



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.15/AC.2/2010/4  
11 November 2009

Original: ENGLISH

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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)

Sixteenth session  
Geneva, 25-29 January 2010  
Item 4 (b) of the provisional agenda

**PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN**

Other amendment proposals

Chapter 1.4, evacuation in the event of an emergency

Transmitted by the European Chemical Industry Council (CEFIC)<sup>1,2</sup>

**Introduction**

1. According to Chapter 1.4 of the Regulations annexed to ADN, the consignee, the loader and the filler have the obligation to ascertain that provisions have been made for the evacuation of the vessel in the case of an emergency.

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<sup>1</sup> Distributed in German by the Central Commission for the Navigation of the Rhine (CCNR) under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2010/4.

<sup>2</sup> 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)).

2. It is required to provide options for the evacuation in the "fore and the aft sections" of the vessel. Because these terms are not defined in ADN, they are often interpreted as outside the "cargo area" which is defined in chapter 1.2. This interpretation is critical, because the realization of appropriate evacuation options outside the cargo area is, under the technical conditions, often not possible and for the safety in the case of emergency, not necessary.

3. An important technical reason is different vessel sizes. These vary in length from 50 m up to more than 100 m. Also on the shore, there are different conditions, depending on the location (river port or harbour basin). Under some conditions with a stable water level it is easy to install flexible options for evacuation, but under conditions with a variable water level and in fast flowing rivers only fixed options for evacuation are appropriate.

4. The type of shore installation, which often has specific pipes for one product only, often requires a specific position for loading and unloading. Also, the installation on the vessel with different positions of manifolds in different vessels leads to different positions of the vessels at the loading/unloading site. Under these conditions, it is not possible to provide fixed installed options for evacuation suitable for all positions of different vessels "outside of the cargo area".

5. Also, the realization of the evacuation options outside the cargo area is often not possible because of the vessel's radial shape (bending of the vessel body at bow and stern) and because of installations and equipment for the operation of the vessel.

6. Often the only possibility to provide a second option for evacuation "outside the cargo area" is the lifeboat. This may be an appropriate option, but in principle a fixed option for evacuation, even if located in a safe part of the cargo area, is a better solution.

7. The requirement "in the fore and the aft sections" probably ensures that one option for escape is always available. Here, it should be considered, that the increased risk potential of berthed ships compared to ships on the river occurs from loading/unloading operations. Therefore, dangers will mainly occur in the loading/unloading area next to the loading/unloading connection and the cargo pumps. The provision of two evacuation options at an appropriate distance from the ship-to-shore connection should ensure at least the same level of safety as the current provisions. An appropriate distance could be a distance of 10 m which is stipulated in some port directives.

8. In addition to evacuation, access to vessels for the purpose of rescue of the crew or for technical aid should be considered.

## **Conclusion**

9. The current requirements regarding evacuation options are unclear and if interpreted as described above may often be difficult to realize. They may sometimes not lead to the most appropriate solution. Therefore they should be amended taking into account the technical conditions and the existing risk potential.

**Proposal**

10. Amend section 1.4.2.3.1 (d) on the obligations of the consignee to read:

"(d) ascertain that provision has been made ~~in the fore and the aft sections~~ at an appropriate distance from loading/unloading connections both towards the front and towards the back of the vessel for its evacuation and for boarding in the event of an emergency. The appropriate means have to be implemented taking into consideration the specific local and technical conditions. A second escape route could also be a lowered dinghy;".
11. The same amendments have to be added to the obligations of the loader 1.4.3.1.1 (f) and those of the filler in 1.4.3.3 (q) and (x).
12. Question No. 4 of the checklist in 8.6.3 should be amended to read:

"4. Have suitable means been provided ~~at the fore and the aft~~ at an appropriate distance from loading/unloading connections both towards the front and towards the back of the vessel, for boarding or evacuation, including in cases of emergency?".

**Annex**

**Provisions on means of boarding and evacuation in cases of emergency  
(Extracts from ADN 2009)**

**1.4.2.3**     ***Consignee***

1.4.2.3.1    The consignee has the obligation not to defer acceptance of the goods without compelling reasons and to verify, before, during or after unloading, that the requirements of ADN concerning him have been complied with.

In the context of 1.4.1, he shall in particular:

(d)    Ascertain that provision has been made in the fore and aft sections of the vessel for its evacuation in the event of an emergency;

...

**1.4.3.1**     ***Loader***

1.4.3.1.1    In the context of 1.4.1, the loader has the following obligations in particular:

...

(f)    He shall ascertain that provision has been made in the fore and aft sections of the vessel for its evacuation in the event of an emergency;

**1.4.3.3**     ***Filler***

In the context of 1.4.1, the filler has the following obligations in particular:

*Obligations concerning the filling of cargo tanks:*

(q)    He shall ascertain that provision has been made in the fore and aft sections of the vessel for appropriate means for its evacuation in the event of an emergency;

*Obligations concerning the bulk loading of dangerous solids in vessels:*

(x)    He shall ascertain that provision has been made in the fore and aft sections of the vessel for appropriate means for its evacuation in the event of an emergency.

**8.6.3**     **Checklist ADN**

"4.    Have suitable means been provided at the fore and at the aft of the vessel, for boarding or leaving, including in cases of emergency?