
Economic Commission for Europe**Inland Transport Committee**

19 June 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)****Twenty-first session**

Geneva, 27–31 August 2012

Item 10 of the provisional agenda

Any other business

Minimum distances for berthing vessels outside of berthing areas specifically designated by a competent authority according to 7.1.5.4.3 and 7.2.5.4.3 of ADN**Transmitted by the Government of Germany¹****I. Background**

1 In 7.1.5.4.3 of ADN, specific minimum distances are defined for dry cargo vessels carrying dangerous goods, and in 7.2.5.4.3 of ADN, specific minimum distances are defined for tank vessels carrying dangerous goods, which must be kept from residential areas, civil engineering structures and storage tanks.

2 According to the French version and the German translation, the minimum distances refer to “residential areas, civil engineering structures and storage tanks” (“geschlossene Wohngebiete, Kunstbauten und Tanklager”).

3 In the English version, the term “civil engineering structures” is used for the German term “Kunstbauten”.

4 The German delegation is of the opinion that the term “Kunstbauten” does not refer to structures of special artistic value but rather is the equivalent of the English term “civil engineering structures”.

5 To the knowledge of the German delegation, the term “civil engineering structures” refers to bridges, tunnels, lock structures, high noise barriers of two meters or higher, silos, cooling towers, underground car parks, rain retention tanks, underground stations, etc.

II. Proposal for discussion

6 It can be discussed whether the understanding of the German term “Kunstbauten” in the sense of “civil engineering structures” is correct.

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/21/INF.8.

7. If this interpretation is correct, it can be discussed
- whether the master normally has sufficient knowledge of the position of such civil engineering structures,
 - under what conditions the competent authority in densely built-up residential and economic areas, e.g. in Germany along the rivers Rhine, Mosel or the canals in the Ruhr area, might, in individual cases, according to 7.1.5.4.4 or 7.2.5.4.4 of ADN, permit a smaller distance. The reason for berthing, the hazards posed by the vessels, the sensitivity and the vulnerability of civil engineering structures might be relevant to this decision.

III. Preceding request

10. In this context, the German delegation would again like to bring to mind the request made in document ECE/TRANS/WP.15/AC.2/20/INF.11 concerning minimum distances for designated berthing areas submitted at the 20th session and would appreciate further submissions by other delegations.
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