
Economic Commission for Europe**26 August 2013****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-third session**
Geneva, 26–30 August 2013

**Statement on the document
ECE/TRANS/WP.15/AC.2/2013/28 - (Netherlands) Report of
the informal working group on means of evacuation****Submitted by the European Chemical Industry Council (CEFIC)****I. Introduction/Note**

1. Referring to the comment transmitted by the EBU regarding the report of the informal working group on means of evacuation we would like to agree to the objection raised by the EBU concerning the definition of the term "Schutzzone"/"Safe area".

2. The fundamental idea of the safe area was the creation of a safe zone on board, which protects the persons by means of a water screen against hazards such as fire, toxic gases or corrosive substances, before the persons are evacuated from this zone or can save themselves. Such water screen ought to be installed in the area of the cofferdams at the fore and at the aft of the vessel.

Accidents of the past have shown that the area of the vessel that was permanently pressurised with water revealed only minor damage.

3. The modification of the carrier obligations in 1.4.2

"1.4.2.2.1 d)

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

ought to be retained with the provision that the definition for "Safe area" is adapted to the original idea of the term.

4. A Zufluchtsort/Safe haven on board in the event of a risk of fire/explosion had been called into question and was rightly considered to be inadmissible in connection with these hazards.

II. Proposed amendments

5. In respect of the document **ECE/TRANS/WP.15/AC.2/2013/28** CEFIC requests either to elaborate a definition for "Safe area" that is based on the original idea or to return to the wording used in the document

ECE/TRANS/WP.15/AC.2/2012/16 - (Netherlands) Means of evacuation.

6. In addition, CEFIC requests that in

Table 7.1.4.77

line no. 12, column 4.1, 4.2, 4.3 the item will be retained

Table 7.2.4.77

a) line no. 12, column 2, 3 packing group I, II and remainder of III the items will be retained

b) line no. 12, column 5.1,6.1 the ** will not be added

7. Regarding the sentence to be inserted under 7.1.4.77 and 7.2.4.77 reading as follows:

"Based on local circumstances, port authorities can prescribe additional requirements for the availability of means of evacuation as specified by local law."

to replace the term "port authorities" by "the competent authority".
