



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
MEETING OF THE WORKING GROUP OF THE WHOLE**

**Auckland, New Zealand, 4 to 8 May 2009**

**Agenda Item 6: Other business**

**MULTIMODAL HARMONIZATION**

(Presented by the Secretary)

**SUMMARY**

This working paper presents the issue of multimodal harmonization that was discussed during the thirty-fourth Sub-Committee of Experts on the Transport of Dangerous Goods.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 At the thirty fourth session of the U.N. Sub-Committee of Experts on the Transport of Dangerous Goods (Geneva, 1-9 December 2008), the issue of the multimodal harmonization was discussed, the report of which is presented below:

Extract from ST/SG/AC.10/C.3/68:

**REPORT OF THE SUB-COMMITTEE OF EXPERTS ON THE  
TRANSPORT OF DANGEROUS GOODS ON ITS THIRTY-FOURTH  
SESSION**

...

**X. GLOBAL HARMONIZATION OF TRANSPORT OF DANGEROUS  
GOODS REGULATIONS WITH THE UN MODEL  
REGULATIONS (agenda item 9)**

...

## **B. Multimodal harmonization**

Documents: ST/SG/AC.10/C.3/2008/65 (CEFIC, CEPE, ECTA, EFMA, EIGA, EMPAC, EuPC, FEA, FECC, FIATA, GEA, IRU, ITCO, AISE)

Informal documents: INF.20 (Netherlands)  
INF.69 (Informal working group)  
INF.73 (Working group)

103. The Sub-Committee agreed that additional efforts had to be done to improve the harmonization of transport of dangerous goods regulations at worldwide level, since there were still divergences that impeded international and multimodal transport operations.

104. Some experts felt nevertheless that it would be necessary to assess more precisely the problems mentioned by the industry since a lot of efforts had been made in the past few years to harmonize all major international instruments with the UN Model Regulations, and the few remaining divergences might be well justified. The international organizations concerned were invited to provide feedback to the Sub-Committee, by drawing attention to requirements in their international instruments that deviated from the UN Model Regulations and explaining why such deviations had been introduced.

105. Similarly, governments should provide the same kind of feedback to the Sub-Committee as regards their own national regulations.

106. The recommendations concerning the feedback to be sought, prepared by a working group (INF.73), were adopted for future work (see annex II).

1.2 Recommendations for feedback to the Sub Committee referred to above, are presented in the Appendix to this WP.

## **2. ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to consider the issues raised in the Appendix to this WP to instruct the Secretary regarding what information should be brought to the attention of the Sub-Committee.

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**APPENDIX**

**Extract from ST/SG/AC.10/C.3/68:**

**REPORT OF THE SUB-COMMITTEE OF EXPERTS ON THE  
TRANSPORT OF DANGEROUS GOODS ON ITS THIRTY-FOURTH SESSION**

**Annex II**

**MULTIMODAL HARMONIZATION**

Recommendations for feedback to be sought

1. The various interested modal, regional and national bodies are invited to work with the Sub-Committee to address the consolidation, clarification, and alignment of multimodal texts, and the identification of necessary differing and additional modal requirements.
2. They are invited to send their feedback to the Sub-Committee regarding the table below and the following issues in particular:
  - (a) Developing a common understanding on what is meant by harmonization;
  - (b) Identifying existing substantial international modal, regional, and national differences with the aim of reducing differences to the greatest extent practicable, and ensuring that where differences are necessary that they do not pose an impediment to the safe and efficient transport of dangerous goods;
  - (c) Establishing cooperative guidelines for enhancing consistency between the requirements of international modal, regional, and national bodies and reducing unnecessary impediments;
  - (d) Undertaking a technical editorial review to identify inconsistencies of use of language with the goal of ensuring that the text of each regulation is user-friendly and clear, and is easily translated into other languages.

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