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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport
of Dangerous Goods

Meeting of Experts on the European Provisions
concerning the International Carriage of
Dangerous Goods by Inland Waterway (ADN)
(First session, Geneva,
19n21 January 1998)

**REPORT OF THE MEETING OF EXPERTS ON ITS FIRST SESSION
(19-21 January 1998)**

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ATTENDANCE

1. The Meeting of Experts on the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway held its first session in Geneva from 19 to 21 January 1998, with Mr. K. Ridder (Germany) as Chairman and Mr. K. Den Braven (Netherlands) as Vice-Chairman. Representatives of the following countries took part in its work: Austria; Belgium; Czech Republic; France; Germany; Italy; Netherlands; Russian Federation; Slovakia; Switzerland. The following intergovernmental organizations were also represented: Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission. The following non-governmental organization was also represented: European Chemical Industry Council (CEFIC).

ADOPTION OF THE AGENDA

2. The Meeting of Experts adopted the agenda of its first session as contained in document TRANS/WP.15/AC.2/1.

FIFTY-NINTH AND SIXTIETH SESSIONS OF THE INLAND TRANSPORT COMMITTEE

Documents: ECE/TRANS/119
TRANS/1998/CRP.1/Add.18

3. The Meeting of Experts was informed of the decisions of the Inland Transport Committee at its fifty-ninth and sixtieth sessions.

EUROPEAN PROVISIONS CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAY (ADN)

Core document: TRANS/WP.15/148

4. The Meeting of Experts noted with satisfaction that the secretariat had published ADN in English, French and Russian.

5. Since the European provisions were to be annexed to the draft ADN Agreement, the Meeting of Experts examined the published texts in detail and prepared a corrigendum (see annex 1).

6. It was pointed out that some marginals, for example those referring to certain resolutions of the Principal Working Party on Inland Water Transport (in particular resolution No. 17, or the European Code for Inland Waterways (CEVNI)) had been prepared in the context of ADN's status as a recommendation and should be reconsidered in the context of the conclusion of a European agreement. A list of these marginals can be found in annex 2.

Definition of explosion group (marginals 10 014 and 210 014)

7. The Meeting of Experts noted that the wording of this definition had been altered in ADN when compared with the wording in ADNR to take account of the definition contained in the IEC standards (Publication 79) and EN 50 014. According to these standards, explosion groups concerned groupings of electrical apparatus and not groups of substances although there was a direct correlation between groupings of apparatus and groups of substances since the explosive atmosphere in which such apparatus could be used had to be defined.

Limitation of quantities of Division 1.1A explosives to be carried

Document: TRANS/WP.15/AC.2/1998/1 (Secretariat)

8. The Meeting of Experts noted that ADR (marginal 11 401) set out very stringent restrictions for Division 1.1A explosives of item 01° (from 1.25 kg to 18.75 kg per transport unit instead of 50 kg to 15,000 kg per transport unit for other substances or articles of Division 1.1.). The 15,000 kg limit per vessel would not therefore perhaps be appropriate for ADN. It was decided to return to this question at the next session.

Prohibition of mixed loading (Class 1, marginal 11 403)

9. The table in ADN corresponded to ADR and to the IMDG Code and the differences appearing in ADNR should be corrected.

Marginal 21 301 (2)

10. It was proposed that the English text of the first subparagraph should be brought into line with that of the other XX 301 (2) marginals, by using the term **harmful substances** instead of **dangerous substances**. The representative of Belgium specified that it was only a case of detecting substances harmful to health. However, in the absence of a specific definition of what was meant by **harmful substance**, it was asked how that requirement could be implemented in practice and whether it would not be better to target all dangerous substances, as in the French text of ADN and ADNR, for which specific definitions existed.

11. The experts were invited to consider the question and to return to it in the next session.

Marginal 91 403

12. The meeting noted that marginal 91 403 of ADNR had not been brought into line with the other XX 403 marginals and therefore diverged from ADN. The practical consequence was that, according to ADNR, substances of Class 9, unlike those of Classes 2, 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 6.2, 7 and 8, could not be loaded together with explosive substances or articles of Division 1.4. The representative of the Netherlands said that he would study the question.

Appendix 3 to Annex B.1

13. It was recalled that this appendix had been inserted because there were no similar requirements applicable to the stability of vessels carrying containers in the Technical Requirements for Inland Navigation Vessels (resolution No. 17 of the Principal Working Party on Inland Water Transport). The appendix concerned only stability in the intact state. It could be deleted from ADN when similar provisions had been established by the SC.3 Working Party. Keeping the appendix and the references to marginals 110 294 (2) and 120 294 (2) should also be discussed in the context of the preparation of a ADN agreement.

Definition of the damage control plan (marginal 210 014)

14. The Meeting of Experts noted that the German version of ADNR, unlike the French version of ADNR and ADN, did not provide that the means of closure should be appropriately marked on the damage control plan. The ADNR experts should consult on this subject.

Marginal 210 214 (types of vessel)

15. The representative of the Netherlands said that the illustration of type C independent tank vessels was not completely accurate and that he would supply a new sketch.

Definition of vessel (marginal 210 214)

16. The representative of the Russian Federation asked that the definition should indicate that the term vessel applied to inland navigation vessels and to vessels which were both sea-going and inland navigation vessels. The other experts did not consider this amendment necessary since ADN applied to all vessels, of whatever type, on inland waterways, while construction requirements provided for the special case of sea-going vessels in conformity with the SOLAS Convention. The question of the definition of vessel should possibly be discussed by the ad hoc Working Group on the Elaboration of a draft ADN Agreement, which had indeed broached it.

Construction of vessels (in general)

17. The representative of the Russian Federation said that he would submit several proposals concerning parts III and IV of Annex B.1 and part III of Annex B.2 at the next session. Some of these proposals were transmitted to the Secretariat.

Marginals 210 317 (6) and 210 318 (6)

18. The Meeting of Experts noted that the (1978 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers) had been amended in 1995, and that marginals 210 317 (6) and 210 318 (6) should be amended accordingly when the amendments in question came into force (this not being yet the case). The marginal could then read: "The certificate issued, endorsed or validated as required by regulation V/1 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995, shall be deemed equivalent to the certificate referred to in (2) above."

Appendix 4 to Annex B.2

19. The Meeting of Experts noted that new amendments had been made to Appendix 4 to Annex B.2 of ADN in 1997, and entered into force on 1st January 1998 and that other amendments would be made in 1998 and will enter into force on 1st January 1999. These amendments would be brought to the attention of the Meeting of Experts at its next session.

Publication of amendments

20. The Meeting of Experts was informed that all corrections made would be circulated as an annex to this report. The pages replaced would be published at the same time as the next amendment following the 1999 session.

EFFECTS OF THE RESTRUCTURING OF ADR ON ADN

Document: TRANS/WP.15/AC.2/1998/3 (secretariat)

21. The Meeting of Experts heard a report on the work of the restructuring of RID, ADR and the IMDG Code in accordance with the Model Regulations annexed to the United Nations Recommendations on the Transport of Dangerous Goods (tenth revised edition) and the possible repercussions on ADN. The objective established by the Inland Transport Committee for the WP.15 Working Party was the entry into force of the restructured ADR on 1 January 2001, which was also the objective for the IMDG Code and for the implementation of the new provisions of the International Atomic Energy Agency's (IAEA) Regulations for the Safe Transport of Radioactive Material (STn1, 1996 edition).

22. A member of the secretariat said that he could prepare the necessary amendments for Annex A of the ADN. For Annex B.1 he could also prepare drafting changes, for example, concerning the references to item numbers in the list of substances (which would be deleted in the future). It should, however, be decided whether the structure of Annexes B.1 and B.2 should also be fundamentally revised or whether it could remain as it was.

23. The Chairman said that he would consult the parties concerned by the restructuring of RID/ADR in his country to see whether proposals could be submitted for ADN.

24. The Meeting of Experts would come back to the question at its next session.

**COOPERATION WITH THE AD HOC WORKING GROUP FOR THE ELABORATION OF
A DRAFT EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE
OF DANGEROUS GOODS BY INLAND WATERWAY (ADN) (AC.6)**

Documents: TRANS/WP.15/AC.2/1998/2 and n/Corr.1 (secretariat)
TRANS/AC.6/6 and n/Add.1
TRANS/AC.6/8 and n/Add.1
TRANS/AC.6/10

25. The Meeting of Experts took note of the progress of the AC.6 ad hoc Working Group in the elaboration of a draft ADN Agreement, and following a request by the AC.6 Working Group, considered draft chapter 3 of Annex 2 of the draft Agreement.

26. With regard to the technical data and criteria for allocating requirements for the carriage of the various substances in tank vessels, the Meeting of Experts noted that CCNR would study these criteria and would submit a new text to the Meeting of Experts at its next session.

27. With regard to the procedure for the special authorizations for carriage in tank vessels proposed by the secretariat of CCNR, the representative of the Netherlands said that it should be possible to issue these authorizations very rapidly since it was a question of dealing with unforeseen situations and the carriage of dangerous goods could not be delayed for a fortnight pending administrative authorizations. A direct agreement procedure between the authorities concerned would therefore seem to be preferable to a passive procedure whereby an authorization could be issued if there was no objection on the part of the authorities concerned within a period of 15 days. He also considered that only the provisions concerning the procedure should appear in Annex 2, while the criteria should be set out in Annex 1.

28. A member of the ECE secretariat said that if the special authorization procedure came down to direct agreements between the competent authorities concerned, there would be no difference in practice between these special authorizations and the bilateral/multilateral agreements referred to in article 7, paragraph 1 of the draft Agreement, and that the question could therefore be very simply resolved by means of bilateral/multilateral agreements, as was currently the case for the ADR Agreement. The criteria, and a more detailed reminder of the general provisions of article 7 where special agreements were concerned, could then appear in Annex 1 while chapter 3 of Annex 2 would become unnecessary.

29. The representative of the Netherlands said that measures should be taken to ensure that the substances for which special authorizations had been issued were included as rapidly as possible in Appendix 4 to Annex B.2.

PROGRAMME OF WORK AND CALENDAR OF MEETINGS

30. The Meeting of Experts noted that its next session would be held from 11 to 15 January 1999 and that the items for discussion would be:

- (a) Proposed amendments to ADN
- (b) Restructuring of ADN
- (c) Cooperation with the AC.6 Working Group.

ANY OTHER BUSINESS

Documents: TRANS/SC.3/WP.3/28
TRANS/SC.3/WP.3/R.78/Rev.2

31. The Meeting of Experts took note of the work of the SC.3/WP.3 Working Party with reference to the stability of container carriers and reporting requirements by vessels carrying dangerous goods.

ADOPTION OF THE REPORT

32. The Meeting of Experts adopted the report of its first session together with its annexes.

Annexes

Annex 1

List of corrections to document TRANS/WP.15/148

Marginal

- 6201 (The correction to be made does not apply to the English text).
- 6301 (The correction to the description of item 72° does not apply to the English text).
- 72° Delete NOTE 2 and replace ANOTE 1" with ANOTE@
- 6901 Add the following at the beginning of the marginal under AList of substances@
- Add the following NOTE 3 under item 20°(c):
- NOTE 3: For carriage in tank-vessels, substances carried or handed over for carriage in the liquid state at or above 100° C within a limiting range of 15 K below their flash-point shall be classified as substances of Class 3, item 72°.=
- 6901, 50° (c) In the line beginning with AType B ...@, replace Anitrogen/phostate@ with Anitrogen/phosphate@, and in the following line, insert Awith not more than 70 % ammonium nitrate and@ after Anitrogen/phosphate/potash type,@
- Insert a comma after AO.4% total added combustible material@
- 10 014 In the first line of the definition of Acontainer@, delete A, demountable tanks@
- 10 240 Delete Aand sufficient in quantity@ in the second sentence.
- Amend the end of the third sentence to read: A... shall be suitable and sufficient in quantity for fighting fires.@
- 10 282 (1) Replace Aconcerned by@ with Aferred to@
- 10 315 (3) (h) After Afire-fighting equipment@ insert Aand personal protection equipment@
- 10 322 (1) Delete: Aor during cleaning operations@
- 10 351 (3) Insert Aor the submerged pumps@ after Aor when the containers@
- 10 354 Read the last sentence as follows:
- AThey shall at least be of the certified safe type@
- 10 360 (2) The correction does not apply to the English version).

10 385 (1) (d) Insert: Aother@before Adeterioration@

(e) Replace Aspecial equipment@ with Aprotection equipment@

10 401 (1) Table - Class 2; read the entries in the second column as follows:

any classified under groups T, TF, TC, TO, TFC or TOC, total
--

any classified under group F, total

- Class 3; Second column, second entry, after 13°: replace A,@ with A;@

10 411 (2) Amend to read:

A(2) Where the dangerous goods are transported in containers, the number of the container shall suffice. In this case, a list giving the identification numbers of all containers and a description of the goods contained therein (name of the goods, class, item number, where applicable the letter and, where available, the identification number) shall be annexed to the stowage plan.@

10 414 (5) In the first sentence, insert Adangerous@before Agoods@. In the second sentence, add Aon deck@after A-road tank vehicles@.

10 415 Replace Ashall not apply@ with Adoes not apply@

10 500 (1) Table , Class 3,

Replace the comma after A13°@ with a semi-column in the fourth entry of the second column.

Delete AA1° to 57°@ in the last entry of second column.

Insert a new line in the table on the first page for danger labels for the 1.4S label with figure A0" in the last column.

Add, below the table on the first page of danger labels:

A*: indication of the appropriate compatibility group, except S

***: indication of the appropriate division

xxxx: identification number of the substance and compatibility group.

The labels may bear a text.@

10 500 (3) (This correction does not apply to the English text).

10 508 (1) Delete the underlining.

21 301 (2) Replace Adangerous substances@ with Aharmful substances@

- 42 111 Amend to read:
- AG**oods of 2° (b), 2° (c) and 3° (c), ferrous metal borings, shavrings, turnings or cuttings in spontaneously combustible form of 12° (c) and goods of 16° (c) of Class 4.2, may be carried in bulk@.
- 42 412 Add the title: **AV**entilation@.
- 42 413 Under the title, delete at the beginning of the sentence: **AM**easures to be taken before loading@.
- 43 111 After **Az**inc ashes@, insert:
- A**and aluminium smelting by-products and aluminium remelting by-products@.
- 43 301 (2) Replace **Ad**angerous substances@ with harmful substances@.
- 91 260 (3) Replace **A**When goods of polymeric@ with **A**When expandable polymeric@.
- 91 301 (1) Replace **A**goods of polymeric beads, expandable@ with **A**expandable polymeric beads@.
- (2) Replace **A**goods of Class 9" with **A**expandable polymeric beads of Class 9, 4° (c)@.
- 110 256 (2) After **A**for containers@insert: **A**, for submerged pumps@.
- 110 293 (1) After **A**stability@insert: **A**including stability@.
- 120 293 (1) After **A**stability@, insert: **A**, including stability@.
- 210 014 Add at the end of the definition of **AC**argo area@ **A**and the openings of the pump-rooms@.
- Amend the end of the definition of **AH**ighest Class**A** to read: **A**... under its supervision and the complete plant was tested to its satisfaction on completion@.
- In the definition of **AL**oading journal@, before **Ab**allast water@, replace **Ad**elivering@ with **Ad**ischarging@.
- In the definition of **AR**escue winch@, replace **A**hold spaces@ with **A**cargo tanks@.
- 210 320 (1) Replace **A**independant cargo@ with **A**insulated cargo@.
- 210 325 (2) Replace **A**in an emergency@ with **A**in case of emergency@.
- (3) In the first indent, replace **A**no wall common to@ with **A**no common boundary with@.
- 210 374 Replace **A**provided to windows@ with **A**provided their windows@.
- 210 381 (3) In the first sentence, replace **A**shall be kept@ with **A**shall also be kept@.
- (3) (b) Replace **A**pipng@ with **A**hoses@.

- 210 385 (1) (b) Same text as in 10 385 (1) (b).
- 210 414 In the title, replace **Astowing@** with **Astowage@**.
- 210 416 (3) Insert, **A**, **cleaning@** after **Astripping@**.
- 210 451 (2) Replace **Amentioned@** with **Areferred to@**.
- 221 221 Replace **Aoperated@** with **Aeffected@**.
- 231 428 (1) Add at the end: **Aof goods of Class 3"**.
- 241 211 Replace **ATanks@** with **ACargo tanks@**.
- 261 222 Replace **Athe blowing-off@** with **Athat blowing-off@**.
- 261 301 (2) In the last sentence, replace **Aone person@** with **Aone other person@**.
- 3X1 200 (3) (c) Replace **Apipes@** with **Ahoses@**.
- 311 200 (3) (d) In the second line, delete **Abe@** between **Ashall not@** and **Areadily ignite@**.
- 3X1 208 (1) Replace **Athe highest class@** with **Aits highest class@**.
- 3X1 210 (2) After the second sentence, insert:
AThe wall shall have a height not less than 2.00 m@
- 331 210 (2) In the penultimate sentence, insert **Athe coamings@** before **Aof access hatches@**.
In the last sentence, insert **Aof engine room@** after **Athe coamings@**.
- 311 211 (3) (a) In the second line, for **AA-60"** read **AClass A-60"**.
- 311 211 (5) Insert: **Ain the cargo area@** after **Adouble bottoms@** in the first sentence.
- 3X1 211 (6) (c) Insert **Abelow deck@** after **Apump-rooms@**.
- (7) Delete **Ainstalled@** in the last line.
- 321 211 (7) (c) (Apply to the French version only).
- 3X1 211 (8) Replace **Anot having a wall common to@** with **Ahaving non common boundary with@**.
- 331 211 (8) Delete **AInstalled@**.
- 311 212 (1) Replace **Aarrangement@** with **Alocation@**.
- (5) Replace **Atanks@** with **Acargo tanks@**.

- (6) Replace **Any ventilation** with **All ventilation**.
- 321 212 (4) Replace **tanks** with **cargo tanks**.
331 212 (4)
- 321 212 (5) Replace **Any ventilation inlets** with **All ventilation inlets** at the beginning of the second 331
212 (5) sentence.
- 311 215 (2) In the figure, replace **non-watertight** with **non-weathertight**.
321 215 (2)
- 3X1 217 (5) (e) Replace **pass** with **penetrate**.
- 321 217 (5) (f) Insert **or the cofferdam** after **cargo area** and after **service space**.
331 217 (5) (f)
- 311 217 (6) Delete **comprising** in the first sentence.
- 321 217 (6) Replace **the vessels own gas discharging system** with **the loading and unloading
331 217 (6) system**.
- 331 217 (7) Replace **THE PERMISSION OF** with **PERMISSION FROM**.
- 331 221 (1) (e) Delete **if an instrument Appendix A.4**;
- 3X1 221 (2) Replace **tank** with **cargo tank**.
331 221 (4) (a) Replace consist of: with shall be as follows:
- Replace equipment with safety devices (twice).**
- Replace devices for preventing with safety devices for preventing.**
- After **high-velocity vent valve**, replace **with a flame arrester** with **with a flame
arresting effect**.
- Replace **gases escaping** with **gases expelled**.
- Insert **cargo** before **tanks**. (last indent).
- (b) Insert **from** before **service spaces**.
- 321 221 (9)) Amend the beginning to read:
331 221 (9)) **The closed-type sampling ...**
- 321 222 (1) (b) Insert **for preventing unacceptable overpressurs or vacuums** after **safety devices**.
331 222 (1) (b)
- 311 222 (3) Delete **exhaust**.

321 222 (4) (a) First indent: replace flame-arrester@ with Aflame-arresting effect@.

- Delete the last indent.

321 222 (5) (a) Amend the first sentence to read:

)

331 222 (5) (a) AWhen a vapour pipe connects two or more cargo tanks, a flame-arrester capable of withstanding an explosion or detonation inside the pipe shall be fitted at the connection to each cargo tank@.

321 222 (5) (b) Amend the beginning of the first sentence to read:

)

331 222 (5) (b) AWhen a vapour pipe connects two or more cargo tanks, a pressure/vacuum relief device provided with a flame-arrester shall be fitted at the connection to each cargo tank: ...@.

321 222 (5) (c) After Ahigh-velocity vent valve@, replace Aincorporating a flame-arrester@ with

331 222 (5) (c) Awith a flame-arresting effect@.

311 223 (1) Replace Apiping@ with Apipes for loading and unloading@.

331 223 (2)) Insert Aand open cargo tanks@ after Acofferdams@.

(3)) At the end, add: Agauge pressure@.

311 225 (1) Replace ALoading pumps@ with ACargo pumps.

321 225 (1)) In the second sentence, delete Asituated on deck@.

331 225 (1))

331 225 (1) Replace ALoading pumps situated on the deck@ with ACargo pumps@.

3X1 225 (3) Replace ATHE PERMISSION OF@ with APERMISSION FROM@.

321 225 (10) For Amodel No.3 of Appendix 3" read AModel No.2 of Appendix 3".

331 225 (10)

331 226 (1) Replace Apossible leakage@ with Aany leakage@.

311 227 (1) (c) Replace Acolling systems@ with Acargo refrigeration systems@.

311 228 Delete Aby sprinkling water on the whole surface@.

3X1 231 (4) Amend the last sentence to read:

AThis provision does not apply to engines installed in service spaces provided the provisions of marginal 3X1 252 (3) (b) are fully complied with@.

3X1 232 (2) Replace Alead@ with Aextend@.

3X1 250 (1) (c) Delete Amachines, appliances or@ in the second sentence.

321 252 (1) (b) Amend the beginning to read:

Only the following equipment may be installed in the cofferdams, double-hull spaces, double bottoms and hold spaces (comparable to zone 1):

331 252 (1) (b) Amend the beginning to read:

Only the following equipment may be installed in the cofferdams, hold spaces and, if any, in the double hull spaces and double bottoms (comparable to zone 1):

3X1 274 (3) Insert "the" before "wheelhouse".

311 992 The marginal number should read 311 292.

Annex B.2 -Appendix 5

After the title, delete "10 315" between brackets.

Amendments to Russian version only

page 68: Marginal 11 501 Delete "(1)" at the beginning of paragraph.

page 71: Read:

"21 413-21 499" instead of "21 414-21 499".

page 80: Add the title "Ventilation" above Marginal 42 412.

page 257: Marginal 311 228: The end of the last sentence should read:

"... the outflow is 50 litres per square metre of cargo deck area and per hour".

List of marginals to be considered in preparing a draft ADN Agreement

10 001

10 240

10 282

10 283

10 500 (1)

10 504

10 508

11 501, 41 501, 52 501, 71 501

110 294 (2), 120 294 (2)

Annex B.1, Appendix 1 (models 1 and 2)

Annex B.1, Appendices 3 and 4

210 001, 210 014 (Definition of steersman)

210 282

210 283

210 329

210 500

210 504

311 250

321 250

331 250

Annex B.2, Appendices 1 (models 1 and 2) and 5.

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Annex 2

Annex 2