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ECONOMIC COMMISSION FOR EUROPE

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)

Thirteenth session,
Geneva, 17-18 June 2008
Item 4 of the provisional agenda

**PROPOSALS FOR AMENDMENTS TO THE REGULATIONS
ANNEXED TO ADN****

**Transmitted by the Central Commission for the
Navigation of the Rhine (CCNR)*****

* This meeting is organized jointly by the Economic Commission for Europe and the Central Commission for the Navigation of the Rhine (CCNR).

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*** In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (b)).

CCNR proposes the following amendments to the Regulations annexed to ADN:**1.4.2.3 Consignee**

Add a new subparagraph (h) to 1.4.2.3.1 to read as follows:

“1.4.2.3.1 (h) ascertain that, during discharging by means of the on-board pump, it is possible for the shore facility to switch it off.”

1.6.7.2.3.1 Table of general transitional provisions: Tank vessels

Amend to read as follows:

9.3.2.21.5 (c)	Device for rapid shutting off of supply	Renewal of the certificate of approval after 31 December 2008.
9.3.2.25.2 (g)	Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals	N.R.M. after 31-12-2008 On board vessels in service having connections with sliding seals, substances with toxic or corrosive properties (see column (5) of Table C of Chapter 3.2, hazards 6.1 and 8) may no longer be transported following renewal of the certificate of approval after 31-12-2008.
9.3.3.25.2 (h)	Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals when substances with corrosive properties (see column (5) of Table C of Chapter 3.2, hazard 8) are transported	N.R.M. after 31-12-2008 On board vessels in service having connections with sliding seals, substances with corrosive properties (see column (5) of Table C of Chapter 3.2, hazard 8) may no longer be transported following renewal of the certificate of approval after 31-12-2008.
9.3.2.28	Water-spray installation required in Table C of Chapter 3.2	Renewal of the certificate of approval after 31 December 2004.

1.8.5.1 At the end of the paragraph, add “at the latest six months after the occurrence”.

1.8.5.4 Amend to read as follows:

“1.8.5.4 Model report on occurrences during the carriage of dangerous goods

Report on occurrences during the carriage of dangerous goods in accordance with ADN, section 1.8.5

Report No.:
 Carrier/Filler/Consignee/Loader:
 Official number of vessel:
 Dry cargo vessel (single-hull, double-hull):
 Tank vessel (type):
 Address:
 Contact name: Telephone:
 Fax/e-mail:

(The competent authority shall remove this cover sheet before forwarding the report)

1. Mode	
Inland waterway	Official number of vessel/name of vessel (optional)
2. Date and location of occurrence	
Year: Month: Day: Time:	
<input type="checkbox"/> Port <input type="checkbox"/> Loading/unloading/transshipment facility Location/Country: or <input type="checkbox"/> Free-flowing sector Name of sector: Kilometre point: or <input type="checkbox"/> Structure such as bridge or guide wall	Comments concerning description of location:
3. Conditions of inland waterway	
Water level (reference gauge): Estimated speed through water: <input type="checkbox"/> High water <input type="checkbox"/> Low water	
4. Particular weather conditions	
<input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Fog <input type="checkbox"/> Thunderstorm <input type="checkbox"/> Storm Temperature: °C	
5. Description of occurrence	
<input type="checkbox"/> Collision with bank, structure or berthing installation <input type="checkbox"/> Collision with another cargo vessel (collision/impact) <input type="checkbox"/> Collision with a passenger vessel (collision/impact) <input type="checkbox"/> Contact with the waterway bed, whether or not vessel has run aground <input type="checkbox"/> Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Leak/Location and extent of damage (with additional description) <input type="checkbox"/> Shipwreck <input type="checkbox"/> Capsizing <input type="checkbox"/> Technical fault (optional) <input type="checkbox"/> Human error (optional) Additional description of occurrence:	

6. Dangerous goods involved						
UN Number ⁽¹⁾ or Identification number	Class	Packing group if known	Estimated quantity of loss of products (kg or l) ⁽²⁾	Means of containment in accordance with ADN, 1.2.1 ⁽³⁾	Means of containment material	Type of failure of means of containment ⁽⁴⁾
⁽¹⁾ For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated.				⁽²⁾ For class 7, indicate values according to the criteria in 1.8.5.3.		
⁽³⁾ Indicate the appropriate number: 1 Packaging 2 IBC 3 Large packaging 4 Small container 5 Wagon 6 Vehicle 7 Tank-wagon 8 Tank-vehicle 9 Battery-wagon 10 Battery-vehicle 11 Wagon with demountable tanks 12 Demountable tank 13 Large container 14 Tank container 15 MEGC 16 Portable tank 17 Dry cargo vessel (single-hull, double-hull) 18 Tank vessel (type)				⁽⁴⁾ Indicate the appropriate number: 1 Loss 2 Fire 3 Explosion 4 Structural failure		
7. Cause of occurrence (if clearly known) (optional)						
<input type="checkbox"/> Technical fault <input type="checkbox"/> Faulty load securing <input type="checkbox"/> Operational cause <input type="checkbox"/> Other:						
8. Consequences of occurrence						
<u>Personal injury in connection with the dangerous goods involved:</u>						
<input type="checkbox"/> Deaths (number:) <input type="checkbox"/> Injured (number:) <u>Loss of product:</u> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Imminent risk of loss of product <u>Material/Environment damage:</u> <input type="checkbox"/> Estimated level of damage ≤ 50 000 Euros <input type="checkbox"/> Estimated level of damage > 50 000 Euros <u>Involvement of authorities:</u> <input type="checkbox"/> Yes <input type="checkbox"/> Evacuation of persons for a duration of at least three hours caused by the dangerous goods involved <input type="checkbox"/> Closure of public traffic routes for a duration of at least three hours caused by the dangerous goods involved <input type="checkbox"/> No						

If necessary, the competent authority may request further relevant information.”

7.2.4.16.13 Amend to read as follows:

“For the carriage of substances of UN No. 2448, or of goods of Class 5.1 or 8, the bulwark ports, openings in the foot rail, etc., shall not be closed off. Nor shall they be closed off, during the voyage, in the event of carriage of other dangerous goods.”

8.1.2.1 Amend subparagraph (d) to read as follows:

“(d) A copy of the ADN with the latest version of its annexed Regulations which may be a copy which can be consulted by electronic means at any time;”.

Amend the last sentence of subparagraph (j) to read as follows:

“(j) The most recent list or certificate shall be kept on board;”.

Delete subparagraphs (k) and (l). (They will be moved to paragraph 8.1.2.3, as subparagraphs (n) and (o).)

8.1.2.2 Amend the first part of subparagraph (c) to read as follows:

“(c) For vessels complying with the additional requirements for double-hull vessels;”.

8.1.2.3 Amend subparagraph (l) to read as follows:

“(l) The inspection certificate for the pressure relief and vacuum relief valves prescribed in 8.1.6.5, except for open type N tank vessels, or open type N vessels with flame-arresters.”

Add subparagraphs (n) and (o), to read as follows:

“(n) For the carriage of refrigerated substances, the instruction required in 7.2.3.28;

(o) The certificate concerning the refrigeration system, prescribed in 9.3.1.27.10.”

8.2.2.7.2.5 Amend the second sentence to read as follows:

“The examination shall last a total of 150 minutes, of which 60 minutes for the multiple-choice questions and 90 minutes for the substantive question.”

Amend paragraph 8.2.2.8 to read as follows:

“8.2.2.8 ADN specialized knowledge certificate

The issue and renewal of the ADN specialized knowledge certificate conforming to 8.6.2, shall be the responsibility of the competent authority or a body authorized by the competent authority.

Certificates shall be issued to:

- candidates who have attended a basic or specialized training course and have passed the examination;
- candidates who have taken part in a refresher or advanced training course.

Candidates who have obtained the ‘gases’ and/or ‘chemicals’ specialized training certificate shall be issued with a new certificate containing all the certificates relating to the basic and specialized training courses. The validity of the new certificate shall be five years as from the date of the basic training examination.

If the refresher and advanced training course was not fully completed before the expiry of the period of validity of the certificate, a new certificate shall not be issued until the candidate has completed a further initial basic training course and passed an examination referred to in 8.2.2.7 above.

If a new certificate is issued following attendance at a specialized or refresher and advanced training course, and the previous certificate was issued by another competent authority or by a body authorized by another competent authority, the previous certificate shall be retained and returned to the authority or body that issued it.”

8.6.3 Question 17 is to be worded as follows:

	Vessel	Loading/unloading place
17. Is the following system plugged in, in working order and tested?		
– Overflow prevention device (only when loading the vessel)	O	O
– Device for switching off the on-board pump from the shore facility (only when unloading the vessel)	O	O

9.1.0.91.3 Amend to read as follows:

“The depth of the double bottom shall be at least 0.50 m. The depth below the suction wells may, however, be locally reduced, but the space between the bottom of the suction well and the bottom of the vessel floor shall be at least 0.40 m. If spaces are between 0.40 m and 0.49 m, the surface area of the suction well shall not exceed 0.5 m².

The capacity of the suction wells must not exceed 0.120 m³.”

9.3.2.11.2 Amend to read as follows:

- “(e) A local recess in the cargo deck, contained on all sides, whose depth shall be greater than 0.10 m but less than or equal to 1.00 m, which is designed to house the charging pump, shall meet the following requirements:
- The recess shall be located not less than 6.00 m from entrances and openings to accommodation and service spaces outside the cargo area.
 - The recess shall be located at a minimum distance from the side plating equal to one quarter of the vessel’s breadth.
 - All pipes linking the recess to the cargo tanks shall be fitted with shut-off devices fitted directly on the bulkhead.
 - All the controls required for the equipment located in the recess shall be activated from the deck.
 - If the recess is deeper than 0.50 m, it shall be provided with a permanent gas detection system which automatically indicates the presence of explosive gases by means of direct-measuring sensors and actuates a visual and audible alarm when the gas concentration has reached 20% of the lower explosion limit. The sensors of this system shall be placed at suitable positions at the bottom of the recess.

Measurement shall be continuous.

Visual and audible alarms shall be installed in the wheelhouse and on deck and, when the alarm is actuated, the vessel loading and unloading system shall be shut down. Failure of the gas detection system shall be immediately signalled in the wheelhouse and on deck by means of visual and audible alarms.

- It shall be possible to drain the recess using a system installed on deck in the cargo area and independent of any other system.
- The recess shall be provided with a level alarm device which activates the draining system and triggers a visual and audible alarm in the wheelhouse when liquid accumulates at the bottom.
- When the recess is located above the cofferdam, the engine room bulkhead shall have an ‘A-60’ fire protection insulation according to SOLAS 74, Chapter II-2, Regulation 3.
- When the cargo area is fitted with a water-spray system, electrical equipment located in the recess shall be protected against infiltration of water.
- Pipes connecting the recess to the hull shall not pass through the cargo tanks.”

9.3.2.21.5 Add subparagraph (c), to read as follows:

“(c) Vessels which may be delivering products required for operation shall be equipped with a transshipment facility compatible with European standard EN 12 827:1996 and a rapid closing device enabling refuelling to be interrupted. It shall be possible to actuate this rapid closing device by means of an electrical signal from the overflow prevention system. The electrical circuits actuating the rapid closing device shall be secured according to the quiescent current principle or other appropriate error detection measures. The state of operation of electrical circuits which cannot be controlled using the quiescent current principle shall be capable of being easily checked.

It shall be possible to actuate the rapid closing device independently of the electrical signal.

The rapid closing device shall actuate a visual and audible alarm on board.”

9.3.1.25.2 Add subparagraph (g), to read as follows:

“(g) Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals.”

9.3.2.25.2 Add subparagraph (i), to read as follows:

“(i) Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals.”

9.3.3.25.2 Add subparagraph (h), to read as follows:

“(h) Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals when substances with corrosive properties (see column (5) of Table C of Chapter 3.2, hazard 8) are transported.”
