



Snapshots of IO Practices

RID/ADR/ADN Joint Meeting

Organisation(s): Intergovernmental Organisation for International Carriage by Rail (OTIF), United Nations Economic Commission for Europe (UNECE)

The Snapshots of IO Practices present examples of specific efforts undertaken by an international organisation to work towards more effective international instruments. They aim to highlight examples of practices within the five focus areas of the Partnership of International Organisations for Effective International Rulemaking (IO Partnership), namely the variety and development of international instruments, their implementation, evaluation, ensuring stakeholder engagement, and co-ordination among IOs. The snapshots are submitted by the secretariats of the relevant international organisations implementing the relevant practice. The practices were compiled by the OECD Secretariat and focal points of the IO Partnership (UNCITRAL, OIE, WHO, ISO, WCO, BIPM, and SIECA), with a brief review to ensure consistency and comparability of the information provided within the snapshots. The inclusion of a practice in these snapshots implies no endorsement or assessment of that practice on the part of the OECD Secretariat or the focal points of the IO Partnership.

1	Overview of the Practice	Answers	Comments and intersection
1.1	Organisation	Intergovernmental Organisation for International Carriage by Rail (OTIF) United Nations Economic Commission for Europe (UNECE)	
1.2	Area of relevance among the IO partnership focus themes (variety of instruments, implementation, stakeholder engagement, evaluation, co-ordination)	Co-ordination (in the development of instruments)	
1.3	Name of the Practice	RID/ADR/ADN Joint Meeting	
1.4	Name of person(s) completing the template		

Compendium of International Organisations' Practices

Working Towards More Effective International Instruments



2	Description of the Practice	Answers	Comments and intersections
2.1	Please describe the practice shortly, providing information on its core features.	<p>The RID/ADR/ADN Joint Meeting develops harmonised dangerous goods provisions for carriage by rail, road and inland waterways. It has resulted in close co-operation between OTIF and the United Nations Economic Commission for Europe (UNECE) since it was set up.</p> <p>Participants in the RID/ADR/ADN Joint Meeting are the Member Countries of UNECE and the Member States of OTIF as full participants and specialised agencies, intergovernmental organisations and non governmental organisations in a consultative capacity.</p>	
2.2	What are the objectives of the practice?	<p>The Joint Meeting's task is to ensure that the dangerous goods provisions for land transport developed by the two Organisations (RID – Regulation concerning the International Carriage of Dangerous goods by Rail, ADR – Agreement concerning the International Carriage of Dangerous Goods by Road and ADN – European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway) are harmonised as closely as possible in order to simplify and promote multimodal transport.</p> <p>The RID/ADR/ADN Joint Meeting examines amendments arising from the UN Model Regulations, which apply globally (also to the maritime and air transport), and proposals which only concern land transport, such as the provisions for RID/ADR tanks.</p>	
2.3	What have been the key results of the practice?	<p>Since the establishment of the Joint Meeting, the dangerous goods regulations for road and rail transport have been very well harmonised, which has facilitated intermodal transport.</p> <p>With the restructured editions of RID and ADR, which were first published on 1 January 2001, the differences between these both sets of regulations and the regulations for maritime and air transport were reduced to a minimum.</p>	

Compendium of International Organisations' Practices

Working Towards More Effective International Instruments



2.4	In what year was the practice introduced?	The RID/ADR Joint Meeting was established in the 1970s.	
2.5	Has the practice been updated/reformed since then? If yes, when and how has it evolved over time?	Yes, since the first edition of ADN in 2001, the scope of the RID/ADR Joint Meeting was extended. Nowadays, the Joint Meeting covers all land transport modes.	
2.6	What do you consider to be the primary strengths of the practice?	<p>The RID/ADR/ADN Meeting offers a platform for all Member States and interested stakeholders by means of which they can influence the development of legal instruments for the transport of dangerous goods and ensure their parallelism. Via this meeting, Member States and stakeholders influence not only the regulations valid for the land transport. In case of identified problems coming from the UN Model Regulations, the Secretariat can submit proposals to the UN Sub-Committee of Experts on the Transport of Dangerous Goods to amend these Regulations, which apply globally and which are the common basis for all modes of transport.</p> <p>The periodicity of two years for updating and reissuing of the legal instruments (RID, ADR and ADN) makes it possible to react very quickly to the needs of the Member States and stakeholders and to the scientific and technological progress.</p>	
2.7	What do you consider to be the main challenges faced during the implementation of the practice?	<p>One of the challenges is the timely translation of the instruments into national languages of the Member States. The instruments have more than 1000 pages and every two years approximately 100 pages amendments are issued. In most of the Member States they have to be translated into national languages before they can be implemented in the national legislation.</p> <p>Another challenge is the interpretation of the provisions by the Member States and stakeholders. Problems with the correct interpretation can lead in turn to the modification of the provisions.</p>	Intersection with area of IO Partnership on 'Strengthening the Implementation of International Instruments'

Compendium of International Organisations' Practices

Working Towards More Effective International Instruments



2.8	<p>Does the practice have a formal/normative basis within the organisation or is it conducted informally? Does this basis make the practice mandatory or voluntary?</p> <p>If there is formal basis, please provide the relevant link or documentation.</p>	<p>The RID/ADR/ADN Joint Meeting is conducted according to its Rules of Procedure approved by the Inland Transport Committee and endorsed by the Executive Committee of ECE on the one hand, and OTIF on the other.</p> <p>All the decisions of the RID/ADR/ADN Joint Meeting have to be endorsed by the committees responsible for the relevant agreement (RID Committee of Experts for RID, Working Party on the Transport of Dangerous Goods (WP.15) for ADR and ADN Administrative Committee for ADN.</p> <p>The international instruments (RID, ADR and ADN) are mandatory for all RID/ADR/ADN Contracting States/Parties.</p>	
2.9	<p>At what frequency is the practice applied? i.e. is it conducted once or on an iterative basis?</p>	<p>The RID/ADR/ADN Joint Meeting is organised periodically – twice a year. Its ad-hoc working groups meet whenever necessary.</p> <p>The respective international instruments (RID, ADR and ADN) are updated and reissued every two years.</p>	
2.10	<p>Is this practice applied systematically, (e.g. with respect to every normative instrument, according to specific criteria or on an ad hoc basis)?</p>	<p>Yes, broadly.</p>	
2.11	<p>Please provide specific details or examples to illustrate the practice (including supporting links and documents).</p>	<p>Official documents for the RID/ADR/ADN Joint Meeting are published in four languages. The English, French and Russian versions are published on the UNECE website (see for example https://unece.org/2020-2), the German versions on the OTIF website (see for example http://otif.org/de/?page_id=631).</p> <p>The RID is available at https://otif.org/en/?page_id=1105</p> <p>The ADR is available at https://www.unece.org/fr/trans/areas-of-work/dangerous-goods/legal-instruments-and-recommendations/adr/adr-2019-files.html</p> <p>The ADN is available at https://www.unece.org/fileadmin/DAM/trans/danger/publi/adn/agreement_text.pdf</p>	

Compendium of International Organisations' Practices

Working Towards More Effective International Instruments



3	Design of the Practice	Answers	Comments and intersections
3.1	Who designed the practice (e.g. Was it developed internally, in collaboration with other organisations, etc?)		
3.2	Which stakeholders were engaged with in the design of the practice?		
3.3	How long did it take to design the practice?		
3.4	What resources were needed to design the practice initially (i.e., staff, budget etc.)?		
3.5	What challenges were encountered during the design of the practice and how were they overcome?		
3.6	Has the practice been tested before implementation (i.e. pilot phase)? If yes, please describe.		
4	Implementation of the Practice		Comments and intersections
4.1	Which units are responsible for implementing the practice within your IO?	The RID department of OTIF provides the Secretariat for the RID/ADR/ADN Joint Meeting, together with the Secretariat of the UNECE Transport Division.	Intersection with area of IO Partnership on 'Strengthening the Implementation of International Instruments'

Compendium of International Organisations' Practices

Working Towards More Effective International Instruments



		A Chairperson and a Vice Chairperson are elected every year from among the representatives of full participants.	
4.2	Are IO members involved in implementing the practice? If so, how?	<p>Yes, all the proposed amendments have to be adopted by the organs responsible for different transport modes (RID Committee of Experts for RID, Working Party on the Transport of Dangerous Goods (WP.15) for ADR and ADN Administrative Committee for ADN). Once adopted, the amendments are notified to all Member States which have the possibility to raise objections. If less than one quarter of the Member States object, the amendments enter into force and are mandatory for all the Contracting States/Parties to RID/ADR/ADN in international transport.</p> <p>In addition, via the EU-Directive 2008/68/EG, RID and ADR are applicable to national transports in the European Union as well.</p>	Intersection with area of IO Partnership on 'Strengthening the Implementation of International Instruments'
4.3	Are external actors beyond the organisation or its membership involved in implementing the practice? If so, how?	<p>Yes, some ISO standards which are applied worldwide make reference to either RID or ADR or both of them.</p> <p>RID and ADR are also applied in countries which are not Contracting States/Parties to RID and ADR (for example, ADR in Thailand or China).</p>	Intersection with area of IO Partnership on 'Strengthening the Implementation of International Instruments'
4.4	Which resources are needed to implement the practice (e.g., staff and budget)?	Staff, budget (for example, for translation of the regulations into national languages), establishment of the necessary infrastructure (e.g. competent authorities, inspection bodies) to ensure compliance with the provisions, training and examination of safety advisers.	Intersection with area of IO Partnership on 'Strengthening the Implementation of International Instruments'
5	Outputs and Evaluation of the Practice	Answers	Comments and intersections
5.1	Has the practice been evaluated or reviewed?	The provisions are evaluated on an ongoing basis by the Member States and stakeholders (international organisations, non-governmental organisations and associations of the industry concerned) leading to the periodic revision (every two years).	Intersection with area of IO Partnership on "Developing a greater culture of evaluation of IO rules and standards"

Compendium of International Organisations' Practices

Working Towards More Effective International Instruments



5.2	If yes, who carried out the evaluation (please specify whether it was done internally or externally)	The evaluation is carried out by the Member States and stakeholders and subsequently, in the RID/ADR/ADN Joint Meeting.	Intersection with area of IO Partnership on “Developing a greater culture of evaluation of IO rules and standards”
5.3	If yes, please describe the evaluation methodology? (e.g. were any quantitative or qualitative indicators/criteria used to measure/assess the outcomes of the practice?).	The Member States are responsible for the evaluation methodology. The regulations themselves contain an obligation to report on occurrences involving dangerous goods to the competent authorities of the RID/ADR/ADN Contracting States/Parties. Subsequently, these reports are discussed in the RID/ADR/ADN Joint Meeting. The relevant provisions are then evaluated and revised, where necessary.	Intersection with area of IO Partnership on “Developing a greater culture of evaluation of IO rules and standards”
5.4	If yes, what were the conclusions of the evaluation, and has the practice evolved subsequently? If possible, please attach related documents or provide a link.	The Member States and stakeholders gain experience with the provisions in their day-to-day use. They provide feedback regarding the provisions to the RID/ADR/ADN Joint Meeting, which decides on their review and revision, where necessary. As a result of such evaluation new versions of the regulations are published every two years.	Intersection with area of IO Partnership on “Developing a greater culture of evaluation of IO rules and standards”
6	Additional comments and information	Answers	Comments and intersections
6.1	Is there any more information or documentation that would be valuable to share in relation to the practice (e.g. links, reports, meeting minutes, supporting documents)?	Reports of the RID/ADR/ADN Joint Meeting are available at https://www.unece.org/fr/trans/main/dgdb/ac1/ac1rep.html	
	Sources		