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|  | **INF.20/Rev.1** | |
| **Economic Commission for Europe**  Inland Transport Committee  **Working Party on the Transport of Dangerous Goods**  **Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee)**  **Thirtieth session**  Geneva, 23–27 January 2017 Item 5 (b) of the provisional agenda  **Proposals for amendments to the Regulations annexed to ADN:**  **other proposals** | | English  **23January 2017** |

Autonomous protective systems

Transmitted by EBU, ESO and ERSTU

Initial situation

Numerous documents were submitted for the twenty-ninth session of the safety committee concerning the requirements governing explosion-potential groups for non-electrical equipment.

Because it was not possible for reasons of time to amend the ADN 2017, the safety committee agreed during the initial phase to settle problems by means of multilateral agreements.

The inland navigation industry is grateful for this. However, multilateral agreement ADN / M 018 imminently requires measures necessitating careful preparation in respect of those ships whose certificate of approval need to be renewed after 31st December 2018.

Consequently it is necessary to address a number of the questions raised by the shipping industry in a timely manner.

Question

The minutes of the twenty-ninth session of the safety committee ADN/WP.15/AC.2/60 noted under section 44 that the informal “substances” working group has now been requested to look into various facts.

What progress have these investigations made?

Enquiry concerning the minutes of the twenty-ninth session

The minutes of the twenty-ninth session of the safety committee ADN/WP.15/AC.2/60 noted under section 44 – second sub-point – that the industry is required to provide the substances working group with relevant information. This wording in the minutes requires clarification.

Without doubt the inland navigation industry has the greatest interest in a systematic review and, if applicable, provision of the entries in column 16 of table C of the ADN.

The inland navigation industry never acquires title to the cargo. The inland navigation industry does not therefore see itself as being in a position to commission the experimental determination of explosion-potential groups or subgroups based on cargo samples.

Moreover, in the case of N.O.S entries, the inland navigation industry typically does not possess the necessary information that would allow the required explosion-potential groups or subgroups to be determined.

The shipping industry as well is affected by findings in respect of explosion-potential groups or subgroups. The shipping industry is far better informed about the characteristics of the goods to be shipped than the inland navigation industry.

The inland navigation associations therefore ask the safety committee to clarify exactly how it sees the information in question being provided “by the industry”.

Determination of the explosion-potential group or subgroups

The inland navigation industry provided the twenty-ninth session of the safety committee with an indication of a theoretical approach to determining explosion-potential groups or subgroups in document INF. 21. A calculation for UN 1170 ethanol was submitted by way of an example.

Given the complexity of the substance, the inland navigation industry appreciates that this aspect cannot be addressed in detail at the twenty-ninthsession.

The inland navigation industry is now proposing to undertake a systematic review of explosion-potential groups or subgroups in accordance with the theoretical approach in standards EN-IEC 60079-20-1 and ISO/IEC DIS 80079-20-1.

Following the shipping industry’s investigations it should be emphasised that the N.O.S. items in UN 1268 and 3295, of which many millions of tonnes of cargo are transported, are to be prioritised for investigation and probably reclassified as explosion-potential group IIA.

As a prelude to this discussion, the inland navigation industry has already conducted extensive comparative calculations that frequently reveal that a “lighter” explosion-potential group or subgroups is sufficient instead of explosion-potential group IIIB.

These results are summarised in the accompanying table.

Owing to the importance of this matter, the inland navigation industry has already signalled that additional industry experts would like to participate in the informal “substances” working group’s future deliberations.







