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**Economic Commission for Europe****Inland Transport Committee****18 January 2012****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)****Twentieth session**

Geneva, 23-27 January 2011

Item 4 (b) of the provisional agenda

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

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**Means of Evacuation****Transmitted by the Government of the Netherlands****I. Introduction**

1. Reference is made to document ECE/TRANS/WP.15/AC.2/2012/16 on Means of Evacuation.
2. Since document ECE/TRANS/WP.15/AC.2/2012/16 was published, several parties have discussed the contents of the proposed amendments.
3. In general, it seems to be the case that the systematic approach, the clear responsibilities of the parties involved and the high degree of flexibility of the possible means of evacuation are widely supported.
4. However, it also has become clear that the document contained some minor omissions and also some mistakes in the use of numbers were detected.
5. Several parties are of the opinion that the proposal had become unnecessary complicated by involving cargo-transfer from one ship to another.
6. The proposal below aims at solving the above mentioned problems. Obvious mistakes have been corrected. No changes have been made to the basic concept, however, all references to cargo transfer from one ship to another have been deleted. Therefore, there is also no reason to amend the ADN-Checklist.
7. The Committee is kindly requested to take the necessary steps for adoption of the proposed amendments at this session.

## II. Proposals for amendments

### A. Part 1, Chapter 1.2.1

Add the following definitions:

*"Means of evacuation:* any means that can be used by people to move from danger to safety. Dangers that have to be taken into account are:

- For class 3, packing group III, UN 1202, second and third entry and for classes 4.1, 8 and 9 on tank vessels: leakage at the manifold;
- For other substances of class 3 and class 2 and for flammable substances of class 8 on tank vessels: fire in the area of the manifold on the deck and burning liquid on the water;
- For class 5.1 on tank vessels: oxidizing substances in combination with flammable liquids may cause an explosion;
- For class 6.1 on tank vessels: toxic gases around the manifold and in the direction of the wind;
- For dangerous goods on dry cargo vessels: dangers emanating from the goods in the cargo holds."

*"Escape boat:* Is a specially equipped onsite boat designed to withstand all identified hazards of the cargo and to evacuate the people in danger."

*"Escape route:* Is a safe route from danger towards safety or to a means of evacuation."

*"Evacuation boat:* Is a specially equipped and manned boat called in for rescuing people in danger."

*"Life boat:* Is an onboard boat for use in transport, rescue, salvage and work duties."

*"Safe area:* Is an area outside the cargo area protected against all identified hazards of the cargo by a water screen."

*"Safe haven:* Is a module (fixed or floating) that must be capable of protecting people from all identified hazards of the cargo for a predetermined period of time. A safe haven on land must be constructed according to local law. A safe haven on board must be certified by a recognised classification society. A safe haven on board is not acceptable when the identified danger is fire or explosion."

### B. Part 1, Chapter 1.4.2

Delete 1.4.2.3.1 (d)

### C. Part 1, Chapter 1.4.3

Amend the following paragraphs to read:

"1.4.3.1.1 (f)

He shall ascertain that the landside installation is equipped with one or two means of evacuation from the ship in the event of an emergency."

"1.4.3.3 (q)

He shall ascertain that the landside installation is equipped with one or two means of evacuation from the ship in the event of an emergency ."

"1.4.3.7.1 (h)

He shall ascertain that the landside installation is equipped with one or two means of evacuation from the ship in the event of an emergency."

"1.4.3.7.1 (n)

He shall ascertain that the landside installation is equipped with one or two means of evacuation from the ship in the event of an emergency."

"1.4.2.2.1 (d)

He shall ascertain that a second means of evacuation in the event of an emergency from the shipside is available, when the landside installation is not equipped with a second necessary means of evacuation. "

#### D. Part 1, Chapter 1.6.1

"1.6.1.21

The provisions of 1.4.2.2.1 d), 1.4.3.1.1 f), 1.4.3.3 q), 1.4.3.7.1 h), 1.4.3.7.1. (n) and 1.4.2.2.1 (d) concerning evacuation applicable until 31 December 2012 may be applied until 31 December 2014."

#### E. Part 7 Chapter 7.1.4 and Chapter 7.2.4

Add the following table to 7.1.4

##### 7.1.4.77 Possible means of evacuation in case of an emergency

		<i>Dry cargo bulk (vessel and barge)</i>		<i>Container (vessel and barge) and packaged goods</i>
		<i>Class</i>		<i>Class</i>
		<i>4.1, 4.2, 4.3</i>	<i>5.1, 6.1, 7, 8, 9</i>	<i>All classes</i>
1	Two escape routes inside or outside the cargo area in opposite directions	•	•	•
2	One escape route outside the cargo area and one safe haven outside the vessel including the escape route towards it at the opposite end	•	•	•
3	One escape route outside the cargo area and one safe haven on the vessel at the opposite end	•	•	•
4	One escape route outside the cargo area and one life boat	•	•	•

		<i>Dry cargo bulk (vessel and barge)</i>		<i>Container (vessel and barge) and packaged goods</i>
		<i>Class</i>		<i>Class</i>
		<i>4.1, 4.2, 4.3</i>	<i>5.1, 6.1, 7, 8, 9</i>	<i>All classes</i>
	at the opposite end			
5	One escape route outside the cargo area and one escape boat at the opposite end	•	•	•
6	One escape route inside the cargo area and one escape route outside the cargo area at the opposite end	•	•	•
7	One escape route inside the cargo area and one safe haven outside the vessel in the opposite direction	•	•	•
8	One escape route inside the cargo area and one safe haven on the vessel in the opposite direction	•	•	•
9	One escape route inside the cargo area and one life boat at the opposite end	•	•	•
10	One escape route inside the cargo area and one escape boat at the opposite end	•	•	•
11	One escape route inside or outside the cargo area and two safe havens on the vessel at opposite ends	•	•	•
12	One escape route inside or outside the cargo area and two safe areas on the vessel at opposite ends	•	•	•
13	One escape route outside the cargo area	•	•	•
14	One escape route inside the cargo area	•	•	•
15	One or more safe havens outside the vessel, including the escape route towards it	•	•	•
16	One or more safe havens on the vessel	•	•	•
17	One or more escape boats	•	•	•
18	One escape boat and one evacuation boat	•	•	•
19	One or more evacuation boats		•	•

• = Possible option

Add the following table to 7.2.4

**7.2.4.77 Possible means of evacuation in case of an emergency**

## Tank vessel/tank barge

## Class

2, 3 packing group I, II and rest of III

3 packing group III (UN 1202 two entries: second and third), 4.1

5.1 6.1

8 9

1	Two escape routes inside or outside the cargo area in opposite directions	•	•	•	• •
2	One escape route outside the cargo area and one safe haven outside the vessel including the escape route towards it from the opposite end	•	•	•	• •
3	One escape route outside the cargo area and one safe haven on the vessel at the opposite end	•	•	•	• •
4	One escape route outside the cargo area and one life boat at the opposite end		•		• •
5	One escape route outside the cargo area and one escape boat at the opposite end	•	•	•	• •
6	One escape route inside the cargo area and one escape route outside the cargo area at the opposite end	•	•	•	• •
7	One escape route inside the cargo area and one safe haven outside the vessel in the opposite direction	•	•	•	• •
8	One escape route inside the cargo area and one safe haven on the vessel in the opposite direction	•	•	•	• •
9	One escape route inside the cargo area and one life boat at the opposite end		•		• •
10	One escape route inside the cargo area and one escape	•	•	•	• •

Tank vessel/tank barge

Class

2, 3 packing group I, II and rest of III	3 packing group III (UN 1202 two entries: second and third), 4.1	5.1 6.1	8	9
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boat at the opposite end

11	One escape route inside or outside the cargo area and two safe havens on the vessel at opposite ends	•	•	•	•	•
12	One escape route inside or outside the cargo area and two safe areas on the vessel at opposite ends	•	•	•	•	•
13	One escape route outside the cargo area		•		*	•
14	One escape route inside the cargo area		•		*	•
15	One or more safe havens outside the vessel, including the escape route towards it	•	•	•	*	•

• = Possible option. \* = In case of classification codes TFC, CF or CFT not accepted.