

18 August 2011

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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)**

###### **Nineteenth session**

Geneva, 22-25 August 2011

Agenda item 9

###### **Any other business**

### **Safety and reliability of the Rhine waterway**

#### **Submitted by the Central Commission for the Navigation of the Rhine (CCNR)<sup>1</sup>**

##### **I. Introduction**

At the 18th Meeting of the ADN Safety Committee held in January 2011, the Central Commission for Navigation of the Rhine had already informed on the occasion of the discussion on the capsized inland tanker “Waldhof” that it will take the various incidents which occurred in January 2011 in connection with different types of ships including those carrying dangerous goods as an opportunity to bring up safety and reliability issues of the Rhine waterway in their committees.

In this context the Plenary Meeting of the CCNR held on 26 May 2011 adopted the resolution 2011-I-5, which is attached hereto for information of the ADN Safety Committee. According to this resolution it shall be ensured as a precaution at intergovernmental level that all available indications of potential safety hazards in the Rhine and inland waterway navigation will be picked up and analyzed.

The CCNR will, jointly with its accredited organizations, discuss the further procedure on the occasion of its Consultative Conference to be held on 4 October 2011 in Strasbourg, and probably adopt resolutions at its Autumn Plenary Meeting. The CCNR intends also with regard to this topic to cooperate closely and trustingly with UN-ECE and its various competent committees.

In addition to the Dangerous Goods Committees (WP.15/AC.2), this information is considered also relevant for the work group of Standardization of Internal Waterway Navigation (SC.3/WP.3).

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<sup>1</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/19/INF.21.

## MEMORANDUM 5

### Safety and reliability of the Rhine waterway

#### Resolution

The Central Commission,

Whereas the Central Commission is committed in accordance with the Convention of Mannheim to safeguard the freedom of navigation on the Rhine, and takes constant efforts to improve the safety and reliability of the Rhine waterway and to intensify actual considerations in this respect;

Whereas accidents and shipping bans connected therewith are therefore a permanent concern for the Central Commission, which takes regular efforts to learn the necessary lessons from such incidents in order to improve the conditions of navigation on the Rhine;

Whereas it paid close attention to the average of the TMS "Waldhof" at St. Goar in January 2011 and its impact as well as on the average of the TMS "Calendula 12", which happened in the same month;

Whereas it carefully follows the discussions as a result of the above events on possible measures to prevent further accidents and average-caused bans of navigation as well as to restrict adverse effects on Rhine and inland navigation;

Whereas it has expressed its gratitude to the German authorities for the information provided and the high quality of rescue measures taken;

Whereas it has taken note of the discussions and results of the session on legal consequences concerning the carriage of dangerous goods held by the German authorities on 27 and 28 April 2011 and the extraordinary meeting of the Consultative Conference held on 9 May 2011;

Whereas clearing the waterway after a ship accident should have the highest possible priority in order to ensure continuity of shipping traffic, and it seems advisable that the competent authorities exchange their experience and measures concerning the handling of disturbances to shipping traffic at international level in order to find suitable preventive measures and effective means to limit the impact on shipping traffic;

Whereas it intends to support the shipping business in maintaining the high safety level of navigation on the Rhine waterway and to make clear to the shipping sector that the current accidents are no indication of a lower safety level but on the contrary that Rhine navigation will also in future be a reliable partner;

Whereas it does not want to anticipate the results of ongoing examinations, but simply to make sure that all information available on any safety deficiencies in Rhine and inland navigation are dealt with and analyzed;

has resolved

- to instruct its secretariat to present an interim report at its next Plenary Meeting on the results of the discussions on safety and reliability of navigation on the Rhine waterway and to submit proposals on the further consideration of the issues raised;

- to call on its committees to discuss suitable measures to improve the handling of stability issues by the ship's crew and in particular to better familiarize those skippers working in areas of inland water navigation with critical loading conditions with stability controls;
  - to request its committees to consider with due regard the issues raised in relation to safety and reliability of the waterways when preparing the work programs for 2011 and 2012;
  - to review this issue at its next Plenary Meeting.
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