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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-eighth session**

Geneva, 25-29 January 2016

Point 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:****Other proposals****ADN 1.4.2.2.1 (c) — Obligations of the carrier****Transmitted by the Government of Germany<sup>1</sup>**

1. The French and English language versions of 1.4.2.2.1 (c) of ADN 2015 differ from their German counterpart. The text currently missing from the German version is underlined.

“c) sich durch eine Sichtprüfung zu vergewissern, dass die Ladung und das Schiff keine offensichtlichen Mängel, keine Undichtheiten oder Risse aufweist / aufweisen, dass keine Ausrüstungsteile fehlen, usw.;”

“(c) ascertain visually that the vessels and loads have no obvious defects, leakages or cracks, missing equipment, etc.;

2. The English and French language versions, according to which the visual check also relates to vessels, have been in force since ADN 2003.

3. The German language text, which states that the visual check relates only to loads, corresponds to the Regulations for the Carriage of Dangerous Goods on the Rhine (ADNR) 1997, applied by the member States of the Central Commission for the Navigation of the Rhine until 31 December 2010.

4. When implementing ADN 2015, with regard to the obligations of the main participants, Germany refers to the French and English language versions, rather than to the German translation, and, at the national level, requires the **master of the vessel**,

<sup>1</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2016/12.



as an associate of the carrier, to carry out a visual check of both the load **and the vessel**.

5. The proper condition of the vessel is the main safety requirement of ADN and should therefore be the subject of the carrier's full attention at all times.

6. According to 1.16.9, if a vessel has undergone alterations or has sustained damage liable to diminish safety in respect of the carriage of dangerous goods, it shall be presented without delay by the owner or his representative for further inspection. According to 1.16.13.1, such alterations or damage may result in the withholding of the certificate of approval.

7. Germany is of the view that the German translation of 1.4.2.2.1 (c) of ADN 2015 should be amended as follows, in order to bring it into line with the French and English language versions, and requests confirmation from the Safety Committee in that regard.

“c) sich durch eine Sichtprüfung zu vergewissern, dass die Ladung **und das Schiff** keine offensichtlichen Mängel, keine Undichtheiten oder Risse **aufweist aufweisen**, dass keine Ausrüstungsteile fehlen, usw.;"

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