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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)****Thirty-fourth session**

Geneva, 21–25 January 2019

Item 6 of the provisional agenda

**Reports of informal working groups****Road map on blending on board of inland tankers****Transmitted by the Government of the Netherlands \*\*,\*\****Summary*

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| <b>Executive summary:</b>  | Since the Safety Committee in August 2018 did not approve continuation of the work performed by the informal working group, the Dutch delegation volunteered to draft, as a last resort for the informal working group, a road map on the future of the informal working group. The Dutch delegation raises two fundamental questions in paragraph 3 which require consideration from the Contracting Parties to ADN. |
| <b>Action to be taken:</b> | In paragraph 10, the Safety Committee is requested to respond to the road map.  |
| <b>Related documents:</b>  | Informal document INF.15 of the thirtieth session<br>ECE/TRANS/WP.15/AC.2/62 (Paragraphs 24-25)<br>ECE/TRANS/WP.15/AC.2/2017/44<br>Informal document INF.6 of the thirty-first session  |

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\*\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019, (ECE/TRANS/2018/21/Add.1 (9.3)).

ECE/TRANS/WP.15/AC.2/64 (Paragraphs 51-52)  
Informal document INF.9 of the thirty-second session  
ECE/TRANS/WP.15/AC.2/66 (Paragraphs 77-81)  
ECE/TRANS/WP.15/AC.2/2018/39  
Informal document INF.17 of the thirty-third session  
ECE/TRANS/WP.15/AC.2/68 (Paragraphs 71-73)

## **Introduction**

1. At its thirty-third session, the ADN Safety Committee did not approve continuation of the work performed by the informal working group on blending on board of inland tankers. The Dutch delegation volunteered to draft a road map for deciding on the future (work) of the informal working group.
2. After informally consulting the current members of the informal working group and delegates from other Contracting Parties to ADN, the Dutch delegation prepared a road map which can be found in the paragraphs below.

## **Major principle questions**

3. According to the Dutch delegation two fundamental, related questions require a clear answer from the Safety Committee before new terms of reference for the informal working group can be developed. The first question is related to the nature of ADN: Is it the aim of ADN to limit interference with dangerous cargo as much as possible and to such an extent that blending on board should be prohibited in any possible situation? If not, a second question, related to the legislative scope of ADN, requires consideration. If, under certain circumstances, blending on board is foreseen, are the Regulations annexed to ADN the right legislation to regulate the circumstances under which blending on board should be allowed? Only if this last question is answered positively by a firm majority of the Contracting Parties to ADN, it makes sense to continue the work of the informal working group.

## **Possible topics for discussion in informal working group**

4. Provided that the questions raised in paragraph 3 do not form an impregnable blockade, the Dutch delegation considered and analysed items which could be discussed during a next meeting of the informal working group. Based on the previous discussions in the ADN Safety Committee it was concluded that any proposal resulting in a kind of blending of substances with different UN numbers is currently not feasible, certainly not from a political point of view. The Dutch delegation identified two items which could be discussed by the informal working group and which do not have an impact to the basis of the ADN legislation, the classification of the carried substance.
5. The first item which could be considered by the Contracting Parties and subsequently in the informal working group is blending of two substances with the same UN number in cargo tanks. This should however be limited to a very short list of substances under strict circumstances, for which it can be determined that the blending operation does not have a chemical impact or an impact on the classification of the initial substance. It is worthwhile to draw the attention to the fact that the Safety Committee already agreed at its thirty-second session (see ECE/TRANS/WP.15/AC.2/66, paragraph 79) not 'to grant all substances under a same UN number a general derogation for loading on top in barges'.

6. The second item is related to the production of so-called alternative fuels. It is imaginable for the Dutch delegation that a majority of the Contracting Parties to ADN approves the addition of non-dangerous biofuels to a very limited list of UN numbers, provided that this has no impact on the classification of the initial substance.

## **Terms of reference and working schedule**

7. The informal working group could be tasked with the following terms of reference:
- (a) To develop amendments to the Regulations annexed to ADN to regulate:
    - (i) Safe blending of a dangerous substance with another dangerous substance with the same UN number in a cargo tank, provided that this activity does not trigger any chemical reaction and does not change the classification of the initial substance in the cargo tank, and
    - (ii) Safe blending of non-dangerous substances with a dangerous substance in a cargo tank in order to produce biofuels, provided that this activity does not trigger any chemical reaction and does not change the classification of the initial substance in the cargo tank.
  - (b) To consider the following, non-exhaustive list of aspects:
    - (i) Maximum number of blended substances;
    - (ii) Maximum amount of blended substances;
    - (iii) Approval by the competent authority responsible for the license of the shore facility;
    - (iv) Documentation;
    - (v) Geographic limitation;
    - (vi) Education of involved parties;
    - (vii) Responsibilities;
    - (viii) Operational procedures (for example, the use of the vapour return piping).
  - (c) To provide an interim-report to the Safety Committee at its thirty-fifth session in August 2019 and, after approval, to provide proposals for amendment of the Regulations annexed to ADN at the thirty-sixth session of the Safety Committee in January 2020.

## **Action to be taken**

8. The Dutch delegation requests the Safety Committee to discuss the proposed road map on blending on board, if possible to answer the questions raised in paragraph 3, and invites the Safety Committee to take action as it deems appropriate.

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