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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)

Seventeenth session

Geneva, 23-27 August 2010

Item 10 of the provisional agenda

Any other business

Evacuation in the event of an emergency

Transmitted by the Government of the Netherlands^{1 2}

1. At the sixteenth session of the Safety Committee, it was decided to refer the question of the measures to be taken when evacuating the crew of a vessel in the event of an emergency to an informal working group (ECE/TRANS/WP.15/AC.2/34, para. 16).
2. The informal working group met in Arnhem (Netherlands) on 26 and 27 April 2010. Representatives of the Governments of Austria, Belgium, France, Germany, Netherlands and Switzerland as well as representatives of non-governmental organizations and industry participated.
3. The topic was briefly introduced by sharing the history of the discussions since the accident at Dormagen in 1999. The current paragraphs in the ADN relating to the means of evacuation contain several inconsistencies. In addition, the language versions also differ. More clarity is needed regarding responsibilities, the criteria for appropriate means of evacuation, and the exact location of these means.
4. Industry said that it preferred to talk about a "distress scenario" rather than "provisions for evacuation" because evacuation was not always the best option in an

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² In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/2010/8, programme activity 02.7 (b) and ECE/TRANS/208, para. 106).

emergency. Sometimes a refuge was needed, for example in the case of the release of a toxic gas. Regarding escape, the circumstances differed: ship to jetty; jetty to shore; ship to ship. These all called for different solutions. Refuge in the accommodation called for an entirely different set of provisions. According to industry, a comprehensive approach would be needed with tailor-made solutions.

5. The participants agreed with the findings presented by industry and the proposal of a comprehensive approach. It was noted that a general categorization would be the most practical and that dealing with each substance in the tables individually should be avoided. There was also discussion about the location of evacuation means in the case of a fire and about tides in seaports and what this meant for the gangways/ladders.

6. The informal working group agreed that it would not be possible at its meeting to work out the required comprehensive approach, resulting in amendments to the ADN and the guidelines. It was felt that another informal working group, with a mandate from the ADN Safety Committee, would have to work on this subject in depth, perhaps together with experts from rescue organizations and/or consultants and researchers. A list was drawn up of those willing to participate in this future informal working group. The provisional terms of reference were drawn up (see annex). An inventory was made of all the reports and research that were available among the participants. It was agreed that all materials would be sent to the Government of the Netherlands for distribution to members of the future informal working group.

Summary

7. The informal working group came to the conclusion that a comprehensive approach towards the topic of evacuation and safety in the event of an emergency was required. A connection should be made between the different types of hazards (fire, intoxication etc); the place and manner in which the transshipment was taking place and the type of ship (tank, container etc). Another informal working group should be mandated to work on a proposal for a new paragraph in the ADN and draft guidelines in which the details of the different scenarios were worked out (see the provisional terms of reference in the annex).

Annex

Provisional terms of reference

The informal working group on evacuation and refuge in the event of an emergency is requested, taking into account the possible comments and decisions made in the ADN Safety Committee, to:

Draw up a proposal to amend the Regulations annexed to the ADN (including the ADN checklist) regarding evacuation in the event of an emergency.

Develop ADN guidelines outlining the actions to be taken in the event of an emergency, taking into account the different circumstances and scenarios.

Taking into account the various hazards and the differences between the need for escape versus refuge.

Examples:

- fire
- intoxication
- corrosive hazard
- suffocation

Taking into account the manner of transshipment. Examples:

- ship to shore
- ship to ship

Taking into account the circumstances of the evacuation. Examples:

- ship to jetty
- jetty to shore
- ship to ship

Taking into account the type of vessel. Examples:

- tank vessel
- dry cargo vessel
- container vessel

Advise on the best options and alternative options (what needs to be done and what can be done).

Conduct a cost-risk analysis for the various options.

Consider the available research on the topic.

Submit the intermediate results to the ADN Safety Committee in January or August 2011.

Submit the final proposal and guidelines to the ADN Safety and Administrative Committee meeting in January 2012.
