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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

Administrative Committee of the European Agreement  
concerning the International Carriage of Dangerous  
Goods by Inland Waterways (ADN)

Thirteenth session  
Geneva, 29 August 2014

## **Report of the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways on its thirteenth session\***

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## **I. Attendance**

1. The Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) held its thirteenth session in Geneva on 29 August 2014 under the chairmanship of Mr. H. Rein (Germany) and vice-chairmanship of Mr. B. Birkhuber (Austria). Representatives of the following Contracting Parties took part in the work of the session: Austria, Bulgaria, Croatia, France, Germany, Luxembourg, Netherlands, Poland, Romania, Slovakia, Switzerland and Ukraine.

2. The Administrative Committee noted that the representatives of Contracting Parties attending the session had been accredited and that the quorum of half the number of Contracting Parties required for taking decisions had been reached.

3. In accordance with article 17, paragraph 2 of ADN, and following a decision by the Committee (ECE/ADN/2, para. 8), representatives of Belgium and of the Central Commission for the Navigation of the Rhine (CCNR) also took part in the session as observers.

## **II. Adoption of the agenda (agenda item 1)**

*Documents:* ECE/ADN/28 and Corr.1 and Add.1

4. The Administrative Committee adopted the agenda prepared by the secretariat.

## **III. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 2)**

5. The Administrative Committee noted that the number of Contracting Parties remained at 17: Austria, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Netherlands, Poland, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.

## **IV. Matters relating to the implementation of ADN (agenda item 3)**

### **A. Recognition of classification societies**

6. The Committee noted the recommendations made by the ADN Safety Committee (ECE/TRANS/WP.15/AC.2/52, paras. 20-21) and decided:

(a) to add the Registro Italiano Navale (RINA) and Det Norske Veritas Germanischer Lloyd SE (DNV GL SE) to the list of ADN Recommended Classification Societies;

(b) to delete Germanischer Lloyd from the list.

7. The Administrative Committee recalled that all recommended classification societies had to provide evidence, directly to the Administrative Committee, of their certification in accordance with standard EN ISO/IEC 17020: 2012 (with the exception of section 8.1.3).

## **B. Special authorizations, derogations and equivalents**

*Informal document:* INF.1 (Secretariat)

8. The Administrative Committee endorsed the recommendation of the Safety Committee (ECE/TRANS/WP.15/AC.2/52, para. 6) authorizing the competent authority of the Netherlands to issue, in accordance with 1.5.3.2, a temporary derogation for the dry cargo vessel *Eiger* that would allow it on a trial basis to use diesel and liquefied natural gas (LNG) as fuel for the propulsion installation (Informal document INF.3 issued for the twenty-fifth session of the Safety Committee) (see Annex).

9. It was noted that since the last session a multilateral agreement valid until 31 December 2014 on the use of flame arrester plate stacks and flame arresters had been initiated by Germany and signed by Austria, France, Germany, and Netherlands (see <http://www.unece.org/trans/danger/publi/adn/multilateral-agreements.html>).

10. It was recalled that the text of special authorizations, special agreements, derogations and equivalents, as well as their status, and of notifications, was available on the secretariat's website at the following link: <http://www.unece.org/trans/danger/danger.htm>.

## **C. Miscellaneous notifications**

11. The Committee invited countries to check the contact information for their competent authority and if necessary to recognise classification societies from the recommended list in accordance with 1.15.2.4 of the annexed Regulations if they had not already done so. In this respect, it was underlined that countries that had recognised Germanischer Lloyd should inform the secretariat whether they recognised DNV GL SE which had succeeded Germanischer Lloyd.

## **V. Work of the Safety Committee (agenda item 4)**

12. The Committee took note of the report of the Safety Committee on its twenty-fifth session (ECE/TRANS/WP.15/AC.2/52) and adopted:

(a) Proposed amendments for the purpose of bringing the Regulations annexed to ADN in line with the amended versions of ADR and RID that should be applicable as of 1 January 2015 (see ECE/TRANS/WP.15/AC.2/52, Annex I). The secretariat was requested to publish them as an addendum to document ECE/ADN/27 (ECE/ADN/27/Add.1) and to ensure their communication to Contracting Parties no later than 1 September 2014 in accordance with the procedure outlined in article 20, paragraph 5 (a) of ADN, so that they could enter into force on 1 January 2015, i.e. one month after acceptance by Contracting Parties;

(b) All proposed corrections to the previously notified amendments to the Regulations annexed to ADN (ECE/ADN/27) (see ECE/TRANS/WP.15/AC.2/52, Annex II). As these corrections are subject to the acceptance of the amendments listed in ECE/ADN/27, the secretariat was requested to publish them as a corrigendum to document ECE/ADN/27 (ECE/ADN/27/Corr.1) and to arrange for their communication to Contracting Parties on 1 October 2014 (expected date of acceptance of the amendments) for acceptance in accordance with the usual procedure for corrections so that they could become effective at the latest by 1 January 2015; and

(c) All proposed corrections to the Regulations annexed to ADN, as listed in ECE/TRANS/WP.15/AC.2/52, annex IV. The secretariat was requested to arrange for their communication no later than 1 October 2014 to Contracting Parties for acceptance in

accordance with the usual procedure for corrections so that they could become effective at the latest by 1 January 2015.

13. The Committee noted that the ADN Safety Committee had adopted amendments to the Regulations annexed to ADN for entry into force on 1 January 2017 (ECE/TRANS/WP.15/AC.2/52, annex III). Since additional work had to be performed in relation to some of these amendments, and since additional amendments were expected to be adopted by the Safety Committee at its future sessions for entry into force on 1 January 2017, the Committee decided to consider them at a later stage.

## **VI. Programme of work and calendar of meetings (agenda item 5)**

14. The Committee noted that its next session was scheduled to take place in the afternoon of 30 January 2015 and that the deadline for submission of documents for that meeting was 31 October 2014.

## **VII. Any other business (agenda item 6)**

15. The Committee requested the secretariat to take account of all corrections and the relevant amendments adopted at the session in the new consolidated "2015" edition of ADN which was being prepared.

## **VIII. Tributes**

16. The Committee was informed that Mr. Beat Buergi (Switzerland) was retiring and would no longer represent Switzerland in the ADN Safety and Administrative Committees. The Committee thanked Mr. Buergi for his outstanding contribution to the development and updating of ADN during so many years and wished him all the best for the future.

17. Like Mr. Buergi, Mr. Henk Croo (Belgium) had participated in the work of CCNR on ADNR and the joint work of CCNR and UNECE for many years and the Committee expressed its disappointment at his moving to new functions, but thanked him warmly for his expertise and dedicated contribution, wishing him every success in his new endeavours and hoping perhaps to benefit again from his experience in the future.

18. Finally, the Committee regretted to learn that Mr. Jean-Paul de Maat (Netherlands) was also likely to move to new functions after only a few years of fruitful, active and appreciated participation as head of delegation of the Netherlands and wished him every success in the future.

## **IX. Adoption of the report (agenda item 7)**

19. The Administrative Committee adopted the report on its thirteenth session on the basis of a draft prepared by the secretariat.

## Annex

### **Decision of the ADN Administrative Committee relating to the dry cargo vessel *Eiger***

#### **Derogation No. 6/2014 of 29 August 2014**

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the dry cargo vessel *Eiger*, European Number of Identification (ENI) 02324957, for the use of diesel and liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.1.3.31 and 9.1.0.31.1 until 30 June 2019. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 2/2014 of the CCNR.

2. A HAZID study by the recognized classification society<sup>1</sup> shows that the safety level of the LNG propulsion system is sufficient. This study covered, but was not limited to, the following issues:

Interaction between cargo and LNG;

Effect of LNG spillage on the construction;

Effect of cargo fire on the LNG installation;

Different types of hazard posed by using LNG and diesel as fuel;

Adequate safety distance during bunkering operations.

3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;

4. It is not allowed to carry ADN containers or reefer containers on top of the LNG storage tank or in the first row before the tank;

5. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;

6. An annual evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:

(a) system failures;

(b) leakages;

(c) bunkering data (LNG);

(d) pressure data;

(e) abnormalities, repairs and modifications of the LNG system including the tank;

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<sup>1</sup> Report No. RTS/ENG/131548, dated 25 October 2013 (available in Informal document INF.3 submitted to the twenty-fifth session of the ADN Safety Committee).

- (f) operational data;
  - (g) inspection report by the classification society which classed the vessel.
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