
Economic Commission for Europe**Inland Transport Committee**

13 June 2019

Working Party on the Transport of Dangerous Goods

English

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-fifth session**

Geneva, 26-30 August 2019

Item 5 of the provisional agenda

Reports of informal working groups

**Report of the third meeting of the informal working group
“loading on top in barges”****Transmitted by the Chair of the informal working group***Summary*

Executive summary:	The informal working group needs more time to develop case studies and an inventory of items to be addressed in relation to “loading on top”
Action to be taken:	Postpone discussion to the thirty-sixth session of the committee
Related documents:	Informal document INF.15 of the thirtieth session Informal document INF.6 of the thirty-first session as addendum to document ECE/TRANS/WP.15/AC.2/2017/44 Informal document INF.9 of the thirty-second session ECE/TRANS/WP.15/AC.2/2018/39 Informal document INF. 17 of the thirty-third session ECE/TRANS/WP.15/AC.2/68 (Paragraphs 71-73) ECE/TRANS/WP.15/AC.2/2019/16 ECE/TRANS/WP.15/AC.2/70 (Paragraphs 75-79)

1. The Committee may recall that at its thirty-fourth session the following mandate was adopted for the continuation of the work of an informal working group on issues connected to “loading on top”:

“77. After some discussion, the Safety Committee agreed to limit the scope of the work on this matter to activities already covered by ADN provisions. Considering that loading was one of the operations addressed by ADN, the Safety Committee agreed to set up an informal working group that would address specifically loading on top of the same cargo, in accordance with the following step-by-step approach:

- Step 1: Provide an inventory of the items to be addressed.*
- Step 2: Identify real case-studies that would provide more information about the types of substances involved, the challenges faced, etc., to be used as a basis to determine whether the current provisions need to be amended and how. ”*

2. The informal working group had a working session in Strasbourg, on the 15 May 2019. Representatives of EBU/ESO, Fuels Europe, FETSA, EBOTA and delegates from Belgium and the Netherlands participated in the session.

3. The group reconsidered the mandate as it was defined by the ADN Safety Committee and confirmed that the mandate should be interpreted as a task to provide examples of loading on top of the same cargo, to facilitate the Committee in the process of forming its opinion on this matter.
4. The group took note of the fact that at this time no such examples were available. This was partly due to the fact that some representatives found difficulties in defining the concept of "loading on top" and "same cargo" for the purpose of this project.
5. In discussing this matter, opinions differed widely: most members of the group concluded that the development of this definition cannot be a reason to refrain from developing the examples as instructed by the Committee. Others were of the opinion that definitions of "loading on top" and "same cargo" should be agreed upon before any case-study could be produced.
6. The group concluded that more time is needed to develop the proper documents for discussion in the informal working group and in the ADN Safety Committee, therefore the Committee is kindly requested to postpone the discussion on this matter to its thirty-sixth session.
