

13. Mr Chelidze also informed that Georgia ~~started~~ is actively participating in the works of the UN Working Party on Transport of Dangerous Goods (WP.15), and that attendance to that meeting ~~allowed~~ see excellent peer exchange and clarification of the reasoning behind the changes which are upcoming in ADR 2025. LTA and the Ministry are currently considering the budget for translation of ADR 2025.
14. TCT Secretariat congratulated the Georgian delegation for their achievements and speeding up cooperation at international level and invited them to continue at the same pace which will facilitate further developments.
15. The Albanian delegation asked for the floor on the point dedicated to implementation of Directive 2008/68/EC to thank the Kosovo delegation for having shared the translation of ADR and RID. This will be used for further developments and most importantly for further training of all the relevant personnel in Albania.
16. Ms Aleksandra Bujaroska, Environmental Expert from the Energy Community Secretariat presented her organisations activities with regards to the Policy guidelines – Planning and permit-granting procedures for energy projects. The future for energy developments in the region is linked with the renewable acceleration areas where priority will be given to renewable energy plants that will need to produce energy, store it and introduce it in the energy grid. Battery storage facilities will need to be used in the Energy Community contracting parties and it was not clear how the Battery Regulation (EU) 2023/1542 and rules for transport of batteries according to Directive 2008/68/EC will impact this development. For the energy sector, a permit-granting procedure will be developed and the energy regulators were not aware about the rules applicable for transport of large battery storage systems. Monica Stanciu thanked the Energy Community for the question and explained that the transport rules for batteries are widely harmonized within the Sub-Committee of Experts for TDG (SCETDG) of the United Nations. The most significant part of the evolution of the rules in the past 10 years concerns the progress in terms of development of batteries, battery storage systems included. The next session of this UN decision making body was planned – the Sub-Committee of Experts for Transport of Dangerous Goods is planned for 24 June- 3 July 2024, and Monica Stanciu just listed the links to the documents discussing the newest requirements and technical solutions for development of the battery sector. Basically, already in the presentation of the Energy Community it is obvious that the container pictured in slide 13 contains the signalling specific for transport requirements according to ADR, RID and ADN, i.e. the class 9 sign for batteries and also the label for Class 4.3 substances that in contact with water emit flammable gases. This means that the manufacturers of the battery storage systems already perform classification in accordance with the dangerous goods rules and the only “step forward” needed in the context of the new Battery regulation is to make sure that the old battery storage systems – either waste or defective – are carried back safely. Prior to the meeting, the two Secretariats, benefiting from support from UN and France, met the representatives of the Portable Rechargeable Battery Association (PRBA) and the French National Institute for Industrial Environment and Risks (Ineris) who advised that further cooperation is needed so that energy regulators get to know their contacts in the transport field, and also for the TDG experts to be aware about the latest developments. After return from the summer break, the two Secretariats will work together with the representatives of one Regional Partner who will be willing to apply for a TAIEX program dedicated to transport regulations for batteries storage systems and challenges with waste and end of life batteries.
17. Asst. Prof. Boško Matović, Ph.D., Head of the study program, Road Traffic Engineering from the University of Montenegro presented the project developed by University of Montenegro & University of Kosovska Mitrovica in the area of transport of dangerous goods – Modernization of Curricula and Development of Trainings for Professionals in the Western Balkans HEIs (DG TRANS). The project is

conducted by 16 partner institutions and coordinated by University of Pristina, Kosovska Mitrovica. It started in 2022 and it will last until November 2025. It aims to modernize and develop undergraduate and master studies curricula in the area of transport of dangerous goods. Project partners were briefly presented. The project will also help to develop a training handbook and brochure for TDG professionals and laboratory for education in TDG and tachographs. Workshops and trainings completed so far were presented.

18. Monica Stanciu congratulated the University of Montenegro and all the associated Universities for the initiative of having a joint program dedicated to training of engineers with regards to the requirements applicable for the good functioning of the services road transport market. Indeed, the work force of tomorrow needs to be made aware about the rules that transport companies performing road transport services with dangerous goods need to comply with and also to be aware of the obligations of the upstream economic operators, i.e. loaders, fillers, packers, unloaders etc. dealing with dangerous goods. From classification of goods as dangerous goods to labelling, packing, presentation for transport etc. there are lots of area where specialized work force is needed, so it is good that the project exists and is used to develop awareness in the Academia about the subject. However, a clearer separation needs to be done, as Tachographs represent a separate area of competence. ADR requires more intensive and in depth professional competence, so the partners in the consortium were kindly invited to present the conclusions of the program in a subsequent meeting.
19. TCT Secretariat announced also that it is currently working with Montenegro on a future project concerning classification of tunnels in accordance with ADR.
20. Prof. Rovena Troplini Vangjel from the University Alexander Moisiu, Durres presented COST summer school on circular economy and topics related to TDG. Key principles of circular economy were listed, and its importance in transferring know-how. Stars EU project (Strategic alliance for regional transition) aims to put in practice joint educational and research initiatives and to develop 3-year action plan in circular economy in TDG in Albania. Idea of application to Horizon 2025 and further adaptation of Academic programs in preparing students for the dangerous goods transport job market was elaborated.
21. A report of a study on organic hazards in the Albanian ports, caused by maritime transport was presented by Dr Aurel Nura, Faculty of natural sciences, University of Tirana. The project aims to assess the state of pollution in water and sediments of the Port of Durres. After presenting various physical and chemical parameters in the port of Durres in 2023, the conclusions related to physical and chemical parameters and organic pollutants were shared.
22. Monica Stanciu drew attention to the fact that “dangerous” is a word that is used in other fields of competence as well, and that the research ongoing in University of Tirana, even if valuable in terms of highlighting environmental issues is not related to transport of dangerous goods. The research on polychlorinated biphenils (PCBs) is an answer to the call for cooperation launched by DG ENV at the 4th meeting of TDG Committee on 6 September 2022. Directive 2008/105/EC of the European Parliament and of the Council of 16 December 2008 on environmental quality standards in the field of water policy⁴ is not in the remit of TCT. However, the Committee agrees to encourage the University of Tirana to further cooperate with the Ministry of Tourism and Environment on this matter. Transport is a vector for economic development, and sometimes joint efforts are needed to ensure effective implementation of cross-sectoral policies. Environmental financing schemes could be considered for further progress in this matter and Albania could consider, similar to other Regional Partners or Observing Participants to be more active in that area.
23. Ms Rosana Bineri Anastasi from the Chemical Office of the National Environmental Agency – Ministry of Tourism and Environment, Albania presented the latest developments in chemical management in Albania and the technical support and cooperation developed with the Swedish Chemical Agency

⁴ OJ L 348, 24.12.2008, p. 84.

(KEMI). Chemical Sector of the NEA was established recently, in 2020, and is currently developing its competences. Two programmes which aimed to support the institution in improved chemicals management were organized. Activities included weekly online meetings and trainings performed in Tirana to increase the technical capacity of the newly established institution. Results accomplished so far were listed, as well as the further tasks to be completed – National plan for the safe management of chemicals (in the evaluation phase) and Establishment of the national register of chemicals. Chemicals in focus so far were biocidal products, asbestos and mercury. In all activities, Swedish Chemical Agency is providing support to the local staff. An interministerial coordination is established within this field of competence also.

24. TCT Secretariat highlighted the need of cross-sectoral cooperation and the need of the different authorities dealing with this sector to work with each other. The evaluation of the National plan for safe management of chemicals and the current availability of ADR and RID in Albanian are great opportunities for enhanced cooperation, not only for transport authorities, but also for emergency services which need to take into consideration the impact of chemicals on the health of their staff also. The technical level was invited to further coordinate to see what common projects between TDG and chemicals sector could be envisaged for the near future. For example, in the context of adoption of the decree on restrictions of production, placing on the market and reduction of environmental pollution with asbestos, an explanation of the rules applicable for the transport of asbestos UN Numbers could be an interesting subject for a 1 day seminar where TDG and environment experts could meet in order to decide how to make sure that the asbestos residues from demolition are appropriately transported. Driving schools instructors will also play an important role in disseminating the importance for environment and human health of compliance with the regulations.
25. Mr Andi Lara, from the General Customs Directorate in Albania, spoke about enhancing cooperation in the monitoring process through e-custom system and operations in TDG transport. In customs, border, and port activities, priority is placed on controlling goods transported into Albanian territory, particularly dangerous goods (TDG). With the aim of harmonizing actions in monitoring procedures, significant steps have been taken to enhance the reporting requirements of transport companies towards customs authorities through IT systems. Even if there are obvious advantages of IT systems, such as accuracy improvement, real-time monitoring, cost efficiency and compliance enhancement there are challenges in practice that need to be urgently addressed, such as the means of control over abandoned dangerous goods in port areas. The issue has been raised on the occasion of the TAIEX assistances for the Port of Durres concerning IMDG Code, and TCT Secretariat was kindly reminded that a program to that end would be very useful. Bilateral discussions will follow in the upcoming period, and things will be significantly facilitated by the decision of the Ministry of Infrastructure and Transport to disseminate ADR to all relevant stakeholders as soon as possible.
26. Ms Eneida Elezi, Albanian Railways, presented on behalf of Mr. Shkelgim Goxhaj, Director for firefighters and rescue services of the Tirana Municipality, some follow-up activities on the TAIEX 84111 Fire prevention capacity building in case of accidents during TDG (2023) and TAIEX 85703 Regional Workshop on 112 and e-Call (2024), in particular cooperation between Ministry of Interior and the Agency for Management of Emergency Situations in Albania. The Municipality of Tirana participated in the TAIEX project on preparedness for accidents during transport of dangerous goods. The main outcomes of this exercise, in particular the study visit to Sweden and Finland and the visit of EU experts to firefighters premises in Tirana where the best EU practices were recalled, as well as the participation in the TAIEX exercise in Skopje. It was mentioned that an action plan was being envisaged.
27. Ms. Anxhela Pujo, National Civil Protection Agency presented civil protection system in Albania and the activities of competent authorities in implementing of 112 and e-call. Ongoing projects by National Civil Protection Agency were listed and current legislative background on this topic.
28. TC Secretariat congratulated the two institutions for having joined the meeting and having expressed their intention to work together. However, Monica Stanciu recalled that the most alarming fact

observed in Albania by the experts present there was the complete lack of equipment and means of intervention for Chemical, biological, radiological, and nuclear (CBRN) protection. Creation of CBRN teams without endowing the firefighters with protection equipment adequate for the relevant potential threats is inefficient. A more active cautionary approach was recommended, in particular in terms of cleaning of patrimony of fire intervention units of old equipment which ended their service life and planning ahead modernisation of means of intervention. Outdated inventories of the Ministry of Interior reflects negatively on the developments planned by the Agency and do not create a proper incentive for further developments. AKMC was invited to ask the Government to prioritise in the future developments post PAMECA V on 112 and eCall. Concrete proposal of actions for the future are welcome. For example, further activities on CBRN could also be envisaged, within the EU framework, but also in other international contexts as this is a major defence related issue.

29. Monica Stanciu, TCT Secretariat's Desk Officer for Transport of Dangerous Goods briefly informed about the outcomes of the TAIEX 85703 Workshop on 112 & eCall and informed that she distributed one week prior to the meeting the document that will be presented for endorsement by the RSC Committee. All delegates attending the meeting were kindly invited to: 1) liaise with the colleagues that participated in the Skopje event and to find out what is their opinion on continuation of activities in this field; 2) to contact their administration's representatives in RSC and express their opinion concerning the document. A speedy communication and coordination effort is needed at this stage to guide TC on the way forward. Most importantly, based on the context of Annex II, eCall remains the main objective to be achieved as soon as possible, and TC stands ready to enhance international cooperation and to work across sectors.
30. TCT Secretariat announced that two workshops are to be expected in the near future, one dedicated to RID and SMGS Annex II – as requested by the Observing Participants and one dedicated to Directive 2022/1999. Dates will be communicated in due course.