
Economic Commission for Europe**Inland Transport Committee**

24 August 2018

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)****Thirty-third session**

Geneva, 27–31 August 2018

Item 4 (b) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN: other proposals

**Revised version of document
ECE/TRANS/WP.15/AC.2/2018/31****7.2.3.29.1 – Lifeboats****Transmitted by the Government of Germany* *****Summary*

Executive summary:	The second sentence of 7.2.x.3.29.1 of ADN sets out the conditions in which the lifeboat may be stowed in the cargo area. The required appliance meant to serve as the “collective life-saving appliance” is not defined in ADN. The reference to the “regulations mentioned in subsection 1.1.4.6” is unclear, since under those regulations collective life-saving appliances are required only for passenger vessels.
Action to be taken:	It would be useful to supplement the requirements that must be met by the collective life-saving appliance designed to replace the lifeboat in the accommodation area.
Related documents:	None.

I. Introduction

1. During checks carried out on board vessels on German inland waterways, it was noted that, because the second sentence of 7.2.3.29.1 of ADN states that it is necessary to have only a “collective life-saving appliance” in the accommodation area, life-saving appliances that, as a result of their size and design, could never replace a lifeboat are used.

* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2018/31.

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2. The requirements referred to in subsection 1.1.4.6 of ADN — that is, the Central Commission for the Navigation of the Rhine’s Rhine Vessels Inspection Regulations for the Contracting Parties that are Rhine States and Directive 2006/87/EC of 12 December 2006 laying down technical requirements for inland waterway vessels for European Union Member States — do not require “collective life-saving appliances” for cargo vessels. Such appliances are described there only for use aboard passenger vessels.

II. Request

3. The second sentence of 7.2.3.29.1 of ADN should be amended to read as follows:

~~“The lifeboat It may, however, be stowed in the cargo area provided an easily accessible collective life-saving appliance conforming to the Regulations referred to in 1.1.4.6~~ **life raft that meets the requirements of Article 19.09 Number 5 of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) as amended***, is available within the accommodation area.”

* *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/>.*

III. Reason

4. ADN does not have a definition of “collective life-saving appliances”. In the requirements referred to in 1.1.4.6, “collective life-saving appliances” are required only for passenger vessels, not for cargo vessels. As a result, this reference does not apply to cargo vessels. Whether the collective life-saving appliances required in passenger vessels should be used is not specified.

5. The aim of the proposed amendment is to describe clearly which collective life-saving appliances are considered acceptable substitutes for an inflatable boat in the accommodation area.

6. In the requirements now cited, the collective life-saving appliances referred to are ship’s boats and life rafts. As the location of the ship’s boat must be changed in 7.2.3.29.1 of ADN, it cannot be replaced by anything but a life raft, as described in detail the requirement mentioned. The addition of the words “**(or the equivalent thereof)**” makes it possible to take into account the fact that some ADN Contracting Parties are not Rhine States or States members of the European Union.

7. The life-saving appliance described in paragraph 1 may meet only the requirements applicable to another “collective life-saving appliance”, as described in article 15.09, paragraph 6, of the European Directive — namely, a piece of equipment that ensures the buoyancy of several persons in the water.

8. However, this quality is not equivalent to the possibilities offered by a ship’s boat, which makes it possible to move proactively away from a vessel in the event of an emergency. Equipment designed only to ensure the buoyancy of several persons in the water is therefore not considered equivalent.

* *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/>.*

IV. Safety

9. The clear reference to life rafts and the resulting effective use thereof will improve the safety of the persons in the accommodation area in the case of an accident or an incident on board. They will be able to move quickly away from the danger zone.

V. Implementation

10. There will be enough room in the accommodation area for these life rafts too. The estimated cost of a life raft is around €1,000, which is reasonable. The life rafts are available on the market and can be purchased at short notice, so there is no need for a transitional period.
