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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)

Thirty-first session
Geneva, 28-31 August 2017

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) (ADN Safety Committee) on its thirty-first session*

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¹ For practical reasons, annexes I, II and III have been published in an addendum with the symbol ECE/TRANS/WP.15/AC.2/58/Add.1.

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 thirty-first session in Geneva from 28 to 31 August 2017. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, France, Germany, Luxembourg, Netherlands, Romania, Russian Federation, Serbia, Slovakia and Switzerland. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission and the 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), Federation of European Tank Storage Associations (FETSA), 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.2/63 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.37.

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

Informal documents: INF.11 and INF.12 (Secretariat)

3. The Safety Committee noted that the list of main decisions adopted by the Inland Transport Committee at its seventy-ninth session was available on the UNECE website as referenced in informal document INF.11 and that the report was at present available only in English under the symbol ECE/TRANS/270 and Add.1.

4. The Safety Committee took note of the ongoing discussions on the future strategy of the Inland Transport Committee (informal documents INF.11 and INF.12) and those delegations interested were asked to submit any comments they might have to the head of their delegation to the Committee or directly to the Sustainable Transport Division.

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

A. Status of ADN

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

6. The corrections to ADN 2015 contained in annex III of document ECE/TRANS/WP.15/AC.2/58 and annex IV of document ECE/TRANS/WP.15/AC.2/60 were deemed accepted (depository notification C.N.823.2016.TREATIES-XI.D.6 and depository notification C.N.53.2017.TREATIES-XI.D.6).

7. The corrections to ADN 2017 contained in annex I of document ECE/TRANS/AC.2/62 were also deemed accepted (C.N.112.2017.TREATIES-XI.D.6 and C.N.296.TREATIES-XI.D.6).

B. Special authorizations, derogations and equivalents

8. As no document had been submitted under this agenda sub-item, no discussion took place on this subject.

C. Interpretation of the Regulations annexed to ADN

1. Vessels in service (1.6.7.1.2 (a))

Document: ECE/TRANS/WP.15/AC.2/2017/29 (Germany)

9. The Safety Committee considered that the question should be dealt with through a proposal for an amendment, which the representative of Germany agreed to submit at the next session.

2. Rapid blocking valve

Document: ECE/TRANS/WP.15/AC.2/2017/35
(Recommended ADN Classification Societies)

10. The Safety Committee recognized the lack of consistency in the terminology relating to the provisions in question and adopted the proposals to amend 3.2.3.1, 7.2.2.21, 9.3.1.21.9, 9.3.1.25.2 and 9.3.2.21.9, it being understood that for the proposed alternatives, the terms to use would be “*vanne à fermeture rapide*” in French and “quick closing valve” in English. The Recommended ADN Classification Societies were requested to check whether similar changes should be made in other paragraphs.

3. Shower and eye/face bath

Document: ECE/TRANS/WP.15/AC.2/2017/36
(Recommended ADN Classification Societies)

Informal document: INF.31 (EBU, ERSTU and ESO)

11. The Safety Committee adopted the proposed change to paragraphs 9.3.x.60 and 7.2.4.60, stipulating that the water used for the shower and eye/face bath must be of comparable quality to the drinking water on the vessel. It also adopted a transitional measure on the basis of the proposal in informal document INF.31, with an obligation to comply when certificates of approval were renewed after 31 December 2018.

D. Training of experts

1. Work of the informal working group on the training of experts

Documents: ECE/TRANS/WP.15/AC.2/2017/30 (Report of the 17th meeting of the informal working group on the training of experts) (CCNR)

ECE/TRANS/WP.15/AC.2/2017/31 and Corr. 1-2 (ADN section 8.2.1 and subsection 8.2.2.8 — Training of experts and ADN specialized knowledge certificate) (Germany)

ECE/TRANS/WP.15/AC.2/2017/32 (Directive of the Administrative Committee on the use of the catalogue of questions for the ADN expert examination (Chapter 8.2 of ADN) (CCNR)

12. The Safety Committee noted with satisfaction the report of the informal working group. It did not express opinions on a number of questions raised by the group, for example in paragraph 18, on the proposal to introduce a minimum period of 14 days between the tests of refresher courses. The informal working group was thus invited to discuss the questions left in abeyance in greater detail.

13. The Safety Committee took up the group's request to remind the Contracting Parties to kindly send the ECE secretariat the contact details of the competent authorities with a view to their publication on the ECE website.

14. As for the amendments to section 8.2.1 and subsection 8.2.2.8 proposed in document ECE/TRANS/WP.15/AC.2/2017/31, Germany would submit a new proposal, as the amendments contained in corrigenda 1 and 2 were lacking in clarity.

15. The Safety Committee invited the Administrative Committee to approve the proposal to update the directive on the use of the catalogue of questions (ECE/TRANS/WP.15/AC.2/2017/32).

2. Examination statistics

Informal documents: INF.2 (Switzerland)
INF.3 (Belgium)
INF.4 (Slovakia)
INF. 16 (Germany)

16. The Safety Committee thanked the delegations that had provided statistics, which it considered extremely useful. It was suggested that the statistics should be compiled by the secretariat, in a single document for all the Contracting Parties. The Safety Committee invited the working group on the training of experts to propose a standard format for such consolidation and a procedure for (periodically) collecting the information.

3. Handbook and catalogue of questions for the training of safety advisers

Documents: ECE/TRANS/WP.15/AC.2/2017/14 (Danube Commission)
ECE/TRANS/WP.15/AC.2/2017/62, paras. 38-41
(Report of the Safety Committee on its thirtieth session)

17. The Safety Committee noted that since its previous session, the Danube Commission had collected questions and answers used by the competent authorities of Austria, Bulgaria, Romania, Slovakia and Ukraine for safety advisers' examinations. The questions had been sent confidentially by the ECE secretariat to the competent authorities of all the Contracting Parties.

18. The representative of the Danube Commission said that he regretfully had not received more contributions from countries other than those on the Danube. Several delegations indicated that they were willing to provide information if that could be useful to Contracting Parties that required assistance. They noted, however, that the safety advisers' examinations generally included questions related to the three inland modes of transport, questions specific to each particular mode and questions relating to the national context. It was thus not easy for them to imagine how to draw up a catalogue of questions specifically

for ADN without taking into account the national context, as each country had its own implementation procedures for the international regulations. Furthermore, they were not willing to accept a mandatory catalogue, as proposed in paragraph 4 of the proposal put forward by the Danube Commission, which would oblige them to rework the catalogues of questions and procedures already applicable to the safety advisers' examinations for three modes of transport.

19. The representative of the Danube Commission said that the intention was for the catalogue to serve as a reference, not to impose its use. He said that the Danube Commission would establish a working group that would elaborate guidelines that governments would be free to use. These guidelines would be published on the Danube Commission website and the Safety Committee could then decide whether it would be appropriate to include a reference to these guidelines in a footnote to 1.8.3.

E. Matters related to classification societies

Compliance with the EN ISO/IEC 17020:2012 and ISO 9001:2015 standards — Russian River Register

20. The Safety Committee noted that the Russian River Register had obtained a certificate of conformity with the ISO 9001:2015 standard in the framework of the requirements under paragraph 1.15.3.8 of the Regulations annexed to ADN and that accreditation under the ISO 17020:2012 standard was under way. The representative of the Russian Federation was invited to provide the certificate of conformity with that standard as soon as it was issued.

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

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

Documents: ECE/TRANS/WP.15/AC.1/142/Add.2, annex IV
ECE/TRANS/WP.15/AC.1/144, annex II
ECE/TRANS/WP.15/AC.1/146, annex II
ECE/TRANS/WP.15/235, annex I
ECE/TRANS/WP.15/237, annexes I, II and III

21. The secretariat was asked to consolidate into a single document all the amendments adopted by the Joint Meeting and by WP.15 in 2016 and 2017 that should also be reflected in the Regulations annexed to ADN and had not yet been adopted, for consideration at the next session.

B. Other proposals

1. Correction to the checklist in 8.6.3

Document: ECE/TRANS/WP.15/AC.2/2017/18 (Austria)

22. The Safety Committee adopted the proposed amendment with one other change (see annex I).

2. Amendment to 7.2.4.77

Document: ECE/TRANS/WP.15/AC.2/2017/20 (ECE secretariat)

23. The Safety Committee adopted the proposals to correct and clarify the table in 7.2.4.77, subject to an editorial change in the German version (see annex I).

3. Proposal for the implementation of the modified concept for explosion protection on board inland waterway vessels

Document: ECE/TRANS/WP.15/AC.2/2017/21 (CCNR)

Informal documents: INF.14 (CCNR)
INF.22 (EBU, ERSTU and ESO)
INF.29 (CCNR)

24. The Safety Committee adopted the proposals contained in document ECE/TRANS/WP.15/AC.2/2017/21, informal document INF.29 and annex 3 to informal document INF.14, with some changes (see annex I).

25. The representative of the Netherlands pointed out that the English version of the proposals had been published very late and thus expressed a reservation in principle, as he had not had sufficient time to check all the proposals. He was asked to submit any comments in an official proposal for the next session, if he considered that necessary.

26. During the discussion, proposal 31 in annex 3 to informal document INF.14 was withdrawn. Similarly, the provisions of ADN 2017 relating to the availability of documentation on board vessels modified in accordance with document ECE/TRANS/WP.15/AC.2/2017/21 must be kept intact for the time being. The CCNR secretariat was requested to prepare a proposal to settle the question as a whole at the next session.

27. The CCNR and ECE secretariats were requested to prepare a new document consolidating all the changes relating to the modified concept for the protection against explosions as adopted at the present session, for final reading at the next session.

28. Informal document INF.22 raised the question of the possible early use of the most recent versions of the standards referenced in ADN, for example for flame arresters. It was noted that such a possibility already existed in RID and ADR, for the standards referenced in chapters 6.2 and 6.8, but that the authorization to use the most recent version was not systematic. It required at least that a decision should be taken providing for the referencing of the updated standard in a future edition of RID/ADR.

29. The representative of the European Union noted that from the legal standpoint, the concept of adoption for future reference was not particularly clear and should be clarified, both in the discussion being held and in relation to the referencing of standards by the RID/ADR/ADN Joint Meeting. The Chair pointed out that for ADN, that would involve adoption by the Administrative Committee.

30. EBU, ERSTU and ESO were asked to prepare a proposal regarding references to standards for the next session, taking into account the comments made, regarding references to standards.

4. Subsection 8.3.5 — Work on board

Document: ECE/TRANS/WP.15/AC.2/2017/27 (Germany)

31. The addition of a NOTE to 8.3.5 was adopted, with a change (see annex I).

5. Definition of “barge” and linguistic coherence in the Regulations annexed to ADN

Document: ECE/TRANS/WP.15/AC.2/2017/22 (CCNR)

Informal document: INF.17 (Austria)

32. It was noted that discussions on the ES-TRIN standard were still ongoing in the working group on technical requirements for vessels (CESNI/PT). It was therefore decided to postpone consideration of the proposals until CESNI had completed its work. Furthermore, for the proposals in respect of 9.3.4, it would have to be ensured that barges of specific shapes were covered by the definition.

6. Provisional certificate of approval — Validity period

Document: ECE/TRANS/WP.15/AC.2/2017/23 (Belgium)

33. Some delegations thought that the provisions of ADN 2017 were adequate for cases where issuance of a provisional certificate was necessary. Others feared that, if the proposed changes were adopted, some vessels that did not comply could navigate for nine months with a provisional certificate. Following the discussions, the representative of Belgium withdrew his proposal.

7. Provisions concerning vapour return and venting in 1.4.3.3 (s), 1.4.3.7.1 (j) and 8.6.3

Document: ECE/TRANS/WP.15/AC.2/2017/19 (Austria)

Informal document: INF.32 (Austria)

34. The three proposed amendments were adopted as amended in informal document INF.32 (see annex I).

35. The Government of the Netherlands will prepare a new document on the use of vapour return piping for unloading.

8. Sub-section 7.2.4.9 of ADN — Cargo transfer operations

Document: ECE/TRANS/WP.15/AC.2/2017/24 (Germany)

36. The proposals in paragraphs 4 and 5 were adopted with some modifications (see annex I). The definition of “carriage” proposed in paragraph 6 should be submitted to the RID/ADR/ADN Joint Meeting.

9. 7.1.5.4.1 and 7.2.5.4.1 of ADN — Berthing of vessels

Document: ECE/TRANS/WP.15/AC.2/2017/25 (Germany)

37. In respect of the proposal in paragraph 6, it was decided to align the text of 7.1.5.4.1 with the current text of 7.2.5.4.1.

38. The representative of Germany was requested to check the paragraphs referred to in paragraphs 7 and 8 of the document and to submit a proposal at the next session.

10. 1.1.3.6.2 and 7.1.4.4.2 — Use of defined terms

Document: ECE/TRANS/WP.15/AC.2/2017/26 (Austria)

39. The proposed amendments to 7.1.4.4.2, 7.1.4.3.4, 7.1.4.14.4 and 1.1.3.6.2 were adopted (see annex I).

11. 9.3.2.22.5 (a) of ADN, venting piping (on board)

Document: ECE/TRANS/WP.15/AC.2/2017/28 (Germany)

40. It was pointed out that the current wording of 9.3.2.22.5 (a) was the result of an amendment that had come into force on 1 January 2015 and that it was not therefore possible to produce a corrigendum that would restore the previous version with retroactive effect.

41. It was however noted that the amendments drawn up for the implementation of the new provisions on explosion protection would restore the situation through the amendments that would come into force on 1 January 2019, and that the proposal by Germany had thus already been taken into account.

12. Class A-60 fire protection

Document: ECE/TRANS/WP.15/AC.2/2017/33
(Recommended ADN Classification Societies)

42. The proposals were adopted with editorial modifications to the German text (see annex I).

13. ISO 17020 — Proposal for amendment to 1.15.3.8

Document: ECE/TRANS/WP.15/AC.2/2017/34
(Recommended ADN Classification Societies)

43. Several delegations feared that the proposed amendment to 1.15.3.8 would reduce the level of safety. The representative of the Recommended ADN Classification Societies said that the Societies would discuss the matter at their October session and decide how to proceed.

14. Side-struts — 9.3.x.11.2 (d)

Document: ECE/TRANS/WP.15/AC.2/2017/37
(Recommended ADN Classification Societies)

44. The proposed amendments to 9.3.3.11.2 and 1.6.7.2.2 were adopted (see annex I).

15. Construction materials

Document: ECE/TRANS/WP.15/AC.2/2017/40 (EBU, ERSTU and ESO)

45. The Safety Committee decided that the tables proposed in 9.3.X.0.3 for authorized construction materials should include a line for all types of movable equipment. EBU, ERSTU and ESO should prepare a new proposal on that basis. The proposal of inserting a new 7.1.2.3 was withdrawn, and that of inserting a new 7.2.2.3 was not adopted.

16. Possible ambiguities in Table C

Document: ECE/TRANS/WP.15/AC.2/2017/41 (Belgium)

46. The Safety Committee decided to forward the questions on this area to the working group on substances. It noted however that it was not certain that the working group would be able to meet and produce a report and specific proposals before the submission deadline of 27 October 2017 for the January 2018 session and thus the 2019 amendments.

17. Exception to ADN 7.1.2.19 and ADN 7.2.2.19

Document: ECE/TRANS/WP.15/AC.2/2017/42 (Belgium)

47. The Safety Committee was of the opinion that bunkering and waste collection were not subject to 7.1.2.19.1. The representative of Belgium was asked to propose a NOTE to highlight that fact and also to indicate what was meant by “side-by-side formation”, taking account of the definitions in CEVNI and the ES-TRIN standard.

18. Fire-fighting systems using a dry aerosol-forming extinguishing agent

Document: ECE/TRANS/WP.15/AC.2/2017/45
(Belgium, Netherlands and Switzerland)

Informal document: INF.19 (CCNR)

48. The Safety Committee adopted the principle of the proposal and several delegations made comments on the proposed wording.

49. The representative of Switzerland said that he would draw up a new proposal for the next session and noted that parallel work would be conducted on the ES-TRIN standard to ensure that it was coherent with ADN as of 1 January 2019.

19. Compressed air installation on deck — 9.3.x.25.10 and 9.3.x.40.1

Document: ECE/TRANS/WP.15/AC.2/2017/46
(Recommended ADN Classification Societies)

50. The Safety Committee adopted the proposed amendments to the different language versions, since the amendments that had come into force on 1 January 2017 contained some editorial errors.

20. Blending on board inland tankers

Document: ECE/TRANS/WP.15/AC.2/2017/44
(FETSA with the support of Fuels Europe, EBU and ESO)

Informal document: INF.6 (FETSA with the support of Fuels Europe, EBU and ESO)

51. Opinions differed on the proposal to set up an informal working group on the issue. Some delegations thought that: blending did not come under ADN because no transport was involved; there were possible interactions with maritime transport and port regulations and workplace safety and environmental protection legislation; or that such practices were not authorized during transport operations subject to ADN. Others were of the opinion that such operations did take place in practice and it would therefore be preferable to regulate them rather than leave a legal vacuum.

52. The Safety Committee finally agreed that the matter should be discussed by an informal working group, the meetings to be organized by the authors of the proposal, with the following mandate:

- To clarify the issue, notably in respect of current practice, regardless of the applicable legal provisions;
- To define the measures that should be taken;
- To decide whether current practice violated ADN;

To decide which operations could be authorized and in what conditions.

21. UN 2057 Tripropylene (table C)

Document: ECE/TRANS/WP.15/AC.2/2017/38 (CEFIC)

Informal document: INF.34 (CEFIC)

53. The Safety Committee adopted the amendments proposal in INF.34 for the two entries (Packing groups II and III) concerning UN No. 2057 in Table C.

54. Concerning multilateral agreement M 021, initiated by Germany but not yet applicable since it had not been signed by any other Contracting Party, it was recalled that:

- ADN 2017 allows the industry to use tank vessels meeting construction requirements more stringent than those provided in table C, without any need for a multilateral agreement;
- Multilateral agreements are intended to provide derogations to the application of ADN requirements, as an alternative to the prescribed requirements and not as a substitute to such requirements;
- In this specific case, the only justification for a multilateral agreement seemed to be in relation to the mentions in the transport document, since according to ADN, these mentions have to correspond to those mentioned in Table C, while the industry was feeling itself obliged to indicate different information on the basis of other pieces of legislation not related to transport.

22. Proposal to amend 7.2.4.25.5

Document: ECE/TRANS/WP.15/AC.2/2017/48
(France, Netherlands and CEFIC)

Informal document: INF.36 (France, Germany, Netherlands and CEFIC)

55. The proposals of amendments to 7.2.4.25.5 in informal document INF.36 were adopted with deletion of the square brackets (see annex I).

23. Amendment to 7.2.4.10.1

Informal document: INF.5 (EBU, ESO, ERSTU)

56. The proposal of amendment to 7.2.4.10.1 was adopted (see annex I).

24. Miscellaneous

Informal document: INF.18 (France)

57. The correction to the French text of 7.1.4.3.2 was adopted (see annex II). The proposed amendment to 7.1.4.3 should be submitted in an official proposal taking account of the inconsistency with 7.1.4.1.5 and also the implications on quantities carried.

25. Use of the terms “residual cargo” and “cargo residues”

Informal document: INF. 20 (CCNR)

58. The Safety Committee noted and accepted in principle that there was a need for further consistency but considered that an official proposal was needed.

26. Multilateral agreement M017

Informal document: INF.21 (EBU, ESO, ERSTU)

59. There was no support from Contracting Parties for extending the validity of M 017 beyond 31 December 2017.

27. Leaks from loading arms

Informal document: INF.23 (EBU, ESO, ERSTU)

60. The Sub-Committee noted that there were problems of leaks of dangerous goods from loading arms and spillage of such leaks on decks, but requested CEFIC and Fuels Europe to provide more evidence to substantiate this problems.

28. Revision of 7.1.4.1

Informal document: INF.25 (EBU, ESO, ERSTU)

61. The Sub-Committee agreed to the establishment of a correspondence group but expressed reluctance to the deletion of maximum limits.

29. Membrane tanks

Informal document: INF.26 (Belgium, France and Netherlands)

62. The Safety Committee agreed that the question of membrane tanks could be considered by an informal working group which would meet in the 2018 spring to identify issues to be dealt with and would submit an official report, to be translated in all working languages, for the August 2018 session.

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

A. Informal working group on substances

Document: ECE/TRANS/WP.15/AC.2/2017/39 (Germany)

Informal documents: INF.8 (Germany)

INF.24 (EBU, ESO, ERSTU)

63. The Safety Committee took note with satisfaction of the report of the informal working group. It decided to adopt all proposals in paragraphs 5, 6, 12, 13, 20 to 26, 30, 31, 42 (amended), 43, 44, 48, 49, 54 (amended), 57, 60 and 61.

64. For paragraph 15 of the report, concerning the carriage in tank vessels of UN No. 3256 elevated temperature liquid, flammable, N.O.S. with flash-point above 60 °C, as or above its flash-point (low QI pitch) in closed cargo tanks rather than in an open type N tank vessel with flame arrester because of the CMR properties, it was agreed that the industry needed more time to study the question, therefore the decision should be postponed to the next session.

65. For paragraph 40, the representative of the Netherlands said that his government would initiate a multilateral agreement for earlier application of the adopted proposals of paragraphs 42, 43 and 44.

66. For paragraph 41, the discussion of the issue why there are different approaches to determining the opening pressure of the high-velocity vent valves for type C tank vessels and type N tank vessels, and of the question of harmonizing the approaches was deferred to the next session (see annex III).

67. It was noted that the changes to the English and Russian versions of ADN proposed in paragraph 49 could be dealt with through a corrigendum to the publications as only the French text of the Regulations, which was correct, was considered as the legal authentic text.

68. For the insertion of a new entry for Shale Oil in Table C, the Safety Committee noted that the representative of the Netherlands had not yet received information from the consignor on the data concerning the product to be carried and agreed that discussion of this issue (section H, paras 50-52 of the report) should be postponed to the next session pending the provision of relevant information.

69. Regarding the questions raised in informal document INF.24, the Safety Committee considered that:

(a) For paragraph 2.1, there is no need to initiate a new multilateral agreement as the issue raised is sufficiently addressed in multilateral agreement M 018;

(b) For paragraph 2.2, no action is needed.

B. Informal working group on degassing of cargo tanks

Document: ECE/TRANS/WP.15/AC.2/2017/47 (Netherlands)

Informal document: INF.37 (Netherlands)

70. The Safety Committee adopted the proposals of the working group with some modifications (see annex I).

C. Informal working group on explosion protection on tank vessels

Informal document: INF.14 (CCNR)

71. Parts of this report (paras 2 (b), (c) and (d)) had already been discussed under agenda item 4 (b), see paras 24 to 30.

72. The Safety Committee accepted in principle the conclusions of the working group concerning the use of the land-based power supply network by inland navigation vessels carrying dangerous goods as described in para.2 (a) of the report. However since the corresponding amendments to the requirements concerning the connection and connecting cables between ship and shore, as listed in annex 1, was available in German only, the Safety Committee decided that they should be submitted in an official document for consideration at the next session.

D. Thirteenth meeting of the informal working group of the Recommended ADN Classification Societies

1. Minutes of the meeting

Informal document: INF. 10 (Recommended ADN Classification Societies)

73. The Safety Committee took note of the report of the informal working group and of explanations provided on questions asked orally.

2. Approval and mutual recognition by authorities of non-electrical explosion protection equipment

Informal document: INF.13 (Recommended ADN classification societies)

74. For question (a) in paragraph 2, the secretariat indicated that all information concerning competent authorities transmitted by Contracting Parties is posted on the UNECE website. The Safety Committee invited all Contracting Parties to transmit information concerning competent authorities for the approval of flame arresters.

75. The answer to questions (b), (c) and (d) was negative, and for questions (e) and (f) it was indicated that valves had to meet the requirements of the Regulations and if the requirement was compliance with a given standard the procedure to be followed was that related to compliance with standards (conformity assessment).

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

76. The next session would be held in Geneva from 22 to 26 January 2018 and on that occasion the Committee would have to finalize the draft amendments that would enter into force on 1 January 2019 and in particular the amendments proposals from the Joint RID/ADR/ADN Meeting for multimodal harmonization; the final review of the amendments proposed in relation to protection against explosion; the pending issues mentioned in this report and a checking of the consolidated list of amendments adopted so far, for entry into force on 1 January 2019. The deadline for the submission of documents is 27 October 2017.

77. As informal documents INF.27 (CCNR), INF.28 (EBU, ESO and ERSTU) and INF.30 (CEFIC) could not be discussed at this session, delegations were invited to send their comments to their authors who would prepare official proposals for the next session.

78. The following session would be held in Geneva from 27 to 31 August 2018 (deadline for the submission of documents: 1 June 2018).

VIII. Any other business (agenda item 7)

A. Tribute to Ms. E. Brandes (Germany)

79. The Safety Committee, having been informed of the forthcoming retirement of Ms. E. Brandes, thanked her warmly for her contribution over many years to the various bodies that dealt with the transport of dangerous goods and especially for having seen through to completion the difficult work on the new provisions on explosion protection on vessels. The Committee wished her a long and happy retirement.

B. Changes within the UNECE secretariat

80. The Safety Committee noted that Ms. Olga Algayerova (Slovakia) had replaced Mr. Christian Friis Bach (Denmark) as Under-Secretary-General of the United Nations and Executive Secretary of UNECE on 1 June 2017. Ms. Eva Molnar, Director of the Sustainable Transport Division, had retired on 30 June 2017 and her post remained vacant pending the completion of the recruitment process.

81. All the delegates to the Safety Committee had also been informed before the session that Mr. Olivier Kervella, who was providing the UNECE secretariat services, would reach the mandatory retirement age in November 2017 and, for those who might be interested, a vacancy announcement had been published at the beginning of August, with a closing date of 16 September 2017, for his replacement.

82. The Chair recalled Mr. Kervella's long career working for many of the United Nations bodies responsible for regulating the transport of dangerous goods and said how much everyone appreciated his experience and his competence. However, he would not yet wish Mr. Kervella a good retirement, in the hope that the Organization would allow him to take up the possibility of working to the age of 65, in line with the spirit of recent decisions by the General Assembly of the United Nations concerning staff members in the same situation, so that he could at least complete the ongoing work on amendments to the RID/ADR/ADN regulations that would come into force on 1 January 2019.

IX. Adoption of the report (agenda item 8)

83. The Safety Committee adopted the report on its 27th 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 2019

(see document ECE/TRANS/WP.15/AC.2/64/Add.1)

Annex II

Proposed corrections to the Regulations annexed to ADN

(Corrections requiring acceptance by Contracting Parties)

(see document ECE/TRANS/WP.15/AC.2/64/Add.1)

Annex III

Corrections to ECE/TRANS/258 (ADN 2017 publication)

(Corrections not requiring acceptance by Contracting Parties)

(see document ECE/TRANS/WP.15/AC.2/64/Add.1)
