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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)

Thirty-third session

Geneva, 27–31 August 2018

Item 4 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Other proposals**

Information for the Safety Committee on the results of checks on the maximum safety gap and the M018 multilateral agreement

Transmitted by the European Barge Union (EBU), the European River-Sea-Transport Union (ERSTU) and the European Skippers Organisation (ESO)*, **

1. Many of the additional entries in Column (16) of Table C will be amended for ADN 2019. Information on the availability of additional measurement results concerning determination of the maximum safe gap was provided only after the amendments for ADN 2019 had been drafted. According to the information available to the shipping industry, the results will be presented to the ADN Safety Committee at its thirty-third session.
2. These goods are regularly carried in large quantities, mainly in cross-border transport between Belgium, the Netherlands and Germany, or have been so transported in the past.
3. Without wishing to prejudge the decisions of the ADN Safety Committee, the shipping industry supposes that the measurement results concerning the maximum safe gap will be adopted by the competent authorities in August 2018 without going through any separate procedure in the framework of the Safety Committee.

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4. In accordance with the ADN Safety Committee's procedure, amendments adopted in August 2018 will enter into force on 1 January 2021. The shipping industry considers this time frame to be too long. The inland navigation sector risks losing contracts of carriage because it will not be possible to conduct maximum safe gap tests any earlier.

5. Things will also be complicated by the fact that, given the current wording of the M018 multilateral agreement, we will be faced with the unfortunate situation described below (the example below concerns vessels whose self-contained protection systems correspond to subgroup II B3):

- Under the M018 multilateral agreement, vessels whose certificate will not be renewed until 2021 may continue to carry without restriction the above-mentioned goods, for which the measurement results have only just been made available and will be adopted during the thirty-third session of the ADN Safety Committee.
- Vessels that have exactly the same equipment but whose certificate has to be renewed in 2019 or 2020 will only be able to enjoy the terms and conditions set out in the M018 multilateral agreement up to the date of renewal of the certificate, as, in ADN 2019, explosion group II B will still be required for the goods concerned, although the substance lists of these vessels will be prepared on the basis of ADN 2019.

6. The inland navigation sector invites the ADN Safety Committee to consider the situation described above. In the opinion of the shipping industry, one simple solution to the problem described above would be for the States concerned to transpose the measurement results that are to be presented and probably adopted at the thirty-third session of the ADN Safety Committee into a multilateral agreement as soon as possible.

7. This request from the shipping industry also applies to other cargoes, if measurement results for the maximum safe gap are to be submitted after August 2018. If the measurement results are only submitted in September 2018, the same issues as those described above would be raised.

8. The inland navigation sector would of course be open to other possible solutions. However, it is important that any solutions should be implemented in the short term. The two-year time frame between editions of ADN may seem short or long, depending on one's point of view. For the shipping industry, it would be disastrous not to be able to offer one's services to a given segment of the market simply because it was not possible to submit the measurement results in time.
