



**REGIONAL CONFERENCE on  
DANGEROUS GOODS TRANSPORT IN CLMV and THAILAND**

**26-27 July 2017**

**Marriott Bangkok Hotel, Bangkok, Thailand**

The Regional Conference on Dangerous Goods Transport for CLMVT countries is part of the activities implemented under the Sustainable Freight and Logistics in the Mekong Region project, supported by The European Union (EU) and GIZ. The Regional Conference was held on 26-27 July 2017 by Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH in cooperation with Department of Land Transport of Thailand, Ministry of Transport at Marriott Bangkok Hotel, Bangkok, Thailand. Total 31 delegates from both relevant government agencies and private sector from CLMVT countries joined this event.

According to legal framework agreements on Dangerous Goods Transport, the conference aimed at providing information to enhance understanding of CLMVT countries on ASEAN Framework Agreement on the Facilitation of Goods in Transit – Protocol 9 (ASEAN Protocol 9) and Greater Mekong Sub-region Cross-Border Transport Agreement (GMS CBTA) that link to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). Furthermore, the experiences on ADR Translation into Thai and best practices of ADR implementation in Thailand were also shared with CLMV countries.



Figure 1: Group photo of participants from CLMVT countries on 26 July 2017



## CONFERENCE AGENDA

### DAY 1: 26 JULY 2017

Time	Agenda
08.30-09.00	<b>Registration</b>
09.00-09.30	<b>Opening Remark</b> <ul style="list-style-type: none"> <li>Mr. Kamol Buranapong, Deputy Director General Department of Land Transport (DLT), Thailand</li> <li>Mr. Friedel Sehleier, Deputy Project Director, GIZ Thailand</li> </ul>
09.30-10.30	<b>ADR implementation, learning from European countries</b> Mr. Bernd Bluhm, Principal Adviser of former GIZ Project on Thai-German Dangerous Goods Project
10.30-11.00	Coffee break
11.00-12.00	<b>Overview of ASEAN Protocol 9 and GMS Annex in linking to International Agreement for Dangerous Goods Transport by Road (ADR)</b> Mr. Pongnarin Petchu, Regional Expert on Dangerous Goods Transport
12.00-13.00	Lunch
13.00-14.30	<b>Panel discussion: Development Roadmap and lessons learned in Thailand:</b> Former key members of Group of Experts (GoE) Thai Provisions Vol II (TP-II) <ul style="list-style-type: none"> <li>Mr. Chanlong Luckom, Retired DOLT Provincial Land Transport Office Director and Former Vice Chairman of GoE TP-II</li> <li>Mr. Phaison Abdoolsamad, Director of Nonthaburi Provincial Land Transport Office and Former Secretary of GoE TP-II</li> <li>Mr. Pakdee Tangnuntachai, Managing Director, Siwa Testing Inspection and Consulting Co., Ltd. and GoE TP-II Member</li> <li>Mr. Titipat Thaijongrak, Head of GPS Administrative Center, Department of Land Transport</li> </ul>
14.30-15.00	Coffee break
15.00-17.00	<b>Best practices from ADR implementation by private sector</b> <ul style="list-style-type: none"> <li>Mr. Prateep Pavavongsak, Hazardous Substance Logistics Association (HASLA)</li> <li>Mr. Chetchan Chumongkhol, Srithai Enterprise Co., Ltd.</li> <li>Mr. Chaiyan Yangyeuntrakul, Chlor Alkali products Transport Emergency Mutual Aid Group / CATEMAG (Emergency Response System)</li> <li>Mr. Boriphath Thammanoonkul, Sutee Tanker and Special Trucks Co., Ltd.</li> </ul>
18.30	Reception dinner



## DAY 2: 27 July 2017

Time	Agenda
08.30-09.00	Registration
09.00-10.15	<p>Gap Analysis of DG implementation in CLMV and T, and discussion on obstacles foreseen in each country</p> <p>Mr. Pongnarin Petchu, Regional Expert on Dangerous Goods Transport</p>
10.15-10.30	Coffee break
10.30-11.15	<p>Examples of regional harmonized activities from Europe based on ADR</p> <ul style="list-style-type: none"> <li>• Harmonized training curriculum for drivers carrying dangerous goods for CLMVT</li> <li>• Harmonized Dangerous Goods Safety Adviser (DGSA) system for ensuring compliance on transport of dangerous goods</li> <li>• Harmonized system and bodies for construction, testing, and certification of the packaging and tanks</li> <li>• Harmonized documents on board the vehicles</li> </ul> <p>Mr. Bernd Bluhm, Principal Adviser of former GIZ Project on Thai-German Dangerous Goods Project</p>
11.15-12.30	<p>Group works by topic on prioritizing, analyzing and recommending on the topics to define acceptable standard for the Region</p> <ul style="list-style-type: none"> <li>• Harmonized training curriculum</li> <li>• Harmonized system for the approval of packagings, tanks, and vehicles</li> <li>• Harmonized documents and equipment on board of the vehicles</li> <li>• Harmonized DGSA system</li> </ul>
12.30-13.00	Conclusion and closing remark
13.00	Lunch



## Background and rationale

### Background:

All 5 countries in this GMS region, namely Cambodia, Lao PDR, Myanmar, Vietnam, and Thailand has ratified the “ASEAN Protocol 9” and “GMS CBTA Annex 1” for many years. These two regional agreements address the carriage of Dangerous Goods Cross-Border Transport, and its principles have been founded from the same basis of the international requirements on transport of dangerous goods, namely, UN Recommendations on the Transport of Dangerous Goods (UN Model Regulations) and European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). UN Model Regulations and ADR have the same structure but ADR provides more detailed specific requirements for transport of dangerous goods by road. e.g. tank vehicles, safety and miscellaneous equipment on board and qualifications of the vehicle crew, etc. Thailand has already been adapting its rules and regulations to meet “ASEAN Protocol 9” by end of 2015. It is of the same level with the “Annex 1: Carriage of Dangerous Goods” of the GMS CBTA. While other ASEAN or GMS countries have not implemented these agreements yet.

With this challenge, therefore Switch Asia funded Project “Sustainable Freight and Logistics in the Greater Mekong Sub-region” will support relevant government authorities, associations and SMEs in Cambodia, Lao PDR, Myanmar, Vietnam (CLMV) and Thailand (in certain areas) to improve the safe transport of dangerous goods by road. It aims to improve safe handling and transport of dangerous goods in SMEs by improving national guidance, regulations, and procedures towards “ASEAN Protocol 9 and GMS Annex 1” and capacity building to both government and the private sector. This workshop will be designed in bringing the interest of all target countries in a cooperative way of development to improve the implementation of ASEAN Protocol 9 and GMS Annex 1. Learning from Thailand and European countries, other countries will be able to implement these two agreements in an effective and efficient way.

### Objectives:

1. To review and provide the understanding on ASEAN Protocol 9 and GMS Annex 1 in the linkage to ADR
2. To share experiences on ADR implementation from Europe and Thailand, from both government and private sector perspectives
3. To present and discuss the result of Gap Analysis of Dangerous Goods Transport in CLMV countries and potential measures to improve

**Participants:** Ministry of Transport, Department of Road/Land Transport, Relevant Associations from CLMVT with 4-6 participants per country for CLMV and 10 participants for Thailand, in total around 35 participants

**Language used:** English

**Venue:** Ballroom A, 3<sup>rd</sup> Floor, Marriott Bangkok Sukhumvit 57, Bangkok



## Day 1

### Opening Remarks

**Mr. Kamol Buranapong**, Deputy Director General of Department of Land Transport from Ministry of Transport, Thailand said during the opening ceremony that regarding the cross-border transport of dangerous goods by road, both ASEAN Protocol 9 and GMS Annex 1 clearly require their member countries to adopt or apply the measures under the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). Therefore, since the GMS Annex 1 has been effective, all countries – including Cambodia, Myanmar, China, Lao PDR, Thailand and Vietnam – should start implementing the ADR in the country to facilitate the cross-border transport of dangerous goods in the GMS and enhance the safety measures of dangerous goods transport by road in the country and in the GMS.



Figure 2: (Left) Mr. Kamol Buranapong, Deputy Director General of Thailand Department of Transport (DLT) and (Right) Mr. Friedel Sehleier, Deputy Project Director of GIZ are delivering opening remarks.

**Mr. Friedel Sehleier**, Deputy Project Director of GIZ expressed his ideas to the participants that “To make the transport of dangerous goods safe for everyone, we need two things. First, we need good policies and regulation in all countries. And second, we need good capacity among companies and authorities to follow the regulations. From the public policy perspective, we must also recognize that safer transport of DG does not only ensure a good quality of life and a greener planet – it also helps meeting several aspects of the global Sustainable Development Goals which all governments have agreed to”



## Presentation: ADR implementation, learning from European countries

**Mr. Bernd Bluhm**, A Principal Advisor of former Project on Thai-German Dangerous Goods Project, lectured about the ADR Implementation in European countries. His speech consisted of Structure of the DG Regulation in Europe, the DG Legal System in Germany, Monitoring & spot checks of DG Transports, frequent review & Up-dating of the DG rules and regulations, Cooperation and parties involved and Training requirements.

ADR or each dangerous goods transport regulation has in principle two aspects 1) dealing with the risks or minimizing the risks and 2) facilitating the cross-border transport according to international agreements. The ultimate goal shall be that when the individual countries are carrying out their responsibilities with regard to the transport of dangerous goods, neighboring countries should accept the standards that each country has set. Without accepting these standards, it will hamper the cross-border transport. The structure of the DG Transport in Europe, which is in compliance with ADR and common standards among the European countries, is ensuring that this ultimate goal is achieved.



Figure 3: Mr. Bernd Bluhm, an expert of DG Transport is presenting ADR implementation and sharing lessons learned from European countries

However, DG Transport requires multi-stakeholders to be involved in many aspects. The DG legal system in Germany; for example, a Dangerous Goods Transport Act defines several responsibilities of different players in DG Transport. However, the Act provides very wide information as changing the Act is time-consuming. Therefore, regulations are specifying the Law/Act which supports and to explain more in details and regulates at the state level.

Regarding the Monitoring & Spot Checks of DG Transports to ensure the compliance of the carriers and other parties involved, Mr. Bluhm stressed that they are separated to monitor DG transport in Germany from various perspectives, i.e. inside the factory, state offices have the authority and take the lead to check before and after deliver goods to ensure safety of labor as well as packing, labelling and marking standard at the factory. Checks of safety requirements according to ADR are made by Dangerous Goods Safety Advisor (DGSA)

which is required by ADR. Mr. Bluhm also reminded that it is necessary to continuously keep updating and fine-tuning of regulations, implementation procedures and training requirements. Dangerous Goods transport needs co-operation and has many parties involved to establish ownership, not only government agencies as key agencies, but also private sector and associations. Comprehensive Training should be provided to all people involved in transport goods such as drivers, company, government officials, consigners, consignees, carriers, etc.

### Overview of ASEAN Protocol 9 and GMS Annex 1 in linking to the ADR

This session aimed to give the background of ASEAN Protocol 9 and GMS Annex1 and present the linkage of these two agreements to ADR. **Mr. Pongnarin Petchu**, Expert of DG Transport and European Certified Dangerous Goods Safety Adviser (DGSA), explained that ADR stands for Agreement Concerning the International of Dangerous Goods by Road, started in 1957 and entered into force in 1968. Once the member countries sign the ADR, they have to fulfill both annexes of the ADR agreement. CLMVT countries are not official members of ADR. ADR Contracting Parties are not only limited to European but there are also countries in Asia e.g. Kazakhstan, Tajikistan, Azerbaijan and a couple of the North African countries are official Contracting Parties of ADR.

At an international level, Mr. Pongnarin presented the structure of ADR which consists of 9 parts and the dangerous good list is the most important thing of the structure. Furthermore, with his long experiences with ADR, he came up with the implementation of ADR visualized in one page including classification and identification, selection of containment system, labelling and marking of packages, selection of transport unit and transport conditions, placarding and marking of vehicles, documents on board the transport units and safety/miscellaneous equipment.

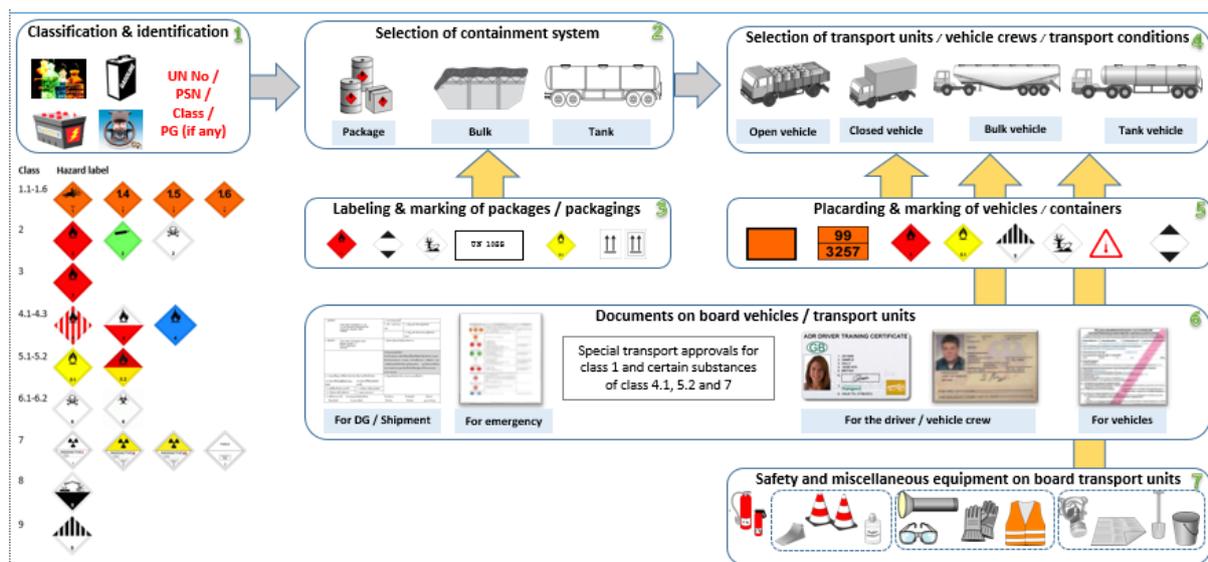


Figure 4: ADR Implementation in one page

At regional level, ASEAN Protocol 9 and GMS Annex 1 were presented item-by-item with a combined case study to enhance understanding of participants about member countries,

ratification status, Articles in compliance with ADR and case study on the implementation of ASEAN Protocol 9 and GMS Annex 1 including classification, packaging, vehicle marking, methods of packing, transport document and clarification, training and precaution.

### Panel Discussion: Development Roadmap and Lessons Learned in Thailand

This panel discussion is aimed to share the experiences of roadmap on ADR implementation and DG Transport in Thailand. This session was also purposed to draw the lessons learned from Thailand and share with CLMV countries. The session was **moderated by Mr. Chalernsak Karnchanawarin**, Managing Director from HazChem Logistic Management Co., Ltd. Former key members of Group of Experts (GoE) Thai Provisions Vol II (TP-II) were panelists of this session.



Figure 5: Panel Discussion on Development Roadmap and Lessons Learned in Thailand

**Mr. Chanlong Luckom**, a former Vice Chairman of GoE TP-II stated that the starting point of DG Transport in Thailand was triggered by a devastating accident in 1990 with the Liquefied Petroleum Gas (LPG) truck explosion in Bangkok after overturned at the exit of the expressway on Petchaburi Road. There were 90 people died, 121 people injured and 43 passenger cars were destroyed from this accident. Due to the large numbers of deaths and injured people, Thailand started to think about regulation to control DG transport which is in line with ADR starting in 1999 and coincidentally ASEAN Protocol 9 and GMS Annex 1 also refer to ADR. He also pointed that ADR is consistent with International Maritime Dangerous Goods or IMDG Code and International Air Transport Association (IATA).

Thailand selected ADR as a guideline for regulation revision despite other available international guidelines e.g. the USA, Australia because Thailand is one of the UN members and UN recommendations on Transport of Dangerous Goods is the international regulation according to **Mr. Phaison Abdoolsamad**, a former Secretary of GoE TP-II and Director of Nonthaburi Provincial Land Transport Office. In 1998, GIZ (previously named GTZ) provided technical support to the Royal Thai Government which GoE TP-II was set up to translate and edit ADR into the local language. The ADR 2003 or Thai Provisions volume II (TP-II) was approved by the cabinet in 2004.



Mr. Chanlong and Mr. Phaison mentioned that a technical working group was formed from key stakeholders from both government and private sectors such as Department of Land Transport, Department of Public Works and Town & Country Planning (now Department of Energy Business), and Marine Department, Port Authority of Thailand, Department of Industrial Works, Office of Atoms for Peace, Thai Airways International Public Company Limited, etc. The technical working group took many steps to translate ADR into Thai and implement through issuing regulations and capacity building. Firstly, they set up DG Transport regulations in compliance with ADR. They started with issuing a series of regulations, e.g. vehicle marking and placarding, special qualifications of drivers carrying dangerous goods with a special driving license, safety equipment on board vehicles, etc. Mr. Chanlong also recommended that to implement ADR, a country may also start from the high frequent transports or high volume per year e.g. transport of dangerous goods class 3, like fuel. Also, dangerous goods with a high level of danger should be strictly controlled. Mr. Phaison also added that the government can set priority to issue the laws from high-risk dangerous goods and frequent transport which will be more likely to get accidents.

Private sector engagement played a crucial role in ADR implementation, stated **Mr. Pakdee Tangnuntachai**, Managing Director, Siwa Testing Inspection and Consulting Co., Ltd. and GoE TP-II Member. Main difficulties of ADR translation were due to the lack of technical knowledge and no official technical terms in the local language. Therefore, technical support at the beginning of ADR translation was a success factor in building a capacity of the working group and translation completion. Mutual understanding of all parties involved both government and private sector must be ensured. He added that due to the unclear definition of the scope of works within relevant government agencies, some agencies involved have overlapping and duplicating works and finally have conflicts between different departments, also the high frequency of internal job rotation within the government agency creates inconsistency. Law enforcement must be strengthening and the knowledge of the law enforcers must be provided. In the past, Thailand implemented ADR without a master plan and most importantly, this issue was not a priority of the policy level. These are the lessons learned from Thailand for other neighboring countries to consider.

**Mr. Titipat Thaijongrak**, Head of GPS Administrative Center from Department of Land Transport (DLT) explained the steps after the approval in 2004 that DLT used the Thai Provisions Vol. II (translation of ADR version 2003) as a guideline to issue regulations and laws in Thailand. Moreover, Thai government kept updating the technical content of latest ADR and found that there were only small changes in ADR. From his opinion, Thailand needs to invest more on capacity building and human development in this field. He added some aspects to the previous speakers' that after translation, the implementation of ADR should start from the easy parts first and at the same time building awareness raising to people involved. The enforcement with the transport operators should be conducted on the notifications and regulations recently issued. The Dangerous Goods Safety Adviser (DGSA) is a good tool to ensure compliance of the private sector and it is considered by the government to implement this issue.

However, the translated ADR has improved understanding of relevant stakeholders and it was a guideline for the private sector to implement DG transport without law enforcement in the past decades in Thailand. Currently, the Thai Provisions Vol. II is also used to raise awareness of people.

## Panel Discussion: Best practices from ADR implementation by private sector

The second-panel discussion of DAY 1 was aimed to present best practices of ADR implementation by the private sector in Thailand.



Figure 6: Panel Discussion on Best practices from ADR implementation by private sector

**Mr. Prateep Pavavongsak** (Hazardous Substance Logistics Association or HASLA) confirms that adopting ADR as a guideline to DG transport is an essential for its members. It is not only to ensure the safety of DG transport but it is a collaboration between the government sector and business operators to effectively solve members' problems. He stressed that DGSA is an important mechanism to step forward the development and being the multiplier of the dangerous goods transport and should be considered to implement in Thailand and the region.

**Mr. Chetchan Chumongkhon** (Srithai Enterprise Co., Ltd.) illustrates samples of its practices DG transport in accordance with ADR requirements, such as selection of containing system (10 wheels tank truck and semi-trailer 3-axel tank trucks), documentation for transport, vehicle marking and safety equipment on board the vehicles, as well as emergency plan and accident reports, training and evacuation response drills.

**Mr. Chaiyan Yangyeuntrakul**, (Chlor Alkali products Transport Emergency Mutual Aid Group / CATEMAG (Emergency Response System). The CATEMAG is a group of representatives of Chlor Alkali transport members to collectively take care of emergency response and support each other in case of emergency anywhere in Thailand and other safety-related issues. The closest team will reach the accident location and provide immediate support and rescue. The emergency response costs (e.g. consumable materials) incurred during the response will be charged to the owner or carrier of the dangerous goods. The member incentives provided to CATEMAG are mostly focused on training and emergency drills such as Train the Trainer Leadership course, Emergency Team Training, Training and Practice on inspection of security vehicles. Moreover, CATEMAG has set safety manual of each specific products to ensure safety management.



**Mr. Boriphat Thammanoonkul**, Sutee Tanker and Special Trucks Co., Ltd. focus on manufacturing of road tankers according to ADR requirements, special tanks design and installation based on their experiences and ADR practices, and quality assurance in compliance with ADR.

## Day 2

Prior to start activities of Day 2, **Mr. Bernd Bluhm** summarized the General Roadmap of Setting-up of a Dangerous Goods Transport Regulation based on experiences from Thailand. However, he emphasized that ADR is not a law, but it is a general guideline for facilitating the DG transport implementation and cross-border transport of dangerous goods.

### Gap Analysis of DG Transport implementation in CLMVT

This presentation was facilitated by **Mr. Pongnarin Petchu** to present research findings on the gap analysis of DG transport implementation in CLMVT countries. The analysis was made in 4 areas namely Policies/Regulations against ASEAN Protocol 9 and GMS Annex 1, Competent Authorities, Implementation/Real Practices based on ASEAN Protocol 9 and GMS Annex 1 requirements and Law Enforcement as well as the recommendations to CLMVT made after the presentation of research findings. References are available in the presentation file of Mr. Pongnarin.

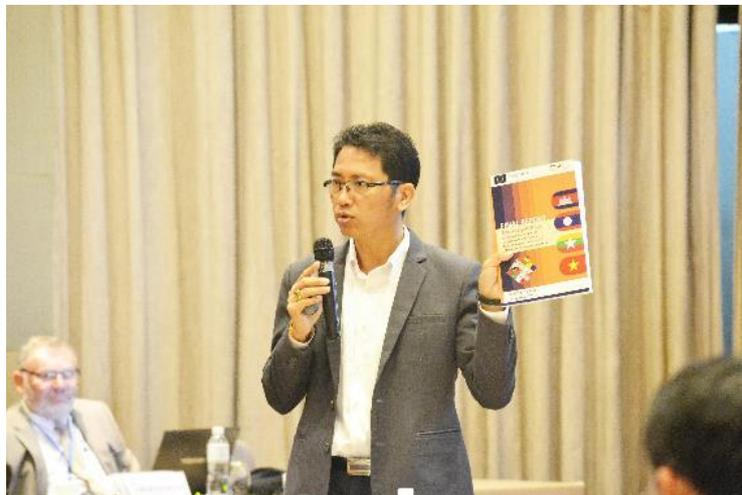


Figure 7: Mr. Pongnarin Petchu is presenting Gap Analysis of DG Transport

Since the study carried out in November-December 2016 and the report was launched in February 2017, there is progress made after the research conducted as follows;

- Myanmar already issued 4 notifications which relate to classification, vehicle marking, labeling of packaging and loading/unloading



- Myanmar clarified that Ministry of Transport and Communications (MoTC) is a focal point at the national level while National Transport Facilitation Committee – NTFC is a coordinator at the regional level.
- Cambodia classified that Department of Land Transport, Ministry of Public Works and Transport (MPWT) is the responsible agency at the regional level.
- Lao PDR verified that Ministry of Industry and Commerce issued regulations about Law on the Chemicals.

### **Examples of Regional Harmonized Activities based on ADR**

Mr. Bernd Bluhm gave a presentation to share good examples of regional harmonized activities among EU countries. The good examples are considered in 4 components including 1) Harmonized training curriculum, 2) Harmonized system for approval of packagings, tanks and vehicles, 3) Harmonized documents and equipment on board the vehicles and 4) Harmonized DGSA system. References are available in the presentation file of Mr. Bluhm.

Key contents and examples from this session are the “Food for Thought” to all participants for a small group discussion before the conference ends and further action planing for each country.

### **GROUP WORKS by topics**

Before the conference ends, GIZ requested all participants to work in 4 small groups according to examples from European countries in the previous session. The four groups are 1) Harmonized training curriculum, 2) Harmonized system for approval of packagings, tanks and vehicles, 3) Harmonized documents and equipment on board the vehicles and 4) Harmonized DGSA system.

Participants from each country were grouped based on their agency’s responsibilities. In each group, guiding questions to analyze each issue and discuss among their group members are described below;

- Is this issue acceptable among 5 countries to develop/establish?
  - If yes, how to develop it?
  - If no, why not? Please specify alternative solutions
- How you ensure that this issue will be acceptable to other countries?
- What are recommendations to CLMV to fill the gaps or harmonize in CLMVT countries?

### **GROUP WORK 1: Harmonized Training curriculum**

Moderator: Mr. Bernd Bluhm and Ms. Krittiya Fungrakul

Prioritizing the curriculum was considered fruitful where the first priority should be given to the government and competent authorities, as they are needing the knowledge to draft and issue the respective regulations. Drivers, Dangerous Goods Safety Advisor (DGSA), and other persons involved were equally prioritized as all members agreed that these training should be developed/trained at the same time to equalize the level of acknowledgment and to be ready for the enforcement. After all, stakeholders acknowledged the trained



governmental officials/inspection teams can then enforce the law as appropriate. Therefore, the third priority was the enforcement officials. The ranging and some comments are visualized in the matrix below.

Training curriculum	Priority	Analysis	Recommendation
1. Drivers	2	Require technical support from consultant(s) and they should make appraisal	<ul style="list-style-type: none"> <li>- Harmonized approach should be the same procedure</li> <li>- The training curriculum should be acceptable to every stage</li> <li>- Training curriculum for all groups should be harmonized each other</li> </ul>
2. Dangerous Goods Safety Advisor (DGSA)	2		
3. Other persons involved	2		
4. Government and Competent authorities	1	Training curriculum should be based on Needs Assessment	
5. Enforcement officials	3		

## GROUP WORK 2: Harmonized system for the approval of packaging, tanks, and vehicles

Moderator: Ms. Wilasinee Poonuchaphai

The packaging, tanks, and vehicles are key components of the safety management of the dangerous goods transport by road as they will ensure the containment of dangerous goods throughout the transport process and minimize the risk of leakage of dangerous goods during transport. From the workshop participants, the portable tanks were given top priority as in the GMS, the driving sides of vehicles are different making some challenges on cross-border transport through Thailand and vice versa. the harmonized standard among member countries must be set up and one testing & certification center for GMS should be considered.

System for the approval of packaging, tanks and vehicles	Priority	Analysis	Recommendation
1. Packaging	3	<ul style="list-style-type: none"> <li>- Ministry of Industry should appoint standard institute to set up testing and certification</li> <li>- Since Thailand is advanced and refers to ADR, so CLMV can follow, refer to that packaging standard</li> </ul>	It should be clear procedure among 5 countries.

System for the approval of packaging, tanks and vehicles	Priority	Analysis	Recommendation
2. Tanks		<ul style="list-style-type: none"> <li>- We should set up criteria for tank standard (minimum requirement)</li> <li>- We should set up certification system among CLMVT</li> </ul>	<ul style="list-style-type: none"> <li>- The institute/body shall be accredited by all 5 countries from both government and private sectors.</li> </ul>
2.1 Portable Tank	1	<ul style="list-style-type: none"> <li>- Need one common institute/body in GMS and also in ASEAN to ensure the fulfil of requirement</li> </ul>	
2.2 Fixed Tank	2		
3. Vehicles		<ul style="list-style-type: none"> <li>- Refer to GMS agreement, minimum requirement is already in place and accepted</li> </ul>	N/A
3.1 Packed Goods	NO		
3.2 In Tanks	NO		



Figure 8: Working Group Discussion

**GROUP WORK 3: Harmonized documents and equipment on board of the vehicle**

Moderator: Ms. Charurin Pholhinkong and Mrs. Ratchanok Suwatthanabunpot

Documents on board the vehicles are very useful tools in various aspects, e.g. transport document provides details of dangerous goods and quantities as well as the consignor and consignee details, Instruction in Writing provides information for the drivers in case of emergency, risks of dangerous goods carried and equipment on board the vehicles, ADR driver training certificates ensure that the drivers are qualified, aware of dangerous goods carried and can minimize the impact in case of accidents, verification of drivers will



strengthen security measure of dangerous goods transport. Certificate of approval only required for vehicles carrying tanks and explosives. From the workshop, the group work decided that the transport documents should be given 1<sup>st</sup> priority followed by the verification and certificate of approval.

How to ensure that the documents and equipment will be acceptable in all countries?

A: organizing annual or ad-hoc meetings of CLMVT to ensure obligation of GMS agreement and harmonization. Certified body for drivers and emergency response are also needed to standardize.

Documents and Equipment on board	Priority	Analysis	Recommendation
1. Transport document	1	<ul style="list-style-type: none"> <li>- Transport documents should follow GMS Agreement for cross-border transport</li> <li>- The document should be in common language (English) and local language which help to facilitate local people</li> <li>- It should be harmonized with custom documents</li> <li>- It should be a standard format for the harmonization.</li> </ul>	Remark: Existing Trilateral agreements for cross-border transport are; CAM-LAO-VN and THA-LAO-VN
2. Instruction in Writing	4	<ul style="list-style-type: none"> <li>- Ministry of Transport should in involved</li> </ul>	
3. Verification of documents e.g. ID card, passport.	2		<ul style="list-style-type: none"> <li>- Drivers should learn about traffic laws of other countries</li> <li>- Drivers should learn other languages at basic level</li> </ul>
4. Certificate of Approval (company operation, cross-border transport)	3		<ul style="list-style-type: none"> <li>- Custom check at the border should be carried out together with immigration/police/insurance</li> </ul>
5. Driver Training certificate (DG Training)	5		



## GROUP WORK 4: Harmonized DGSA System

Moderator: Mr. Pongnarin Petchu

One of ADR important mechanisms to ensure compliance of the private sector related to the transport of dangerous goods from starting to the destination is the requirement to all enterprises involving dangerous goods must appoint Dangerous Goods Safety Adviser (DGSA) to perform duties specified by ADR. The DGSA system has been proven successfully implemented in ADR Contracting Parties. In GMS, there might be considering implementation based on a step-by-step basis. The working group was asked to prioritize 3 issues, namely the parties to appoint DGSA, the main duties of DGSA and the qualification and certification system of DGSA. The group concluded that due to the constraint of the existing regulations, the party required to appoint DGSA, in the beginning should be only the carrier. Then, the enforcement can be extended to other participants in the later phases. It was also recommended to start the duties from advising and monitoring the enterprises in the beginning. Criteria for candidates to become DGSA should be set up. CLMVT should create general awareness on the DGSA issues to public first to let them aware and convinced of its importance.

DGSA System	Priority	Analysis	Recommendation
1. Who has to appoint DGSA?	1 - Carrier - Advising DG enterprise - Monitoring DG enterprise in line with regulations	There are limitations on existing regulations on DG Transport by Road	1. The CLMVT countries should issue the law that they have authorities 2. Create awareness to all stakeholders
1.1 Consignors			
1.2 Fillers			
1.3 Packers			
1.4 Loaders			
1.5 Careers			
1.6 Unloaders			
1.7 Consignees			
2. Main duties of DGSA	2 - Loaders - Packers	To start Advising DG enterprise and Monitoring DG enterprise in line with regulations in the first year  Then, the DGSA for Loaders and Careers in the next year	To ensure that DGSA will be acceptable by other countries 1. Agreed on curriculum & plan 2. Agree on qualification system; examination and certification
2.1 Advising DG enterprise			
2.2 Monitoring DG enterprise in line with regulations			
2.3 Prepare annual report			
2.4 Conduct accident investigation			
2.5 Monitor if enterprise staff have training			
3. DGSA qualification & certification			Should set up criteria for candidates to



<b>DGSA System</b>	<b>Priority</b>	<b>Analysis</b>	<b>Recommendation</b>
3.1 Required official trainings before examination			become DGSA?
3.2 Official training not required before examination (e.g. the UK)			



## List of Participant

No.	Name	Position	Organization
<b>CAMBODIA</b>			
1	Mr. CHHIENG Pich	Director General	General Department of Logistics, Ministry of Public Works and Transport
2	Mr. CHEA Socheat	Director	General Department of Land Transport, Ministry of Public Works and Transport
3	Mr. TIM SETHA	Officer	General Department of Land Transport, Ministry of Public Works and Transport
4	Mr. CHEA Tharak	Chief Officer	Institute of Standard of Cambodia (ISC), Ministry of Industry and Handicraft
5	Mr. CHHIENG Sok	President	Cambodian Trucking Association (CAMTA)
6	Ms. THUL Sokhanan	Freight Forwarder Manager	TRANS STAR FREIGHT PTE., LTD. (Member of CAMFFA)
<b>LAO PDR</b>			
7	Mr. Somphong SOULIVANH	Deputy Director General	Department of Industry and Handicraft, Ministry of Industry and Commerce
8	Mr. Prachit SAYAVONG	President	Lao International Freight Forwarders Association (LIFFA)
9	Mr. Vilasith SUNDARA	General Manager	KRL Transport and Logistics Ltd. (LIFFA Member)
10	Mr. Sivannakone MALIVARN	Deputy Director General	Pollution Control Department, Ministry of Natural Resource and Environment (MONRE)
<b>MYANMAR</b>			
11	Mr. Htin Kyaw	Director	Road Transport Administration Department, Ministry of Transport and Communications
12	Ms. Thinzar Witye Win	Staff Officer	Road Transport Administration Department, Ministry of Transport and Communications
13	Ms. Zin Min Tun	Deputy Director	Directorate of Industrial Collaboration, Ministry of Industry
14	Mr. Aung Khin Myint	Chairman	Myanmar International Freight Forwarders' Association (MIFFA)
15	Capt. Win Naing Nyunt	Trainer on DG	Myanmar International Freight Forwarders' Association (MIFFA)
16	Ms. Yee Yee Myint	CEC Member	Myanmar Chemical Industry Association (MCIA)
<b>VIETNAM</b>			



No.	Name	Position	Organization
17	Mr. Nguyen Cong Bang	Deputy Director General	Department of Transport, Ministry of Transport
18	Mr. Do Cong Thuy	Deputy Director General	Directorate for Road of Vietnam (DRVN)
19	Mr. Phung Tien Thanh	Officer	Department of Environment, Ministry of Transport
20	Mr. Pham Hoai Long	Officer	Vietnam Chemicals Agency
21	Ms. Phan Thi To Uyen	Officer	Pollution Control Department, Ministry of Natural Resources & Environment (MONRE)
<b>THAILAND</b>			
22	Mr. Kamol Buranapong	Deputy Director General	Department of Land Transport (DLT)
23	Ms. Rattana Itti-Amorn	Senior Expert on Freight Transport	Freight Transport Bureau, Department of Land Transport (DLT)
24	Ms. Piyawan Thapangpan	Chief of Freight Transport Development and Promotion Group	Freight Transport Bureau, Department of Land Transport (DLT)
25	Mr. Thawee Metheesupapak	Automotive Engineer	Department of Land Transport (DLT)
26	Mrs. Kedsaraporn Kongdej	Transport Technical Officer	Freight Transport Bureau, Department of Land Transport (DLT)
27	Mr. Parinya Hassadinthorn Na Ayudtaya	Transport Technical Officer	Department of Land Transport (DLT)
28	Mr. Wanput Sutjai	Transport Technical Officer	Freight Transport Bureau, Department of Land Transport (DLT)
29	Mr. Raweekit Phuttithanakorn	Transport Technical Officer	Freight Transport Bureau, Department of Land Transport (DLT)
30	Ms. Siriluck Thongmanee	Transport Technical Officer	Freight Transport Bureau, Department of Land Transport (DLT)
31	Mr. Somruam Mongkolkaew	Skill Development Officer	Chiangsaen International Institute for Skill Development, Chiangrai
32	Mr. Friedel Sehleier	Deputy Project Director	GIZ
33	Ms. Wilasinee Poonuchaphai	Project Co-Director	GIZ



No.	Name	Position	Organization
34	Ms. Pimprapai Boonsom	Office Manager	GIZ
35	Ms. Charurin Pholhinkong	Regional Project Coordinator	GIZ
36	Ms. Ratchanok Suwatthanabunpot	Assistant to Country Director	GIZ
37	Ms. Kanjana Ngamkalong	PR and Communication Officer	GIZ
38	Ms. Pariya Wongsarot	Public Relations Communication	GIZ