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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

### **Report of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee) on its thirty-sixth session\***

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## **I. Attendance**

1. The 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) held its thirty-sixth session in Geneva from 27 to 31 January 2020.
2. Representatives of the following countries took part in the work of the session: Austria, Belgium, Czech Republic, France, Germany, Netherlands, Poland, Romania, Russian Federation, Serbia and Switzerland.
3. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission and the European Union.
4. The following non-governmental organizations were also represented: European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Skippers Organisation (ESO), Federation of European Tank Storage Associations (FETSA), FuelsEurope, International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA) and Recommended ADN Classification Societies.

## **II. Adoption of the agenda (agenda item 1)**

- Documents:* ECE/TRANS/WP.15/AC.2/73 (Secretariat)  
ECE/TRANS/WP.15/AC.2/73/Add.1 (Secretariat)
- Informal documents:* INF.1 and INF.17 (Secretariat)

5. The Safety Committee adopted the agenda prepared by the secretariat, as amended by informal document INF.1 to take account of informal documents INF.1 to INF.30.

## **III. Election of officers for 2020 (agenda item 2)**

6. On the proposal of the representative of Switzerland, supported by the representatives of Belgium, France and Germany, the Safety Committee re-elected Mr. H. Langenberg (Netherlands) as chair and Mr. B. Birkhuber (Austria) as vice-chair, for its sessions in 2020.

## **IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 3)**

7. Recalling the information provided by the secretariat (ECE/TRANS/WP.15/AC.2/70, para. 10) at the January 2019 session on the 2030 strategy of the Inland Transport Committee (ITC), the Safety Committee noted no questions related to its work and agreed to consider in detail at a further session the implementation of the ITC strategy and its action plan (ECE/TRANS/288/Add.2).

### **A. Information from the secretariat of the Danube Commission**

- Informal document:* INF.19 (Danube Commission)

8. The Safety Committee followed with interest the information provided by the Danube Commission regarding the number of power sources, mainly external power supply and accumulator batteries, on board of non-motorized barges.
9. It was also agreed, following additional information provided by the Danube Commission, that in the view of the recent introduction by the International Maritime Organization of the low-sulphur fuel regulation and related additional costs, the interest in alternative fuels would increase in the context of inland navigation, such as the use of natural gas, liquid petroleum gas, hydrogen or hybrid systems.

## **B. Information on special requirements regarding electric propulsion systems in ES-TRIN**

*Informal document:* INF.23 (CCNR)

10. Upon the request of the Safety Committee at its previous session, the representative of CCNR reported on the work at CESNI<sup>1</sup> level on electric propulsion for vessels, the integration of provisions into ES-TRIN<sup>2</sup> and effects on vessels used for the transport of dangerous goods. It was noted that ADN requirements applicable to vessels and equipment were in force regardless of the type of propulsion system used and that the ADN does not need to be amended for the use of electrical propulsion systems.

11. Following the discussion on the use of alternative propulsion technologies on vessels used for the carriage of dangerous goods, the Safety Committee concluded that vessels should maintain the same level of safety irrespective of the type of goods carried and propulsion system used. It was therefore concluded that the required level of safety could be achieved by introducing in the ADN references to the relevant provisions in ES-TRIN. The Safety Committee noted that relevant provisions in ES-TRIN or any other suitable standard should be available in Russian.

12. The Safety Committee emphasized that protection systems against fire risks, ventilation requirements, design of machine rooms, etc., should be suitable for the specific propulsion system used. It was agreed that the ADN should however be reviewed with respect to additional provisions in combination with the carriage of dangerous goods on such innovative vessels and including, wherever appropriate, references to other international standards or regulations such as ES-TRIN. The representative of CCNR volunteered to work on a proposal for consideration at a further session of the Safety Committee.

## **C. Information on funding opportunities for “greening” the transport of dangerous goods**

*Informal document:* INF.24 (European Commission)

13. The Safety Committee welcomed the information by the European Commission on the possible funding available for projects aiming to “green” the carriage of dangerous goods on inland waterways within the European Union. It was noted that a call for projects would be opened in April 2020 and that the call would also apply for non-EU countries under the condition that the project leader is located within the EU. More detailed information on the so-called LIFE programme on the EU funding instrument for environment and climate actions is available at: <https://ec.europa.eu/easme/en/life>.

## **V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 4)**

### **A. Status of ADN**

14. The Safety Committee noted that the proposed corrections contained in ECE/TRANS/WP.15/AC.2/70, annex III and Corr.1 and ECE/TRANS/WP.15/AC.2/72, annex III have been communicated to Contracting Parties on 15 October 2019 for acceptance (see C.N.492.2019.TREATIES-XI-D-6). Corrections were deemed to be accepted on 13 January 2020 (see C.N.34.2020.TREATIES-XI-D-6).

<sup>1</sup> Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure – CESNI ([www.cesni.eu](http://www.cesni.eu))

<sup>2</sup> European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN, [www.cesni.eu/en/types/technical-requirements/](http://www.cesni.eu/en/types/technical-requirements/))

## **B. Special authorizations, derogations and equivalents**

*Document:* ECE/TRANS/WP.15/AC.2/2020/22 (Belgium)

*Informal document:* INF.2 (Belgium)

15. The representative of Belgium withdrew his request for a derogation in ECE/TRANS/WP.15/AC.2/2020/22 and informal document INF.2.

## **C. Interpretation of the Regulations annexed to ADN**

*Documents:* ECE/TRANS/WP.15/AC.2/2020/9 (Germany)  
ECE/TRANS/WP.15/AC.2/2020/15 (Germany)

*Informal document:* INF.14 (EBU and ESO)

16. Due to lack of time, the Safety Committee did not consider these documents. It was agreed to resume their consideration at the next session.

## **D. Training of experts**

17. The Safety Committee noted the intention of the informal working group on the training of experts to meet again in Strasbourg on 24-26 March 2020 and that a corresponding invitation would be circulated soon.

## **E. Matters related to classification societies**

### **1. New generation of river-sea going ships designed for carriage of dangerous goods. Experience of Russian Federation**

*Informal document:* INF.4 (Russian River Register)

18. The Safety Committee welcomed the presentation on experience of the Russian Federation on the new generation of inland-sea-going ships for the carriage of dangerous goods. On the question of the stability of multi-purpose vessels, it was noted that the new generation of ships were designed according to the recent requirements of ADN (e.g. double hull) and equipped with innovative nautical systems to ensure their stability during their inland and coastal shipping.

19. The Safety Committee noted with interest that vessels with the wheelhouse in front were equipped with onboard camera systems but still some challenges remained with respect to a good field of vision in all situations, especially under bridges and in case of carriage of larger loads. Further studies on this topic were under consideration by the Russian Federation academia.

20. The representative of the Russian Federation invited the Safety Committee to share any information or practical experience other countries may have on the use of vessel with wheelhouse located on the front.

21. The Safety Committee requested the Russian Federation to provide more information regarding stability calculations for multipurpose vessels as well as the capacity of individual tanks for the carriage of liquids.

### **2. Proposal for an update of 9.3.4 (alternative constructions) of the ADN**

*Informal documents:* INF.10 (Recommended ADN Classification Societies) and  
INF.25 (Netherlands)

22. The Safety Committee welcomed the presentation on the need to revise 9.3.4 to take into consideration the increasing vessel size and impact energy, improved calculation methods and cargo tanks with volumes over 1000 m<sup>3</sup>. As opinions were divided in the absence of detailed technical or economic justifications to undertake this work, it was decided to create a group of experts within the framework of the Recommended ADN Classification

Societies to study the problem and find possible solutions. Results of discussions in the group of experts should be reported to the Safety Committee on a regular basis.

### 3. Evidence of compliance with the EN ISO/IEC 17020:2012

*Informal document:* INF.12 (Bureau Veritas)

23. The Safety Committee considered evidence of compliance of Bureau Veritas with ISO 17020. The representatives of France and Germany raised concerns on the references and audits related to maritime vessels in the certificate of compliance and preferred instead references to inland waterway vessels. Also, the certificates did not include an explicit reference to the compliance with the requirements of ISO 17020. Furthermore, it was stated that the change in the social denomination of Bureau Veritas and headquarter should be clarified.

24. The Safety Committee invited the Recommended Classification Societies to study how the information of compliance was to be presented in future and to identify possible problems with the requirements in 1.15 especially 1.15.3.8 of ADN. Depending on the outcome of discussion at its next session, the Safety Committee might consider the need to establish an informal working group to continue discussions on the subject and propose possible ways forward.

25. Germany invited all Recommended ADN Classification Societies to participate in their forthcoming meeting in March 2020 to consider the way certificates of compliance were issued and to better understand the problems of compliance with ADN requirements.

26. It was emphasized that the work done by the Recommended ADN Classification Societies was very important for the activities of the safety Committee and for the development of safety provisions in the ADN.

### 4. Actual status of approval of loading instruments

*Informal document:* INF.20 (Recommended ADN Classification Societies)

27. The Safety Committee welcomed the information on the current status of approval of loading instruments on board of tanker vessels. It was reconfirmed that an approved stability book was sufficient if the load cases used were well defined, but the Safety Committee underlined that equipping vessels with such a loading instrument was very useful and therefore highly recommended.

### 5. About classification of zones – Zone 1

*Document:* ECE/TRANS/WP.15/AC.2/2020/18 (Recommended ADN Classification Societies)

28. The Safety Committee adopted the proposed amendment to the definition in 1.2.1 on "Classification of zones" with some modifications (see annex I).

## VI. Proposals for amendments to the Regulations annexed to ADN (agenda item 5)

### A. Work of the RID/ADR/ADN Joint Meeting

*Document:* ECE/TRANS/WP.15/AC.2/2020/23 (Secretariat)

*Informal documents:* INF.7 and INF.8 (Secretariat)  
INF.13 (Germany)

29. The Safety Committee adopted the consolidated list of amendments relevant for ADN adopted by the Joint RID/ADR/ADN Meeting in 2018-2019 and by the Working Party on

the Transport of Dangerous Goods (WP.15) for entry into force on 1 January 2021, with some corrections (see annex I).

30. The Safety Committee also adopted the corrections relevant to ADN proposed by the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods and by WP.15 at its November 2019 session, as reflected in informal documents INF.7 and INF.8 (see annex I).

31. As regards the amendments related to topics still under consideration by the RID/ADR/ADN Joint Meeting in March 2020, the Safety Committee agreed to consider them at its thirty-seventh session.

32. As regards the amendments presented in informal document INF.13, the Safety Committee decided to postpone their adoption to the thirty-seventh session in August 2020 pending the final adoption of related IMDG Code amendment.

## **B. Other proposals**

### **1. Transitional provisions**

*Document:* ECE/TRANS/WP.15/AC.2/2020/1 (Germany)

33. The Safety Committee adopted the proposal to amend the transitional provisions in ADN (see annex I).

### **2. Proposal for harmonization of 8.2.1.4 of ADN in the different language versions**

*Document:* ECE/TRANS/WP.15/AC.2/2020/8 (CCNR)

34. The Safety Committee adopted the proposal to align the English, French and Russian version of 8.2.1.4 in ADN with the German version, replacing "after two times" by "after it is retaken two times" (see annex I).

### **3. Amendments to 8.1.2.2 of the Regulations annexed to ADN**

*Document:* ECE/TRANS/WP.15/AC.2/2020/10 (France)

35. The Safety Committee adopted the proposed clarification to 8.1.2.2 in ADN in line with German version (see annex...). The representative of Belgium questioned the need to make Competent Authorities responsible for stamping the documents referred to in ECE/TRANS/WP.15/AC.2/2020/10. It was clarified that Competent Authorities can designate other competent bodies to undertake specific tasks, including Recommended ADN Classification Societies. The Safety Committee recommended to resume discussion on this subject at a further session on the basis of a proposal, if necessary.

### **4. Transitional provisions for autonomous protection systems**

*Document:* ECE/TRANS/WP.15/AC.2/2020/12 (Netherlands)

36. The representative of the Netherlands explained that the aim of the proposals was to solve the contradictions between Multilateral Agreement M 018 and the current transitional provisions on autonomous protection systems in the Regulations annexed to ADN.

37. Some concerns were raised regarding the proposals as it was not possible to assess the impact on existing fleets of retroactively shorten transitional provisions. As it could not be guaranteed that all vessels complied with the requirements of M 018, it was decided to adopt the proposed amendments to the table in 1.6.7.2.2.2, making them applicable for certificates of approval issued after 31 December 2020 (see annex I). The eight signatory Contracting Parties were invited to revoke M018 as of 1 January 2021.



## 5. Construction materials

*Document:* ECE/TRANS/WP.15/AC.2/2020/14 (EBU, ESO and ERSTU)

38. The Safety Committee adopted the proposed amendments to adapt 9.3.x.0.5 in ADN (see annex I).

## 6. 9.3.3.13.4 of ADN

*Document:* ECE/TRANS/WP.15/AC.2/2020/16 (Recommended ADN Classification Societies)

39. The Safety Committee did not endorse the proposed amendment to reintroduce transitional provisions on damage stability requirements. It was agreed to resume consideration of this subject at a further session based on a revised proposal.

## 7. Amendments to the models for certificates of approvals

*Document:* ECE/TRANS/WP.15/AC.2/2020/19 (France)

*Informal document:* INF.28 (EBU/ESO)

40. The Safety Committee adopted the proposal to amend the models of the certificates of approval, except for those in item 8 related to ventilation systems that will be reviewed at a further session (see annex ...). It was also decided to postpone consideration of the proposal in informal document INF.28 for a further session. The representative of Germany offered to review the proposal for consideration at the next session.

## 8. 1.8.1.2.1 of ADN – Standardized vessel checklists

*Document:* ECE/TRANS/WP.15/AC.2/2020/20 (Austria, France, Germany)

41. The Safety Committee adopted as amended the proposal to update the standardized vessel checklists in accordance to 1.8.1.2.1, to be in line with the ADN requirements in force on 1 January 2019 (see annex II).

## 9. Hose assemblies for LNG

*Document:* ECE/TRANS/WP.15/AC.2/2020/21 (Netherlands)

42. The Safety Committee adopted the proposed amendments to clarify in chapter 8.1 the requirements for hose assemblies used during loading, unloading and bunkering of LNG (see annex I).

## 10. Proposal for amendment of UN 2057 (Tripropylene) in Table C

*Document:* ECE/TRANS/WP.15/AC.2/2019/27 (CEFIC)

*Informal document:* INF.37 (CEFIC) of the 35th session

43. Recalling its discussion at the previous session to amend UN 2057 in Table C, the Safety Committee adopted the proposed amendments (see annex I).

## 11. Proposal from the secretariat of the Danube Commission on ADN 2019

*Informal document:* INF.3 (Danube Commission)

44. The Safety Committee did not adopt the proposal to amend Chapter 3.2 of ADN and agreed to resume consideration of this subject at a further session based on an official document.

**12. Degassing – the use of the old term gas-freeing**

*Informal document:* INF.6 (Netherlands)

45. As a follow-up of a previously adopted amendment to the English version of ADN to use the terms “degassing/degassed” instead of “gas-freeing/gas-freed”, the Safety Committee adopted the corrections proposed in informal document INF.6 (see annex III).

**13. Harmonization of explosion groups between the IBC code and the ADN**

*Informal document:* INF.21 (CEFIC)

46. The Safety Committee requested the informal working group on substances to review the possible amendments in column (16) of Table C for substances listed in the IBC code.

**14. Amendment to Table C column (16) for UN 2527**

*Informal document:* INF.22 (CEFIC)

47. The Safety Committee noted the gap in ADN for isobutyl acrylate and decided to refer the proposed amendment to Table C column (16) to the informal working group on substances for consideration and advice.

**15. Corrections to ADN 2019**

*Document:* ECE/TRANS/WP.15/AC.2/2020/17 (Recommended ADN Classification Societies)

*Informal document:* INF.26 (Austria)

48. The Safety Committee adopted the amendment proposed in chapters I and II of ECE/TRANS/WP.15/AC.2/2020/17 with some modifications. On the remaining proposed changes, the Safety Committee adopted the amendments proposed in informal document INF.26 (see annex I).

**16. 1.2.1 of ADN – Sampling devices**

*Document:* ECE/TRANS/WP.15/AC.2/2020/2 (Austria and Germany)

*Informal documents:* INF.16 and INF.29 (EBO and ESU)

49. After it was clarified that the amendment proposed in informal document INF.29 was aiming at including the situation in which vessels were equipped with sampling connections at the discharge line, the Safety Committee adopted the amendments on sampling devices to 7.2.4.16.11 and to 9.3.1.21.1 (g), 9.3.2.21.1 (g) and 9.3.3.21.1 (g) as modified by informal document INF.29 (see annex I).

**17. UN 3082 – Bilge water**

*Document:* ECE/TRANS/WP.15/AC.2/2020/7 (Germany)

*Informal document:* INF.30 (Germany and the Netherlands)

50. The Safety Committee adopted the proposed amendments to insert a new entry in Table C for UN 3082 (BILGE WATER, CONTAINS SLUDGE) as amended by informal document INF.30 together with some corrections (see annex I).

**18. Amendments to 7.1.4.1: Limitations of the quantities carried**

*Document:* ECE/TRANS/WP.15/AC.2/2020/13 (EBU and ESU)

*Informal documents:* INF.18 (Secretariat) and INF.27 (EBU and ESU)

51. The Safety Committee welcomed the proposal to clarify the content of 7.1.4.1 and adopted the proposed amendments as reflected in informal document INF.27 with some corrections (see annex I).

**19. Amendments to 7.2 of ADN**

*Documents:* ECE/TRANS/WP.15/AC.2/2020/3 (Germany)  
 ECE/TRANS/WP.15/AC.2/2020/4 (Germany)  
 ECE/TRANS/WP.15/AC.2/2020/5 (Germany)  
 ECE/TRANS/WP.15/AC.2/2020/6 (Germany)

52. The Safety Committee agreed to defer consideration on the proposals to amend 7.2 to its next session in August 2020.

**C. Checking of amendments adopted at previous sessions**

*Document:* ECE/ADN/2020/1 (Secretariat)

53. The Safety Committee adopted the amendments in document ECE/ADN/2020/1 with some additional modifications (see annex I).

**VII. Reports of informal working groups (agenda item 6)****A. Minutes of the 18th meeting of the Group of ADN Recommended Classification Societies**

*Informal document:* INF.9 (Recommended ADN Classification Societies)

54. The Safety Committee welcomed the meeting minutes in informal document INF.9 and noted that Recommended ADN Classification Societies would submit a proposal on the use of LNG boil off as fuel for propulsion of vessels for consideration at the next session. It was noted that corrections to 8.1.2.2 and 8.1.2.9 should also be addressed.

**B. Report of the informal working group on membrane tanks**

*Document:* ECE/TRANS/WP.15/AC.2/2020/11 (Belgium, France and the Netherlands)

55. The Safety Committee welcomed the detailed report of the fifth meeting of the informal working group on membrane tanks and adopted the amendments proposed in Annexes I and II of ECE/TRANS/WP.15/AC.2/2020/11 with some modifications (see annex I).

56. It was agreed to defer to the next session the discussion on the amendments to 9.3.1.18 proposed by the Danube Commission on the case when the wheelhouse is unoccupied. The representative of EBU/ESO stated that the formulation used in the proposal was standard text in ADN and that a comprehensive review should be conducted. The Safety Committee thanked the informal working group for the excellent work done.

**C. Report of the fourth meeting of the informal working group on "loading on top in barges"**

*Informal document:* INF.5 (Netherlands)

57. The Safety Committee noted the outcome of the fourth meeting of the informal working group on loading on top in barges and encouraged the group to go forward according to its mandate. It was recommended to proceed in a two-step approach: (a) to analyse whether the ADN is the correct legal instrument to prescribe loading on top operations and (b) to organize, as far as possible, the parallel work on the multiple tasks listed in informal document INF.5. The Chair invited all interested parties to participate in that work.

#### **D. Report of the informal working group on "Degassing/Operation emissions"**

*Informal document:* INF.11 (Belgium)

58. The Safety Committee took note of the report in informal document INF.11 of the first meeting of the informal working group on "Degassing/Operation emissions". The Safety Committee could not fully endorse the group's conclusion that emissions could be divided in four types as reflected in paragraph 4 in informal document INF.11. The informal working group was invited to continue its work and to report back at the forthcoming session.

### **VIII. Programme of work and calendar of meetings (agenda item 7)**

59. The Safety Committee noted that its next session would be held in Geneva from 24-28 August 2020 and that the twenty-fourth session of the ADN Administrative Committee was scheduled to take place on 28 August 2020. The deadline for the submission of documents for these meetings is 29 May 2020.

60. It was recalled that the Safety Committee, at its thirty-seventh session, would only consider for adoption and entry into force on 1 January 2021, corrections to already adopted texts or proposals to ensure harmonization with the provisions of the 2021 editions of RID and ADR. All other proposals for amendments submitted for consideration to that session would be considered for entry into force on 1 January 2023.

### **IX. Any other business (agenda item 8)**

*Informal documents:* INF.16 and its Add.1 (Secretariat)

61. The Safety Committee noted that the Joint Meeting and WP.15 agreed on guidelines for the use of RID/ADR/ADN 5.4.0.2 which had been prepared by the Informal Working Group on Telematics. It was noted that the guidelines could be applied by contracting parties on a voluntary basis and for each transport mode separately. However, when used, they must be applied consistently. It was noted that Addendum 1 of informal document INF.16 reproduced the guidelines in English, French and Russian.

62. The Safety Committee approved the publication of the guidelines on the UNECE website.

63. The Chair encouraged the members of the Safety Committee to share their experiences on the use of eDocuments with the informal working group on telematics. This could help identifying possible problems with the use of telematics in the context of inland waterways navigation.

### **X. Adoption of the report (agenda item 9)**

64. The Safety Committee adopted the report on its thirty-sixth session on the basis of a draft prepared by the secretariat.

## **Annex I**

### **Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2021**

*(see document ECE/TRANS/WP.15/AC.2/74/Add.1)*

## **Annex II**

### **Modifications to the model standardized vessel checklists.**

*(see document ECE/TRANS/WP.15/AC.2/74/Add.1)*

## **Annex III**

### **Corrections to ECE/TRANS/276 (ADN 2019 publication)**

*(Corrections not requiring acceptance by Contracting Parties)*

*(see document ECE/TRANS/WP.15/AC.2/74/Add.1)*

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