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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)

#### Twenty-fourth session

Geneva, 27–31 January 2014

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:  
Other proposals**

### **Expert on board the vessel when carrying UN No. 1972**

**Transmitted by the Government of the Netherlands<sup>1,2</sup>**

#### **Introduction**

1. For the carriage of “UN No. 1972 METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID with high methane content” a type G vessel is mandatory.
2. The (responsible) master of a type G vessel has to be an expert on the carriage of gases (ADN 7.2.3.15). To obtain the necessary expert certificate, he or she needs to have successfully passed an examination on the carriage of gases, and have one year or more work experience on board a type G vessel (ADN 8.2.1.5).
3. The number of type G vessels currently in operation in the Rhine, Rhone, Seine and Danube-area is 75 (European Barge Inspection Scheme (EBIS) data). For the continuous operation of a vessel, four masters are required. This leads to the availability of around 300 masters with the required certificate.

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2012-2016 (ECE/TRANS/224, para 94, ECE/TRANS/2012/12, programme activity 02.7, (A1b)).

<sup>2</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2014/14.

4. Based on the current prognosis, four type G vessels dedicated to the carriage of UN No. 1972 will go into service in 2015. For the period 2016-2020 at least one new vessel each year for the carriage of UN No. 1972 is foreseen. This will lead to a total of nine operational vessels in 2020, creating an additional demand for 36 certified masters.

5. As the number of certified masters is around 300, it is uncertain whether this relatively large increase in demand for certified masters can be met in this time. If this is not the case, this will severely impede the carriage of UN No. 1972, and the introduction of natural gas as an alternative fuel for the industry.

### **Proposal**

6. Until 2013 it was mandatory to have an expert (not necessarily the master) on board a type G vessel during transport. The Netherlands proposes to temporarily extend this possibility for vessels carrying only UN No. 1972.

7. Add a new sentence to ADN 1.6.8 to read as follows:

“Until 1 January 2021 the responsible master (as referred to in 7.2.3.15) does not have to be an expert on the carriage of gases (as referred to in ADN 8.2.1.5), but can be any member of the crew when the type G tank vessel is only carrying UN No. 1972. The expert on the carriage of gases on board shall have followed an additional training course on the carriage of LNG.”

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