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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

Report of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee) on its twenty-ninth session¹

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I. Attendance

1. The 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) held its twenty-ninth session in Geneva from 22 to 26 August 2016 with Mr. H. Rein (Germany) as Chairperson and Mr. B. Birkhuber (Austria) as Vice-Chairperson. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria Croatia, France, Germany, Luxembourg, Netherlands, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. The following intergovernmental organizations were represented: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (CD) and European Union. The following non-governmental organizations were also represented: European Barge Union (EBU), European Bulk Oil Traders' Association (EBOTA), European Chemical Industry Council (CEFIC), European-River-Sea Transport Union (ERSTU), European Skippers Organisation (ESO), FuelsEurope, International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA), and Recommended ADN Classification Societies.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/59 and Add.1

Informal document: INF.1 (Secretariat)

2. The Safety Committee adopted the agenda prepared by the secretariat, as amended by informal document INF.1 to take account of informal documents INF.1 to INF.30.

III. Matters arising from the work of United Nations bodies or other organizations (agenda item 2)

3. The Safety Committee noted that the list of main decisions taken by the Inland Transport Committee at its seventy-eighth session was available on the UNECE website and that the report was for the moment still available only in English, under the symbols ECE/TRANS/254 and Add.1.

4. The Director of the Sustainable Transport Division, Ms. Eva Molnar, informed the Committee about the preparatory work for the Inland Transport Committee's seventy-ninth session, which would include a ministerial segment to celebrate its seventieth anniversary, with plans to define a strategy running up to 2030 on that occasion. All subsidiary bodies were invited to take part in those preparations, and to that end, a questionnaire would be circulated to delegates in early September 2016.

5. A member of the secretariat thanked the members of the Safety Committee who had responded to the questionnaire on the global and regional impact of UNECE regulations and United Nations Recommendations on the Transport of Dangerous Goods. The results of the questionnaire and the secretariat's analysis were available in informal document INF.25. The evaluation report prepared by a consultant and the secretariat's response were available on the UNECE website, at www.unece.org/info/open-unece/evaluation.html.

IV. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3)

A. Status of ADN

6. The Safety Committee noted that there were no new contracting parties to ADN and that their number remained unchanged at 18.

7. The proposed amendments adopted by the Administrative Committee at its last session (ECE/ADN/36) were communicated to the Contracting Parties on 1 July 2016 for acceptance under depositary notification C.N.444.2016.TREATIES-XI.D.6. Unless a sufficient number of objections was received by 1 October 2016, they would be deemed to be accepted for entry into force on 1 January 2017.

B. Special authorizations, derogations and equivalents

1. Request for a temporary derogation for the pusher vessel *Donau* (06105358) for the use of a dry aerosol generating fire extinguishing system (FirePro)

Document: ECE/TRANS/WP.15/AC.2/2016/48 (Belgium)

Informal document: INF.30 (Belgium)

8. The Safety Committee noted the request by Belgium to authorize the Belgian competent authority to allow the use of a dry aerosol generating fire extinguishing system on the *Donau* pusher vessel, for the same reasons as those cited at the previous session by the Netherlands for the *Chemgas 851* tank vessel. In principle, the Safety Committee had no objections, but it would like the representative of Belgium to provide technical documentation similar to that submitted by the Netherlands in INF.3 at the previous session. The relevant documentation was provided by the representative of Belgium during the session in informal document INF.30.

9. The representatives of Belgium and the Netherlands were also invited to prepare a proposed amendment to the Regulations annexed to ADN so as to authorize such types of fire extinguishing systems. It would also be desirable to ensure coordination with the bodies competent for technical proposals generally applicable to vessels, in particular CCNR. In this report, the representative of CCNR said that the European Committee for drawing up standards in the field of inland navigation ("CESNI") and the CCNR Inspection Regulations Committee would discuss the FirePro extinguishing systems as described in informal document INF.30 at their next sessions and that the delegation of the Netherlands would draft a proposal.

2. Special authorization issued for the transport of UN No. 1148, DIACETONE ALCOHOL, from Belgium to the Netherlands by the Monument Chemical Bvba company

Informal document: INF.19/Rev.1 (Belgium)

10. The Safety Committee considered that the request should be assigned to the informal working group on substances.

C. Interpretation of the Regulations annexed to ADN

1. Bilge pumping and ballasting as defined in paragraph 9.3.2.35.1 of ADN

Document: ECE/TRANS/WP.15/AC.2/2016/32 (CCNR)

11. The Safety Committee considered that, if the second indent of paragraph 9.3.2.35.1 were applied, the eductors would have to be installed in the cargo area. Amendments to 9.3.2.35.1 and 9.3.3.35.1 were adopted to make that interpretation clear (see annex III).

2. Fire extinguishing systems under subsection 7.2.4.40 of ADN

Document: ECE/TRANS/WP.15/AC.2/2016/33 (CCNR)

12. The Safety Committee was of the opinion that a fire extinguishing system could be considered ready for operation if:

- (a) The hose assembly was connected;
- (b) The hose assembly was unwound on board the vessel;
- (c) The jet/spray nozzle was connected to the hose assembly;
- (d) The valves were open or closed, as decided by the boat master or the expert on board of the vessel, taking weather and safety considerations into account; and
- (e) The system controls could be activated at any time.

3. Requirements for receptacles for residual products

Document: ECE/TRANS/WP.15/AC.2/2016/34 (Germany)

13. The Safety Committee considered that the question of which requirements applied to receptacles for residual products and receptacles for slops was a complex matter and called for more consideration and a thorough examination at the next session.

4. Inclusion of remark 17 in column (20) of Table C for UN Nos. 3256 and 3257

Document: ECE/TRANS/WP.15/AC.2/2016/35 (Germany)

14. The Safety Committee invited the informal working group on substances to consider the matter.

5. Explanations in 3.2.3.1 concerning CMR properties of substances included in Table C

Document: ECE/TRANS/WP.15/AC.2/2016/36 (Germany)

15. The Safety Committee considered that the CMR properties relevant for transport in tank vessels were solely those in categories 1A and 1B of GHS. Substances and mixtures with CMR properties belonging only to category 2 were not concerned. A proposal to clarify the text in that regard should be submitted to the next session.

16. The Committee also requested the informal working group on substances to study why closed cargo tanks were required for UN Nos. 2935 and 2947, and whether it would be appropriate to require closed cargo tanks for UN No. 3256.

6. Definition of “barge”

Document: ECE/TRANS/WP.15/AC.2/2016/47 (Recommended ADN Classification Societies)

Informal document: INF.6 (CCNR)

17. Some delegations considered that the proposal submitted by the Recommended ADN Classification Societies met the needs that had been expressed at the previous session. The Safety Committee noted that the ES-TRIN standard contained more detailed definitions for different types of barge and that it could be helpful to standardize the terminology used. However, the introduction of new definitions would only be useful if the Regulations annexed to ADN included specific provisions for each type of barge. The representative of CCNR was asked to prepare a proposal for the next session, taking account of the discussion.

7. Setting of high-velocity vent valves

Informal document: INF.4 (CCNR)

18. The Safety Committee considered that it was not appropriate to modify the text of the Regulations annexed to ADN and that CCNR should correct annex 1, appendix 1, of CCNR resolution 2009-II-20.

8. ADN checklist (8.6.3)

Informal document: INF.7 (Germany)

19. The Safety Committee considered that the first indent of point 14 of the ADN checklist in 8.6.3 should be corrected and the second indent deleted, as the use of cooking appliances and refrigeration appliances using gaseous or solid liquid fuels or liquefied gas installations for domestic use was no longer permitted and the transitional period during which their continued use was permitted had expired on 31 December 2015. Since that correction should lead to the current checklists being replaced, the Safety Committee, at the request of CEFIC, agreed that it should benefit from a transitional measure until 30 June 2017 and should therefore be included in the list of amendments to enter into force on 1 January 2017, as an oversight.

D. Training of experts

Informal document: INF.5 (CCNR)

20. The Safety Committee noted with satisfaction the report of the informal working group and invited the various bodies concerned to take the necessary follow-up action.

E. Matters related to classification societies

1. Compliance with ISO 17020:2012

Informal document: INF.2 (Bureau Veritas)

21. The Safety Committee noted that, in the light of the information provided, the body of Bureau Veritas authorized to exercise the functions approved for Recommended ADN Classification Societies was the internal navigation department of the Belgium and Luxembourg marine branch of Bureau Veritas, located in Antwerp, Belgium.

2. Compliance with ISO 17020:2012

Informal document: INF.3 (Lloyds Register)

22. The Safety Committee noted that the body of Lloyds Register authorized to exercise the functions approved for Recommended ADN Classification Societies was the organization's central office in London.

3. Report of the eleventh meeting of the Recommended ADN Classification Societies

Informal document: INF.26 (Recommended ADN Classification Societies)

23. The Safety Committee took note of the report with interest. Follow-up documents had been submitted separately under the relevant agenda items.

4. Reference to ADN in the Class Rules of the Classification Societies

Informal document: INF.14 (Recommended ADN Classification Societies)

24. The Safety Committee thanked the Recommended ADN Classification Societies for following up on its request to draw up a document showing how the provisions of the Regulations annexed to ADN corresponded with their Class Rules.

25. The representative of the Russian Federation stated that, following legislative changes in his country, the rules of the Russian Maritime Register of Shipping and the Russian River Register would have to be revised and that the table would therefore have to be adapted accordingly in the near future.

V. Proposals for amendments to the Regulations annexed to ADN (agenda item 4)

A. Work of the RID/ADR/ADN Joint Meeting

1. New amendments

Document: ECE/TRANS/WP.15/AC.2/2016/28 (Secretariat)

Informal document: INF.23 (Secretariat)

26. The Safety Committee adopted the amendments deemed necessary for harmonization of the amendments to RID and ADR, for entry into force on 1 January 2017, with some changes (see annex I).

2. Corrections to previously adopted amendments (ECE/ADN/36)

Document: ECE/TRANS/WP.15/AC.2/2016/31 (Secretariat)

Informal document: INF.24 (Secretariat)

27. The Safety Committee adopted the proposed corrections to ECE/ADN/36 (see ECE/ADN/36/Corr.1) related to errors or omissions of consequential amendments (see annex II). It considered that such errors or omissions should be corrected as soon as the amendments in question entered into force and suggested that the Administrative Committee should call for the correction procedure to begin as soon as the amendments would be deemed to be accepted (in principle, on 1 October 2016).

B. Other proposals

1. Updating of the reference to a standard in 9.3.3.21.5 (c)

Document: ECE/TRANS/WP.15/AC.2/2016/29 (CCNR)

28. The Safety Committee noted that the reference to standard EN 12827:1996 in 9.3.3.21.5 (c) had been replaced by a reference to the updated standard EN 12827:1999 in the 2015 version of ADN. The amendment should have been accompanied by a parallel change in 9.3.3.21.5 (c), which had been omitted. The Safety Committee thus recommended that the Administrative Committee should correct the omission by including the proposed amendment in the additional list of amendments to enter into force on 1 January 2017 in order to ensure harmonization and consistency (see annex I).

2. Name and description of UN No. 3264 in Table C

Document: ECE/TRANS/WP.15/AC.2/2016/37 (Germany)

29. The Safety Committee confirmed that the names and descriptions provided for the fourth, fifth and sixth entries under UN No. 3264 should be corrected to align them with the German version, which referred to aqueous solutions of phosphoric acid and nitric acid (see annex IV). Such names and descriptions had been correct in the original version of the agreement and had been subsequently changed, probably owing to a typographical error.

3. Paragraphs 7.1.4.1.1 and 7.1.4.1.2

Document: ECE/TRANS/WP.15/AC.2/2016/39 (EBU, ERSTU and ESO)

30. It was considered preferable for the proposed amendments to be discussed first by an informal working group to be organized by the authors of the proposal. The representatives of Austria, Germany and the Netherlands said that they would like to take part.

4. Drafting of stability booklets and stability programmes

Document: ECE/TRANS/WP.15/AC.2/2016/40 (EBU, ERSTU and ESO)

31. The document was not discussed, as a solution had been found through new multilateral agreement M 016, which was to replace agreements M 014 and M 015.

32. A member of the secretariat emphasized that Contracting Parties wishing to revoke old multilateral agreements (such as agreements M 014 and M 015) should send the revocation in official form, i.e. by means of an official letter signed by the authority competent for signing multilateral agreements.

5. Materials of construction

Document: ECE/TRANS/WP.15/AC.2/2016/41 (EBU, ERSTU and ESO)

33. The Safety Committee was generally in favour of the proposals, but the authors were invited to submit a new document at the next session, taking into account various comments.

6. Shower and eye and face bath

Document: ECE/TRANS/WP.15/AC.2/2016/43 (Recommended ADN Classification Societies)

34. A new proposal should be submitted at the next session, taking into account the discussion.

7. Paragraph 7.2.4.25.5

Document: ECE/TRANS/WP.15/AC.2/2016/44 (France and Netherlands)

Informal document: INF.11 (Netherlands)

35. The Safety Committee invited France, the Netherlands and CEFIC to discuss their differences of opinion during the period between sessions so that the question could be taken up again at the next session.

8. Amendments to Table C resulting from the classification of certain substances (dangers to the aquatic environment) according to Commission Regulation (EU) No. 286/2011

Informal documents: INF.10 and INF.20 (CEFIC)

36. The Safety Committee invited CEFIC to submit an official proposal at the next session addressing the carriage in tank vessels of UN No. 1294, TOLUENE, and UN No. 2057, TRIPROPYLENE, and at the same time to check whether classification under the European regulation would affect other substances.

9. Degassing installations

Informal document: INF.15 (Netherlands)

37. The Safety Committee noted that the Regulations annexed to ADN had provisions only for degassing to the atmosphere or to shore facilities, but not for degassing to mobile floating degassing installations, a method that was likely to become more prevalent in the future. It therefore accepted the proposal to discuss the topic at the next session.

10. Corrections to 2.2.43.1.8

Informal document: INF.17 (CCNR)

38. The Safety Committee noted that the French and German versions of paragraph 2.2.43.1.8 contained an error in the criterion for assignment to packing group III, which should indeed be corrected to ensure coherence with the other language versions and other international regulations (see annex IV).

11. Corrections to the German version of document ECE/ADN/36

Informal document: INF.18 (CCNR)

39. The proposed corrections were adopted.

12. Drip pans

Document: ECE/TRANS/WP.15/AC.2/2016/45 (Netherlands)

Informal document: INF.27 (Netherlands)

40. The Safety Committee adopted the proposed amendments to 7.2.3.2.1, 7.2.4.16.5 and 8.6.3 on the basis of informal document INF.27, with some changes (see annex I).

13. Application to non-electrical equipment of standards for the prevention of explosions in explosive atmospheres

Documents: ECE/TRANS/WP.15/AC.2/2016/38 (EBU, ERSTU, ESO)
ECE/TRANS/WP.15/AC.2/2016/42 (Recommended ADN
Classification Societies)

Informal documents: INF. 9 (Germany)
INF.21 (EBU and ESO)
INF.22 (FuelsEurope)

41. The aim of the documents was to resolve practical problems that had arisen owing to the Safety Committee's interpretation that requirements relating to explosion groups were applicable to all the equipment on a vessel, including flame arresters, and not only to electrical equipment. In practice, there were two main problems: (1) many vessels were equipped with self-contained explosion protection systems whose markings did not specify which explosion groups or subgroups were covered, thus making inspection difficult; and (2) most tank vessels were fitted with protection systems meeting the requirements for explosion subgroup II B3, which was deemed sufficient for 97% of the substances carried, but insufficient for other substances on the list of substances authorized for carriage, for which more stringent protection levels, such as II B, were required.

42. As it was too late to resolve those problems by means of amendments entering into force on 1 January 2017, the Safety Committee agreed that in a first phase the problems should be addressed by multilateral agreements, and later by amendments that would enter into force on 1 January 2019, after detailed consideration of the question.

43. The Government of the Netherlands should prepare two multilateral agreements for that purpose, based on the following principles:

(a) Unmarked self-contained protection systems in the venting pipe on vessels currently in service would remain acceptable for one year, even if they did not meet the requirements set out for the explosion group of the transported substances; later, vessel owners should replace them with identifiable systems, available on the market;

(b) Vessels equipped with protection systems meeting the requirements for explosion subgroup II B3 could continue until 31 December 2018 to transport the substances mentioned by the certificate of approval in the list of substances permitted for carriage, and subsequently until the renewal of the certificate of approval. If the list contained substances requiring more stringent requirements (for example, corresponding to group II B), owners would be able to choose either to invest in the installation of systems meeting the more stringent requirements so as to continue transporting the entire range of substances previously authorized, or to maintain the already installed II B3 systems, and thus to reduce the number of authorized substances on the list.

44. In the meantime, the informal working group on substances was requested to study the proposals contained in informal documents INF.21 and INF.22, in particular relating to how to resolve the case of N.O.S. entries in Table C:

- Through the possible addition of a note to the N.O.S. entries calling for derogations, in cases where that was possible

Through the addition of new N.O.S. lines for substances or mixtures commonly transported in significant quantities under N.O.S. entries, it being understood that the industry would directly provide the group with the relevant information to make it possible to identify such cases and the explosion groups or subgroups to be required.

VI. Reports of informal working groups (agenda item 5)

A. Informal working group on explosion protection on tank vessels

Document: ECE/TRANS/WP.15/AC.2/2016/30 and Corr.1 (CCNR)

Informal documents: INF.13, INF.28 and INF.29 (CCNR)
INF.16 (Austria)

45. The Safety Committee welcomed the completion of the informal working group's work and the presentation of an exhaustive list of amendments for entry into force in 2017.

46. A member of the secretariat pointed out that unfortunately, owing to the length of official document ECE/TRANS/WP.15/AC.2/2016/30 and the numerous corrections that had been received late, it had not been possible to obtain Russian and French translations before the opening of the session. Because of the checking that would necessarily have to be done for the French version, which would be the authentic version for the amendments, it would be difficult to plan for a definitive adoption at the current session. Moreover, in the light of the procedures under article 20 of the Agreement, such amendments would not be able to enter into force on 1 January 2017, as a minimum of six months must lapse between the time when the Contracting Parties were notified of the proposed amendments and their entry into force. There was also no assurance that the amendments could be prepared in their definitive format for entry into force on 1 July 2017, and preparation of a second set of amendments for 2017 would run the risk of significantly delaying the publication of the 2017 consolidated version, to the detriment of the other amendments, scheduled to enter into force on 1 January 2017.

47. After an exchange of views on the matter, the Safety Committee agreed that it would be preferable to postpone the entry into force of the amendments in question until 1 January 2019, which would make it possible to ensure proper preparation of the amendments.

48. The Safety Committee next considered all the proposed amendments and corrections and adopted them as listed in ECE/TRANS/WP.15/AC.2/2016/CRP.4/Add.1.

49. The amendments relating to 9.1.0.12.3 and 9.3.x.12.4 were placed in square brackets, as the wording of the sentence introducing the new proposals was incorrect and had to be simplified to make it understandable. New proposals on issues raised during the session will be discussed by the informal working group.

50. The UNECE and CCNR secretariats were requested to prepare a new document, incorporating all the adopted amendments and drafted in an appropriate form from the legal point of view. The document should be discussed on second reading at the August 2017 session.

B. Informal working group on liquefied natural gas (LNG)

Document: ECE/TRANS/WP.15/AC.2/2016/46 (Netherlands and Switzerland)

51. The Safety Committee took note of the report on the group's work and chose option C for the future work, on the understanding, however, that chapter 30 and annex 8 of the ES-TRIN standard should be made available in the working languages so as to allow States that were not members of the European Union to make informed decisions.

52. The informal working group would meet again on 21 and 22 September 2016 and would prepare a proposal for the next session.

C. Informal working group on degassing of cargo tanks

Document: ECE/TRANS/WP.15/AC.2/2016/49 (Netherlands)

Informal documents: INF.8 (Germany)
INF.12 and Add.1 (CCNR on behalf of the secretariat of CDNI)
INF.15 (Netherlands)

53. The Safety Committee considered the proposals made by the informal group and provided comments to allow the group to make further progress at its next session, in particular in relation to the following issues.

54. The Safety Committee noted that the Convention on the collection, deposit and reception of waste produced during navigation on the Rhine and inland waterways (CDNI) was currently under review to cover the treatment of gaseous residues (vapours) of liquid cargoes, and that the draft proposed text for the CDNI limited the definition of "degassing" to the recovery of vapours, while degassing by emission to the atmosphere was called "ventilation" rather than "degassing". Although there was agreement that discrepancies between ADN and CDNI should be avoided, several delegations recalled that CDNI had only six Contracting Parties while ADN had 18 Contracting Parties and therefore it was not appropriate to introduce important changes in ADN for the sole purpose of harmonization with CDNI. It was felt that it was rather up to Contracting Parties to CDNI to avoid introducing rules in CDNI that would contradict those of ADN.

55. The Safety Committee felt that the proposed definition of "degassing" for ADN should be extended to cover all types of vapour recovery that can be expected in the light of the development of technology (e.g. see informal document INF.15).

56. For the text of amendments to CDNI (INF.12 and Add.1), which was currently subject to public consultation, the Safety Committee noted that there were inconsistencies between the list of substances of Appendix VI on the one hand and ADN and the criteria of the proposed Appendix VI on the other hand, in the sense that a number of substances identified as not authorized to be released in the atmosphere are authorized by ADN to be carried in open type N tank-vessels. The Safety Committee agreed that the informal working group on substances should study this question and identify precisely the contradictions.

57. The Safety Committee noted that some of the proposals of the working group would have to be revised to take account not only of amendments that will enter into force on 1 January 2017, but also of those expected to enter into force on 1 January 2019 in particular those adopted during this session in relation to protection against explosion on board tank-vessels.

58. Regarding the precedence of national legislation over ADN in relation to provisions concerning access to holds, the Safety Committee considered that this should apply only when national legislation is more stringent than ADN.

59. For the recording of the results of measurements in writing, it was felt that electronic tools should also be permitted. The representative of Slovakia said that in some cases the information required by ADN need to be available in paper form.

60. For the degassing of empty cargo tanks in 7.2.3.7, it was felt that the type of degassing should be specified in the provisions (vapour recovery or degassing into the atmosphere) as appropriate.

61. The informal working group was invited to take account of these comments as well as of all other comments made during the discussion when preparing a new proposal. It was

also invited to consider informal document INF.8 related to two accidents , in particular paragraph 6 on elevated temperature substances.

VII. Programme of work and calendar of meetings (agenda item 6)

62. The thirtieth session of the ADN Safety Committee is scheduled to be held in Geneva from 23-27 January 2017, and the nineteenth session of the Administrative Committee is scheduled to take place on 27 January 2017.

63. The Safety Committee noted that the August 2017 sessions had been scheduled in the week 28 August-1 September 2017 but since then the secretariat had been informed that Friday 1 September would be an official United Nations non-working day. The Safety Committee considered that, in such circumstances, rather than moving the sessions to another week, which would cause problems because of the holiday season and the busy September meeting period, the length of the Safety Committee session could be reduced and the Safety Committee could meet from 28 to 31 August, while the Administrative Committee could meet for only one hour on 31 August in the afternoon.

VIII. Any other business (agenda item 7)

CDNI

Informal documents: INF.12 and Add.1 (CCNR)

64. This issue was discussed under item 5 (paragraphs 54-56).

IX. Adoption of the report (agenda item 8)

65. The Safety Committee adopted the report on its twenty-ninth session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2017

(see ECE/ADN/36/Add.1)

Annex II

Proposed corrections to the amendments to the Regulations annexed to ADN for entry into force on 1 January 2017

(see ECE/ADN/36/Corr.1)

Annex III

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2019

Chapter 9.3

9.3.1.35.1, 9.3.2.35.1 and 9.3.3.35.1 Amend the end of the second indent to read as follows: "...and bilge-pumping is performed using eductors which are installed in the cargo area."

(Reference document: ECE/TRANS/WP.15/AC.2/2016/32 as amended)

Annex IV

Proposed corrections to the Regulations annexed to ADN

Corrections to the official text (requiring acceptance by Contracting Parties)

Part 2, Chapter 2.2, 2.2.43.1.8 (c)

Not applicable to English

(Reference document: informal document INF.17 of the twenty-ninth session)

Part 3, Chapter 3.2, Table C, UN No. 3264, fourth, fifth and sixth entries, Column (2)

For CORROSIVE LIQUID, ACIDIC, INORGANIC, N.O.S. (AQUEOUS SOLUTION OF PHOSPHORIC ACID AND CITRIC ACID) *read* CORROSIVE LIQUID, ACIDIC, INORGANIC, N.O.S. (AQUEOUS SOLUTION OF PHOSPHORIC ACID AND NITRIC ACID)

(Reference document: ECE/TRANS/WP.15/AC.2/2016/37)
