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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)

Thirtieth session

Geneva, 23-27 January 2017

Item 4 (c) of the provisional agenda

Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): interpretation of the Regulations annexed to ADN

Transport of vehicles and equipment

Transmitted by the Government of Germany***

Introduction

1. At the proposal of the RID/ADR/ADN Joint Meeting for the purposes of harmonization with the United Nations Model Regulations, the ADN Safety Committee has decided, among other things, on the following amendments for ADN 2017.

(a) Section 3.2.1, Table A: New wording for the headings to UN Nos.:

3528 ENGINE, INTERNAL COMBUSTION, FLAMMABLE LIQUID POWERED or ENGINE, FUEL CELL, FLAMMABLE LIQUID POWERED or MACHINERY, INTERNAL COMBUSTION, FLAMMABLE LIQUID POWERED or MACHINERY, FUEL CELL, FLAMMABLE LIQUID POWERED

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3529 ENGINE, INTERNAL COMBUSTION, FLAMMABLE GAS POWERED or ENGINE, FUEL CELL, FLAMMABLE GAS POWERED or MACHINERY, INTERNAL COMBUSTION, FLAMMABLE GAS POWERED or MACHINERY, FUEL CELL, FLAMMABLE GAS POWERED

3530 ENGINE, INTERNAL COMBUSTION or MACHINERY, INTERNAL COMBUSTION

3166 VEHICLE, FLAMMABLE GAS POWERED or VEHICLE, FLAMMABLE LIQUID POWERED or VEHICLE, FUEL CELL, FLAMMABLE GAS POWERED or VEHICLE, FUEL CELL, FLAMMABLE LIQUID POWERED

3171 BATTERY-POWERED EQUIPMENT or BATTERY-POWERED VEHICLE

(b) One UN No. in Table A covers internal combustion engines, engines powered by a fuel cell, and machinery driven by such engines, vehicles powered by flammable liquid or gas fuel cells, and battery-powered vehicles and equipment; these are thus dangerous goods when transported as cargo.

(c) Special provisions 240, 312, 363, 385, 666 and 667 are assigned to these entries; these provisions give examples of the vehicles and equipment in question and establish specific conditions, under which their transport is subject to no requirement under ADN other than the relevant special provision.

2. The scope of the exemptions under 1.1.3.3 ADN is currently very broad and covers both “vehicles carried” and “non-road mobile machinery carried”.

3. As from 2017, the life boats mentioned in subsection 7.2.3.29 ADN and required in accordance with the regulations referred to in 1.1.4.6 ADN will be classified under UN No. 3166 if they are equipped with a relevant means of propulsion.

4. ADN 7.2.3.31.2 assumes that it is basically possible to load power-driven conveyances such as passenger cars and motor boats onto tank vessels, yet the requirements for transport under ADN have not hitherto applied to them.

Proposed interpretation

5. The German delegation considers that the following interpretation is appropriate and proposes that the Safety Committee discuss these matters in detail in an ad hoc informal working group. If necessary, the outcome could lead to a request for amendment for ADN 2019.

(a) With regard to motor-powered life boats:

The life boats and escape boats required under subsection 1.1.4.6 of ADN and that may be used as a means of evacuation in accordance with subsections 7.1.4.77 and 7.2.4.77 ought to be classed under UN No. 3166 if they are equipped with internal combustion engines or electric motors. They are covered by the exemption under ADN subsection 1.1.3.3, fourth indent, “dangerous goods used to ensure safety”. Life boats and escape boats are used for the safety of the crew. The special provisions relating to UN Nos. 3166 and 3177 ought not to apply to them.

(b) In the opinion of the German delegation, the same applies to the battery-powered equipment under UN No. 3171, used, for example, to take measurements of explosive gases or atmospheres on board vessels.

(c) According to special provision 240, such equipment should be classed under other UN numbers if it is powered by lithium metal batteries or lithium ion batteries. The

German delegation considers that an exemption under ADN 1.1.3.7 (b) is relevant in this case.

(d) With regard to passenger vehicles, motorcycles, e-bikes, etc., taken on board for the crew's personal use:

The exemption under ADN 1.1.3.1 (a) applies here, provided that measures have been taken to prevent any leakage of the dangerous substances contained in the fuel tanks or fuel cells of the vehicles in question. Packaging for retail is not necessary, given that such items are not usually packaged for delivery by the retail trade. This is the case for carriage on either tank vessels or dry cargo vessels.

(e) In the German delegation's view, the loading instrument (IT hardware) provided for in ADN 9.3.x.13.3, and which is usually powered by storage batteries or batteries, should also be exempt under the specific provisions of ADN subsection 1.1.3.7 (b).

(f) With regard to non-road machinery such as dredgers, cranes and generators on board working vessels and working pontoons but which are not integral to the boat or pontoon:

The exemption under ADN 1.1.3.1 (c) applies here, provided that measures have been taken to prevent any leakage of the dangerous substances contained in the fuel tanks or fuel cells of the non-road machinery in question.

6. If non-road machinery is transported, for example, from the constructor to the distributor on dry cargo vessels, as cargo and with a carriage order, or between two sites where it is to be used, by public works enterprises in hydraulic engineering or by waterway administration authorities, the above-mentioned exemptions shall not apply.

7. Lastly, Germany wishes to point out that the above-mentioned changes may also have consequences for passenger navigation, and for the operation of hotel ships. According to special provision 240, electric-powered bicycles and other vehicles of that kind, such as self-balancing vehicles and wheelchairs, which might very well be found on board passenger boats and hotel ships, fall under that category of vehicles that now ought to be classed as dangerous goods.

8. Loading of e-bikes and individual wheelchairs by passengers themselves should be covered by the exemption in ADN 1.1.3.1 (a).

9. Loading of e-bikes, for example, by the vessel operator for use by passengers should be subject to the above-mentioned special provisions. Special provision 666 (c) on the requirement for certification for the metal hydride storage systems on these vehicles, is also relevant here.
