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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-ninth session

Geneva, 22-26 August 2016

Item 3 (c) of the provisional agenda

Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): Interpretation of the Regulations annexed to ADN

7.2.4.1 of ADN, carriage of packages on board tank vessels**Transmitted by the Government of Germany^{1,2}***Summary*

Executive summary:	7.2.4.1 of ADN permits the carriage of some packages on board tank vessels. There is no clear indication of whether only the receptacle has to meet these requirements or if all carriage on board a tank vessel must comply with the conditions established for the carriage of packages on board dry cargo vessels.
Action to be taken:	Consideration by the ADN Safety Committee. Inclusion of proper interpretation in the report of the meeting.
Related documents:	None

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2016/34.

² In accordance with the programme of work of the Inland Transport Committee for 2016-2017 (ECE/TRANS/2016/28/Add.1 (9.3)).

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I. Introduction

1. 7.2.4.1 of ADN allows the carriage of some packages, of dangerous or other goods, on board tank vessels.
2. 7.2.4.1.1 of ADN specifies that the receptacles for residual products “shall meet the requirements of international regulations applicable to the substance concerned”.

II. Question of interpretation

3. Should the packages mentioned in 7.2.4.1 of ADN also comply with the requirements applicable to the carriage of packages on board dry cargo vessels? (e.g. transport document, marking and approval of packaging, shells, tank-containers and portable tanks).
4. If that is the case, 1.1.3.6 of ADN, and specifically 1.1.3.6.2 (a), (b), (c) and (e), could apply to intermediate bulk containers (IBCs), with exemptions depending on the quantities carried.
5. 1.1.3.6.2 (d) would not apply, as tank vessels do not have holds. Receptacles for residual products are stored on the bridge. Thus, “in the cargo area” should be included.

III. The position of Germany

6. Receptacles for residual products and receptacles for slops are mentioned after the following introduction:

“7.2.4.1.1 The carriage of packages in the cargo area is prohibited. This prohibition does not apply to:”

1.2.1 of ADN contains a definition of packages. There are provisions for the carriage of packages that apply in the same way as those for carriage in tanks or carriage in bulk.

There would not seem to be any reason why receptacles for residual products and receptacles for slops should enjoy exemptions that are otherwise mentioned only in 1.3.

7. Carriage of IBCs and receptacles for slops could to a large extent be exempted under 1.1.3.6. For safety reasons, the provisions applicable to the carriage of tank containers or portable tanks should also be applied to tank containers carrying a significant quantity — up to 12 m³ — of dangerous goods.
