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### 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)

Nineteenth session  
Geneva, 22–25 August 2011

### **Report of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee) on its nineteenth session\***

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\* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol  
CCNR/ZKR/ADN/WP.15/AC.2/40.

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## **I. Attendance**

1. The 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) held its nineteenth session in Geneva from 22 to 25 August 2011, with Mr. H. Rein (Germany) as Chairman and Mr. B. Birklhuber (Austria) as Vice-Chairman. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Netherlands, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. A representative of the European Union also participated. The following intergovernmental organizations were represented: Central Commission for the Navigation of the Rhine (CCNR) and Danube Commission (DC). The following non-governmental organizations were also represented: European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Petroleum Industry Association (EUROPIA), International Association of Classification Societies (IACS) and International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA).

## **II. Adoption of the agenda (agenda item 1)**

*Documents:* ECE/TRANS/WP.15/AC.2/39 and Add.1

*Informal documents:* INF.20 and INF.23 (Secretariat)

2. The Joint Meeting adopted the agenda prepared by the secretariat as amended by informal document INF.20 to take account of informal documents INF.1 to INF.22, as well as the timetable (INF.23).

## **III. Seventy-third session of the Inland Transport Committee (agenda item 2)**

*Documents:* ECE/TRANS/221 (Report of the Committee)

3. The Safety Committee took note of the report of the Inland Transport Committee, in particular of the decisions relating to its work (paras. 79–88) and the conclusions of the round table discussion on “Transport of dangerous goods: Global and regional dimensions” (annex to the report).

4. The Chairman welcomed the fact that the transport of dangerous goods had been taken up at the appropriate policy level. He noted that the conclusions had no direct impact on the work of the ADN Safety Committee. As for the conclusions relating to training, he suggested that the ADN catalogue of questions could serve as an example to improve training for other modes of transport and to facilitate the work of the competent authorities in organizing courses and holding examinations.

## **IV. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3)**

5. The Safety Committee noted that Switzerland had acceded to ADN since the previous session, bringing the number of Contracting Parties to 16 (Austria, Bulgaria,

Croatia, France, Germany, Hungary, Luxembourg, Netherlands, Poland, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine).

## **V. Proposals for amendments to the Regulations annexed to ADN (agenda item 4)**

### **A. Work of the RID/ADR/ADN Joint Meeting**

*Documents:* ECE/TRANS/WP.15/AC.1/120 and 122 (Reports of the Joint Meeting on its autumn 2010 and spring 2011 sessions)

6. The Safety Committee adopted those amendments that related to the Regulations annexed to ADN that were proposed by the Joint Meeting in annex II to the reports (see annex).

### **B. Work of the Working Party on the Transport of Dangerous Goods (WP.15)**

*Document:* ECE/TRANS/WP.15/208 (Report of the Working Party on the Transport of Dangerous Goods on its eighty-ninth session, 26–29 October 2010)

7. The Safety Committee noted that for the most part the amendments to ADR reproduced in annex I to the report came from the work of the Joint Meeting (ECE/TRANS/WP.15/AC.1/118, annex III) and that it had already adopted the corresponding amendments to the Regulations annexed to ADN (ECE/TRANS/WP.15/AC.2/36, annex III). The other amendments adopted by WP.15 related only to ADR and had no effect on the Regulations annexed to ADN.

### **C. Other amendment proposals**

#### **1. Paragraph 2.2.9.1.14**

*Document:* ECE/TRANS/WP.15/AC.2/2011/20 (Belgium)

8. The Safety Committee considered that classification under UN numbers (including UN Nos. 3077 or 3082) should take precedence over classification under identification numbers specific to ADN (for example, Nos. 9000 to 9006), and that such a principle should be reflected in section 2.1.3. On the other hand, the Safety Committee supported the view of Belgium that identification No. 9003 should take precedence over Nos. 9005 and 9006. Accordingly, it adopted amendments to the Regulations annexed to ADN (see annex).

#### **2. Paragraph 5.4.1.1.2**

*Document:* ECE/TRANS/WP.15/AC.2/2011/21 (Belgium)

9. The representative of Belgium was asked to reformulate the proposed amendment to 5.4.1.1.2 (c) so that it would cover only N.O.S. entries in which the dangers mentioned in the transport document are dependent on the flow chart. The representative of Belgium presented revised proposals during the session which were adopted (see annex).

**3. Paragraph 7.2.4.18.1**

*Document:* ECE/TRANS/WP.15/AC.2/2011/22 (Belgium)

10. Several delegations endorsed the principle of establishing requirements for the maximum oxygen content of inert gases used for inerting or blanketing a cargo. It was, however, noted that various cases had to be considered and that a reduction of the maximum content would involve costs related to the length of loading with inert gas, which had to be assessed and justified in respect of the improvement in safety. The representative of Belgium was asked to submit a new proposal.

**4. Paragraph 8.1.6.1**

*Document:* ECE/TRANS/WP.15/AC.2/2011/23 (Belgium)

11. The Safety Committee agreed that it was necessary to clarify whether the provisions of 8.1.6.1 applied only to portable fire-extinguishing appliances and hoses, or also to fixed fire-extinguishing appliances. The representative of Belgium presented revised proposals during the session in an Informal document "Rev.1" which were adopted (see annex).

**5. Paragraph 8.3.5**

*Document:* ECE/TRANS/WP.15/AC.2/2011/24 (Belgium)

12. Some delegations took the view that certification of a gas-free condition for repair or maintenance work on board vessels was the responsibility of the expert designated by the competent authority, especially since the assessed concentration of flammable gases in degassed areas depended on the nature of the gas. The proposal to set the limit for the concentration of flammable gases at 20% of the lower explosive limit, with no significant concentration of toxic gases, put to the vote, was not adopted.

**6. ADN Checklist (8.6.3)**

*Document:* ECE/TRANS/WP.15/AC.2/2011/25 (Belgium)

13. The proposal to amend the ADN Checklist was adopted with some amendments (see annex).

**7. Correction of the model for a certificate of approval**

*Document:* ECE/TRANS/WP.15/AC.2/2011/26 (Secretariat)

14. The Safety Committee noted that the term "pressure relief device" in the English and Russian versions of entry 8 of the models for a certificate of approval (8.6.1.3 and 8.6.1.4) did not correspond with the overpressure systems referred to in the German and French versions. It was decided that the term to be used in all linguistic versions should be that used in 9.3.x.52.3 (b) (iv) 1, "ventilation system ensuring an overpressure", in order to avoid any misunderstanding. The reference to footnote (2) should also be deleted from this section of the certificate (see annex).

**8. Fire-extinguishing arrangements on tank vessels (9.3.x.40 and 7.2.4.40)**

*Document:* ECE/TRANS/WP.15/AC.2/2011/28 (EBU)

15. The proposals to amend 9.3.x.40.1 and 7.2.4.40 were adopted, with deletion of the words "in cold weather" in 7.2.4.40 (see annex).

**9. End-of-course tests for refresher courses (Chapter 8.2)**

*Document:* ECE/TRANS/WP.15/AC.2/2011/29 (Germany)

16. The Safety Committee adopted the principle that participants in refresher courses should sit end-of-course tests set by the training bodies, rather than examinations organized by the competent authority, as was the case for initial training. The Committee therefore adopted some amendments to Chapter 8.2 on the basis of the proposal by Germany, with some changes (see annex).

17. The Safety Committee did not adopt the proposal to require that the question papers for the tests should be notified in advance to the competent authority. The number of correct answers required was changed from 17 to 16, corresponding to 80%.

18. In response to the question by the representative of the Netherlands concerning the possibility of using electronic tests as an alternative to written tests, the Chairman suggested that the matter should be raised at the RID/ADR/ADN Joint Meeting, since arrangements for tests and examinations were also relevant to training courses for drivers of vehicles and safety advisers.

19. It was confirmed that transitional measures would apply for the usual period of six months if the amendments entered into force on 1 January 2013; in other words, the tests would only become mandatory from 1 July 2013.

**10. Proposed amendments to Part 7**

*Document:* ECE/TRANS/WP.15/AC.2/2011/33 (Germany)

20. The Safety Committee adopted the amendments proposed to 7.1.6.11 and 7.1.6.14, as well as the consequential amendments to Table A of Chapter 3.2 (see annex).

**11. Proposed amendments to Tables A and C of Chapter 3.2**

*Documents:* ECE/TRANS/WP.15/AC.2/2011/34 (Germany)  
ECE/TRANS/WP.15/AC.2/2011/35 (Germany)  
ECE/TRANS/WP.15/AC.2/2011/36 (Germany)  
ECE/TRANS/WP.15/AC.2/2011/37 (Germany)

21. The Safety Committee adopted the proposed amendments with some modifications (see annex).

**12. Heavy fuel oils**

*Document:* ECE/TRANS/WP.15/AC.2/2011/39 (Germany)

22. The Safety Committee noted that heavy fuel oils were complex mixtures that met the criteria for pollution in the aquatic environment and that they could be classified as N1, N2 or N3, depending on their composition. They could therefore be carried in type C tank vessels, in double-hulled type N or single-hulled type N tank vessels, according to the circumstances. However, using the criteria to assess the hazard for the aquatic environment was costly and difficult to do on a case-by-case basis. Classification by default as N1, thus applying the precautionary principle, was perhaps more practical, and that approach had been adopted by the European Union. Five options, lettered (a) to (e), had thus been proposed.

23. The EBU representative preferred option (b), consisting in establishing a specific heading for heavy fuel oils. In that respect opinions diverged among government delegations, but all of them accepted option (d). According to that option, heavy fuel oils should be carried either in type C tank vessels (thus, with double hulls) or in double-hulled

type N vessels, taking into consideration their vapour pressure, which was simpler to establish.

24. The Safety Committee adopted the latter option and requested the informal working group on substances to draw up appropriate proposals.

**13. Checklist**

*Document:* ECE/TRANS/WP.15/AC.2/2011/40 (Austria)

25. The Safety Committee welcomed the proposal produced by the working group on technical issues of the Danube Commission in the light of paragraph 1.8.1.2.1 of the Regulations annexed to ADN. According to the paragraph, the ADN Administrative Committee should develop a checklist for use by the Contracting Parties in carrying out checks.

26. Several delegations commented on the proposal, in particular stating that the list should not contain personal data about crew members. The Danube Commission would hold a session of an informal working group to draw up a new proposal for submission to the Administrative Committee at its August 2012 session. It would be useful for the group to have interpretation services, as the checklist was multilingual.

**14. Harmonization with the seventeenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods**

*Document:* ECE/TRANS/WP.15/AC.1/2011/30 and Add.1 (Secretariat)

27. The Safety Committee noted that the texts proposed for harmonization with the United Nations Recommendations on the Transport of Dangerous Goods would be discussed by the RID/ADR/ADN Joint Meeting at its autumn 2011 session. It requested the informal working group on substances, on the basis of those documents, to draw up a list of the specific changes to Tables A and C of the Regulations annexed to ADN that such harmonization would entail for discussion at the next session.

**15. Draft corrigendum to ADN 2011**

*Informal documents:* INF.5 (Secretariat)  
INF.17 (Germany)

28. The Safety Committee confirmed the corrections proposed for the English and French versions of ADN 2011, with some additional corrections, and invited the ECE and CCNR secretariats to publish, if necessary, corrigenda for the Russian and German versions as well.

**16. Hoses and hose assemblies**

*Informal documents:* INF.6 and INF.22 (EBU)

29. The Safety Committee considered that it was difficult to discuss the problem in question on the basis of informal documents, and invited EBU to submit an official proposal.

**17. Provisions related to ventilation (container vessels)**

*Informal document:* INF.7 (EBU)

30. The EBU will prepare a proposal based on the study presented in this document.



**18. Means of evacuation**

*Informal document:* INF.12 (Netherlands)

31. The Safety Committee expressed its satisfaction with the results of the work carried out by the informal working group. The representative of the Netherlands will prepare a formal proposal taking into account the comments made.

**19. Presence on board of the ADN in English, French or German**

*Informal document:* INF.14 (Austria)

32. The representative of Austria will prepare a proposal stating that a copy of the ADN in English, French or German is not required on board provided that a copy in a language that the master can read and understand is available on board.

**20. Interpretation of 9.3.2.15 (stability)**

*Informal document:* INF.15 (ADN recommended classification societies)

33. The amendment proposal aimed at clarifying the meaning of 9.3.2.15 was judged acceptable in principle, but the ADN recommended classification societies were asked to submit a formal proposal including transitional measures if it was found that the proposed interpretation had still not been applied.

**21. Explosion protection on tank vessels**

*Informal document:* INF.16 (Germany and Netherlands)

34. The Safety Committee expressed its satisfaction with this proposal resulting from the work of the CCNR dangerous goods working group aimed at better defining the explosive atmosphere zones on board tank vessels. It will remain on the agenda for the next session so that delegations can study the issue in greater detail.

**22. Handing over of the transport documents after loading (paragraph 8.1.2.4)**

*Informal document:* INF.18 (EBU)

35. The Safety Committee noted that the German version differs from the other versions in that the handing over of the transport document to the master is required immediately after loading. A member of the secretariat indicated that a correction to the English, French and Russian versions could only be made by following the legal procedure for corrections if there was no objection.

36. The representative of the Netherlands considered that this correction was not desirable since a vessel may have to leave the quayside after loading to allow the loading of another vessel, and this before the documents have been handed over to the master. It was decided to propose an amendment requiring the documents to be handed over to the master before the start of the journey (see annex).

**VI. Catalogue of questions (item 5 of the agenda)****1. Instructions for the use of the catalogue of questions for the ADN experts exam**

*Document:* ECE/TRANS/WP.15/AC.2/2011/27 (CCNR)

37. The instructions for the use of the catalogue of questions for the ADN experts exam will undergo an editorial revision to take account of comments made at the present session. An amendment proposal to ADN will be submitted to the next session to make the use of

these instructions obligatory. It will also be proposed to the Administrative Committee to consider transforming them into a directive of the Administrative Committee.

**2. Calendar of work of the informal working group on the catalogue of questions**

*Documents:* ECE/TRANS/WP.15/AC.2/2011/31 (CCNR)  
ECE/TRANS/WP.15/AC.2/2011/32 (CCNR)

38. The calendar of work was adopted. The next meeting of the informal working group will be held in Strasbourg on 21-22 September 2011. The informal working group stressed that the tasks assigned to it could not be performed according to the planned schedule of work without the participation of more delegations in the work.

39. The proposed modifications for updating the catalogue of questions will have to be submitted to the Safety Committee for approval.

40. These updates have to be translated into the four languages and the secretariats of the UNECE, CCNR and Danube Commission were requested to cooperate, if necessary, to ensure the availability of the translations.

41. Any errors in the different versions should be signaled to the informal working group on the catalogue of questions and to the secretariats.

42. The training bodies should also be invited to inform their competent authorities of any errors they have detected.

**3. Catalogue of questions for ADN 2011**

*Informal documents:* INF.9, INF.10 and INF.11 (CCNR)

43. The Safety Committee took note of the updates to documents ECE/TRANS/WP.15/AC.2/2010/12, 13 and 14. These updates should be made available in the four languages at the next session. The Danube Commission was requested to prepare the Russian versions. After, and only after final approval can they be put online on the internet.

**4. Status of training and exams in conformity with chapter 8.2 of the Regulations annexed to ADN**

*Informal documents:* INF.8 and INF.19 (Belgium)

44. The Safety Committee took note of the request of the informal working group on the catalogue of questions to obtain information such as that provided by Belgium (INF.19) before the next session. To this end, the questionnaire in document INF.8 should be quickly translated into English and Russian and sent to Contracting Parties.

45. The representative of the Danube Commission said that she would provide the Russian version of the questionnaire and also translate the replies sent in Russian.

**VII. Matters concerning the recognition of classification societies (agenda item 6)**

**1. Obligations of classification societies**

*Document:* ECE/TRANS/WP.15/AC.2/2011/30 (Germany and Switzerland)

*Informal document:* INF.24 (Secretariat)

46. The Safety Committee adopted the amendments to section 1.15.4 (see annex). The representative of the recommended ADN classification societies stated that the decision would be reported to the next meeting of the societies and that if there were any comments he would bring them to the attention of the Committee.

## 2. Recommended ADN classification societies

*Informal document:* INF.4 (Recommended ADN classification societies)

47. The Safety Committee noted with satisfaction that in conformity with the obligation to cooperate prescribed in 1.15.4.1, the recommended classification societies had constituted a group to assure the harmonization of their classification rules with the ADN and communication with the Safety Committee and competent authorities. It also took note of the report of the first meeting held in Brussels on 19 May 2011.

48. The Safety Committee decided that this group could participate in its sessions in the future with the same consultative status as a non-governmental organization, with the right to submit documents and proposals following the same procedures as the non-governmental organizations.

49. As concerns the interpretation of ADN in order to establish their classification rules, the Safety Committee asked the recommended ADN classification societies to regularly bring to its attention for information the interpretations they have all agreed on by consensus. If consensus has not been reached, they are invited to bring the problems to the attention of the Committee for arbitration. The UNECE secretariat will then be able to publish the interpretations on its website in an orderly manner.

## 3. Request for recognition of the Shipping Register of Ukraine

50. It was decided to discuss this request at the level of the Administrative Committee.

# VIII. Special authorizations, derogations and equivalents (agenda item 7)

## Use of liquefied natural gas (LNG) as a fuel for the propulsion of vessels

*Document:* ECE/TRANS/WP.15/AC.2/2011/38 (Netherlands)

*Informal documents:* INF.1, INF.2, INF.3 and INF.13 (Netherlands)

51. The Netherlands and EBU delegations explained at length, by means of presentations, the proposal to allow the use of LNG as a fuel, consistent with policies aimed at preserving the atmospheric environment and reducing CO<sub>2</sub> or air pollutant emissions. Currently, only liquid fuels with a flashpoint equal to or above 55° C, i.e., diesel fuels, were authorized.

52. The representative of the Netherlands explained that he was proposing a procedure for equivalents because derogations on a trial basis were only issued for a limited period and would therefore not be the appropriate solution given the long service life of engines and the investments foreseen. Rules had been drawn up by the classification societies concerned by taking into account the current rules for maritime transport (for example the IGC Code and the draft IGF Code of IMO), the work currently under way to update them and the need to adapt them to inland navigation (CCNR regulations and European directives). Several means of propulsion were under consideration, including the use of LNG alone or mixed use of LNG and liquid fuels. More detailed procedures were under discussion, in particular to demonstrate equivalence in terms of safety, training (for crews, shore-based personnel and those involved in refuelling) and refuelling (bunkering). New

documents would be presented to the Safety Committee. The delegation of the Netherlands would like the Administrative Committee to issue a recommendation for an equivalent already at the January 2012 session.

53. Several delegations wished to have more detailed information, especially to obtain a better overview of the currently available rules and proposed divergences.

54. It was also noted that equivalence in respect of safety might be difficult to establish, as liquid fuels and LNG presented risks that were hardly comparable.

55. Those issues would be discussed by an informal working group that would meet in the Netherlands on 10 and 11 October 2011.

56. The Chairman stressed that 1.5.3.2 of the Regulations annexed to ADN provided for derogations on a trial basis and, in the light of the investments foreseen, he saw no reason why such derogations could not be granted for long periods. That procedure seemed preferable to the procedure for equivalents referred to in 1.5.3.1.

## **IX. Programme of work and calendar of meetings (agenda item 8)**

57. The next session will be held from 23 (morning) to 27 (morning) January 2012, and will be followed on 27 January (afternoon) by a session of the Administrative Committee. The deadline for submission of documents is 28 October 2011.

58. The items on the agenda will be the same. It is recalled that the Committee will have to consider the amendments proposed by the RID/ADR/ADN Joint Meeting, particularly those related to harmonization with the seventeenth revised edition of the UN Recommendations on the Transport of Dangerous Goods.

## **X. Other business (agenda item 9)**

### **1. Safety and reliability of the Rhine for inland navigation**

*Informal document:* INF.21 (CCNR)

59. The Safety Committee took note of CCNR Resolution 2011-I-5 aimed at evaluating the level of safety and reliability of the Rhine for inland navigation, following the capsizing of two tank vessels, and at possibly taking measures if that evaluation leads to follow up, as well as at improving the treatment of aspects related to the stability of vessels.

60. The Chairman indicated that following the capsizing of the "Waldhof", and independently of the causes of that incident, work is being undertaken in his country which will lead to various proposals to amend the Regulations annexed to ADN.

### **2. Condolences**

61. The Safety Committee learned with great sadness of the death of Mrs. C. Hart, head of delegation of the Netherlands before illness struck and carried her away tragically. The Chairman asked the representative of the Netherlands to convey sincere condolences to the family.

## **XI. Adoption of the report (agenda item 10)**

62. The Committee adopted the report of its nineteenth session and its annex (see ECE/TRANS/WP.15/AC.2/40/Add.1) on the basis of a draft prepared by the secretariat.

## Annex

**Proposed amendments to the Regulations annexed to ADN  
for entry into force on 1 January 2013 (see  
ECE/TRANS/WP.15/AC.2/40/Add.1)**

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