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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)**

**Thirty-sixth session**

Geneva, 27–31 January 2020

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:  
Other proposals**

**UN No. 3082 – Bilge water****Transmitted by the Government of Germany\*,\*\***

<p><b>Related document:</b> Informal document INF. 7 of the thirty-fifth session (Report of the 11th meeting of the informal working group on substances) Item G, “Sludge and bilge water as environmentally hazardous substances under UN No. 3082”</p>
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**Introduction**

1. After considering the report of the 11th meeting of the informal working group on substances, the Safety Committee supported the addition, as proposed, of a new entry, UN No. 3082 (BILGE WAGER, CONTAINS SLUDGE), in Table C. The German delegation requested that the issue raised by the working group in paragraph 29, namely how to address the vapour return required under ADN 7.2.4.25.5, should be reviewed before the addition is made. The Safety Committee thus took no decision on this item.

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\*\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/2018/21/Add.1, (9.3)).



## I. Request

2. Germany is taking up this proposal of the informal working group and is submitting the following request:

(a) In subsection 3.2.3.2 of ADN Table C, in the entry for UN No. 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (BILGE WATER), in column (2), amend the name and description to read ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (BILGE WATER, FREE OF SLUDGE);

(b) In column (20) for this entry, insert remark “45”;

(c) In subsection 3.2.3.2 of ADN Table C, insert a new line, to read as follows:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (BILGE WATER, CONTAINS SLUDGE)	9	M6	III	9+CMR+N1	N	2	3		10	97		3	yes			no	PP, EP TOX, A	0	45

(d) At the end of ADN section 3.2.3.1, add a remark, as follows:

“45. When this substance is received from seagoing vessels as waste related to the operation of the vessel, appropriate technical and organizational measures shall be taken on board the vessels to avoid or minimize, to the extent possible, the exposure of personnel on board to gas/air mixtures escaping from the cargo tanks of the receiving vessel during loading and to ensure the protection of personnel on board during such activities. Appropriate personal protective equipment shall be made available to the employees in question and shall be worn for the duration of the increased exposure.”

(e) In 7.2.4.25.5, after the word “gas/air mixtures”, insert the words “that escape from the cargo tanks of the receiving vessel during [loading] [filling] by a shore facility”.

Consolidated version:

“7.2.4.25.5 The gas/air mixtures that escape from the cargo tanks of the receiving vessel during [loading] [filling] by a shore facility shall be returned ashore through a vapour return piping.”

(f) ADN 7.2.4.2.1 is amended as follows:

“7.2.4.2.1 The reception from inland navigation vessels of unpackaged liquid oily and greasy wastes resulting from the operation of vessels shall be ensured by suction; the reception from seagoing vessels may also be ensured by pressurization.”

## II. Justification

3. Regarding the addition of a new entry in Table C, we refer to the information presented in the report of the informal working group on substances, submitted at the thirty-fifth session of the ADN Safety Committee (informal document INF. 7).

4. The distinction between this new entry and the new entry under UN No. 3082, ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (SLUDGE) can be ensured as follows:

**Sludge** as such is of a pasty consistency and closer to a solid substance; **bilge water** is water contaminated, for example by condensation (condensed water), water used for cleaning and water infiltration. No differentiation is made on the basis of the proportion of intermediate mixtures that are theoretically possible in the processes used for the day-to-day operation of the vessels, so it is not necessary to specify the percentages of bilge water and sludge.

5. Seagoing vessels are not equipped with gas return systems for the deposit of waste resulting from the operation of the vessels or for cargo transshipment from their cargo tanks to inland navigation tank vessels. The introduction in ADN of such a requirement relating to design would result in an inconsistency with the regulations applicable to maritime navigation.

6. We are not aware of systems on inland navigation vessels allowing for the cleaning or collection of the gas/air mixture escaping from the cargo tanks of such inland navigation vessels. In the view of the German delegation, it would take several years to design such systems and make them available, and it is not certain that this would be economically viable.

7. The receipt of waste resulting from the operation of vessels exclusively in cargo tanks that are degassed or gas free would of course be technically possible, but the operators of the receiving tank vessels would face considerable logistical difficulties, and equipping the vessels would require significant investments.

8. It therefore seems disproportionate to apply ADN 7.2.4.25.5 for the reception on board inland navigation tank vessels of waste resulting from the operation of seagoing vessels.

9. The wording of ADN 7.2.4.25.5 already allows for an interpretation according to which it is not applicable for loading the tanks of an inland navigation vessel with goods from a (seagoing) vessel:

“The gas/air mixtures released during loading operations shall be returned **ashore** through a vapour return piping if:”

This requirement is not relevant when the loading is not from the shore.

10. ADN 7.2.4.25.5 should be amended as proposed, for clarification. The proposal also includes a clarification regarding where the gas/air mixtures in question occur.

11. This means, however, that although characteristics that are carcinogenic, mutagenic or toxic for reproduction (CMR) have been identified in waste resulting from the operation of vessels, whether it is “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (BILGE WATER, FREE OF SLUDGE)” or “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (BILGE WATER, CONTAINS SLUDGE)”, gas/air mixtures would be released into the ambient air and the personnel on board would be exposed to CMR substances.

12. UN No. 3082 is not among the cargoes for which the amendment to the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways (CDNI), adopted in 2017, prohibits degassing. Similarly, UN No. 3082 is not a substance for which the European directive on VOC and its prohibitions against emissions would be relevant. ADN 7.2.3.7 does not cover the release of gas/air mixtures occurring in connection with loading, but only active and independent degassing measures.

13. At maritime ports, local or national requirements prohibiting the emission of gas/air mixtures into the atmosphere are likely to be applicable, regardless of regulations on dangerous goods. The German delegation considers that in such cases it is the responsibility of the national port authorities to regulate collection and cleaning facilities under regulations other than ADN.

14. The personnel involved in the reception of waste resulting from the operation of the vessel can be protected by making their exposure to the released gas/air mixture as short as possible and as short as necessary, and by requiring them to wear personal protective equipment. In addition, the gas/air mixture occurring in the cargo tanks of the receiving inland navigation vessel can be evacuated by air discharge piping so that the persons on board the vessels concerned are not exposed to it. The proposed text was based on the German national regulations on occupational health and safety, which are themselves based on European Union regulations. The content of such regulations should thus be identical for all ADN contracting parties that are also member States of the European Union.

15. For inland navigation vessels receiving waste resulting from the operation of vessels, ADN 7.2.4.2.1 should also be taken into account. It provides that the reception from inland navigation vessels of unpackaged liquid oily and greasy wastes resulting from the operation

of vessels may be ensured only by suction. However, according to the information available to the German delegation, the reception of waste resulting from the operation of vessels from seagoing vessels is always ensured by pressurization aboard the seagoing vessel and pumping to the vessel ensuring collection. In light of the large number of operations carried out at seaports, it does not seem realistic each time to require derogations from the competent authorities in accordance with ADN 7.2.4.2.4.

16. Germany invites the Committee to consider the points above and to take the appropriate action.

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