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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)

Thirty-second session

Geneva, 22-26 January 2018

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 thirty-second 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 thirty-second session in Geneva from 22 to 26 January 2018. Representatives of the following countries took part in the work of the session: Austria, Belgium, France, Germany, Luxembourg, Netherlands, Romania, Russian Federation, Serbia, 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), Federation of European Tank Storage Associations (FETSA), Fuels Europe, 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.2/65 and Add.1 (Secretariat)

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.31.

III. Election of officers for 2018 (agenda item 2)

3. On the proposals of the representatives of Luxembourg and Switzerland, the Safety Committee elected Mr. H. Rein (Germany) as Chair and Mr. B. Birkhuber (Austria) and Mr. H. Langenberg (Netherlands) as vice-chairs for its sessions in 2018.

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

4. The representative of the Danube Commission informed the Safety Committee that on the occasion of the 70th anniversary of the Commission, a ministerial meeting would be held in Belgrade on 29 June 2018.

5. As regards the development of a handbook and a catalogue of questions for the training of safety advisers (see paragraphs 17 to 19 of the report of the Safety Committee on its thirty-first session, document ECE/TRANS/WP.15/AC.2/64), he informed the Safety Committee that these activities had been put on hold for the time being and will continue once further consensus is reached.

Informal document: INF.15 (Secretariat)

6. The Safety Committee noted the information on the International Ministerial Conference on Inland Waterways Transport, to be held in Wrocław, Poland from 18 to 19 April 2018.

7. The Safety Committee also noted that the Working Party on Inland Water transport (SC.3) had adopted amendments to the European Agreement on Main Inland Waterways of International Importance (AGN) and to the European Code for Inland Waterways (CEVNI) and has started discussion on a draft chapter addressing special provisions applicable to craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than 55° C and a new Appendix.

8. Finally, it also noted that the Russian version of the 2015 edition of the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN) of the European Commission standard ES-TRIN was now available and that the secretariat of the Working Party on Inland Water Transport intended to start working on the translation of the 2017 edition of the standard in 2018.

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

A. Status of ADN

9. The Safety Committee noted that there were no new contracting parties to ADN and that their number remained unchanged at 18.

B. Special authorizations, derogations and equivalents

Temporary derogation for the tank vessel “Marconi” for the use of a dry aerosol generating fire-extinguishing system

Informal documents: INF.22 and INF.22/Add.1 (Serbia)

10. The Safety Committee recommended that the Administrative Committee should adopt a decision on a temporary derogation for the tank vessel “Marconi” as presented in INF.22/Add.1 that would allow her to use a dry aerosol generating fire extinguisher system (Fire Pro).

C. Interpretation of the Regulations annexed to ADN

1. Interpretation of 7.1.4.4.3 of ADN regarding minimum separation distance of flexible bulk containers

Document: ECE/TRANS/WP.15/AC.2/2018/4 (CCNR)

11. The Safety Committee considered that, although flexible bulk containers were not initially covered by the term “containers” as referred to in 7.1.4.4.1 and 7.1.4.4.2, it could be understood that they fell under the scope of paragraph 7.1.4.4.3 and therefore the 3 m separation distance required by 7.1.4.3.1 could be reduced to 2.40 m. The Safety Committee concluded that this was not desirable and welcomed future proposals addressing flexible bulk containers in this context.

2. Table C and subsection 7.2.1.21 of ADN: minimum required type of tank vessel

Document: ECE/TRANS/WP.15/AC.2/2018/6 (Germany)

12. The Safety Committee considered that the vessel should always conform to its certificate of approval but could be used under different operational requirements provided

this did not result in removing or modifying its equipment (e.g. flame arresters) or construction design to allow for the transport of a given substance. However, it concluded that further information was needed before a decision on the need for and the scope of an amendment to clarify the current provisions could be considered.

13. The Safety Committee invited the Recommended ADN Classification Societies and other interested parties to provide examples of cases where vessels were operated under different operational conditions (e.g. open sampling), to illustrate how these situations were currently addressed from a regulatory point of view and to identify remaining gaps. The representative of EBU volunteered to lead this work intersessionally.

3. Section 1.16.0 of ADN: Owner and operator

Document: ECE/TRANS/WP.15/AC.2/2018/7 (Germany)

14. The Safety Committee considered that the operator, as mentioned in section 1.16.0, is the party who has legal and economic responsibility for the vessel's technical equipment. It can therefore only be a party operating a vessel in line with the bareboat charter procedure, and not a party who use a vessel under a time charter procedure. It also considered that other different contractual relationships should be taken into account when identifying the operator.

15. The Safety Committee concluded that this interpretation only applied to the definition of operator within the scope of Chapter 1.16 and related references to this chapter in other parts of ADN.

4. Rapid blocking valve

Document: ECE/TRANS/WP.15/AC.2/2018/16
(Recommended ADN Classification Societies)

16. The Safety Committee noted that given that all quick closing valves were remote-controlled this mention was redundant and agreed to its deletion from the proposed text for 9.3.2.1.25.2 (d). All other proposals in document ECE/TRANS/WP.15/AC.2/2018/16 were adopted without modifications (see annex I).

5. Transport of UN No. 1965 Hydrocarbon Gas Mixture, Liquefied, N.O.S. – Danger: carcinogenic, mutagenic, toxic to reproduction (CMR)

Document: ECE/TRANS/WP.15/AC.2/2018/20 (CEFIC)

17. The Safety Committee adopted the proposal without modifications (see annex I).

6. Inland waterway security systems and ADN

Document: ECE/TRANS/WP.15/AC.2/2018/23 (Danube Commission)

Informal document: INF.2 (Danube Commission)

18. The Safety Committee noted the information regarding the activities of the Danube Commission for the development of a security system for inland waterways transport and the development of recommendations for ensuring the security of navigation on the Danube. It was noted that all documents would be considered during a forthcoming meeting in Budapest on 7 February 2018, after which they will be made available on the website of the Danube Commission.

7. Use of vapour return piping during unloading

Informal document: INF.7 (Netherlands)

19. The Safety Committee noted that the vapour return piping system was not widely available and that it could not be used in all cases. It was also noted that the use of vapour return piping could entail the creation of unknown gas mixtures which could create a dangerous reaction with the vapours of the unloaded cargo if piped into the vessel and considered that this situation should be avoided.

20. In addition, the Safety Committee noted that the current provisions in 1.4.3.7.1 (i) and (j) of the ADN required the unloader to ensure that when prescribed by 7.2.4.25.5, the vapour return piping vessel was equipped with flame arresters, but that this requirement was not reflected in the checklist referred to in 7.2.4.10. It was also noted that the provisions in 1.4.3.7 applied to unloading while the checklist applied to loading. The representatives of Fuels Europe and CEFIC volunteered to submit a proposal for the next session.

8. Transport of Palm Kernel Expeller (PKE) UN No.1386

Informal document: INF.23 (EBU, ESO, ERSTU)

21. The Safety Committee considered that the question on whether or not seed cake with more than 1,5% oil and more than 11% moisture should be exempted from transport of dangerous goods regulations should be submitted to the Sub-Committee of Experts on the Transport of Dangerous Goods for consideration.

22. As regards the interpretation of 2.2.42.1.7, the Safety Committee considered that there was no obligation to perform testing in all cases. It confirmed that it is the responsibility of the consignor to decide, on a case-by-case basis, whether further testing is necessary for substances for which proof exists (according to 2.2.42.1.7) that they do not meet the criteria for classification in Class 4.2, and provided that their physical characteristics remain unchanged.

9. Issuance of transport documents

Informal document: INF.28 (EBU, ESO, ERSTU)

23. The Safety Committee considered that the obligations and responsibilities of the consignor, loader and carrier were clearly established in the ADN and that any deviation from these or equivalent provisions under national legislation could be problematic from a legal point of view. The Safety Committee also considered that if the consignor designated an authorized representative to act on its behalf, the latter was responsible for providing the transport documentation.

D. Training of experts

1. ADN sections 8.2.1 and 8.2.2

Document: ECE/TRANS/WP.15/AC.2/2018/12 (Germany)

24. The Safety Committee adopted the proposed amendments to chapters 1.6, 8.2 and 8.6, with the addition of a sentence at the end of paragraph 8.2.1.4 as amended, to indicate that a candidate failing the test after having retaken it twice may follow again a refresher course within the period of validity of the certificate (see annex I).

2. Examination statistics

Informal document: INF.16 (Netherlands)

25. The Safety Committee welcomed the information provided by the Netherlands. It considered that the rate of successful candidates could be used as an indicator of the level of difficulty of the tests and invited all Contracting Parties to contribute to the collection of statistics.

26. In addition, it noted with satisfaction that the statistics showed a significant increase in the number of candidates taking the training for the first time, and considered that this could be because in some cases the presence of more than one expert on board was required.

27. On a question regarding data on results and participation on refresher courses, the representative of the Netherlands informed the Safety Committee that statistics available at national level showed that in 2017, about 950 people took refresher courses with a success rate between 75 and 80%.

E. Matters related to classification societies

1. Approval of loading instruments

Informal document: INF.11 (Recommended ADN Classification Societies)

28. The Safety Committee welcomed the information on the status of installation of loading instruments and noted that the Recommended ADN Classification Societies expected that all the vessels requiring these instruments would be equipped with an approved tool at the time the transitional provision for this requirement ends.

29. The Safety Committee invited the informal group of Recommended ADN Classification Societies to provide an update at the January 2019 session, including any information from other classification societies made available to them.

2. List of references to ADN in the Russian Maritime Register of Shipping Class Rules and certificate of compliance with ISO/IEC 17020:2012

Informal documents: INF.26 and INF.29 (Russian Maritime Register of Shipping)

30. The Safety Committee noted the information provided but considered that as it had been submitted quite late, more time was needed to study it and decided to postpone its consideration to the twenty-third session

3. List of references to ADN in the Class Rules of the Russian River Register

Informal document: INF.13 (Secretariat)

31. Due to lack of time, the Safety Committee did not consider this document.

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

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

1. Draft amendments relevant for the ADN adopted by WP.15 and the RID/ADR/ADN Joint Meeting in 2016 and 2017 for entry into force on 1 January 2019

Document: ECE/TRANS/WP.15/AC.2/2018/2 (Secretariat)

Informal documents: INF.6 (Secretariat)
INF.19 (European Commission)

32. The Safety Committee adopted the amendments proposed by the secretariat to take into account the work of the RID/ADR/ADN Joint Meeting, the Working Party on the Transport of Dangerous Goods (WP.15) and the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods, with some corrections. The proposed amendment to 2.1.3.5.5 was also adopted (see annex I).

33. As regards the amendments shown between square brackets, the Safety Committee noted that they would be considered by the RID/ADR/ADN Joint Meeting in March 2018 and decided to postpone their adoption to the thirty-third session.

2. Draft amendments to ADN proposed by the ad hoc Working Group on Harmonization and modified by the RID/ADR/ADN Joint Meeting for entry into force on 1 January 2019

Document: ECE/TRANS/WP.15/AC.2/2018/1 (Secretariat)

Informal documents: INF.5 and INF.31 (Secretariat)

34. The Safety Committee adopted the amendments to ADN proposed by the RID/ADR/ADN Joint Meeting based on proposals made by the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods (ECE/TRANS/WP.15/AC.2/2018/1), as amended by informal document INF.5 with some additional changes and with the corrections in informal document INF.31 (see annex I).

35. The representative of the Netherlands informed the Safety Committee that the Working Party on the Transport of Dangerous Goods had decided to replace “9A” with “9” in column (5) of Table A for UN No.3536, as reflected in the report of the Working Party on its 103rd session (document ECE/TRANS/WP.15/239, paragraph 21 and annex I). The Safety Committee concurred with that decision and agreed that the same entry should be amended accordingly in Table A of ADN.

36. As regards the amendments shown between square brackets, the Safety Committee noted that they would be considered by the RID/ADR/ADN Joint Meeting in March 2018 and decided to postpone their adoption to the thirty-third session.

B. Other proposals

1. Use of terms “residual cargo” and “cargo residues”

Document: ECE/TRANS/WP.15/AC.2/2018/3 (CCNR)

37. The Safety Committee adopted the proposed amendments to chapters 1.2, 3.2, 7.2, 8.1 and 8.2 with some corrections intended to align the terminology in all linguistic versions (see annex I).

2. Amendment to Chapter 7.1

Document: ECE/TRANS/WP.15/AC.2/2018/5 (France)

38. The Safety Committee adopted the proposed amendments to 7.1.4.1.1 and 7.1.4.1.5 in paragraph 7 of the document, as well as a consequential amendment to 7.1.4.1.4 aligning the terminology in all linguistic versions to refer to the “smallest maximum mass” (see annex I).

3. Paragraphs 8.1.2.1 and 8.1.2.3: Documents to be carried on board

Document: ECE/TRANS/WP.15/AC.2/2018/8 (Germany)

39. The Safety Committee adopted the proposed amendments to 8.1.2.3 and 8.1.2.1 in paragraphs 5 and 6 of the document (see annex I).

40. The representative of Germany questioned the need for inspection, and certification to this effect, of some of the special equipment required on board such as personal protection equipment (e.g. protective gloves or protective shoes or boots) as currently required by 8.1.6.3. He considered that given that personal protection equipment had to comply with the requirements of safety standards prescribed by work safety regulations, the inspection and certification prescribed in 8.1.6.3 was not necessary. The Safety Committee concurred with this interpretation and welcomed a proposal to address this issue in the future.

4. Dimensions of the double hull in 9.3.2.11.2 (a)

Document: ECE/TRANS/WP.15/AC.2/2018/14 (Recommended ADN Classification Societies)

41. The Safety Committee adopted without changes the proposed amendment to 9.3.2.11.2 (a) (see annex I).

5. Deck or open deck in 9.3.x.32.2 and 1.6.7.2.2.2

Document: ECE/TRANS/WP.15/AC.2/2018/15 (Recommended ADN Classification Societies)

42. Noting that the transitional provision for the renewal of the certificate of approval applicable to open ends of air pipes 0.5 m above the open deck had expired, the Safety Committee considered that the proposed amendments to 1.6.7.2.2.2 were not necessary and did not adopt them. In addition, the Safety Committee agreed that the entry applicable to 9.3.1.32.2, 9.3.2.32.2 and 9.3.3.32.2 in the table in 1.6.7.2.2.2 of the ADN should be deleted. Other remaining proposals in document ECE/TRANS/WP.15/AC.2/2018/15 were adopted with some corrections (see annex I).

43. As regards terminology, the Safety Committee agreed that for the French text the term “pont découvert” should be used for the English “open deck”.

6. Liquefied natural gas (LNG) used as fuel (9.3.1.24.1)

Document: ECE/TRANS/WP.15/AC.2/2018/17 (Belgium, Netherlands)

44. The Safety Committee considered that following the adoption of provisions allowing use of LNG as fuel for entry into force as from 1 January 2019, the text in 9.3.1.24.1 (c) requiring a derogation in accordance with 1.5.3.2 will no longer be necessary and agreed to its deletion (see annex I).

45. However, the Safety Committee considered that further information was needed on the use of LNG boil-off vapours as fuel for operation of vessels, in particular as regards safety. The Safety Committee therefore invited the Recommended ADN Classification Societies to submit a document to the next session with information on existing safety provisions (in particular in the ES-TRIN standard) addressing the use of LNG as fuel. This would also include the study of the current provisions on explosion protection and those proposed for adoption and entry into force on 1 January 2019 to avoid discrepancies.

7. Sub-section 1.6.7.4: Transitional provisions concerning the transport of substances hazardous to the environment or to health

Document: ECE/TRANS/WP.15/AC.2/2018/18 (Germany)

46. The Safety Committee adopted the proposal to delete the transitional provision in the first paragraph of 1.6.7.4.1 (see annex I) and noted with satisfaction that the use of double hull vessels had significantly increased safety during carriage.

8. Construction materials

Document: ECE/TRANS/WP.15/AC.2/2018/19 (EBU, ERSTU, ESO)

47. The Safety Committee adopted the proposals for amendment to 9.3.x.0.2, 9.3.x.0.3 and 9.3.x.0.5 with some modifications (see annex I).

48. On a question addressing the possibility of using steel as construction material for some of the items listed in column 1 of the table to be inserted under 9.3.x.0.3, the Safety Committee confirmed that the table only contained references to wood, aluminium alloys, plastic material and rubber as construction materials, but that this did not prevent specially the use of steel.

9. Ambiguities in Table C

Document: ECE/TRANS/WP.15/AC.2/2018/22 (Germany)

49. The Safety Committee requested the informal working group on substances to address the questions raised in paragraphs 19, 24 and 25 of document ECE/TRANS/WP.15/AC.2/2018/22.

50. Although the Safety Committee adopted the proposal to insert the abbreviation “Fp” in the definition of flash-point, it considered that the same amendment should be considered for adoption in RID and ADR and invited the representative of Germany to submit a proposal to this end to the next session of the RID/ADR/ADN Joint Meeting in March 2018.

51. Following a question on the need to address existing discrepancies between schemes A and B in 3.2.3.3 of the ADN, the Safety Committee invited the representative of Fuels Europe to submit a proposal to the next session.

52. As regards the proposal in item J, the Safety Committee decided to refer the development of a revised proposal to the informal working group on substances. The revised proposal could include two separate tables to address electrical and non-electrical

equipment separately, as suggested by the representative of France, who was invited to send his comments in writing to the informal working group.

53. The proposals in sections A, C, E, F and G (paragraph 21) of document ECE/TRANS/WP.15/AC.2/2018/22 were adopted with some corrections (see annex I).

10. Carriage of sludge (MARPOL)

Informal documents: INF.4 and Add.1 (Germany)

54. The Safety Committee decided to entrust consideration of this issue to the informal working group on substances, with the following mandate:

- To develop provisions for carriage of sludge, including a definition for sludge, building on existing ones and including a reference to the relevant UN Numbers.
- To consider existing guidelines for classification of sludge and other related substances when considering the need for a new entry in Table C of the ADN.
- To examine the current provisions for exchange of information required by wastes legislation (e.g: EU legislation) and transport of dangerous goods regulations.

55. The representative of Germany invited all interested parties to provide their comments in writing and to share with the informal working group all information or guidelines addressing carriage or classification of sludge they may have.

11. Fire-fighting systems using a dry aerosol-forming extinguishing agent: ES-TRIN and ADN amendments

Document: ECE/TRANS/WP.15/AC.2/2018/21 (Belgium, Netherlands, Switzerland)

Informal document: INF.30 (Belgium, Netherlands, Switzerland)

56. The Safety Committee adopted the proposal in ECE/TRANS/WP.15/AC.2/2018/21 as amended by INF.30, with an additional correction to the reference to IMO Circular MSC/Circ.1270 (see annex I).

12. Anti-explosion protection during transshipment and carriage of substances of UN No.3256 loaded at elevated temperature

Informal document: INF.8 (EBU, ERSTU, ESO)

57. The Safety Committee noted that inerting of tanks and reception facilities to provide adequate anti-explosion protection during transshipment and carriage of substances of UN No.3256 loaded at elevated temperature, should only be considered as an interim solution pending availability in the market of flame arresters, pressure relief and vacuum valves approved for loading temperatures above 60°C.

58. The representatives of CEFIC, EBOTA and EBU informed the Safety Committee that flame arresters suitable for loading temperatures above 60°C have already been developed but were not yet certified and that tests in vessels loaded at 80°C have been conducted. They noted that more time was needed until more specific information on these devices and the results of the tests were available.

59. It was noted that to address the issue at national level, Germany would not object to the use of certified flame arresters up to 60°C until 31 March 2018, and that, from 1 April to 31 December 2018, would alternatively accept inerting of the cargo tanks, hoping that after that date, certified flame arresters for loading at higher temperatures would be

available on the market. It was also noted that no accidents or safety issues related to this provisional measure had been reported so far.

60. In light of the information provided during the discussion, the Safety Committee invited Contracting Parties to consider addressing this issue at national level or through a multilateral agreement, pending the availability of devices certified for loading temperatures above 60°C.

13. Explosion protection on board tank vessels

Documents: ECE/TRANS/WP.15/AC.2/2018/9 (Germany)
ECE/TRANS/WP.15/AC.2/2018/10 (Germany)
ECE/TRANS/WP.15/AC.2/2018/11 (CCNR)

Informal documents: INF.14 (Germany)
INF.21 and Add.1 (Netherlands)
INF.25 (CCNR)

61. On a question from the representative of EBU on the scope of the definition of “Classification of zones” in document ECE/TRANS/WP.15/AC.2/2018/11, the Safety Committee confirmed that it did not apply to dry cargo vessels.

62. The Safety Committee requested the secretariat to check the German version of the proposals in document ECE/TRANS/WP.15/AC.2/2018/9 to ensure that the word “Trennen” was consistently used instead of “Lösen”.

63. As regards the proposed amendment to 9.x.3.53.5 in paragraph 11 of document ECE/TRANS/WP.15/AC.2/2018/9, the representative of EBU expressed concerns about the possible implications of referring to standard EN 50525-2-21: 2011 for existing facilities. The Safety Committee noted that retrofitting walls in vessels did not fall within the scope of 9.3.x.53.5 and adopted the proposed amendment.

64. The representative of the Netherlands considered that the definitions of “self-contained protection systems” and “safety valves” as proposed in INF.21, could be further clarified. The Safety Committee invited him to consider submitting a proposal to this end in the future.

65. After discussion, the Safety Committee adopted the proposals in document ECE/TRANS/WP.15/AC.2/2018/11 as amended to take account of the proposals in ECE/TRANS/WP.15/AC.2/2018/9, ECE/TRANS/WP.15/AC.2/2018/10 and informal documents INF.14, INF.21, INF.21/Add.1 and INF.25, with some additional modifications (see annex I).

14. Transitional provision for the implementation of the modified concept for explosion protection on board tank vessels

Informal document: INF.24 (EBU, ESO)

66. The representative of EBU explained that the requested transitional provision was intended to give shipbuilders time to familiarise themselves with the new requirements and address unexpected issues that could be encountered during the construction process while implementing them for the first time. The transitional provision would ensure that shipbuilders have enough time to finalise the shipbuilding project in accordance with the ADN provisions applicable at the time it was initiated and against which the approval would be granted.

67. The Safety Committee noted that the Recommended ADN Classification Societies did not expect problems related to the implementation of the new requirements. Noting that the general transitional provision in 1.6.1.1 also applied to certificates of approval issued

before 30 June 2019 pursuant to the provisions of ADN valid until 31 December 2018, the Safety Committee did not see the need to introduce a specific transitional provision for the implementation of the new explosion protection system. It invited Contracting Parties, industry associations, classification societies and all those involved in the construction of vessels to inform their stakeholders about the entry into force of the new provisions on 1 January 2019 so that they can start considering the measures to be taken to ensure compliance.

15. Obligations of the carrier

Informal document: INF.17 (Austria)

68. The Safety Committee adopted the amendment to 1.4.2.2.1 without modifications (see annex I)

16. Correction to 5.4.1.1.2

Informal document: INF.18 (France)

69. The Safety Committee adopted the correction to the French text intended to harmonize the proper shipping name of UN No. 1203 in Table C and the examples of the dangerous goods description in 5.4.1.1.2 (see annex II). It was noted that this correction would be notified for acceptance to all Contracting Parties.

17. Improvement of the legibility and usability of ADN

Informal document: INF.20 (EBU, ESO)

70. The Safety Committee adopted the proposal in section D (item 2) of the informal document to introduce a definition of “CMR” in the explanatory notes to Table C, column (5) in Chapter 3.2 (see annex I).

71. As regards the proposals under sections A, B, C, E, F and G of the informal document, the Safety Committee invited the representatives of EBU and ESO to take account of the comments made and submit a revised proposal in an official document for the next session.

72. The Safety Committee considered that the proposal to introduce definitions for “boiling point”, “initial boiling point” and “boiling range” was relevant for all modes of transport and therefore should be submitted to the Sub-Committee of Experts on the Transport of Dangerous Goods for consideration.

18. Correction to the proper shipping name of UN identification No. 9001

73. The Safety Committee invited the representative of Germany to take account of the comments made and to submit an official document for the next session so that the Russian text could also be checked. The representative of Germany invited interested delegations to provide comments in writing.

C. Checking of amendments adopted at previous sessions

1. Revision of adopted amendments: degassing of cargo tanks

Document: ECE/TRANS/WP.15/AC.2/2018/13 (Germany, Netherlands)

74. The Safety Committee adopted the proposed amendments to document ECE/TRANS/WP.15/AC.2/64/Add.1 in annexes I, II and III of document ECE/TRANS/WP.15/AC.2/2018/13 with some additional changes (see annex I).

2. Paragraph 7.2.4.25.5

Informal document: INF.3 (Germany)

75. The Safety Committee considered that the result of the measurement of the concentration of flammable gases of the previous cargo as prescribed in the second indent of 7.2.4.25.5 in document ECE/TRANS/WP.15/AC.2/64/Add.1 should be recorded in writing and agreed to the proposal in INF.3 (see annex I).

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

Documents: ECE/ADN/2018/1 (Secretariat)
ECE/TRANS/WP.15/AC.2/64/Corr.1 (Secretariat)
ECE/TRANS/WP.15/AC.2/2018/13 (Germany, Netherlands)

Informal documents: INF.3 (Germany)
INF.25 (CCNR)

76. The Safety Committee adopted the amendments in document ECE/ADN/2018/1 with the applicable corrections in ECE/TRANS/WP.15/AC.2/64/Corr.1, and as amended in ECE/TRANS/WP.15/AC.2/2018/13 and informal documents INF.3 and INF.25 with some additional modifications (see annex I).

VII. Reports of informal working groups (agenda item 6)

A. Report of the first meeting of the informal working group on loading on top in barges

Informal document: INF.9 (FETSA)

77. The Safety Committee pointed out that the absence of provisions on loading on top in barges in the ADN did not imply that this practice was allowed.

78. Some delegations considered that, as the ADN addresses carriage of dangerous goods, blending operations on board of vessels were out of its scope and should be performed out of the vessel (e.g. on the shore, storage facility) in which case they would fall under the scope of other regulations (e.g. Seveso directive). They expressed concerns about a number of issues, for instance, how the classification of the mixtures obtained after blending could be determined on board, as well as who would be responsible for establishing the applicable transport conditions and transport documentation.

79. The Safety Committee noted the information and explanations provided by the representative of FETSA but did not agree to grant all substances under a same UN number a general derogation for loading on top in barges.

80. It also noted that this type of loading was allowed for sea-going vessels only for a limited group of substances and considered that this should also be the case if similar provisions were developed for ADN.

81. The Safety Committee requested the informal working group to clearly identify the UN numbers (i.e. specific substances or groups of substances) to be considered and to compile information about existing regulations on loading on top (including their classification, conditions of transport, etc). The Safety Committee invited the informal working group to submit this information in an official document for a forthcoming session and encouraged participation of all interested parties in the work of the informal group.

B. Fourteenth meeting of the informal working group of Recommended ADN Classification Societies

Informal document: INF.12 (Recommended ADN Classification Societies)

82. Due to lack of time, the Safety Committee did not consider this document.

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

83. The Safety Committee noted that its next session would be held in Geneva from 27-31 August 2018 and that the twenty-first session of the ADN Administrative Committee is scheduled to take place on 31 August 2018. The deadline for the submission of documents for these meetings is 1 June 2018.

84. It was recalled that the Safety Committee, at its thirty-third session, would only consider for adoption and entry into force on 1 January 2019, corrections to already adopted texts or proposals to ensure harmonization with the provisions of the 2019 editions of RID and ADR. All other proposals for amendments submitted for consideration to that session would be considered for entry into force on 1 January 2021.

IX. Any other business (agenda item 8)

85. There were no discussions under this agenda item.

X. Adoption of the report (agenda item 9)

86. The Safety Committee adopted the report on its thirty-second session on the basis of a draft prepared by the secretariat.

Annex I

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

(see document ECE/TRANS/WP.15/AC.2/66/Add.1)

Annex II

Proposed corrections to the Regulations annexed to ADN

(Corrections requiring acceptance by Contracting Parties)

(see document ECE/TRANS/WP.15/AC.2/66/Add.1)
