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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)

Thirtieth session

Geneva, 23-27 January 2017

Report of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee) on its thirtieth session*

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I. Attendance

1. The 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) held its thirtieth session in Geneva from 23 to 27 January 2017. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Luxembourg, Netherlands, Romania, Slovakia, Switzerland and Ukraine. The following intergovernmental organizations were represented: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (CD) and European Union. The following non-governmental organizations were also represented: European Barge Union (EBU), European Bulk Oil Traders' Association (EBOTA), European Chemical Industry Council (CEFIC), European-River-Sea Transport Union (ERSTU), European Association for Coal and Lignite (EURACOAL), Federation of European Tank Storage Associations (FETSA), FuelsEurope, European Skippers Organisation (ESO), International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA) and Recommended ADN Classification Societies.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/61 and Add.1

Informal document: INF.1 (Secretariat)

2. The Safety Committee adopted the agenda prepared by the secretariat, as amended by informal document INF.1 to take account of informal documents INF.1 to INF.28.

III. Election of officers for 2017 (agenda item 2)

3. On the proposal of the representative of Luxembourg, Mr. H. Rein (Germany) and Mr. B. Birkhüber (Austria) were respectively elected Chair and Vice-Chair for 2017.

IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 3)

4. The director of the ECE Sustainable Transport Division, Ms. Eva Molnar, reported to the Safety Committee on the programme of the seventy-ninth session of the Inland Transport Committee and the events planned to celebrate the seventieth anniversary of its establishment, from 20 to 24 February 2017. That session was of special importance, as it would include a ministerial segment where the Committee's strategy for the coming years would be discussed. Side events would also include a high-level international conference on inland water transport (on the morning of 22 February).

5. The secretary of the Working Party on Inland Water Transport (SC.3) and of the Working Party on the Standardization of Technical Safety Requirements in Inland Navigation (SC.3/WP.3) reported to the Safety Committee on the latest developments in those bodies, including the updating of their terms of reference and the work on harmonization of the technical requirements in Resolution No. 61 with those of the ES-TRIN European standard. The Safety Committee noted in particular a project under Chapter X, which had drawn upon Chapter 30 and Annex 8 of the ES-TRIN standard (document ECE/TRANS/SC.3/WP.3/2017/8) relating to special provisions for vessels equipped with

propulsion systems or auxiliary systems using fuels with flash points at or under 55 °C, drawn up in response to a request from the Safety Committee to have such texts available in its working languages (ECE/TRANS/WP.15/AC.2/60, para. 51).

V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 4)

A. Status of ADN

6. The Safety Committee noted that there were no new contracting parties to ADN.

7. The Committee also noted that the amendments proposed by the Administrative Committee (ECE/ADN/36 and Add.1 and Corr.1) had been deemed to be accepted and had entered into force on 1 January 2017 (depository notifications C.N.743.2016.TREATIES-XI.D.6 and C.N.897.2016.TREATIES-XI.D.6). The proposed corrections too had been carried out (C.N.980.2016.TREATIES-XI.D.6). The last corrections (C.N.823.2016.TREATIES-XI.D.6) would be deemed to be accepted only if no objections were received by 1 February 2017.

Informal document: INF.22 (Secretariat)

8. The Safety Committee noted the changes made by the secretariat to the ECE website in respect of:

- Instructions in writing
- The list of competent authorities, by mode of transport
- Interpretation of ADN

9. The Safety Committee requested the competent authorities to check the information relating to them and, if they had not yet done so, to send the secretariat their versions of the instructions in writing, in accordance with the requirements of 5.4.3.5.

B. Special authorizations, derogations and equivalents

Derogation for the “Don Quichot” (ENI 02336771)

Document: ECE/TRANS/WP.15/AC.2/2017/15 (Netherlands)

Informal document: INF.12 (Netherlands)

10. The Government of the Netherlands was requesting a trial derogation for a type C pushed barge under construction that did not comply with all the requirements applicable to type C tank vessels because of the arrangements provided for the recovery of gas from other vessels. Use of the barge was aimed at preventing the degassing of vapours into the atmosphere. The representative of the Netherlands said that he would like a derogation to be granted to allow the barge to navigate on the Rhine; if the derogation was not granted, the procedure under EU Directive 2008/68/EC would be used to allow the barge to navigate and operate at least in Dutch waters.

11. Several delegations said that they were not opposed to the project, but had certain reservations. They wondered, for example, whether the degassing operations to be carried out by the vessel could be considered to be transport in the sense of ADN. They therefore wished to have more information on both the construction of the vessel and its use.

12. The representative of the Netherlands said that he would be willing to organize sessions of the informal working group to provide further explanations, but that he would nevertheless like his proposal for a derogation to be put to a vote. The Chair therefore put the proposal to a vote, which was rejected by a majority of the representatives of States present and voting. The Chair concluded that the issue had not yet been sufficiently explored and that more work would be required. A meeting of the informal working group will be organized in the Netherlands from 28-30 March 2017.

C. Interpretation of the Regulations annexed to ADN

1. Danger caused by work on board, section 8.3.5 of ADN

Document: ECE/TRANS/WP.15/AC.2/2017/5 (Germany)

13. The Safety Committee considered that the term “work on board” covered all the work carried out on the structure of the vessel and its equipment, including, for example, the propeller and the anchor chain.

14. As to whether the gas-free condition had to be certified for the whole vessel or only for the area in which the work was to be carried out, most delegations were of the view that a gas-free certificate was required for the whole vessel, except where there was special authorization from the competent authority. In any case, all applicable regulations, including those relating to workplace safety, would have to be taken into account. The representatives of Germany and the Netherlands would prepare a Note to reflect that interpretation of the text.

2. Sub-section 7.1.4.7 of ADN, places of loading and unloading for dry cargo vessels

Document: ECE/TRANS/WP.15/AC.2/2017/11 (Germany)

15. Several delegations were of the view that paragraph 7.1.4.7.2 as worded did not require means of evacuation to be available during loading or unloading of non-dangerous goods on vessels carrying goods of classes 1, 4.1 or 5.2 for which three blue cones or blue lights were prescribed. However, as the location of the loading/unloading operations had to be approved by the competent authority, that authority could require that the operation should be carried out only in places where appropriate means of evacuation were available.

16. The representative of Germany said that he would prepare a proposal requiring means of evacuation to be available at the places of loading/unloading referred to in 7.1.4.7.2.

3. Transport of vehicles and equipment

Document: ECE/TRANS/WP.15/AC.2/2017/12 (Germany)

17. The Safety Committee agreed that the question of exemptions of vehicles and equipment that can be classified under UN Nos. 3528, 3529, 3530, 3166 and 3171, taking account of special provisions 240, 312, 363, 385, 667 and 669 and section 1.1.3, deserved further reflection in the specific context of inland navigation and could be considered by an informal group, that would be organised by Germany, with a view to drafting proposed amendments to the Regulations annexed to ADN in order to clarify the interpretation. The Safety Committee accepted the interpretation given by Germany in document ECE/TRANS/WP.15/AC.2/2017/12 for the time being.

4. 7.2.4.1.1 of ADN, carriage of packages in tank vessels

Document: ECE/TRANS/WP.15/AC.2/2017/13 (Germany)

18. The document raised the question of what types of packagings, IBCs and tanks were authorized to serve as receptacles for residual products or for slops on board tank vessels, and what provisions were applicable to them.

19. Following the discussions, the representative of the Netherlands and Germany said that they would submit a proposal to define the authorized receptacles and their labelling and possibly to reintroduce the loading journal obligations previously provided for in 7.2.4.11.1.

5. 9.3.3.13.3 ADN — Stability, transitional provision for type N tankers

Informal document: INF.2 (Germany)

20. As there was no consensus on the proposed interpretation, the recommended ADN classification societies were invited to consider the matter at their meeting in March 2017; it would be desirable to address the topic on the basis of an official document at the next session.

6. Proof of stability (9.3.X.13 of ADN)

Informal document: INF.3 (Germany)

21. The recommended ADN classification societies were requested to prepare a report for the January 2018 session on the actual implementation of the new provisions on stability control, in connection with the implementation of the multilateral agreement M 016.

7. Interpretation of 1.15.2.4 and 9.2.0.88.1

Informal document: INF.7 (France)

22. The Safety Committee confirmed that the Contracting Parties could choose the recommended ADN classification societies that they agreed to recognize from the list referred to in 1.15.2.3, and were not obliged to recognize all of the societies.

23. The Safety Committee confirmed that Chapter 9.2 applied only to seagoing vessels. In order to avoid confusion, the term “vessel”, when used in the chapter concerned, should be replaced by “seagoing vessel” (see annex I). The certificate required under 9.2.0.88.1 must be issued by one of the classification societies recognized in the context of ADN.

8. Blending on board tank vessels

Informal document: INF.15 (FETSA)

24. In general, the representatives of the Contracting Parties to ADN were of the view that blending operations on board tank vessels while the vessel was under way were not permitted in the context of ADN, given that ADN applied to the carriage of given goods from point A to point B under the coverage of a transport document that provided specific information on the cargo that could not feasibly be amended during carriage.

25. The Safety Committee noted, however, that specific blending operations could be allowed, provided that they were carried out at berth before the transport operation itself. The representative of FETSA was therefore invited to provide more information on the blending operations envisaged.

9. Transport of UN No. 2057 TRIPROPYLENE in tank vessels

Informal document: INF.25 (CEFIC)

26. Several delegations disagreed with the opinion of CEFIC that it would be possible to accept a change to the classification of a substance in Table C on the basis of the new provisions of 2.1.2.8. Indeed, 2.1.2.8 was only applicable if it was demonstrated, on the basis of test data, that a substance listed in Table A met the classification criteria of an additional class not mentioned in Table A, which did not correspond to the case in question. The Safety Committee confirmed that, on the basis of the information provided by CEFIC, the indication “N3” in column (5) of Table C for UN 2057 should be amended to “N1” and that, consequently, a type C vessel should be used for the carriage of that substance rather than a type N vessel. Since the requirements for type C vessels are more stringent than for type N vessels, it is possible to use a type C tank-vessel in accordance with 7.2.1.21.5, but a multilateral agreement would have to be initiated in order to allow the indication “N1” rather than “N3” in the transport document.

27. The representative of CEFIC was therefore requested to submit an official proposal to amend Table C, with the data on the properties of the substance required to justify a new classification.

D. Training of experts

1. Report of the 16th meeting of the informal working group on the training of experts

Document: ECE/TRANS/WP.15/AC.2/2017/4 (CCNR)

Informal document: INF.19 (EBU, ERSTU and ESO)

28. The Safety Committee considered the conclusions of the working group in detail and approved them, with the following reservations.

29. For paragraph 3 (b), the Safety Committee decided that the term “closed containers with complete metal walls” in paragraph 7.1.4.4.2 should be replaced with “closed containers”, in light of the definition contained in 1.2.1 (see annex II).

30. For paragraph 3 (c), the question of the interpretation of special provisions for flexible bulk containers according to 7.1.4.4.3 would have to be considered at the next session, on the basis of a document to be prepared by the CCNR secretariat.

31. For paragraphs 11 and 15, the Safety Committee took note of the comments from EBU, ERSTU and ESO in informal document INF.19, in particular to the effect that, in practice, manometers on many vessels were graduated using bar and not kPa graduations. However, the representatives of the Contracting Parties considered that some manometers also had kPa graduations, that the information to be included in certificates of approval and checklists was requested in kPa, not in bar units, and that experts on board vessels should be duly capable of carrying out conversions. The Safety Committee therefore confirmed that excess pressure should not be indicated in bar values in brackets in the catalogue of questions, and that the information given in bar values in the substantive questions should be converted to kPa the next time they were revised.

32. For question 14 (b), the question about the requirement regarding cargo heating for UN No. 1307 should be considered by the informal working group on substances.

33. For paragraph 18, the Safety Committee noted that at the next session the Government of Germany would submit a proposal relating to the form for the expert certificate under 8.2.

2. Directive of the Administrative Committee on the use of the catalogue of questions for the ADN expert examination

Document: ECE/TRANS/WP.15/AC.2/2017/7/Rev.1 (CCNR)

34. The Safety Committee adopted the revised draft directive, which was to be submitted to the Administrative Committee for adoption.

35. It was recalled during the discussions that 8.2.2.7.1.7 allowed written examinations to be taken in electronic form. The Safety Committee requested the informal working group on the training of experts to assess the relevance in the context of electronic examinations of the procedures in the Guidelines of the Administrative Committee and the catalogue of questions.

3. Catalogue of questions

Documents: ECE/TRANS/WP.15/AC.2/2017/1 and Corr.1 (CCNR)
ECE/TRANS/WP.15/AC.2/2017/2 (CCNR)
ECE/TRANS/WP.15/AC.2/2017/3 (CCNR)

Informal documents: INF.10, INF.14 and INF.16 (CCNR)

36. The Safety Committee welcomed the work done by the informal working group on the training of experts in updating the catalogue of questions and recommended that the Administrative Committee should approve the revised catalogue.

4. Programme of work of the informal working group on the training of experts

Document: ECE/TRANS/WP.15/AC.2/2017/8 (CCNR)

37. The Safety Committee approved the update to the working group's work schedule.

5. Catalogue of questions for the training of safety advisers

Document: ECE/TRANS/WP.15/AC.2/2017/14 (Danube Commission)

38. The Safety Committee noted with interest the Danube Commission's wish to contribute to the work on ADN by preparing a handbook with questions and practical exercises for the training of safety advisers. Ultimately, all ADN Contracting Parties would be required to use the handbook.

39. Some delegations supported the initiative. Others indicated that they were not against such work being done, but expressed reservations about its purpose, for the following reasons:

(a) There were currently no specific provisions concerning the training of ADN safety advisers, only a general obligation to undergo training and pass an examination. Practices differed according to country, but previous harmonization efforts had clearly shown that the Contracting Parties wished to maintain a degree of flexibility in that regard;

(b) The drafting of a catalogue of questions could be useful in helping Contracting Parties to organize the examinations, but most of them already had catalogues of questions that they did not wish to see challenged;

(c) Examinations for safety advisers did not refer only to ADN. They included many questions related to all modes of inland transport (rail, road and inland waterways) and, if the intention was to prepare catalogues of questions that were not specific to ADN, the initiative should be referred to the RID/ADR/ADN Joint Meeting;

(d) The examinations also addressed questions related to national legislation in the country in which they were held;

(e) It was a considerable task and the proposal did not specify clearly how the work could be completed by the end of 2017 in the four working languages of the Safety Committee. In addition, the drafting of a catalogue of questions implied a commitment to update it every two years.

40. The representative of the Danube Commission reported that the intention was, as a first step, to prepare a compilation of questions based on the information provided for the member States of the Danube Commission, but that all the other Contracting Parties to ADN could also contribute to the work. The catalogue would be prepared in English and one other working language of the Danube Commission.

41. The Chair invited the ECE secretariat to communicate to the secretariat of the Danube Commission the contact details of the competent authorities in non-member States of the Danube Commission so that they could, if interested, participate in the work at the invitation of the secretariat of the Danube Commission. He said that, for the time being, in the context of ADN, the catalogue could only be recommendatory in nature and that the secretariat of the Danube Commission should take the necessary measures to ensure that the answers to the questions were not disclosed to the public.

6. Examination statistics

Informal document: INF.11 (Netherlands)

42. The Safety Committee noted with interest the information provided by the Netherlands and invited all Contracting Parties to contribute to the collection of statistics.

7. Model expert certificates

43. It was recalled that, in accordance with 8.2.2.8.2 of the Regulations annexed to ADN, Contracting Parties must provide the ECE secretariat with a model of the certificates issued. Only Austria, Bulgaria, Germany, the Netherlands, Romania, Slovakia and Switzerland had met that obligation. The model certificates submitted could be consulted on the ECE website.

E. Matters related to classification societies

44. It was recalled that the list of classification societies recognized by ADN Contracting Parties could be found on the ECE website at the following link: www.unece.org/trans/danger/publi/adn/adnclassifications.html.

45. The Safety Committee noted that the two Russian recommended ADN classification societies had not yet submitted the information requested concerning compliance with ISO/IEC 17020:2012 and therefore asked them to provide that information (see also ECE/TRANS/WP.15/AC.2/56, paras. 39 and 36).

VI. Proposals for amendments to the Regulations annexed to ADN (agenda item 5)

A. Work of the RID/ADR/ADN Joint Meeting

1. Reports of the Joint Meeting on its autumn 2016 session and of the ECE Working Party on the Transport of Dangerous Goods on its 101st session

Documents: ECE/TRANS/WP.15/AC.1/144
ECE/TRANS/WP.15/235

46. The Safety Committee noted that the reports were currently available only in English and French, and that proposed amendments related to ADN for entry into force in 2019 could therefore not be discussed until the August 2017 or the January 2018 sessions.

47. The corrections listed in annex III of ECE/TRANS/WP.15/AC.1/144 and annex II of ECE/TRANS/WP.15/235 had already been taken into account in the 2017 version of ADN.

2. Reference to Directives 67/548/EEC and 88/379/EEC of the Council of the European Union

Document: ECE/TRANS/WP.15/AC.2/2017/10 (Secretariat)

48. The Safety Committee adopted the proposal by the secretariat to replace the reference to the directives in the footnote to paragraph 3.2.4.3 by a reference to Regulation (EC) No. 1272/2008 of the European Parliament and of the Council, with some amendments (see annex II).

3. Special provision 665 — Carriage of coal

Document: ECE/TRANS/WP.15/AC.2/2017/9 (Secretariat)

49. The Safety Committee noted that the introduction of special provision 665, assigned to UN No. 1361, had unintentionally led to a contradiction with special provision 803, also assigned to UN No. 1361, in that special provision 665 totally exempted the carriage of coal, coke and anthracite meeting the criteria for Class 4.2, packing group III, while special provision 803 provided specific conditions for the exemption of hard coal, coke and anthracite, when carried in bulk. The Safety Committee considered it essential that the contradiction be corrected by amending special provision 665 as proposed by the secretariat in paragraph 5 of the document (see annex I).

50. The Safety Committee also noted that the wording of special provision 665 was the same as that of special provision 665 of ADR, but different from that of special provision 665 of RID. That might be problematic when wagons containing coal in bulk were loaded onto vessels. The Safety Committee was of the view that it was up to the delegations concerned to check whether it posed a problem in practice and, if that were the case, to propose a solution.

B. Other proposals

1. Subsection 3.2.3.1 of ADN, explanations concerning Table C

Document: ECE/TRANS/WP.15/AC.2/2017/6 (Germany)

51. The proposed amendment to 3.2.3.1 was adopted (see annex II).

2. Extinguishing agents

Document: ECE/TRANS/WP.15/AC.2/2017/16 (Belgium and Netherlands)

Informal document: INF.23 (Belgium and Netherlands)

52. The Safety Committee agreed in principle to allow dry aerosols as extinguishing agents in 9.1.0.40.2.1 and 9.3.X.40.2.1, provided that European Directive 2014/90/EU was cited only as an example.

53. It was, however, noted that the extinguishing agents in question were not included in the ES-TRIN European standard and there were also some differences between that standard and the provisions of ADN on the use of other extinguishing agents, such as CO₂. Furthermore, the question was not a priority on the agenda of the European Committee for drawing up common standards in the field of inland navigation (CESNI). Lastly, the texts proposed in informal document INF.23 for new paragraphs 9.1.0.40.2.14 and 9.3.X.40.2.14 were available only in German.

54. Following the discussions, the representatives of the Netherlands and Belgium were invited to prepare an official proposal for the next session, taking account of the need for harmonization with the ES-TRIN standard. The CCNR secretariat was asked to bring the question to the attention of CESNI in order to expedite the work on the use of dry extinguishing agents on inland navigation vessels in general.

3. Proposed corrections to the Regulations annexed to ADN

Informal document: INF.4 (Secretariat)

55. The Safety Committee noted a typographical error in 1.6.7.2.1.4 that needed to be corrected (see annex I).

4. Proposals to update references

Informal document: INF.6 (France)

56. The Safety Committee noted that the reference to International Maritime Organization (IMO) circular DSC.1/Circ.12 in 1.1.4.3 was out of date and agreed it should be replaced by a reference to circular CCC.1/Circ.3 (see annex II). As the amendment also concerned RID and ADR, it should be brought to the attention of the RID/ADR/ADN Joint Meeting.

57. The Safety Committee noted that the reference in 5.4.2 to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) had already been updated in the 2017 version of ADN.

5. Typographical corrections to Chapter 1.16 of the 2017 version of ADN

Informal document: INF.9 (France)

58. The Safety Committee confirmed that the proposed corrections were typographical and should be made (see annex I).

6. Amendments to Table C concerning the carriage of UN No. 1280 Propylene oxide and UN No. 2983 Ethylene oxide and propylene oxide, mixture

Informal documents: INF.17 and Add.1 (EBU and ESO)

59. Some delegations expressed support for the proposal to extend the periodicity for the inspection of tanks for the transport of such substances, but wished to have a maximum deadline of five years on class renewal. Others were reluctant to agree, especially as the

periodicity in the IMO IBC and IGC Codes for the inspection of cargo tanks for the substances concerned was two years.

60. EBU and ESO were invited to submit an official proposal at the next session.

7. Autonomous protective systems

Informal document: INF.20/Rev.1 (EBU, ESO and ERSTU)

61. The document was in follow-up to the decisions taken at the previous session (ECE/TRANS/WP.15/AC.2/60, paras. 41 to 44) related to determining the explosion group or subgroup to be taken into account for the installation of the systems. Since then, the M 018 multilateral agreement had been signed, but the work had made little progress; it was important for the professions represented by EBU, ESO and ERSTU that the decisions should be taken quickly because the current uncertainties surrounding the results of the work led to problems with investment.

62. It was recognized that the informal working group on substances should address the matter quickly, if necessary by planning additional meetings, and that all interested organizations were invited to participate in the work. The next meeting of the informal working group was scheduled for 19-20 April 2017 in Berlin.

8. Use of the land-based power supply network by vessels carrying dangerous goods — Requirements governing the connection and connecting cable between ship and shore

Informal document: INF.21 (CCNR)

63. The Safety Committee was of the view that the informal working group on explosion protection should study the issues raised by CCNR and the proposals made.

9. Corrections to transitional provisions relating to the definitions of flame arresters and high-velocity vent valves

Informal document: INF.18 (EBU, ESO and ERSTU)

64. The Safety Committee supported the view of EBU, ESO and ERSTU that the transitional provision in 1.6.7.2.2.2 on the definition of flame arresters in 1.2.1 should be corrected to replace “N.R.T from 1 January 2001” by “N.R.T from 1 January 2015”. It was not logical for a transitional measure to provide that equipment installed on vessels constructed on or after 1 January 2001 should conform to a standard issued in 2010. The text of the transitional provision had already been corrected pursuant to the decisions taken at the August 2014 session (ECE/TRANS/WP.15/AC.2/52, annex IV and depositary notifications C.N.621-2014-TREATIES-XI.D.6 and C.N.191-2015-TREATIES-XI-D.6). Unfortunately, the correction had been incomplete, as the intention had been to align the text of the transitional provision fully with the text of the definition of high-velocity vent valves.

65. In considering the texts of the transitional provisions, the Safety Committee noted that they both contained an error, as they referred to ISO 12874:1999. The version of standard ISO 12874 referred to had still been at the draft stage in 1999 and the version that had been published was standard ISO 12874:2001. That correction should also be made.

66. The Safety Committee recommended that the Administrative Committee should approve the corrections so that they could be notified to the Contracting Parties for acceptance (see annex I).

10. Construction materials

Informal document: INF.24 (EBU, ESO and ERSTU)

67. The Safety Committee invited those delegations interested to send their comments to the representative of EBU within two months so that an official proposal could be prepared for the next session.

VII. Reports of informal working groups (agenda item 6)**A. Report of the informal working group on liquefied natural gas**

Document: ECE/TRANS/WP.15/AC.2/2017/17 (Netherlands and Switzerland)

Informal document: INF.28 (Netherlands and Switzerland)

68. The Safety Committee noted with interest the report of the informal working group and adopted the proposals contained in informal document INF.28, with the addition of a footnote to be drafted by the secretariat.

69. The Safety Committee noted that the provisions of Chapter 30 and annex 8 of the ES-TRIN standard were to be included in resolution No. 61 of the Working Party on Inland Water Transport (SC.3) of the ECE Inland Transport Committee (see document ECE/TRANS/SC.3/WP.3/2017/8, available in English, French and Russian). The Netherlands would draft a multilateral agreement for the use of the provisions from 1 July 2017, until the corresponding amendments could be introduced in the ADN.

B. Informal working group on explosion protection on tank vessels

Informal documents: INF.8 (CCNR)

INF.26 (Secretariat)

70. It was recalled that it had not been possible to finalize the work at the previous session, but that the texts adopted so far could be found in document ECE/TRANS/WP.15/AC.2/2016/30 and Corr.1 (and consolidated in informal document INF.13 from the twenty-ninth session), as amended at the previous session in line with the draft report, ECE/TRANS/WP.15/AC.2/2016/CRP.4/Add.1 (reproduced for the current session in informal document INF.26) and informal document INF.29 from the twenty-ninth session.

71. The Safety Committee adopted the proposals contained in informal document INF.8., For point 2, the informal working group would contact the experts concerned.

72. The ECE and CCNR secretariats were requested to cooperate to ensure that the full list of changes adopted so far and any others that might be proposed by the informal working group could be submitted to the August 2017 session in an appropriate form and in the four working languages.

C. Informal working group on Recommended ADN classification societies

Informal document: INF.13 (Recommended ADN classification societies)

73. The Safety Committee noted the report with interest.

74. In respect of the question raised in paragraph 2.7, the Safety Committee was of the view that Multilateral Agreement M018 concerned flame arresters as such, but also other

devices that might serve as flame arresters, such as high-velocity vent valves, as mentioned in the explanations in 3.2.3.1 concerning column (16).

75. In response to the question raised in paragraph 4.3, it was pointed out that an amendment did not become applicable as soon as it was adopted by the Safety Committee and endorsed by the Administrative Committee. It only became applicable once the conditions set forth in article 19 of ADN had been met and on the date stipulated in paragraph 5 of the same article. The date on which it became applicable to national transport in European Union countries might vary according to country between the date of entry into force of the amendments to ADN and the deadline set in the European Commission directives, which was usually six months after the date of entry into force for international transport (corresponding to the general six-month transitional period for the application of amendments to ADN after their entry into force).

VIII. Programme of work and calendar of meetings (agenda item 7)

76. The Safety Committee noted that the length of the next session had been cut to four days (28 to 31 August 2017) because of a public holiday that fell on 1 September 2017. The session of the Administrative Committee would take place during the afternoon of 31 August.

IX. Any other business (agenda item 8)

77. There was no other business.

X. Adoption of the report

78. The Safety Committee adopted the report on its thirtieth session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Proposed corrections to the Regulations annexed to ADN

Corrections to the official text (requiring acceptance by Contracting Parties)

Part 1, Chapter 1.6, 1.6.7.2.1.4

For 9.0.X.1 read 9.X.0.1

(Reference document: Informal document INF.4)

Part 1, Chapter 1.6, 1.6.7.2.2.2, transitional provision “1.2.1 Flame arrester Test according to standard EN ISO 16852:2010”

For N.R.M. from 1 January 2001 read N.R.M. from 1 January 2015

For standard EN 12874:1999 read standard EN 12874:2001

(Reference document: Informal document INF.18 as amended)

Part 1, Chapter 1.6, 1.6.7.2.2.2, transitional provision “1.2.1 High velocity vent valve Test according to standard EN ISO 16852:2010”

For standard EN 12874:1999 read standard EN 12874:2001

(Reference document: Informal document INF.18 as amended)

Part 1, Chapter 1.16, 1.16.1.2.1, last paragraph

Not applicable to English

(Reference document: Informal document INF.9)

Part 1, Chapter 1.16, 1.16.3.2, last indent

Not applicable to English

(Reference document: Informal document INF.9)

Part 1, Chapter 1.16, 1.16.3.2, penultimate paragraph

Not applicable to English

(Reference document: Informal document INF.9)

Part 1, Chapter 1.16, 1.16.5, last sentence

Not applicable to English

(Reference document: Informal document INF.9)

Part 3, Chapter 3.3, special provision 665

Insert at the beginning Except in the case of carriage in bulk,

(Reference document: ECE/TRANS/WP.15/AC.2/2017/9)

Part 9, Chapter 9.2, 9.2.0.80, title and first paragraph

For double-hull vessels read double-hull seagoing vessels

(Reference document: Informal document INF.7)

Part 9, Chapter 9.2, 9.2.0.88.1, first sentence

For double-hull vessels read double-hull seagoing vessels

(Reference document: Informal document INF.7)

Annex II

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2019

Chapter 1.1

1.1.4.3 Amend footnote 2 to read as follows: “² *The International Maritime Organization (IMO) has issued “Revised guidance on the continued use of existing IMO type portable tanks and road tank vehicles for the transport of dangerous goods” as circular CCC.1/Circ.3 and Corrigenda. The text of this guidance can be found on the IMO website at: www.imo.org.”.*

(Reference document: Informal document INF.6)

Chapter 3.2

3.2.3.1 In column (5) ‘Dangers’, amend the fourth paragraph to read as follows:

“In the case of a substance or mixture with CMR properties under Categories 1A or 1B of Chapters 3.5, 3.6 and 3.7 of GHS, the code ‘CMR’ is added to the information.”.

(Reference document: ECE/TRANS/WP.15/AC.2/2017/6)

3.2.4.3, sub-paragraph 9. Amend footnote * to read as follows:

“* *Since there is no official international list of CMR substances of Categories 1A and 1B, pending the availability of such a list, the list of CMR substances of Categories 1A and 1B in Regulation (EC) No 1272/2008 of the European Parliament and of the Council, as amended, shall apply.*”.

(Reference document: ECE/TRANS/WP.15/AC.2/2017/10 as amended)

Chapter 7.1

7.1.3.31 Amend to read as follows:

“7.1.3.31 *Engines*

The use of engines running on fuels having a flashpoint equal to or lower than 55 °C (e.g. petrol engines) is prohibited. This provision does not apply to:

- the petrol-operated outboard motors of lifeboats;
- the propulsion and auxiliary systems which meet the requirements of Chapter 30 and Annex 8, Section 1 of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) as amended*.”.

* As available on the website of the Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure – CESNI, <https://www.cesni.eu/en/documents/es-trin/> [or equivalent provisions contained in the UNECE Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels (Resolution 61 of the Inland Transport Committee - Working Party on Inland Water Transport, as revised and amended <http://www.unece.org/trans/main/sc3/sc3res.html>)].

(Reference document: ECE/TRANS/WP.15/AC.2/2017/17 as amended by informal document INF.28)

7.1.4.4.2 Amend the first indent to read as follows: “- closed containers;”.

(Reference document: Informal document INF.5)

Chapter 7.2

7.2.3.31.1 Amend to read as follows:

“The use of engines running on fuels having a flashpoint equal to or lower than 55 °C (e.g. petrol engines) is prohibited. This provision does not apply to:

- the petrol-operated outboard motors of lifeboats;
- the propulsion and auxiliary systems which meet the requirements of Chapter 30 and Annex 8, Section 1 of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) as amended*.”.

(Reference document: ECE/TRANS/WP.15/AC.2/2017/17 as amended by informal document INF.28)

Chapter 9.1

9.1.0.31.1 Add a new last sentence to read as follows:

“This provision does not apply to internal combustion engines which are part of propulsion and auxiliary systems. These systems shall meet the requirements of Chapter 30 and Annex 8, Section 1 of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) as amended*.”.

(Reference document: ECE/TRANS/WP.15/AC.2/2017/17 as amended by informal document INF.28)

Chapter 9.3

9.3.1.31.1, 9.3.2.31.1 and 9.3.3.31.1 Amend to read as follows:

“Only internal combustion engines running on fuel with having a flashpoint above 55 °C are allowed. This provision does not apply to internal combustion engines which are part of propulsion and auxiliary systems. These systems shall meet the requirements of Chapter 30 and Annex 8, Section 1 of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) as amended*.”.

(Reference document: ECE/TRANS/WP.15/AC.2/2017/17 as amended by informal document INF.28)