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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)

REPORT OF THE MEETING OF EXPERTS ON ITS THIRD SESSION
(17-20 January 2000)

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ATTENDANCE

1. The Meeting of Experts on the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN) held its third session in Geneva from 17 to 20 January 2000. Representatives of the following countries took part in the work of the session: Austria; Belgium; Czech Republic; France; Germany; Netherlands; Russian Federation; Switzerland; Turkey. The European Commission was also represented, as were the following intergovernmental organizations: Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission. In addition the following non-governmental organizations were represented: International Association of Classification Societies (IACS); European Petroleum Industry Association (EUROPIA); Rhine International Navigation Consortium (IAR).

ELECTION OF OFFICERS

2. On the proposal of the representative of Austria, Mr. K. Ridder (Germany) was elected Chairman. On the proposal of the representative of Germany, Mr. K. Den Braven (Netherlands) was elected Vice-Chairman.

ADOPTION OF THE AGENDA

3. The Meeting of Experts adopted the agenda prepared by the secretariat (TRANS/WP.15/AC.2/6).

PROPOSALS FOR AMENDMENTS TO THE EUROPEAN PROVISIONS CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAY (ADN)

Document: TRANS/WP.15/AC.2/2000/4 (CCNR)

Informal document: INF.3 (Netherlands)

4. The Meeting of Experts noted that this proposal by CCNR incorporated the amendments to the 1999 version of ADN which had been prepared by CCNR for entry into force in July 2001.

5. The Meeting of Experts adopted the amendments proposed with some drafting changes (see annex 1), on the understanding, however, that these amendments should not be taken into account in the text to be submitted to the Diplomatic Conference which would be organized by ECE and CCNR in May 2000 to adopt the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway; this text should correspond to the 1999 version of ADN.

6. The Meeting of Experts also adopted a number of corrections which were required to be made to document TRANS/WP.15/AC.2/5 to be submitted to the Diplomatic Conference, concerning Annexes A, B.1 and B.2 of the Agreement (see annex 2).

Document: TRANS/WP.15/AC.2/2000/5 (CCNR)

7. The Meeting of Experts adopted the amendments to Appendix 4 proposed by CCNR, with some changes, on the understanding that these amendments would only be taken into account after the adoption of the draft Agreement (see annex 1).

8. The Meeting of Experts also adopted a list of corrections to Appendix 4 contained in document TRANS/WP.15/AC.2/5 (see annex 2).

REGULATIONS ANNEXED TO THE DRAFT EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAY

Annexes A, B.1 and B.2

Document: TRANS/WP.15/AC.2/5

9. The Meeting of Experts approved the text prepared by the secretariat, subject to the corrections contained in annex 2 to this report.

Annex C

Document: TRANS/WP.15/AC.2/2000/2 (CCNR)

10. The Meeting of Experts approved the text prepared by CCNR for Chapter 6 of Annex C to the draft Agreement (see also TRANS/AC.6/20, paras. 58 and 59 and addendum 2) with one amendment (see annex 2 to this report).

Annex D.1 (General transitional provisions)

Document: TRANS/AC.6/1999/4 (CCNR)

Informal document: INF.2 (Austria)

11. The Meeting of Experts noted that the general transitional provisions established by CCNR had been made more stringent by the AC.6 ad hoc Working Group, in that the transitional provisions concerning vessels constructed using parts that had belonged to several other vessels had not been included.

12. The Meeting of Experts checked these general transitional provisions in detail and the amendments to document TRANS/AC.6/1999/4 are reproduced in annex 2 to this report.

Annex D.2 (Additional transitional provisions applicable on specific inland waterways)

Documents: TRANS/WP.15/AC.2/2000/1 (Russian Federation)
TRANS/WP.15/AC.2/2000/3 (Austria)

Informal document: INF.4 (Secretariat)

13. The proposal by the Russian Federation was supplemented by informal document INF.4 reproducing the original proposal transmitted to the secretariat which had not been fully included in document TRANS/WP.15/AC.2/2000/1.
14. The Meeting of Experts prepared a text for Annex D.2 on the basis of the proposals by the Russian Federation and Austria (see annex 2).
15. The first introductory sentence proposed by the Russian Federation was deemed unnecessary since the ADN Agreement did not apply to sea-going vessels navigating on maritime sections of inland waterways (see Article 2 of the Agreement).
16. The second sentence proposed by the Russian Federation was not accepted since in the context of an international agreement the purpose of which, *inter alia*, was to harmonize conditions of carriage, it would not be logical to leave to the competent authority of each Contracting Party the responsibility of deciding on the conditions for sea-going vessels using inland waterways.
17. As regards the marking of vessels, the Meeting of Experts noted that the most recent version of CEVNI permitted sea-going vessels to carry signals and lights in accordance with the recommendations of the International Maritime Organization for harbour regulations and that they also allowed the Russian Federation, and possibly also Ukraine, the Republic of Moldova and Belarus to prescribe red lights instead of blue lights for inland navigation vessels.
18. The Meeting of Experts agreed to amend marginals 10 500 and 210 500 to introduce a derogation for sea-going vessels, permitting them to use their sea lights on the inland waterways of countries which permitted this (see annex 2). The Meeting of Experts noted, however, that for safety reasons this practice was and would remain prohibited on the Rhine.
19. The Meeting of Experts did not agree to extend this derogation to the replacement of blue lights by red lights as the representative of the Russian Federation suggested, in view of practice in his country. Some experts considered that in the context of an international agreement it was appropriate to harmonize conditions of carriage but not to take special situations in each country into account. The explanations given by the representative of the Russian Federation showed that it was not simply a question of replacing blue lights with red lights but also of a different interpretation of the number of lights, which would not be in keeping with CEVNI. The representative of the Russian Federation was therefore invited to give more detailed explanations and to submit a new proposal to the next Meeting of Experts if he deemed it necessary with a view to preparing the entry into force of the Agreement once it had been adopted.

20. It was agreed that additional transitional provisions should be granted for vessels with cargo tanks of a maximum capacity of 760 m³. Such vessels were to be found on the Danube. In fact, CCNR intended in the future possibly to increase the maximum capacity currently set at 380 m³ and it might possibly be advisable in the future to revise the 3X1 211(1)(a) marginals.

21. Some of the Russian Federation's other proposals for additional transitional provisions were not adopted since they had already been included in the general transitional provisions of Annex D.1.

RESTRUCTURING OF ADN

Informal document: INF.1 (Germany)

22. The Meeting of Experts took note of the progress of the work of restructuring RID and ADR. The restructured texts were to enter into force on 1 July 2001 and would be accessible on the ECE website (<http://www.unece.org/trans/danger/danger.htm>) as soon as they were available.

23. The Meeting of Experts also took note of a first draft of a new structure for ADN, introduced by Germany (INF.1).

PROGRAMME OF WORK AND CALENDAR OF MEETINGS

24. The next meeting was provisionally scheduled from 15 to 19 January 2001.

25. The Meeting of Experts would be discussing new proposals for amendments to ADN and for the restructuring of ADN.

26. The programme of work would, however, depend on the results of the Diplomatic Conference for the adoption of the draft ADN; its recommendations could lead to a reorganization of methods of work and new tasks in the context of the preparation of the entry into force of the ADN Agreement if it was adopted (e.g. questions relating to classification societies) (see TRANS/AC.6/20, annex 3).

ADOPTION OF THE REPORT

27. The Meeting of Experts adopted the report of its third session together with its annexes on the basis of a draft prepared by the secretariat.

Annex 1Amendments to the European Provisions concerning the International Carriage
of Dangerous Goods by Inland Waterway1. Amendments in accordance with document TRANS/WP.15/AC.2/2000/4

The document was adopted with the following amendments:

- | | |
|-----------------|--|
| 10 401 (1) | Bring the table into line with the French text. |
| 10 410 (c) | Begin a new paragraph after “0.80 m”. |
| 11 407 | Replace “substances of Class 1” by “goods of Class 1”. |
| 11 408 | |
| 11 501 | |
| 41 501 | Existing text remains unchanged. |
| 52 501 | |
| 210 014 | Delete “(eductor)” in the definition of “High-velocity vent valve”. |
| 210 410 (1) | (Does not apply to the English text). |
| 221 418 | (Does not apply to the English text). |
| 321 200 (1) (c) | Replace “erosion” by “corrosion”. |
| 331 200 (1) (c) | |
| 3X1 210 (2) | Read:

“(2) The lower edges of door openings in the sidewalls ...

... In this case, the lower edges of door openings in the
sidewalls ... not less than 0.10 m above the deck. The ... deck”.
(remainder unchanged) |
| 331 211 (7) | Replace “sump pumps” with “pump sumps” (English text). |
| 3X1 232 (2) | Replace “Their open ends” with “These open ends”. |
| 3X1 240 (2) | Insert “cargo” before “pump-rooms”. |

321 222 (4) (a))

5 (a) (i))

5 (d))

321 226 (3))

331 222 (4) (a))

(5) (a) (i))

(5) (c))

(5) (d))

331 226 (3))

Wherever it appears, replace the word “eductor” with “high-velocity vent valve”.

331 222 (5) (a)

First paragraph, delete the last sentence between “detonation” and “This equipment may consist of: ...”.

French text: for “à gatte fine” read “à gatte fixe”.

331 226 (3)

(Does not apply to the English text).

331 231 (2)

The amendment refers to 331 232 (2).

2. Amendments in accordance with document TRANS/WP.15/AC.2/2000/5

This document was adopted with the following corrections:

Page 1, paragraph 1, delete the number 3295 and the brackets, and read: “3079 and substances with 61° C < f.p. 100° C, n.o.s. (2-ethylhexylacrylate, stabilized)”.

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Annex 2

Amendments to the Regulations annexed to the draft European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN)

1. Corrections and amendments to document TRANS/WP.15/AC.2/5
(see document TRANS/WP.15/AC.2/5/Corr.1)
2. Annex C (of the Regulations annexed to the draft Agreement)

Chapter 6

Document TRANS/WP.15/AC.2/2000/2 was adopted with the following amendment:

6.3.2: last sentence, delete.

3. Annex D.1 (of the Regulations attached to the draft Agreement).

Annex D.1 - GENERAL TRANSITIONAL PROVISIONS

Document TRANS/AC.6/1999/4 was adopted with the following amendments:

1. Paragraph 1, read:

“1. Vessels in service shall meet the requirements of marginals and, where necessary, paragraphs and subparagraphs not mentioned in the table below within a period of not more than one year after the entry into force of these Regulations.

The construction and equipment of vessels in service shall be maintained at least at the previous standard of safety.

In Annex D.1:

‘vessel in service’ means a vessel according to Article 8 of the Agreement:

‘NRM’ means that the requirement does not apply to vessels in service except where the parts concerned are replaced or modified, i.e. it applies only to vessels which are new, or to parts which are replaced or modified; where existing parts are replaced by spare or replacement parts of the same type and manufacture, this shall not be considered a replacement ‘R’ as defined in these transitional provisions. Modification shall also be taken to mean the conversion of an existing type of tank vessel, a type of cargo tank or a state of cargo tank to another type or state at a higher level.”

2. After paragraph 1 above, insert the paragraph preceding the table of provisions (“Renewal of the certificate of approval ...”), replacing “the entry into force of the annexes to this Agreement” by “the date of the implementation of these Regulations”.

3. Table of transitional provisions

- In the third column for marginals 110 212 (1), 110 217 (2), 110 217 (3), 110 235, 110 241, 120 241, 210 041, 210 320 (1), 331 208 (1), 3X1 210 (2), 311 211 (2) (a) (second sentence), 321 211 (3) (a)/331 211 (3) (a), 311 217 (6)/331 217 (6), 3X1 231 (4), 3X1 231 (5), 331 242 (2), first sentence, read:

“The following requirements apply on board vessels in service:”

- Delete the entries for marginals 210 318 (2) and 331 221 (5) (c).
- Third column for marginal 210 320, read: “On board vessels in service cofferdams may ...” (remainder unchanged).
- Third column for marginal 210 422 (1), replace “On vessels” by “On board vessels”.
- Third column for marginals 3X1 210 (2), last sentence, read: “On board vessels in service ...” (remainder unchanged).
- Third column for marginal 331 242 (2), last sentence, replace “a K3 separator” by “an oil separator”.
- Third column for marginals 3X1 252 (3) (b), read: “On board vessels in service, paragraph (3) shall not apply ...” (remainder unchanged).

4. Delete the text following the table and add paragraphs 2 and 3 to read:

“2. The goods for which Type N closed with a minimum valve setting of 10 kPa (0.10 bar) is required in the list of substances (Annex B.2, Appendix 4) may be carried in tank-vessels in service of Type N closed with a minimum valve setting of 6 kPa (0.06 bar) (cargo tank test pressure of 10 kPa (0.10 bar)).”

“3. Vessels carrying only the dangerous goods referred to below shall be subject to this Agreement as from 1 January 2005 only:

Class 4.1 3175 solids or mixtures of solids (such as preparations or wastes) containing flammable liquid n.o.s. having a flashpoint up to 61° C of 4° (c);

1350 sulphur (also flowers of sulphur) of 11° (c);

Class 4.2 substances of 3° (c) and 16° (c) in bulk;

Class 9 2969 castor beans of 35° (b).

Vessels must, however, still meet the requirements of marginals 10 011 (2) and 10 351 (4) of Annex B.1.”

Annex D.2 (of the Regulations annexed to the draft Agreement)

(a) In the third column, for marginals 110 292, 311 292 and 321 292, delete:

“The foregoing shall not apply to the forepeak and afterpeak”.

(b) Insert in the table:

Marginal	Subject	Time limit and comments
110 295 (2) 321 215 (2)	Extent of the stability diagram (damaged condition).	NRM The following requirements apply on board vessels in service: At the final stage of flooding the angle of heel shall not exceed: 20° before measures to right the vessel; 12° following measures to right the vessel.
311 211 (1) (a) 321 211 (1) (a) 331 211 (1) (a)	Maximum capacity of cargo tanks.	NRM The following requirements apply on board vessels in service: The maximum permissible capacity of a cargo tank shall be 760 m ³ .
311 212 (3) 321 212 (2) 331 212 (2)	Position of air inlets.	NRM The following requirements apply on board vessels in service: The air inlets to be positioned at least 5 m from the safety-valve outlets.
321 211 (1) (d)	Length of cargo tanks.	NRM The following requirements apply on board vessels in service: The length of a cargo tank may exceed 10 m and 0.2 L.