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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**

**Means of evacuation – Additions to the adopted texts**

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

*Summary*

**Executive summary:** At its twenty-first and twenty-third sessions, the Safety Committee adopted extensive requirements with regard to the provision of means of evacuation during trans-shipment of dangerous goods in inland navigation.

In the opinion of the German delegation, two important points have been omitted. A clear expression of the obligation to make these available during trans-shipment of dry cargo vessels and the approval of escape boats in the table of means of evacuation for tank vessels.

**Action to be taken:** Supplement ADN 7.1.4.7 by the obligation to make means of evacuation available. Supplement the table in ADN 7.2.4.77 with the last three lines of 7.1.4.77.

<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.2/2014/23.



**Related documents:** ECE/TRANS/WP.15/AC.2/42, paras. 41–42 and annex II.  
ECE/TRANS/WP.15/AC.2/48, para. 81 and annex I.

## Proposal

1. In ADN 7.1.4.7 *Places of loading and unloading*, supplement 7.1.4.7.1 as follows (new text underlined):

7.1.4.7.1 The dangerous goods shall be loaded or unloaded only at the places designated or approved for this purpose by the competent authority. In those places the means of evacuation mentioned in subsection 7.1.4.77 should be made available. Otherwise trans-shipment is permitted only with the authorization of the competent authority.

2. In subsection 7.2.4.77 add the following lines to the table:

|    |   |   |   |   |
|----|---|---|---|---|
| 16 | One or more escape boats                | • | • | • |
| 17 | One escape boat and one evacuation boat | • | • | • |
| 18 | One or more evacuation boats            |   | • | • |

## Justification

3. In the view of the German delegation the establishment of obligations in section 1.4.2 alone is not explicit enough to require the provision of means of evacuation under subsection 7.1.4.77 in places of trans-shipment of dry goods vessels.

4. There is no material reason to consider that “escape boats” and “lifeboats” would be inappropriate means of evacuation for dry goods vessels.

In places of trans-shipment where packages and containers are trans-shipped as well as liquid goods, the lifeboats authorized for dry goods vessels could also be used for tank vessels.

## Safety

5. The desired level of safety for trans-shipment of dry goods vessels can be guaranteed only if the obligation to provide means of evacuation under 7.1.4.77 is adequately established in legal terms. The possibility of providing escape boats during trans-shipment of tank vessels extends the options for saving those on board and increases the safety measures.

## Feasibility

6. The measures required during trans-shipment of dry goods vessels remain unchanged. The investment required is given a legal underpinning, which is to investors’ advantage also. Escape boats are probably easier to provide than constructions on land or on board ship.