

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

05 September 2014

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Geneva, 15-19 September 2014
Item 9 of the provisional agenda
Any other business

Outcome of discussions on the transport of coal in bulk by the ADN Safety Committee

Note by the secretariat

Introduction

1. During the twenty-fifth session 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), the topic of transport of coal in bulk was discussed and amendments to the relevant provisions in the regulations were adopted.
2. In order to inform the Joint Meeting of the outcome of the discussions, corresponding paragraphs from the report, including adopted texts are reproduced below. Original paragraph numbers are kept for easy reference.

Report of the ADN Safety Committee (ECE/TRANS/WP.15/AC.2/52)

Transport of coal in bulk, special provision 803

26. The Chairman noted that two proposals concerned special provision 803, but that as they dealt with different topics they would be discussed separately.

Document: ECE/TRANS/WP.15/AC.2/2014/50 (Germany)

27. The Committee adopted the proposed amendment to special provision 803 with some changes (see annex III) on the understanding that it would be necessary to clarify what was meant by appropriate measuring procedures. The Netherlands would draft an explanatory paper in collaboration with EURACOAL on what is meant by appropriate measuring procedures. The Chairperson noted that, pending its entry into force in 2017, the amendment could be implemented through multilateral agreements. A member of the Secretariat recalled that a multilateral agreement could contain only less stringent provisions and would not prevent the application of special provision 803 as set out on 1 January 2015.

Informal document: INF.21 (France)

28. The representative of France found it regrettable that the informal document and the preceding document had not been discussed at the same time, as his proposal constituted a different option which was also designed to increase safety during bulk carriage of coal that

was liable to heat up or even ignite on its own. It was therefore regrettable that the detailed discussion of document ECE/TRANS/WP.15/AC.2/2014/50 had been held without taking into consideration the amendment to the proposal of Germany that he had put forward. Given the considerable time that it took to transport coal in bulk by inland waterways and the quantities transported, France considered that the conditions required for the carriage of coal in bulk by sea, as set out in the IMO IMSBC Code, were also pertinent to carriage by inland waterways.

29. The representatives of EBU, EURACOAL and CIPA expressed grave concerns over that proposal, which would amount to requiring carriage to be in vessels equipped with hatch covers, with the hatches closed when the vessels were under way. They noted that 80% of the coal carried in bulk was transported in the open air on vessels without hatch covers and that the conditions proposed by France would not only have serious economic consequences if vessels had to be fitted with hatch covers but would also greatly affect operations because of hatch manoeuvres. The delegate of EURACOAL noted that in maritime transport the need to carry out atmospheric controls in airtight cargo holds containing coal was based on health and safety concerns.

30. It was noted that the RID/ADR/ADN Joint Meeting would also soon turn its attention to the issue of carriage of coal in bulk in wagons (ECE/TRANS/WP.15/AC.1/2014/47 (Poland)); the question therefore arose as to whether there was a need to consider a multimodal approach which took into account not only conditions that applied to maritime carriage but also to other modes of land transport (by road and rail) and, if necessary, the view of the United Nations Sub-Committee of Experts if it were requested to take up the issue.

31. Following a lengthy discussion, the representative of France requested that his proposal be put to a vote. The proposal was put to the vote and rejected. The Chairperson noted that it would be possible to go back over the issue, for example by following the conclusions of the discussion at the level of the RID/ADR/ADN Joint Meeting.

Related draft amendments included in ECE/TRANS/WP.15/AC.2/52, annex III for entry into force on 1 January 2017

Chapter 1.4

1.4.3.3 (v) Amend to read as follows:

"(v) When special provision 803 applies, shall guarantee and document, using an appropriate procedure, that the maximum permissible temperature of the cargo is not exceeded and shall provide instructions to the master in a traceable form."

(Reference document: ECE/TRANS/WP.15/AC.2/2014/50)

Chapter 3.3

3.3.1, Special provision 803 Amend to read as follows:

"803 Hard coal, coke and anthracite, when carried in bulk, are not subject to the provisions of ADN if:

- (a) The temperature of the cargo has been determined using an appropriate procedure and is not higher than 60°C before, during or immediately after loading of the hold;
- (b) Depending on the temperature of the cargo before, during and immediately after loading of the hold, the expected duration of carriage without temperature monitoring does not exceed the maximum journey times shown in the table below:

<i>Maximum temperature on loading (°C)</i>	<i>Maximum duration of journey (days)</i>
60	10
50	18
40	32
30	57

- (c) Where the effective duration of carriage exceeds the maximum duration shown in subparagraph (b), temperature monitoring is carried out from the first day over the maximum;
- (d) The master is given, at the time of loading and in a traceable form, instructions on how to proceed if there is a significant heating of the cargo.”.

(Reference document: ECE/TRANS/WP.15/AC.2/2014/50)
