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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)

Twenty-second session

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Item 5 (b) of the provisional agenda

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

Suggestions for future work

Transmitted by the Government of Ukraine¹

1. The requirements of the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) concerning the carriage of dangerous goods in cargo transport units first of all relate to the consignee (enterprise or persons which carry out classification, identification, packing, marking and labelling; testing the packaging, loading/filling of cargo transport units, etc.). The safety of loading/unloading operations and transportation of dangerous goods on vessels depends on the understanding of the Regulations by these persons.
2. An important role in providing safety is entrusted to ports, which load/unload dangerous goods. And the first of the ports should check that the consignee of the dangerous goods has fulfilled all the requirements of ADN. These companies must also ensure the safety of loading/unloading operations and check the requirements for the proper loading of vessels.
3. Unfortunately, the Regulations annexed to ADN do not regulate safe loading/unloading operations involving dangerous goods carried in cargo transport units

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and the technology for these operations in ports. Ports are a major hazard area due to the transportation of dangerous goods (see chapter 1.10 of ADN).

4. Since the purpose and objective of the Regulations annexed to ADN is to provide safety in all parts of the transport chain, Ukraine considers it necessary to establish an informal working group, which should start developing guidelines on safety in ports.

5. These guidelines should contain requirements for stowage of dangerous goods in ports areas. They should also provide requirements for stowage, segregation and lashing of dangerous cargoes which are loaded in cargo transport units. And one of the most important provisions of these guidelines should be a requirement related to emergency response.

6. This informal working group should first collect statistical data about the most commonly handled dangerous goods in ports of Contracting Parties to ADN. All these cargoes should be examined with their safety data sheets. Then, after the development of provisions for the most frequently transported dangerous goods, these guidelines could be updated with new goods in the future.

Proposal for 5.4.3

7. In 5.4.3.2 it is stated that the instructions in writing shall be provided by the carrier. This provision should be revised since it is the consignor who has the most complete information about the cargo.

8. Ukraine considers that the consignor should provide such additional information about the dangerous goods to the carrier. This information should include the following: physical-chemical properties, reactivity of the cargo, possibility of combustion or reaction with other substances and materials, gases (vapours) that could be released during spillage or fire, accidental release measures, fire-extinguishing measures, etc.

Proposal regarding pollutants

9. According to the provisions of 5.2.1.8, dangerous goods that meet the criteria of goods dangerous for the environment should be marked by the label "dangerous for the environment".

10. The carrier must have such information to check the consignor. Ukraine considers it appropriate in 3.2 List of Dangerous Goods by UN Numbers in the "Labels" column to enter the designation, which would indicate this information, as in the IMDG Code.

Proposal regarding documentation

11. It is proposed to correct 5.4.1.2.1 of ADN with the requirements of the IMDG Code.

12. According to the IMDG Code the following information shall be included for each consignment of class 1 goods, as applicable:

- Entries have been included for "SUBSTANCES, EXPLOSIVE, N.O.S.", "ARTICLES, EXPLOSIVE, N.O.S." and "COMPONENTS, EXPLOSIVE TRAIN, N.O.S.". When a specific entry does not exist, the competent authority of the country of origin should use the entry appropriate to the hazard division and compatibility group. The shipping document should contain the statement: "Shipment under this entry approved by the competent authority of ..."

followed by the State's distinguishing sign for motor vehicles in international traffic of the country for which the authority acts.

- The transport of explosive substances for which a minimum water or phlegmatizer content is specified in the individual entry is prohibited when containing less water or phlegmatizer than the specified minimum. Such substances should only be transported with special authorization granted by the competent authority of the country of origin. The shipping document should contain the statement "Shipping under this entry approved by the competent authority of ..." followed by the State's distinguishing sign for motor vehicles in international traffic of the country for which the authority acts.
- When explosive substances or articles are packaged "as approved by the competent authority", the shipping document should be provided with the statement "Packaging approved by the competent authority of ..." followed by the State's distinguishing sign for motor vehicles in international traffic of the country for which the authority acts.
- There are some hazards which are not indicated by the hazard division and compatibility group of a substance. The shipper should provide an indication of any such hazards on the dangerous goods documentation.
