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**Administrative Committee of the European Agreement
concerning the International Carriage of Dangerous
Goods by Inland Waterways (ADN)**

Eleventh session
Geneva, 30 August 2013

Report of the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways on its eleventh session*

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I. Attendance

1. The Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways held its eleventh session in Geneva on 30 August 2013. In the absence of the Chairman, Mr. H. Rein, the Vice-Chairman of the Committee, Mr. B. Birklhuber (Austria), chaired the session. Representatives of the following Contracting Parties took part in the work of the session: Austria, Bulgaria, Croatia, France, Germany, Netherlands, Poland, Romania, Russian Federation, Serbia, Switzerland and Ukraine.
2. The Administrative Committee noted that the quorum of not less than half of the Contracting Parties required for the purpose of taking decisions had been reached.
3. In accordance with article 17, paragraph 2 of ADN, and following a decision by the Committee (ECE/ADN/2, para. 8), representatives of the European Union and the Central Commission for the Navigation of the Rhine (CCNR) took part in the session as observers.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/ADN/23 and Add.1

4. The Administrative Committee adopted the agenda prepared by the secretariat with the addition of Informal document INF.2.

III. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 2)

5. The Administrative Committee noted that there were 17 Contracting Parties to ADN: Austria, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Republic of Moldova, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.

IV. Matters relating to the implementation of ADN (agenda item 3)

A. Recognition of classification societies

6. The Committee was informed that a meeting of the Committee of Experts would be organized on 28 and 29 November 2013 by the Government of Germany to consider the request of Registro Italiano Navale (RINA) to be recognised as a recommended ADN Classification Society.
7. The Committee noted that since its last session, Switzerland had recognised the classification societies Germanischer Lloyd, Bureau Veritas and Lloyd's Register of Shipping. The Committee urged those Contracting Parties that have not yet provided the secretariat with the list of classification societies that they recognise to do so. The lists of recommended and recognised classification societies can be found on the UNECE website at the following link: www.unece.org/trans/danger/publi/adn/adnclassifications.html.

B. Special authorizations, derogations and equivalents

8. In accordance with the procedure foreseen in 1.5.3.2, the Administrative Committee decided to authorize the Government of the Netherlands to issue trial certificates of approval for *I-Tankers 1403* and *1404* for the use of liquefied natural gas as fuel, the relevant recommendations having been received from the CCNR (Informal documents INF.10 and INF.14 issued for the twenty-third session of the Safety Committee) (see derogations 1/2013 and 2/2013 in annexes I and II).

9. Regarding the request by the Netherlands for the issuance of temporary derogations for the tank vessels *Chemgas 851* and *Chemgas 852*, the Administrative Committee noted the decision by the Safety Committee (ECE/TRANS/WP.15/AC.2/48, para. 11) to consider the requests once an assessment of the hazard study had been performed by TNO and CCNR had issued recommendations.

10. The Committee also noted that the Safety Committee had requested the representative of the Netherlands to submit an official proposal explaining that the *Damen River Tanker 1145 Ecoliners* (ID numbers 55519 and 55520) (Informal documents INF.15 and 16 issued for the twenty-third session of the Safety Committee) were of identical construction to that of the *Damen River Tanker 1145 Ecoliner* (ID number 54314) for which the Administrative Committee had authorized temporary derogation 2/2012 of 31 August 2012, and making available references to the hazard study justifying the request (ECE/TRANS/WP.15/AC.2/48, para. 10).

11. It was recalled that the text of special authorizations, special agreements, derogations and equivalents, as well as their status, and of notifications, could be found on the UNECE website at the following link: <http://www.unece.org/trans/danger/danger.htm>.

C. Miscellaneous notifications

Informal document: INF.1 (CCNR)

Informal document: INF.2 (Germany)

12. The Safety Committee noted that Mr. D.-M. Saha no longer worked for the CCNR. The Committee recognised the important support that the CCNR provided to the preparation and conduct of ADN meetings and expressed the hope that a replacement would be found as soon as possible.

13. The Committee took note of information from Germany on the notifications that Contracting Parties are required to make to the UNECE secretariat regarding, for example, the transfer of obligations falling to a specific participant to one or several other participants in accordance with 1.4.1.3 of the Regulations annexed to ADN. The Committee invited other Contracting Parties to submit similar documents.

D. Other matters

Document: ECE/ADN/2013/1 (Informal working group on the standardized vessel checklist)

14. The Committee adopted the model checklists for dry cargo vessels and tank vessels proposed by the Safety Committee (ECE/TRANS/WP.15/AC.2/48, paras. 43-45 and annex IV) and agreed with the Informal working group on the standardized vessel checklist that they should be published on the website of UNECE with the introductory text contained in paragraph 5 of ECE/ADN/2013/1.

15. The representative of the Russian Federation was of the opinion that the sentence "The checklists shall be drawn up in an official language of the Contracting Party and also,

if this language is not English, French or German, in English, French or German" should be amended to include Russian since Russian is one of the authentic languages of the ADN. Representatives of other Contracting Parties could not agree to this request since similar language mentioning English, French or German is used elsewhere in the Regulations annexed to ADN (e.g. 5.4.1.4.1). This had been discussed in the past and it had been agreed that at least one non-Cyrillic language had to be used. It was also recalled that for international transport on the territory of countries where only Cyrillic languages are used, competent authorities may sign bilateral or multilateral agreements authorizing the use of Cyrillic languages only (see 1.5.1). The representative of the Russian Federation asked that his objection be recorded in the report of the meeting.

V. Work of the Safety Committee (agenda item 4)

16. The Committee took note of the work of the Safety Committee as reflected in the report of its twenty-third session (ECE/TRANS/WP.15/AC.2/48) and adopted the proposed corrections to ADN 2013 (as contained in ECE/TRANS/WP.15/AC.2/48, annex II). The corrections that concerned the authentic French text of the annexed Regulations would need to be notified to Contracting Parties by the United Nations Treaty Section for acceptance.

17. The Committee decided to consider the proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2015, as contained in annex I of ECE/TRANS/WP.15/AC.2/48, along with all other draft amendments adopted in 2012 and 2013 that have not yet been approved by the Administrative Committee, as a package at its twelfth session on 31 January 2014.

VI. Programme of work and calendar of meetings (agenda item 5)

18. The Committee decided to hold its next session at 12.00 on Friday 31 January 2014. It noted that the deadline for the submission of documents for that session was 28 October 2013.

VII. Any other business (agenda item 6)

19. The Committee had no other business to discuss under this item.

VIII. Adoption of the report (agenda item 7)

20. The Administrative Committee adopted the report on its eleventh session on the basis of a draft prepared by the secretariat and sent to delegations for approval by e-mail after the session.

Annex I

Decision of the ADN Administrative Committee relating to the tank vessel *I-Tanker 1403*

Derogation No. 1/2013 of 30 August 2013

The competent authority of the Netherlands is authorized to issue a trial certificate of approval for the motor tank vessel *I-Tanker 1403*, ID number 55231, type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 1/2013 of the CCNR.
2. A HAZID study by the recognized classification society¹ shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:
 - Interaction between cargo and LNG;
 - Effect of LNG spillage on the construction;
 - Effect of cargo fire on the LNG installation;
 - Different types of hazard posed by using LNG instead of diesel as fuel;
 - Adequate safety distance during bunkering operations.
3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;
4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;
5. An annual evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:
 - (a) System failures;
 - (b) Leakages;
 - (c) Bunkering data (LNG);
 - (d) Pressure data;
 - (e) Abnormalities, repairs and modifications of the LNG system including the tank;
 - (f) Operational data;
 - (g) Inspection report by the classification society which classed the vessel.

¹ Report No. ROT/11.M.0090 Issue 2, dated 23 May 2011 (available in informal document INF.3 submitted to the twentieth session of the ADN Safety Committee).

Annex II

Decision of the ADN Administrative Committee relating to the tank vessel *I-Tanker 1404*

Derogation No. 2/2013 of 30 August 2013

The competent authority of the Netherlands is authorized to issue a trial certificate of approval for the motor tank vessel *I-Tanker 1404*, ID number 55232, type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 2/2013 of the CCNR.
2. A HAZID study by the recognized classification society² shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:
 - Interaction between cargo and LNG;
 - Effect of LNG spillage on the construction;
 - Effect of cargo fire on the LNG installation;
 - Different types of hazard posed by using LNG instead of diesel as fuel;
 - Adequate safety distance during bunkering operations.
3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;
4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;
5. An annual evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:
 - (a) System failures;
 - (b) Leakages;
 - (c) Bunkering data (LNG);
 - (d) Pressure data;
 - (e) Abnormalities, repairs and modifications of the LNG system including the tank;
 - (f) Operational data;
 - (g) Inspection report by the classification society which classed the vessel.

² Report No. ROT/11.M.0090 Issue 2, dated 23 May 2011 (available in informal document INF.4 submitted to the twentieth session of the ADN Safety Committee).