

**Economic Commission for Europe****Inland Transport Committee****ADN Administrative Committee****Tenth session**

Geneva, 25 January 2013

Item 4 (c) of the provisional agenda

**Miscellaneous notifications**

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**Notifications to the UNECE secretariat****Note by the secretariat**

1. At the ninth session of the ADN Administrative Committee, the secretariat was asked to prepare a list for the tenth session of the Administrative Committee of those States that were still expected to submit information to the secretariat. The list appears below.

2. The outstanding notifications relate to the recognition of classification societies by Contracting Parties. This is not an obligation, however. Paragraph 1.15.2.4 reads "Each Contracting Party may or may not decide to recognize the classification societies in question, only on the basis of the list referred to in 1.15.2.3."

Austria

Bulgaria - recognition of classification societies (1.15.2.4 not obligatory)

Croatia - recognition of classification societies (1.15.2.4 not obligatory)

Czech Rep. - recognition of classification societies (1.15.2.4 not obligatory)

France

Germany

Hungary

Luxembourg - recognition of classification societies (1.15.2.4 not obligatory)

Poland - recognition of classification societies (1.15.2.4 not obligatory)

Netherlands

Moldova

Romania

Russian Federation

Serbia - recognition of classification societies (1.15.2.4 not obligatory)

Slovakia

Switzerland - recognition of classification societies (1.15.2.4 not obligatory)

Ukraine

3. All countries have submitted the contact details of their competent authority but are asked to check them, particularly the email address, and to send any updates to the secretariat. This will aid communication between Contracting Parties in the case of circulation of new multilateral agreements for example. [http://www.unece.org/trans/danger/publi/adn/country-info\\_e.html](http://www.unece.org/trans/danger/publi/adn/country-info_e.html)

4. Countries are also reminded of the notifications listed in the annex to the report of the second session of the Administrative Committee ECE/ADN/4 which may or may not be applicable to them. These can be found at the following link: <http://www.unece.org/fileadmin/DAM/trans/doc/2009/adn/ECE-ADN-04f.pdf> and are reproduced below for convenience:

#### NOTIFICATIONS TO BE MADE BY CONTRACTING PARTIES

Reference (paragraphs of the Regulations annexed to ADN)	Text requiring notification
1.4.1.3	If a Contracting Party considers that no lessening of safety is involved, it may in its domestic legislation <b>transfer the obligations falling to a specific participant to one or several other participants</b> , provided that the obligations of 1.4.2 and 1.4.3 are met. <b>These derogations shall be communicated by the Contracting Party to the secretariat of the United Nations Economic Commission for Europe which will bring them to the attention of the Contracting Parties.</b>
1.5.1.1	In accordance with Article 7, paragraph 1 of ADN, the competent authorities of the Contracting Parties may agree directly among themselves to <b>authorize certain transport operations in their territories by temporary derogation</b> from the requirements of ADN, provided that safety is not compromised thereby. <b>The authority which has taken the initiative with respect to the temporary derogation shall notify such derogations to the Secretariat of the United Nations Economic Commission for Europe which shall bring them to the attention of the Contracting Parties.</b>
1.5.2	<p>1.5.2.1.1 In accordance with paragraph 2 of Article 7 of ADN, the competent authority shall have the right to issue <b>special authorizations to a carrier or a consignor for the international carriage in tank vessels of dangerous substances</b>, including mixtures, the carriage of which in tank vessels is not authorized under these Regulations, in accordance with the procedure set out below.</p> <p>...</p> <p>1.5.2.2.2 The competent authority shall consider the application from the technical and safety point of view. If it has no reservations, it shall draw up a special authorization in accordance with the criteria contained in subsection 3.2.4.3 and immediately inform the other competent authorities involved in the carriage in question. The special authorization shall be issued only when the authorities concerned agree to it or have not expressed opposition within a period of two months after receiving the information. The applicant shall receive the original of the special authorization and keep a copy of it on board the vessel(s) involved in the carriage in question. <b>The competent authorities shall immediately communicate to the Administrative Committee the applications for special authorizations, the applications rejected and the special authorizations granted.</b></p> <p>1.5.2.2.3 If the special authorization is not issued because doubts or opposition have been expressed, the Administrative Committee shall decide whether or not to issue a special authorization.</p>
1.8.5.1- 1.8.5.2	<p>If a <b>serious accident or incident</b> takes place during loading, filling, carriage or unloading of dangerous goods on the territory of a Contracting Party, the loader, filler, carrier or consignee, respectively, shall ascertain that a report is made to the competent authority of the Contracting Party concerned at the latest six months after the occurrence.</p> <p><b>The Contracting Party shall in turn, if necessary, make a report to the secretariat of the United Nations Economic Commission for Europe with a view to informing the other Contracting Parties.</b></p>
1.9.3-1.9.4	1.9.3 Additional provisions falling within the scope of 1.9.2 are as follows:

	<p>(a) <b>Additional safety requirements or restrictions</b> concerning vessels using certain structures such as bridges or tunnels, or vessels entering or leaving ports or other transport terminals;</p> <p>(b) Requirements for vessels to follow prescribed routes to avoid commercial or residential areas, environmentally sensitive areas, industrial zones containing hazardous installations or inland waterways presenting severe physical hazards;</p> <p>(c) Emergency requirements regarding routeing or parking of vessels carrying dangerous goods resulting from extreme weather conditions, earthquake, accident, industrial action, civil disorder or military hostilities;</p> <p>(d) <b>Restrictions on movement of vessels</b> carrying dangerous goods on certain days of the week or year.</p> <p>1.9.4 The competent authority of the Contracting Party applying on its territory any additional provisions within the scope of <b>1.9.3 (a) and (d)</b> above <b>shall notify the secretariat of the United Nations Economic Commission for Europe of the additional provisions, which secretariat shall bring them to the attention of the Contracting Parties.</b></p>
7.1.5.0.5	<p>By derogation from paragraph 7.1.5.0.1, and in accordance with the footnotes to article 3.14 of the European Code for Inland Waterways (CEVNI), the competent authority of a Contracting Party may authorize seagoing vessels temporarily operating in an inland navigation area on the territory of this Contracting Party, <b>the use of the day and night signals</b> prescribed in the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas adopted by the Maritime Safety Committee of the International Maritime Organization (by night an all-round fixed red light and by day flag “B” of the International Code of Signals), instead of the signals prescribed in 7.1.5.0.1. <b>Contracting Parties which have taken the initiative with respect to the derogation granted shall notify the Executive Secretary of the UNECE, who shall bring this derogation to the attention of the Administrative Committee.</b></p>