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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)

Twenty-sixth session  
Geneva, 27–30 January 2015

### **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 twenty-sixth session<sup>1</sup>**

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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 twenty-sixth session in Geneva from 27 to 30 January 2015, with Mr. H. Rein (Germany) as Chairperson and Mr. B. Birkhuber (Austria) as Vice-Chairperson. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Luxembourg, Netherlands, Romania, Slovakia, Switzerland and Ukraine. The following intergovernmental organizations were represented: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (CD) and European Union. The following non-governmental organizations were also represented: European Association for Coal and Lignite (EURACOAL), European Barge Union (EBU), European Chemical Industry Council (CEFIC), European River Sea Transport Union (ERSTU), European Skippers Organisation (ESO), FuelsEurope, International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA), International Dangerous Goods and Containers Association (IDGCA) and Recommended ADN Classification Societies.

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

*Documents:* ECE/TRANS/WP.15/AC.2/53 and Add.1

*Informal document:* INF.1/Rev.3 (Secretariat)

2. The Safety Committee adopted the agenda prepared by the secretariat as amended by informal document INF.1/Rev.3 to take account of informal documents INF.1 to INF.37.

## **III. Election of officers for 2015 (agenda item 2)**

3. On the proposal of the representative of the Netherlands, Mr. H. Rein (Germany) and Mr. B. Birkhuber (Austria) were respectively elected Chairman and Vice-Chairman for 2015.

## **IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 3)**

4. Matters arising from the work of the Working Party on the Transport of Dangerous Goods (WP.15) and the RID/ADR/ADN Joint Meeting were dealt with under agenda item 5.

## **V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 4)**

### **A. Status of ADN**

5. The Safety Committee was very pleased to note that Belgium had acceded to ADN on 17 June 2014 and that the Agreement had entered into force for Belgium on 17 July 2014. The instrument of accession included a declaration (see depositary notification

C.N.415.2014.TREATIES-XI.D.6, available on the ECE website). The number of Contracting Parties had thus risen to 18.

6. The Committee also noted that the amendments proposed by the Administrative Committee at its two previous sessions had been deemed to be accepted and had entered into force on 1 January 2015 (depository notification C.N.657.2014.TREATIES-XI.D.6). The proposed corrections too had been carried out (C.N.18.2015.TREATIES-XI.D.6 and C.N.19.2015.TREATIES-XI.D.6).

## **B. Special authorizations, derogations and equivalents**

### **1. Use of LNG as fuel for the propulsion of vessels**

*Informal documents:* INF.21 and INF.28

7. The Safety Committee welcomed the reports presented by the Netherlands on the lessons learned from the derogations granted for trial periods. It accepted the request to establish an informal working group to analyse the reports and submit its observations and conclusions to the Committee. It would subsequently be possible to ask the group to prepare proposals to amend the Regulations annexed to ADN so as to authorize the fuel's use. However, it was noted that only 5 of the 12 vessels covered by the derogations were operational.

### **2. Special authorizations**

8. It was noted that, at the request of the Government of the Netherlands in 2010, two tank vessels had special authorizations for the transport of materials that had not been included in Table C at the time (UN No. 2187, CARBON DIOXIDE, REFRIGERATED LIQUID, and UN No. 3295 HYDROCARBONS, LIQUID, N.O.S. CONTAINING ISOPRENE AND PENTADIENE (vp 50 > 110 kPa), STABILIZED). Now that those entries had been introduced into Table C, the representative of the Netherlands was invited to verify whether it was still necessary to mention the authorizations on the ECE website. It was also recalled that once a special authorization was granted, steps must be taken to introduce the relevant new entries into Table C.

### **3. Report of the meeting of the technical expert group on the Argos-GL bunker vessel**

*Informal document:* INF.27 (Netherlands)

9. Regarding the request for a derogation to allow for the use on a test basis of membrane tanks to transport LNG on the Argos-GL vessel (informal document INF.27), two experts from the delegation of the Netherlands presented the project aimed at building such a vessel for the carriage of LNG and answered questions from the other delegations.

10. Following the presentation, it became clear that the Safety Committee was not ready at the current session to recommend that the Administrative Committee grant the derogation. The representative of the Netherlands proposed holding a second informal experts' group session to discuss the points that still required clarification. The Chairperson considered that that would not be necessary. However, it would be difficult to take a decision on the basis of oral explanations. He therefore called upon the representative of the Netherlands and his experts to put in writing all the replies and explanations provided at the current session in a document that could be submitted at the next session and that could serve as a basis for a decision.

## **C. Interpretation of the Regulations annexed to ADN**

### **1. Definitions of sampling devices**

*Informal document:* INF.3 (Germany)

11. As the definitions contained in 1.2.1 referred to competent authorities, a question was raised as to what authority in the various countries was competent to approve the devices, what criteria were used for approval and how to verify that those devices were in fact approved. For example, the Netherlands publishes a list of approved equipment and France produces terms of reference to be observed by the bodies designated as competent for such approvals, and so on. It was decided to entrust the matter to a correspondence group which would work via e-mail in coordination with the delegation of Germany (Mr. Weiner) and provide the necessary clarifications and any proposals for amendments at the next session.

### **2. Certification of the qualifications of persons responsible for carrying out various tasks under ADN**

*Informal document:* INF.8 (Germany)

12. Several delegations indicated the need for caution before introducing new certification requirements. That might seem justified in certain cases pertaining to the implementation of ADN, such as for persons responsible for gas-freeing of cargo tanks, but not for persons who operated in a much broader context, such as approving or running checks on fire extinguishers or hoses.

13. Germany, EBU and ESO would jointly prepare a proposal for the next session.

### **3. Means of evacuation in cases of emergency**

*Informal document:* INF.14 (Recommended ADN Classification Societies)

14. The Safety Committee commended the work done by the Recommended ADN Classification Societies and agreed that the questions raised should be considered by an informal working group that would be convened by the Netherlands.

### **4. Trans-shipment operations**

*Informal document:* INF.15 (Germany)

15. The difference in wording between 7.1.4.9 and 7.2.4.9 raised the question of whether the term “trans-shipment” covered only trans-shipment between vessels or between vessels and other means of transport as well.

16. The representative of Germany would make an official proposal at the next session in order to take into account the discussions.

### **5. Publication of national interpretations of ADN provisions**

*Informal document:* INF.17 (Netherlands)

17. The representative of the Netherlands informed the Committee that in his country the authorities responsible for supervising the implementation of ADN published their own interpretations of the provisions of the Regulations annexed to ADN, which were not always compatible with either the spirit of the requirements or the interpretations of the provisions in other countries. He therefore wished to have the national interpretations published on the ECE website in order to compare any divergences between countries and to resolve them.

18. Several delegations expressed their misgivings. They considered that, in general, the provisions of the Regulations were sufficiently clear and that it was not acceptable in the framework of international transport for certain national entities to impose their interpretations without obtaining the endorsement of the Administrative Committee. They therefore wished to publish only the interpretations approved by the Administrative Committee on the ECE website. Furthermore, article 15 of ADN provided for the settlement of disputes between Contracting Parties, notably those concerning interpretation, by encouraging direct negotiation between Parties in dispute and then, if necessary, intervention by the Administrative Committee before, as a last resort, they were submitted to arbitration.

19. The representative of the European Union stressed that, in the context of the application of the Regulations annexed to ADN to national transport or intra-Community transport in the European Union, member States were not permitted to make unilateral interpretations, particularly if they contradicted the letter and spirit of the Regulations. Difficulties in interpretation should be brought to the attention of the Safety Committee or Administrative Committee, and if that did not allow for the settlement of a dispute, the cases should be referred to the European Court of Justice.

20. The Chairperson invited the Contracting Parties that published national interpretations to transmit the links to their websites to the ECE secretariat, which would make them available on its website. That should make it possible to follow up on any differences in interpretation and discuss them in a spirit that was in keeping with that of the Agreement.

**6. Transitional provisions for the implementation of new provisions on the stability of tank vessels**

*Informal document:* INF.25 (Belgium and Netherlands)

21. The issue would be discussed at the next session on the basis of an official document.

**7. Classification of wastes**

*Informal document:* INF.34 (Netherlands)

22. The questions raised in the document were brought to the attention of the informal working group on substances.

**8. Transport of coal — Special provision 803 — Appropriate procedures for measuring temperature**

*Informal document:* INF.22 (EURACOAL and Netherlands)

23. The representative of the Netherlands was requested to submit an official proposal at the next session, taking into consideration the comments made.

**9. Paragraph 9.3.X.8.1**

*Informal document:* INF.16 (Secretariat)

24. The Safety Committee considered that the English version of the first sentence of 9.3.X.8.1 should be brought into line with the other language versions (see annex I).

**10. Interpretations for stability and load calculations**

*Informal document:* INF.30 (Recommended ADN Classification Societies)

25. The Safety Committee confirmed the proposed interpretations, with the exception of the following.

26. Paragraphs 16 and 17 were valid for all fixed windows, not just those complying with article 4.5 of the decree of the Netherlands for passenger vessels.

27. In paragraph 18, it was also possible to consider the lower part of the windows as weathertight if designed and tested as such.

28. In paragraphs 21 and 22, the Safety Committee confirmed the opinion of the Recommended ADN Classification Societies according to which, as a precaution, “Winel/Winteb” automatic closing devices with floating balls should not be considered as watertight. Such devices worked well when new, but they required careful and regular maintenance which in practice was rarely provided. They thus quite quickly became ineffective. The representative of the Netherlands was requested to provide that information accordingly to the inspection authorities of his country.

29. The representative of EBU said that such an interpretation could have adverse effects for vessels that were currently in use. He was requested to present the relevant arguments as an official document if he wished to call the justification of that interpretation into question.

30. For paragraphs 28 and 29, relating to older vessels that did not have all the necessary information on stability at their disposal, it was agreed that such questions could be addressed during the consideration of transitional measures at the next session. However, even for older ships, it seemed essential to retrieve the data needed to run the software of the calculators.

31. For paragraph 32, the Safety Committee was of the view that if the calculation software for loading gave results that did not seem to accurately reflect what was observed in the light of the draught marks, manual adjustment to correct the reading on the calculator was not acceptable, as it could give rise to abuse. In such cases, the boatmaster should consult the stability booklet rather than the calculation software. Software manufacturers who wished to take up issues of usage could come to explain them at the next session.

32. For paragraph 37, the Safety Committee noted that Recommended ADN Classification Societies did not insist on the inclusion of a scheme for ballast/bilge pumping and overflow prevention systems in the stability booklet, because they did not understand why it was necessary to include one. It was noted that, as that was stipulated in the Note under 9.3.X.13.3, they should require one to be included. If information of that kind was not useful, it should be deleted from the Note. The issue should be addressed in an official document to be presented by the Recommended ADN Classification Societies at the next session.

33. Given the importance of such interpretations, the Safety Committee requested the secretariat to include them, as amended, on its website if they were endorsed by the Administrative Committee.



## D. Training of experts

*Documents:* ECE/TRANS/WP.15/AC.2/2015/1 (CCNR) (Report of the 13th meeting of the informal working group on the training of experts)  
ECE/TRANS/WP.15/AC.2/2015/3 (CCNR)  
ECE/TRANS/WP.15/AC.2/2015/5 (CCNR)  
ECE/TRANS/WP.15/AC.2/2015/6 (CCNR)  
ECE/TRANS/WP.15/AC.2/2015/7 (CCNR)

*Informal documents:* INF.7, INF.9 and INF.10 (CCNR)  
INF.11 (Secretariat)  
INF.13 (Germany)

34. The Safety Committee endorsed the conclusions of the informal working group. The Safety Committee adopted the catalogue of questions and the guidelines prepared by the informal working group on the training of experts and asked the secretariat to publish them on the UNECE and CCNR websites. It was necessary, however, to take account of the discussions of the RID/ADR/ADN Joint Meeting on the possibility of using electronic means for taking the examinations (informal document INF.4 submitted at the spring 2015 session of the Joint Meeting) in the directive on the use of the catalogue of questions.

35. On point 20 in the report (ECE/TRANS/WP.15/AC.22015/1), it was agreed that the unit to be used was kPa rather than bar.

36. The corrections to the French version of the catalogue proposed in informal document INF.11 were adopted, and it was noted that the answer to question 332 02.04 regarding UN No. 2486 and the entry in the German version of Table C had to be corrected.

37. The Safety Committee noted with interest the statistics on the rate of success for the examination of experts in Germany (INF.13) and encouraged all delegations to provide it with their statistics. It would be interesting to know whether unsatisfactory results on the examination of experts for the transport of chemicals were found in other countries and what conclusions should be drawn from them.

## E. Questions related to the Recommended ADN Classification Societies

*Informal document:* INF.5 (Recommended ADN Classification Societies)

38. The Safety Committee noted with interest the report from the recommended ADN classification societies on their eighth meeting and their planned follow-up activities, some of which were the subject of a number of documents submitted at the current session.

39. The Contracting Parties that had approved Germanischer Lloyd should inform the secretariat whether they approved DNV GL SE, the successor to that society. The Recommended ADN Classification Societies should present their certification to the ADN Administrative Committee in accordance with standard EN ISO/IEC 17020:2012.

## **VI. Proposals for amendments to the Regulations annexed to ADN (agenda item 5)**

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

#### **1. Use of flexible bulk containers for the transport of dangerous goods**

*Documents:* ECE/TRANS/WP.15/AC.1/132/Add.2 (Report of the Joint Meeting on its autumn 2013 session)  
ECE/TRANS/WP.15/AC.1/136 (Report of the Joint Meeting on its autumn 2014 session)  
ECE/TRANS/WP.15/226 (Report of the Working Party on the Transport of Dangerous Goods (WP.15) on its ninety-seventh session)

*Informal document:* INF.20 (IDGCA)

40. The Safety Committee noted that the RID/ADR/ADN Joint Meeting had recommended the adoption of the provisions already drawn up in 2013 for the use of flexible bulk containers. The Working Party on the Transport of Dangerous Goods (WP.15) had consequently adopted provisions for ADR 2017, and similar provisions had also been adopted for RID. The Safety Committee considered that the same could be done for transport on inland waterways. It thus approved the relevant provisions in document ECE/TRANS/WP.15/AC.1/132/Add.2 and ECE/TRANS/WP.15/226, annex I (see annex II).

41. The representative of Germany raised the question of whether it would be advisable to amend 7.1.4.12.2. It was pointed out to him that if the paragraph had to be amended, then it would probably be advisable to take into account all types of bulk containers. He was therefore invited to reconsider the matter, with the possibility of submission of a proposal at the next session.

#### **2. Other amendments proposed by the RID/ADR/ADN Joint Meeting**

42. The other texts adopted by the Joint Meeting at its autumn 2014 session would be considered at the next session, at the same time as those adopted at the spring 2014 and spring 2015 sessions.

### **B. Other proposals**

#### **1. Editorial errors**

*Document:* ECE/TRANS/WP.15/AC.2/2015/4 (Germany)

*Informal documents:* INF.12 (Recommended ADN Classification Societies)  
INF.18 (CCNR)

43. The Safety Committee noted that some errors had appeared in the various language versions during the preparation of the consolidated version of ADN 2015 and requested the secretariat to publish the necessary corrigenda to those versions of the publication (see Annex I).

#### **2. Exemption of substances for the upkeep of vessels under subsection 1.1.3.3**

*Informal document:* INF.2 (Germany)

44. The Safety Committee adopted the proposal to amend 1.1.3.3 so that it would exempt substances for the upkeep of vessels (see annex II).

### 3. Issuance of a new substance list after renewal of the certificate of approval

*Informal document:* INF.29 (Recommended ADN Classification Societies)

45. After discussion, it was decided that the Recommended ADN Classification Societies would prepare an official proposal for the next session aimed at allowing the revalidation, when necessary, of the list of substances authorized for transport in a given tank vessel after renewal of its certificate of approval.

### 4. Explosion protection on vessels carrying refrigerated containers with electrical equipment

*Document:* ECE/TRANS/WP.15/AC.2/2015/2 (Secretariat)

*Informal document:* INF.37 (Secretariat)

46. The document above was submitted pursuant to the request of the Safety Committee at the previous session (ECE/TRANS/WP.15/AC.2/52, para. 52). As certain parts of the text of the proposed amendments required further improvement, the secretariat prepared a new version in cooperation with Germany and the Netherlands which was adopted (see annex II).

### 5. Waiting period after loading for sampling

*Informal document:* INF.32 (CEFIC)

47. Since ADN required a waiting period of 10 minutes but the International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT) recommended a period of 30 minutes, CEFIC had raised several issues concerning those differences.

48. It was decided to refer those issues to the informal working group on substances for consideration to see whether a waiting period of 30 minutes was justified from a safety perspective given that that would entail additional costs for the professions concerned.

### 6. Use of measures to ensure stability in tank vessels (stability booklet, loading software)

*Informal documents:* INF.6 (Recommended ADN Classification Societies)

INF.4 and INF.35 (EBU)

INF.33 (CEFIC)

INF.36 (Recommended ADN Classification Societies, EBU, ESO)

49. The representative of the Recommended ADN Classification Societies presented a report (INF.6) on the meeting of the Recommended ADN Classification Societies, EBU and software producers, the aim of which was to take stock of the implementation of the new provisions for the stability of tank vessels that had become mandatory on 1 January 2015. He pointed out that the difficulty of implementing such provisions had been underestimated, not just for updating stability booklets and developing loading software, but also for securing their approval by the classification societies.

50. EBU estimated that the approval process would still take some five years and proposed the reintroduction of the transitional measure in 1.6.7.2.2.4 in ADN 2013 with the aim of bringing vessels into conformity only when the certificates of approval which were valid on 31 December 2012 would be renewed and this for all tank vessels of types G, C and N (informal documents INF.4 and INF.35).

51. The representative of CEFIC, recalling the capsizing of the *Waldhof*, stressed that stability calculations could also be done manually but that they are complex and that not all loading conditions are covered in the stability manual. Since a loading instrument allows the master to carry out stability calculations for situations not covered by the stability

manual, he argued not for an extension of the transitional measures but for priority to be given to finding a rapid solution to the problems.

52. The Safety Committee took note of the solutions proposed in informal document INF.36, in particular that the Recommended ADN Classification Societies should work as effectively as possible with vessel owners, naval architects and software companies so that the software and the updated stability manuals could be approved at the same time, if possible at the next renewal of certificates of approval.

53. The Safety Committee agreed that a solution to these problems should be found, but since the next amendments to the ADN would only take effect on 1 January 2017, there should first be a short-term approach (derogations through multilateral agreements) and then a longer-term approach (transitional measures introduced through amendments). However, several delegations were reticent at the idea of new transitional measures which they thought would not encourage vessel owners to equip their vessels rapidly. The Safety Committee therefore asked for detailed statistics on the vessels concerned (tank vessels of all types, those already equipped, and those for which the stability data was not available or would be difficult to retrieve). It could then decide what transitional measures should be drawn up and for which vessels.

54. The informal working group will then be able to meet to propose short-term and longer-term solutions for the next session based on the real situation.

**7. Exemption of heavy fuel oils coming under UN No. 3082 from the provisions of 7.2.4.25.5 of the Regulations annexed to ADN on the return to shore of gas-air mixtures**

*Informal document:* INF.23 (CONCAWE and FuelsEurope)

55. The Safety Committee took note of the results of the study by CONCAWE evaluating the risks posed by vapours from heavy fuel oils during loading. That evaluation dealt with risks to human health known as "CMR". The study concluded that those risks were negligible for personnel likely to be exposed to vapours during loading. The Safety Committee noted that possible emissions of hydrogen sulphide (H<sub>2</sub>S) had not been evaluated.

56. The Safety Committee considered that it was not possible to take an immediate decision since the study had just been published and had not yet been studied by delegations' experts. It was recalled, however, that the current problem was the lack of facilities for the return to shore of these vapours and that it had been necessary to regulate it through a multilateral agreement (M 005) which would expire, with regard to this issue, on 31 December 2016. It would be necessary to examine whether the situation concerning facilities had evolved.

57. Delegations were invited to contact CONCAWE or FuelsEurope before the next session if they wished to obtain clarifications on the study.

58. The informal working group on substances was asked to check whether this approach of evaluating the hazards presented by the vapour phase only would have consequences on the evaluation of the hazards presented by other liquid substances.

**8. Training of masters of vessels carrying LNG (UN No. 1972)**

*Informal documents:* INF.24 and 24/Rev.1 (Netherlands)

59. The first item relating to paragraph 1.6.8 of the annexed Regulations was withdrawn by the representative of the Netherlands after a first discussion of informal document INF.24.

60. The second proposal to draw up a model of a certificate of participation in a specialization course on gases in accordance with paragraph 1.6.8 as proof of training required by 1.3.3 was adopted as presented in informal document INF.24/Rev.1 (see annex III) but was not intended to be incorporated into the Regulations annexed to the ADN.

#### **9. Provisions on electrical installations**

*Informal document:* INF.26 (EBU)

61. It was noted that the proposal should be examined in the light of the results of the work of the informal working group on protection against explosion on board tank vessels. EBU was invited to make an official proposal for the next session taking into account the discussions at the present session.

### **VII. Reports of informal working groups (agenda item 6)**

#### **A. Informal working group on degassing of cargo tanks**

*Informal document:* INF.19 (Netherlands)

62. The Safety Committee took note of the progress made by the informal group on its second session and follow-up actions. A third session would be held in Koblenz on 22 and 23 April 2015, and proposals should be submitted at the next session of the Committee.

#### **B. Informal working group on protection against explosion on board tank vessels**

*Informal document:* INF.31 (CCNR)

63. The Safety Committee adopted in principle the concepts presented in sections A, B and C of the report. The informal working group will have to study whether the basic safety measures presented in section A should also be applied to dry cargo vessels and pushboats. When a tank vessel is carrying substances requiring measures for protection against explosion, additional measures should be applicable in accordance with informal document INF.23 (twenty-second session) and with other measures proposed in the report.

64. The informal working group was invited to formulate concrete amendment proposals for the next session taking into account the discussions on certain points of detail.

### **VIII. Programme of work and calendar of meetings (agenda item 7)**

65. The next sessions of the Committee are scheduled to be held on 24 to 28 August 2015 and on 25 to 29 January 2016.

## **IX. Any other business (agenda item 8)**

### **Application for consultative status for the European Skippers Organization (ESO)**

*Informal document:* INF.4 (ESO) (twenty-fifth session)

66. The Safety Committee agreed that ESO could participate in a consultative capacity at its sessions; it noted that it constituted, after EBU, the second organization to represent the interests of vessel owners and therefore trusted that both organizations would cooperate to harmonize their positions as much as possible.

## **X. Adoption of the report (agenda item 9)**

67. The Safety Committee adopted the report of its twenty-sixth session and its annexes on the basis of a draft prepared by the secretariat.

## Annex I

### Corrections to the publication of ADN 2015

2.2.41.4, column for SELF-REACTIVE SUBSTANCE

*For 2,2' -AZODI(ISOBUTYRONITRILE read 2,2' -AZODI(ISOBUTYRONITRILE)*

3.2.3.2 Table C, UN No. 1972, column 2

*For LIQUIFIED read LIQUID*

3.3.1, Special provision 373 (a) (i) Not applicable to the English version

5.2.1.7.5, first sentence *For paragraphs 5.1.5.2.1 of these Regulations, 6.4.22.1 to 6.4.22.4, 6.4.23.4 to 6.4.23.7 and 6.4.24.2 of ADR read paragraphs 5.1.5.2.1 of these Regulations, 1.6.6.2.1, 6.4.22.1 to 6.4.22.4 and 6.4.23.4 to 6.4.23.7 of ADR*

9.3.X.8.1, first sentence For the existing text, *substitute:*

"The tank vessel shall be built under the survey of a recognised classification society and be classed in its highest class".

## Annex II

### Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2017

#### Chapter 1.1

1.1.3.3. Insert a new second indent to read as follows:

"- for the upkeep of vessels,"

(Reference document: *Informal document INF. 2*)

#### Chapter 1.2

1.2.1 Under the definition of "*Bulk container*", insert the following definition:

"*Flexible bulk container* means a flexible container with a capacity not exceeding 15 m<sup>3</sup> and includes liners and attached handling devices and service equipment;"

1.2.1 Insert in alphabetical order:

"*Flexible bulk container*, see *Bulk container*;"

(Reference document: *ECE/TRANS/WP.15/226, Annex I*)

#### Chapter 4.1

4.1.3 In the first sentence, replace "wagons or containers" by "wagons, containers or bulk containers".

In the first indent, delete "with the exception of BK3 containers".

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

#### Chapter 7.1

7.1.1.18 In the heading, insert "in bulk containers," after "containers,".

In the text, insert "bulk containers," after "containers,".

(Reference document: *ECE/TRANS/WP.15/AC.1/132/Add.2 as amended*)

7.1.4 Insert a new paragraph 7.1.4.4.4 to read as follows:

"7.1.4.4.4 The electrical equipment fitted to the outside of a closed container may be connected with removable electrical cables in accordance with the provisions of 9.1.0.56 and be put into operation provided that:

- (a) Such electrical equipment is of a certified safe type; or
- (b) Such electrical equipment is not of a certified safe type but is separated sufficiently from other containers containing substances of:
  - Class 2 for which a label No. 2.1 is required in column (5) of Table A of Chapter 3.2;



- Class 3, packing group I or II;
- Class 4.3;
- Class 6.1; packing group I or II, with an additional hazard of Class 4.3;
- Class 8, packing group I, with an additional hazard of Class 3; and
- Class 8, packing group I or II, with an additional hazard of Class 4.3.

This condition is deemed to be met if no container containing the above-mentioned substances is stowed within an area of cylindrical form with a radius of 2.4 m around the electrical equipment and an unlimited vertical extension.

This condition does not apply if containers with electrical equipment which is not of a certified safe type and containers containing the above-mentioned substances are stowed in separate holds.

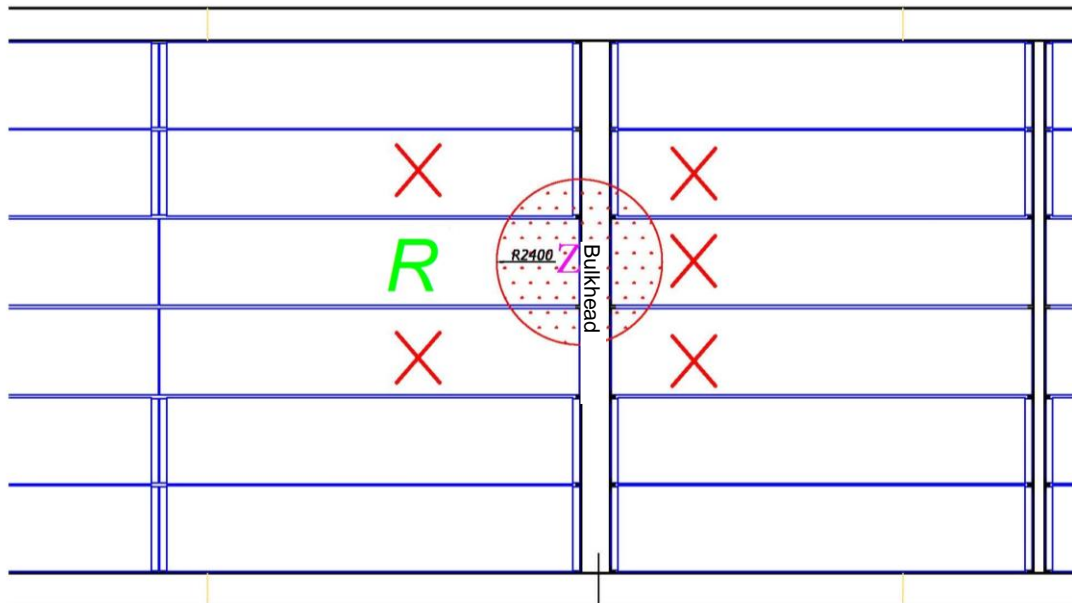
Examples of stowage and segregation of containers

Legend

- R* Container (e.g. reefer) with electrical equipment which is not of a certified safe type.  
*Z* Electrical equipment which is not of a certified safe type.  
*X* Container not allowed when containing dangerous substances for which sufficient separation is required.

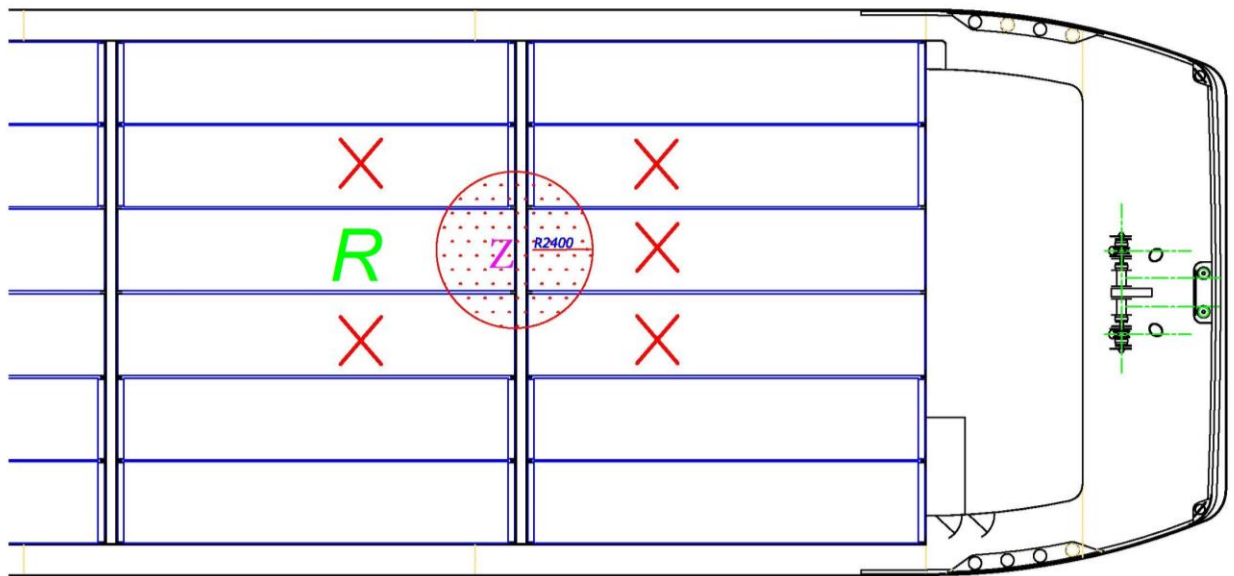
Top view

**1. On deck**



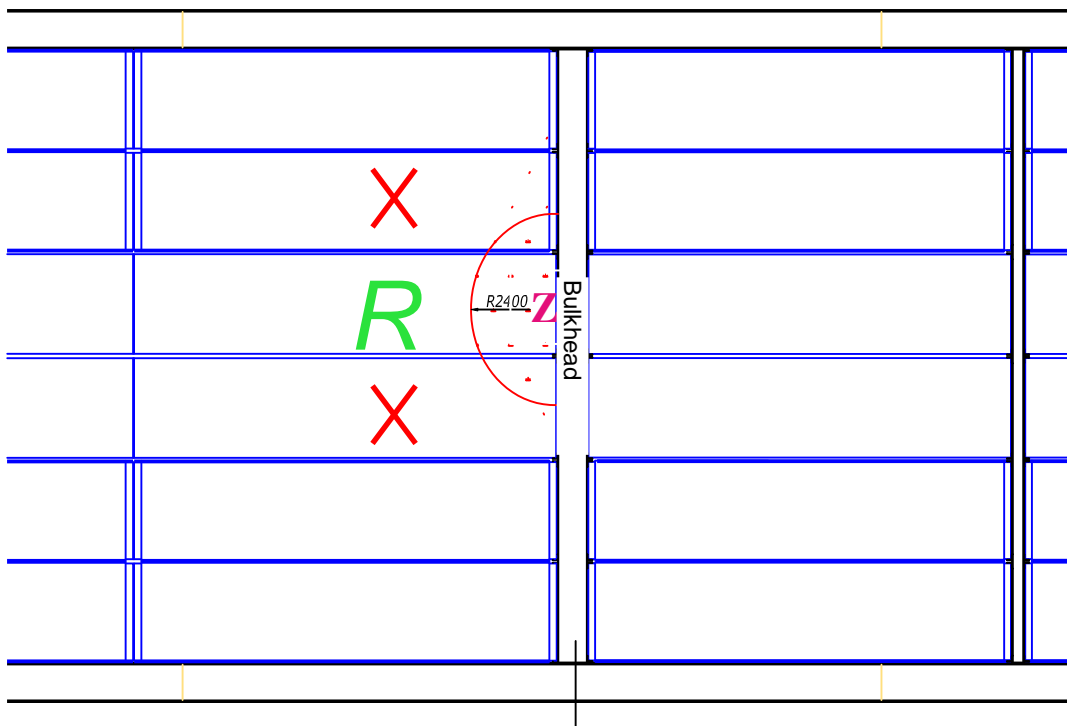
Top view

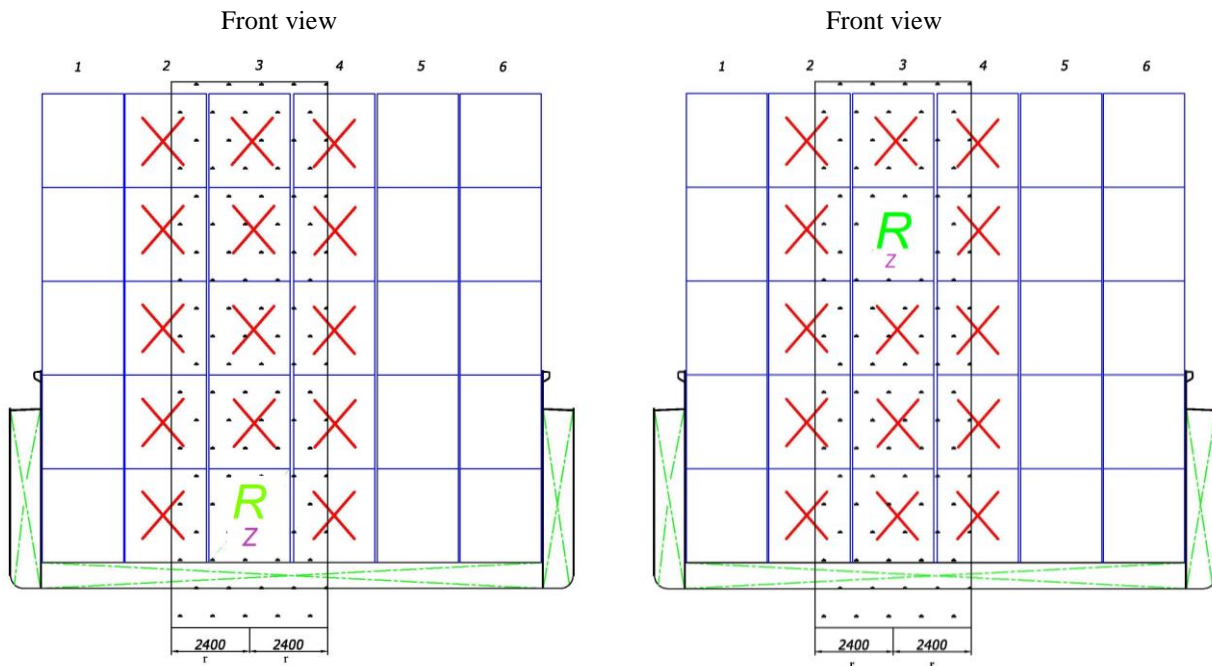
2. In the hold



Top view

2. In the hold





7.1.4 Insert a new 7.1.4.4.5 to read as follows:

"7.1.4.4.5 The electrical equipment fitted to an open container may not be connected with removable electrical cables in accordance with the provisions of 9.1.0.56 nor be put into operation unless it is of a certified safe type or the container is placed in a hold which does not contain containers with substances referred to in 7.1.4.4.4 (b)."

Consequential amendment:

7.1.3.51.4 Amend to read as follows:

"7.1.3.51.4 The electrical installations in the holds shall be kept switched off and protected against unintentional connection.

This provision does not apply to permanently installed cables passing through the holds, to movable cables connecting containers, stowed according to 7.1.4.4.4, and to apparatus of a certified safe type."

(Reference document: Informal document INF. 37)

7.1.4.14.1.1 Add the following sentence at the end:

"Flexible bulk containers shall be stowed in such way that there are no void spaces between them in the hold. If the flexible bulk containers do not completely fill the hold, adequate measures shall be taken to avoid shifting of cargo."

7.1.4.14.1.2 Add the following sentence at the end:

"Flexible bulk containers may be stacked on each other in holds provided that the stacking height does not exceed three high. When flexible bulk containers are fitted with venting devices, the stowage of the flexible bulk containers shall not impede their function."

(Reference document: ECE/TRANS/WP.15/AC.1/132/Add.2)

### Annex III

## Model certificate of participation in the specialization course on gases according to 1.6.8

(format A4)

No. of certificate: .....

**Training institute:**

*Name:* .....

*Address:* .....

**Approved by the competent authority of:**

.....

ADN certificate of participation in  
the ADN specialization course on gases  
(8.2.2.3.3.1)

First name(s): .....

Last name: .....

Born on: .....

Nationality: .....

Signature of holder:

.....

Date of participation: .....

Date: .....

(Stamp)

Signature: .....

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