

Economic Commission for Europe

Inland Transport Committee

1 August 2016

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-ninth session

Geneva, 22 - 26 August 2016

Item 4 (b) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN

Other proposals

Degassing installations

Transmitted by the Government of the Netherlands

I. Introduction

1. Chapter 7.2.3.7 of the Regulations annexed to ADN sets the current terms and conditions for the degassing of empty cargo tanks into the atmosphere. According to 7.2.3.7.0 degassing is not allowed if it is prohibited by international or domestic legislation.
2. Currently there are several developments regarding this international and domestic legislation. The CDNI-convention (Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways) is under revision and will have a great impact on the degassing-opportunities in the CDNI Member States. Besides that various national and/or regional legislative bodies adopted regulations which prohibit degassing (of certain substances) on their territory.
3. Because of these international, national and regional developments, carriers of dangerous goods on inland waterways are stimulated to prevent degassing into the atmosphere by transporting compatible goods or to search for other alternatives for degassing into the atmosphere.
4. At this moment there are a few degassing installations (vapour collect facilities) on shore which can collect the gases from emptied cargo tanks. Currently there are also floating degassing installations developed which are not restricted to one specific location: they either can be pushed or have an own propulsion installation.

II. Questions

5. The Dutch delegation considers it desirable to check whether the current ADN-legislation needs to be adjusted in the light of the abovementioned developments.
6. There are at least two different issues which can be identified while considering degassing installation as alternatives to degassing to the atmosphere. The first matter relates to the construction of the degassing installation. The second issue is about the process of collecting gases by the degassing installation.

III. Initial considerations

7. According to the Dutch delegation a clear separation should be made between degassing installations on shore or bound and permanently connected to a single location on the one hand, and floating degassing installations which either can be pushed or are equipped with a propulsion installation on the other hand. Since the ADN is applicable to the transport of dangerous goods on the inland waterways, the construction and operational requirements of the degassing installations on shore or bound and permanently connected to a single location should be set by domestic legislators. Nevertheless it might be desirable to add to Chapter 7.2.3.7 of the Regulations annexed to ADN that degassing to these types of degassing installations is allowed as well.

8. However, floating degassing installations which are not bound or permanently connected to one specific location, fall under the scope of ADN, according to the Dutch delegation. First of all regarding their construction. Since these degassing installation collect gases from dangerous substances, the installation needs to navigate regularly to a location where it unloads its gases. Therefore the installation carries dangerous goods and should therefore be constructed in accordance with all ADN requirements in place for regular vessels carrying dangerous goods (Certificate of approval, List of Substances etc. etc.). This also implies that the floating degassing installation can only collect the gases of substances which are listed on its List of Substances.

9. Regarding the process of collecting gases of dangerous substance, the Dutch delegation considers this a degassing operation. If the ADN Safety Committee embraces this view, it might be desirable to add to Chapter 7.2.3.7 of the Regulations annexed to ADN the possibility of degassing to a floating degassing installation which either can be pushed or has an own propulsion installation. Comparable to the requirements for cargo transfer operations (7.X.4.9) this should only be allowed on places approved by the competent authority.

10. The Dutch delegation is very interested to hear the views from the other delegations. Based on the outcome of this exchange of views, the Dutch delegation is willing to table formal amendments on the matter to the ADN 2017 edition, during the meeting of the ADN Safety Committee in January 2017.
