



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.15/AC.2/2008/17
8 April 2008

ENGLISH
Original: FRENCH

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)¹ (ADN Safety Committee)²

Thirteenth session
Geneva, 17-18 June 2008
Item 4 of the provisional agenda

PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN

¹ This meeting is organized jointly by the Economic Commission for Europe and the Central Commission for the Navigation of the Rhine (CCNR).

² The Joint Meeting of Experts was established jointly by the Economic Commission for Europe and CCNR pursuant to the invitation by the Diplomatic Conference for the Adoption of a European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) in its resolution adopted on 25 May 2000. The said resolution makes provision for the Joint Meeting of Experts to take the place of the Safety Committee referred to in article 18 of ADN after entry into force of the Agreement. As ADN entered into force on 29 February 2008, the Joint Meeting of Experts will henceforth play the role of the ADN Safety Committee.

Chapter 5.4, section 5.4.3, and other relevant sections

Instructions in writing

Transmitted by the Governments of Belgium and Switzerland^{3 4}

SUMMARY

Executive summary:	The harmonization of the requirements for inland water transport contained in section 5.4.3 with those relating to road carriage should not be undertaken at the expense of safety during the transport of large quantities of dangerous goods by vessel.
Action to be taken:	Amend section 5.4.3 so that the large number of instructions in writing very often necessary in the case of combined transport can be reduced for inland water transport too without, however, reducing safety during the carriage of large quantities of goods.

Introduction

1. The Government of Germany submitted to the 12th session of the Joint Meeting of Experts an informal document entitled “Evolution of the provisions regarding instructions in writing” (INF.8). Subsequently, Germany proposed that, of the work being done by the Central Commission for the Navigation of the Rhine (CCNR), the requirements for instructions in writing in inland water transport should be brought into line as far as possible with the new requirements relating to road carriage (ADR 2009). Not all CCNR member States were able to support that proposal completely. It was observed that reproducing the requirements for road carriage would reduce safety during the transport in bulk of large quantities of dangerous goods by dry cargo vessels and the transport of liquids by tank vessels. The vessel crews would no longer have at their disposal sufficient and, in some cases, vital information relating to the action to be taken in case of danger.

2. It was proposed that the current requirements for the transport of large quantities of dangerous goods should remain unchanged. Provision should nevertheless be made for reducing the large number of instructions in writing necessary in the case of combined transport.

3. The current texts relating to instructions in writing are contained in sections 5.4.3 and 1.1.4, 1.4.2, 1.4.3, 8.1.2 and 8.1.5 of the Regulations annexed to ADN.

³ Distributed in German by the CCNR under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2008/17.

⁴ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (b)).

Proposal (based on ADN 2007 and the German proposal contained in ECE/TRANS/WP.15/AC.2/2008/16)

4. It is proposed to amend the texts as indicated in the annex. The new language is based on the proposal by Germany, while the remaining text is taken from ADN 2007. To facilitate understanding, the unchanged parts of the texts have also been reproduced.

Purpose

5. The purpose of this proposal is to harmonize as far as possible the requirements for carriage by inland waterways with those for road carriage, while giving appropriate consideration to the particularities of and safety concerns relating to the former. With regard to instructions in writing, it is advisable, for technical and safety reasons, to distinguish between instructions for packaged dangerous goods (containers, combined transport) and instructions for the carriage of large quantities of such goods by dry cargo vessel or tank vessel.

6. The following elements must be taken into account:

- (a) Safety levels must not be lowered for reasons of harmonization or economic interest;
- (b) The rules in force until now for carriage by inland waterways, and especially for the transport of large quantities of goods, have not posed any problems for the profession concerned;
- (c) With regard to the action to be taken in case of danger, the vessel crew must have at its disposal practical information that is of vital importance;
- (d) Instructions in writing contain information relating to the specific materials and equipment needed for particular dangerous substances. These materials and equipment are to be provided by the consignor and must be handed to the carrier;
- (e) The Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) should be observed with regard to instructions in writing. Article 7, paragraph 1, stipulates:

“Article 7

Dangerous and polluting goods

- 1. If dangerous or polluting goods are to be carried, the shipper shall, before handing over the goods, and in addition to the particulars referred to in article 6, paragraph 2, inform the carrier clearly and in writing of the danger and the risks of pollution inherent in the goods and of the precautions to be taken.”
- (f) Instructions in writing have been established for several years and can be obtained without difficulty.

ADNR/ADN 2009

Proposal for amendment by Belgium and Switzerland

5.4.3 Instructions in writing

5.4.3.1 As a precaution against any accident or emergency that may occur or arise during carriage, instructions in writing shall be kept readily at hand in the wheelhouse. Where dangerous goods are carried in packages, the instructions in writing and their application shall conform to the requirements of 5.4.3.9 or to the following requirements, up to and including 5.4.3.8.

Where dangerous goods are carried in bulk or in tank vessels, the master shall be given ... (the rest remains unchanged).

5.4.3.2 No change

5.4.3.3 No change

5.4.3.4 It is not necessary to keep the instructions readily at hand in the wheelhouse on board oil separator vessels.

(Alternative: It is not necessary to have instructions in writing on board oil separator vessels.)

5.4.3.5 No change

5.4.3.6 No change

5.4.3.7 No change

5.4.3.8 No change

5.4.3.9.1 For carriage in packages on board a vessel, instructions in writing shall be provided by the carrier at the latest when the goods are loaded on the vessel. These instructions shall be written in a language (languages) that each member of the crew can read and understand. The master shall ensure that each member of the crew understands and is capable of carrying out the instructions properly.

Before the departure of the vessel, the members of the crew shall inform themselves of the dangerous goods loaded and consult the instructions in writing for details on actions to be taken in the event of an accident or emergency.

The instructions in writing shall correspond to the following four-page model as regards their form and content:

INSTRUCTIONS IN WRITING






Actions in the event of an accident or emergency







In the event of an accident or emergency that may occur or arise during carriage, the members of the vehicle crew shall take the following actions where safe and practicable to do so:



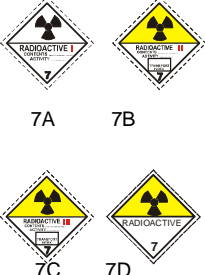



- ~~Apply the braking system, stop the engine and isolate the battery by activating the master switch where available;~~
- Inform all other persons on board of the emergency and, to the extent possible, move them away from the danger zone. Alert the other vessels in the vicinity;
- Inform the appropriate emergency services, in keeping with the obligation to report, giving as much information as possible about the incident or accident and the substances involved and the location;
- Move away from the immediate danger zone and follow the instructions provided by the broadcast station or the emergency services;
- Avoid sources of ignition, in particular, do not smoke or switch on any electrical equipment that is not of the “certified safe” type and is not designed for use in emergency response;
- ~~Inform the appropriate emergency services, giving as much information about the incident or accident and substances involved as possible;~~
- ~~Put on the warning vest and place the self-standing warning signs as appropriate;~~
- Keep the transport documents and loading plan readily available for responders on arrival;
- Do not walk into or touch spilled substances and avoid inhalation of fumes, smoke, dusts and vapours by staying upwind;
- Where appropriate and safe to do so, use the fire extinguishers may be used to put out tackle small/initial fires in tyres, brakes and engine compartments;
- Where appropriate and safe to do so, crew members may tackle fires in load compartments the protected area shall not be tackled by members of the vehicle crew;
- Where appropriate and safe to do so, and without endangering the vessel, use on-board equipment to prevent leakages into the aquatic environment or the sewage system and to contain spillages;
- ~~Move away from the vicinity of the accident or emergency, advise other persons to move away and follow the advice of the emergency services;~~

- Where necessary, appropriate and safe to do so, prevent the vessel from drifting off course;
- Remove any contaminated clothing and used contaminated protective equipment, dispose of it safely and wash body by appropriate means;

[Follow the instructions contained in the table below, referring to the hazard identification numbers of the substances concerned. In the case of carriage in packages, the hazard identification numbers correspond to the numbers of the hazard label models.]

Additional guidance to members of the vehicle crew on the hazard characteristics of dangerous goods by class and on actions subject to prevailing circumstances		
Danger labels and placards	Hazard characteristics	Additional guidance
(1)	(2)	(3)
Explosive substances and articles  1 1.5 1.6	May have a range of properties and effects such as mass detonation; projection of fragments; intense fire/heat flux; formation of bright light, loud noise or smoke. Sensitive to shocks and/or impacts and/or heat.	<u>Steer the vessel into open water.</u> Take cover but stay away from windows.
Explosive substances and articles  1.4	Slight risk of explosion and fire	Take cover.
Flammable gases  2.1	Risk of fire. Risk of explosion. May be under pressure. Risk of asphyxiation. May cause burns and/or frostbite. Containments may explode when heated.	Take cover. Keep out of low areas. <u>Close all openings to the hold.</u>
Non-flammable, non-toxic gases  2.2	Risk of asphyxiation. May be under pressure. May cause frostbite. Containments may explode when heated.	Take cover. Keep out of low areas. <u>Close all openings to the hold.</u>
Toxic gases  2.3	Risk of intoxication. May be under pressure. May cause burns and/or frostbite. Containments may explode when heated.	Use emergency escape mask <u>escape device</u> . Take cover. Keep out of low areas. <u>Close all openings to the hold.</u>

<p>Flammable liquids</p>  <p>3</p>	<p>Risk of fire. Risk of explosion. Containments may explode when heated.</p>	<p>Take cover. Keep out of low areas. Prevent leaking substances from running into the aquatic environment or the sewage system, <u>provided that such action does not endanger the persons on board or the vessel.</u></p>
<p>Flammable solids, self-reactive substances and desensitized explosives</p>  <p>4.1</p>	<p>Risk of fire. Flammable or combustible, may be ignited by heat, sparks or flames. May contain self-reactive substances that are liable to exothermic decomposition in the case of heat supply, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gases or vapours. Containments may explode when heated.</p>	<p>Prevent leaking substances from running into the aquatic environment or the sewage system, <u>provided that such action does not endanger the persons on board or the vessel.</u></p>
<p>Substances liable to spontaneous combustion</p>  <p>4.2</p>	<p>Risk of spontaneous combustion if packages are damaged or contents are spilled. May react vigorously with water.</p>	
<p>Substances which, in contact with water, emit flammable gases</p>  <p>4.3</p>	<p>Risk of fire and explosion in contact with water.</p>	<p>Spilled substances should be kept dry by covering the spillages.</p>
<p>Oxidizing substances</p>  <p>5.1</p>	<p>Risk of ignition and explosion. Risk of vigorous reaction in contact with flammable substances.</p>	<p>Avoid mixing with flammable or combustible substances (e.g. sawdust).</p>
<p>Organic peroxides</p>  <p>5.2</p>	<p>Risk of exothermic decomposition at elevated temperatures, contact with other substances (such as acids, heavy-metal compounds or amines), friction or shock. This may result in the evolution of harmful and flammable gases or vapours.</p>	<p>Avoid mixing with flammable or combustible substances (e.g. sawdust).</p>

<p>Toxic substances</p>  <p>6.1</p>	<p>Risk of intoxication.</p> <p>Risk to the aquatic environment and the sewerage system.</p>	<p><u>Use escape device.</u></p> <p><u>Take cover.</u></p> <p><u>Keep out of low areas.</u></p> <p><u>Close all openings to the hold.</u></p> <p><u>Use emergency escape mask.</u></p>
<p>Infectious substances</p>  <p>6.2</p>	<p>Risk of infection.</p> <p>Risk to the aquatic environment and the sewerage system.</p>	
<p>Radioactive material</p>  <p>7A 7B 7C 7D</p>	<p>Risk of incorporation and external radiation.</p>	<p>Limit time of exposure.</p>
<p>Fissile material</p>  <p>7E</p>	<p>Risk of nuclear chain reaction.</p>	
<p>Corrosive substances</p>  <p>8</p>	<p>Risk of burns.</p> <p>May react vigorously with each other, with water and with other substances.</p> <p>Risk to the aquatic environment and the sewerage system.</p>	<p>Prevent leaking substances from running into the aquatic environment or the sewerage system, <u>provided such action does not endanger the persons on board or the vessel.</u></p>
<p>Miscellaneous dangerous substances and articles</p>  <p>9</p>	<p>Risk of burns.</p> <p>Risk of fire.</p> <p>Risk of explosion.</p> <p>Risk to the aquatic environment and the sewerage system.</p>	<p>Prevent leaking substances from running into the aquatic environment or the sewerage system.</p>

Note 1: For dangerous goods with multiple risks and for mixed loads, each applicable entry shall be observed.

Note 2: Additional guidance shown above may be adapted to reflect the classes of dangerous goods to be carried and their means of transport.

Note 3: See also entries in the transport document.

**Equipment for personal and general protection to carry out general actions
and hazard specific emergency actions to be carried on board the vessel in
accordance with section 8.1.5 of ADN**

For all the hazards referred to in the transport documents, the equipment required under Chapter 3.2, Table A, Column (9), must be available on board the vessel.

Amendments in other sections:

1.1.4.2.2 Delete the words “, road, rail or air” in the first line.

1.4.2.1.1 No change

1.4.2.2.1 No change

1.4.3.1.1 In paragraph (g), after “instructions in writing”, add “[or safety data sheets]”.

1.4.3.3 Filler

In paragraphs (1) and (v), reinsert the word “additional” before “protection”.

8.1.2.4 After the word “loading”, add the words “or filling” (two instances).

8.1.2.5 Before the phrase “the instructions in writing”, insert “Where they do not meet the requirements of 5.4.3.9”.

8.1.5.1 No change

8.1.5.2 After “instructions in writing”, add “[or safety data sheets]”.
