

**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-second session**

Geneva, 22 - 26 January 2018

Item 5 (b) of the provisional agenda

**Proposals for amendments to the regulations annexed to the ADN:  
other proposals**

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19 January 2018

English

**Communication regarding the anti explosion protection  
concept**

**Transmitted by EBU and ESO**

**UNECE ADN Safety Committee  
Palais des Nations  
8-14 Avenue de la Paix  
CH – 1211 Geneva 10, Switzerland**

**Anti explosion protection concept**

**Dear Mr. Rein,  
dear delegates of the ADN contracting countries,**

the elaboration of a new anti-explosion-protection concept kept the experts busy for about three decades. After an increase of efforts in the last five years in the last meetings of the UNECE ADN safety committee decisions were taken. These decisions touch regulations spread on some hundred pages of the ADN.

During these last meetings again and again corrections and modifications were made on already taken decisions – due to the complex and extensive matter. Finally, at the end of the 32<sup>nd</sup> meeting of the UNECE safety committee – this is next week - we will have the complete set of regulations which will enter into force the 1<sup>st</sup> of January 2019.

So far it was risky to start a new shipbuilding project according to the ADN 2019 in face of the still ongoing amendments – up to the meeting of the UNECE ADN committee next week. A reliable legal security was not given until now. It will take some time until the new texts are available in a readable and comprehensive way for the whole market.

In this situation the organisations of the inland waterway sector are in fear of an unclear and confusing situation especially for those companies which are planning to build new ships. If they order a new ship according to the ADN 2017 and miss the fixed date for applying an approval according to the AND 2017 an unforeseen delay can enforce costly reconstructions.

Therefore we propose to enter a new regulation into the ADN as follows:

- The construction of tankbarges can follow the regulations of the ADN 2017 if the keel laying took place before the 31<sup>st</sup> of December 2018.
- This exceptional rule is valid until the 31<sup>st</sup> of December 2020.

With such a rule the further development of the European tank fleet would proceed in a proper and foreseeable way not disturbed by unpredictable influences. At the beginning of a ship building project each party does know exactly whether the approval has to follow the ADN 2017 or the ADN 2019 far in advance - without any uncertainties.

This new proposal is not a must but underlies the choice of the involved parties. If an approval on the legal basis of the ADN 2017 is desired the keel laying has to be before the 31<sup>st</sup> of December 2018. This ship has to be finished until the 31<sup>st</sup> of December 2020. This time period seems to be fair to the investing companies and shipbuilding industries and clearly arranged for the authorities.

Rotterdam,  
19th January 2018



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Secretary-General  
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