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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)

Thirty-fourth session
Geneva, 21-25 January 2019

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 thirty-fourth session*

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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 thirty-fourth session in Geneva from 21 to 25 January 2019.
2. Representatives of the following countries took part in the work of the session: Austria, Belgium, Croatia, Czech Republic, France, Germany, Luxembourg, Netherlands, Romania, Russian Federation, Slovakia and Switzerland.
3. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission and the European Union.
4. The following non-governmental organizations were also represented: European Barge Union (EBU), European Bulk Oil Traders' Association (EBOTA), European Chemical Industry Council (CEFIC), 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.2/69 (Secretariat)
ECE/TRANS/WP.15/AC.2/69/Add.1 (Secretariat)
- Informal documents:* INF.1 and INF.17 (Secretariat)

5. 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.20.

III. Election of officers for 2019 (agenda item 2)

6. On the proposals of the representatives of Switzerland and Luxembourg, the Safety Committee elected Mr. H. Langenberg (Netherlands) as chairman and re-elected Mr. B. Birkhuber (Austria) as vice-chair, for its sessions in 2019.

IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 3)

A. European Union strategy for the Danube region (EUSDR): work on priority areas 1A and 11

- Informal document:* INF.8 (Danube Commission)

7. The Safety Committee took note of the information in the Appendix to informal document INF.8 regarding a transnational workshop on the practical implementation of measure M04, to be held in Tegernsee (Germany) on 27 March 2019. It was noted that the workshop would cover aspects related to priority areas 1A (water mobility) and 11 (security) of EUSDR.

8. The representative of Germany indicated that the workshop was not intended to address technical provisions for the carriage of dangerous goods by inland waterways covered by the ADN but to explore how to better carry-out vessel controls in accordance with 1.8.1 and 1.8.2 of ADN.

9. The Safety Committee invited the representative of the Danube Commission to keep it informed about the outcome of the workshop.

B. Work of the Inland Transport Committee

10. The Safety Committee was informed that the eighty-first session of the Inland Transport Committee will be held in Geneva from 19 to 22 February 2019. It was noted that, in addition to questions relating to its work and that of its subsidiary bodies, the Committee will have the opportunity to consider and adopt its strategy and action plan until 2030 and to revise its Terms of Reference. The annotated provisional agenda (ECE/TRANS/287/Add.1) as well as the documentation for the session is available at the UNECE secretariat's website¹.

V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 4)

A. Status of ADN

11. The Safety Committee noted that the proposed amendments and corrections adopted by the Administrative Committee at its two previous sessions had been deemed accepted as follows:

- (a) the amendments in ECE/ADN/45 that were communicated for acceptance to Contracting Parties on 1 July 2018 (C.N.297.2018.TREATIES-XI-D-6) were deemed accepted on 1 October 2018 (C.N.489.2018.TREATIES-XI-D-6) for entry into force on 1 January 2019;
- (b) the amendments in ECE/ADN/45/Add.1 that were communicated for acceptance to Contracting Parties on 1 September 2018 (C.N.396.2018.TREATIES-XI-D-6) were deemed accepted on 1 December 2018 (C.N.583.2018.TREATIES-XI-D-6) for entry into force on 1 January 2019;
- (c) the corrections in ECE/ADN/45/Corr.1 that were communicated for acceptance to Contracting Parties on 1 October 2018 (C.N.471.2018.TREATIES-XI-D-6) were deemed accepted on 30 December 2018 (C.N.637.2018.TREATIES-XI.D.6);
- (d) the corrections in ECE/TRANS/WP.15/AC.2/64/Add.1 (Annex II) and ECE/TRANS/WP.15/AC.2/68 (Annex IV) that were communicated for acceptance to Contracting Parties on 1 October 2018 (C.N.472.2018.TREATIES-XI-D-6) were deemed accepted on 30 December 2018 (C.N.636.2018.TREATIES-XI.D.6).

¹ <http://www.unece.org/index.php?id=49440>

B. Special authorizations, derogations and equivalents

12. 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. Heavy heating oil as UN 3082 or UN 1202

Informal document: INF.11 (FuelsEurope)

13. The Safety Committee noted that it was the responsibility of the consignor to properly classify the dangerous goods presented for carriage according to their properties and the criteria set out in the applicable regulations.

14. Several delegations considered that the current criteria were clear. In their opinion, note 2 under 2.2.3.1.1 was only applicable to substances listed under UN 1202 with a flash point above 60°C and not more than 100°C. They additionally pointed out that classification of heavy heating oils was made based on their hazardous properties to the aquatic environment and not on their flammability and therefore considered that carriage under a Class 9 entry (UN 3082) was justified.

15. The Safety Committee took note of the opinions expressed during the discussion and noting that the criteria in note 2 to 2.2.3.1.1 was applicable to all land modes, concluded that proposals for clarification of that text, if needed, should be considered by the RID/ADR/ADN Joint Meeting.

2. Loading and unloading rates

Informal document: INF.12 (Netherlands)

16. Some delegations expressed reservations regarding the harmonization of the format of loading and unloading instructions in the ADN and pointed out that, if work was done in that direction, transitional provisions for their implementation would have to be considered. The representative of ESO stressed the importance for industry to have harmonized provisions.

17. The representative of the Netherlands volunteered to deliver a presentation during the next session of the Safety Committee on the best practices in his country, including an assessment of the related safety gains. The Safety Committee welcomed his offer and concluded that based on the outcome of the discussions, it would consider whether it is necessary to address this issue from a regulatory perspective in the ADN or otherwise within the framework of a non-binding approach.

3. Miscellaneous questions of interpretation and clarifications

Informal document: INF.19 (France)

18. The Safety Committee agreed that the security training provisions in the ADN applicable to UN 2908 and UN 2909 excepted packages as well as to UN 2910 and 2911 excepted packages with an activity level not exceeding the A2 value should be harmonized with the applicable provisions in other modes. The representative of Germany also pointed out a contradiction between the provisions of 1.1.3.6 and 1.10.4 of ADN related to the excepted quantities carried onboard vessels. The representatives of France and Germany volunteered to submit a proposal addressing these issues to the next session.

19. Noting that the question raised by the representative of France in paragraphs 4 to 6 of the informal document were also applicable to other land modes, the Safety Committee invited him to bring them to the attention of the RID/ADR/ADN Joint Meeting.

4. Work on board (Section 8.3.5)

Informal document: INF.15 (EBU/ESO)

20. Some delegations did not see the need to amend the current text. Others on the contrary considered that it would be useful to explore possibilities for further alignment of ADN provisions in 8.3.5 with the directives relating to equipment and protective systems intended for use in potentially explosive atmospheres (ATEX directives). The Safety Committee invited the representatives of EBU and ESO to submit a document to the next session clarifying the areas that would need further consideration and the issues encountered with the current provisions.

D. Training of experts

1. Report on the nineteenth meeting of the informal working group on the training of experts

Document: ECE/TRANS/WP.15/AC.2/2019/8 (CCNR)

21. The Safety Committee took note of the outcome of the work of the informal working group on the training of experts and concluded the following:

- (a) on first-aid training for shipboard personnel (paragraph 11 of the document): the Safety Committee agreed that at least one person on board should have some kind of medical knowledge. However, it considered that the ADN might not be the most appropriate instrument to deal with first-aid training requirements and noted that sea-going vessel standards already contain first-aid provisions applicable to all kind of cargo vessels (including those using for the transport of dangerous goods). Noting that there was ongoing work to introduce some provisions to this end as part of the training obligations of carriers in a CESNI standard, the Safety Committee decided to keep the current questions in the catalogue unchanged for the time being. In the light of the new CESNI provisions, the Safety Committee might wish to reconsider at a later stage whether specific provisions for the carriage of dangerous goods by inland waterways need to be developed and addressed in the catalogue of questions;
- (b) on the use of “rescue winch” and the requirements concerning fire and naked lights (paragraphs 12 and 13): the Safety Committee agreed that the issues raised should be solved and noted that the representative of the Netherlands would submit a proposal for the next session;
- (c) on the specialisation courses on gases and chemicals (paragraph 17): the Safety Committee noted that the informal working group on the training of experts continued to consider the update of the substantive questions in the examinations, as a follow-up to the presentation made by the representative of the Netherlands at the last meeting of the informal working group.

22. The Safety Committee congratulated the informal working group on the training of experts for the work achieved so far and noted that its next meeting would take place in Strasbourg (France) from 2 to 4 April 2019.

2. Directive of the Administrative Committee on the use of the catalogue of questions for the ADN expert examination (Chapter 8.2)

Document: ECE/TRANS/WP.15/AC.2/2019/7 (CCNR)

23. The Safety Committee adopted the proposed amendments to the directive of the Administrative Committee on the use of the catalogue of questions for the ADN expert examination in accordance with Chapter 8.2 of the ADN with the deletion of the square brackets around the text in paragraph 36 of the document.

24. On a remark from the representative of Germany, the Safety Committee invited the informal working group on the training of experts to consider applying the six months deadline for the specialized examinations following the specialized courses and to make a proposal of amendment to the related ADN provisions.

3. Catalogue of questions 2019

Documents: ECE/TRANS/WP.15/AC.2/2019/1 (CCNR)
ECE/TRANS/WP.15/AC.2/2019/2 (CCNR)
ECE/TRANS/WP.15/AC.2/2019/3 (CCNR)

25. The representative of EBU indicated that some editorial corrections were needed to avoid the use of different terms for the same concept. He mentioned for instance that “loading plan” and “stowage plan” and “sampling device” and “sampling opening” were used interchangeably in the text and suggested that only one term be kept on each case. He was invited to provide a detailed summary of the corrections needed to the informal working group on the training of experts so that they could be introduced in the next version of the catalogue.

26. The Safety Committee adopted the proposals for updating the catalogue of questions to take account of the provisions of the 2019 edition of the ADN with some additional editorial corrections to documents ECE/TRANS/WP.15/AC.2/2019/1 and ECE/TRANS/WP.15/AC.2/2019/2.

4. Follow-up to the proposal to extend the examination time of 8.2.2.7.1.5 (basic training course) and 8.2.2.7.3.2 (refresher training course)

Informal document: INF.14 (EBU and ESO)

27. The Safety Committee welcomed the work done by EBU and ESO. There was some sympathy for some of the proposals in paragraph 8 of the informal document but the Safety Committee considered that it would be premature to take a decision on the basis of a late informal document which was available in English only, and in the absence of a more detailed proposal. Noting that the research report in the Annex to the informal document referred to training materials and exams conducted in Dutch, the Safety Committee invited the representative of EBU to consider whether its results could be extrapolated to other languages and countries and whether the issues raised could be solved by extending the examination time or by limiting the number of choices for each question as proposed. The representative of Germany suggested that information from national training, examination bodies and research institutes in other countries should also be taken into account.

28. The Safety Committee noted with satisfaction that the representative of EBU would provide a German version of the report to facilitate future discussions and invited him to work with other delegations and the informal working group on the training of experts to further develop the proposal in the light of the comments made. It was noted that the outcome of this work could also be of interest to the Danube Commission which is currently developing provisions for the examinations.

E. Matters related to classification societies

1. Minutes of the sixteenth meeting of the informal group of Recommended ADN Classification Societies

Informal document: INF.4 (Chairman of the informal working group)

29. The Safety Committee took note of the report of the informal working group and specifically addressed items 2 (e), 4(d), 4 (e) and 4 (f) of the report as follows:

- On the use of LNG boil off as fuel (item 2 (e)): the Safety Committee agreed that the existing provisions in the International Gas Carrier Code (IGC Code) of the International Maritime Organisation should be the basis for the development of equivalent provisions for ADN.
- On the dates of the transitional provisions applicable to 9.3.x.24 and 9.3.x.21.1 and multilateral agreement M018 (item 4 (d)): having heard the opinions and concerns expressed by several delegations, the Safety Committee recognized that the transitional provisions for 9.3.x.24 and 9.3.x.21.1 might need to be deleted and welcomed a proposal to this end for the next session. Noting that new amendments to ADN would not entry into force before 1 January 2021, several delegations indicated their willingness to update and extend multilateral agreement M018 until 31 December 2023. It was noted that the current transitional period for type and location of electrical installations and equipment intended to be used in explosion hazardous areas in 9.3.x.53.1 would remain unchanged.
- On the use of tanks larger than 1000 m³ (items 2 (e) and 4 (e)): Noting the current trend towards an increasing use of large cargo tanks, the Safety Committee invited the Recommended ADN Classification Societies to take account as well of current practices for the use of large cargo tanks that would enable the Safety Committee to assess the need to develop specific provisions to address safety issues, e.g: applicable filling rates, stability requirements, etc.
- On high velocity rates related to higher temperatures (item 4 (f)): the Safety Committee invited the Recommended ADN Classification Societies to reconsider the proposed interpretation in the light of the current equivalency criteria in 1.3.5.3.1 of ADN and to submit an official document for the next session with a specific proposal.

2. Recognition of Classification Societies

Informal document: INF.13 (Netherlands)

30. The Safety Committee took note of the recommendation made by the Committee of Experts and noted that the Administrative Committee would consider it at its twenty-second session.

3. Actual status of approval of loading instruments

Informal document: INF.16 (Recommended ADN Classification Societies)

31. The Safety Committee welcomed the information provided by the Recommended ADN Classification Societies on the actual status of approval of loading instruments.

32. However, it was noted that information from the Registro Italiano Navale (RINA), as well as the Russian Maritime Register of Shipping, the Russian River Register and the Shipping Register of Ukraine was missing.

33. The representative of the Recommended ADN Classification Societies explained that neither RINA nor the Ukraine Classification Society had to deal with tank vessels requiring

approval of loading instruments. As regards information from the two recommended ADN Classification Societies from the Russian Federation he noted that they did not participate in the meetings and had not provided any data.

34. The Safety Committee reiterated the obligations of Recommended ADN Classification Societies set out in Chapter 1.15 of ADN.

35. The representative of the Russian Federation said that participation of the Russian Recommended ADN Classification Societies had not been possible in the past years and announced their intention to participate in such meetings from now on. Regarding information about the status of approval of loading instruments, he explained that Russian vessels did not carry out international transport of dangerous goods by inland waterways and therefore they were not subject to the ADN requirements for loading instruments, and this was the reason why no information was provided. He noted however that 320 inland waterways and sea vessels had already been equipped with stabilization protection in accordance with MARPOL provisions.

VI. Proposals for amendments to the Regulations annexed to ADN (agenda item 5)

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

Documents: ECE/TRANS/WP.15/AC.1/152 (Report of the RID/ADR/ADN Joint Meeting on its autumn 2018 session)
ECE/TRANS/WP.15/244 (Report of the Working Party on the Transport of Dangerous Goods on its 105th session)

36. The Safety Committee took note of the ongoing discussions regarding the appointment of a new consultant with experience in the matters addressed by the standards relevant to the work of the RID/ADR/ADN Joint Meeting, as reflected in the report on its autumn 2018 session (document ECE/TRANS/WP.15/AC.1/152, paragraphs 7-14). It also noted that the Joint Meeting would consider at its Spring 2019 session the proposals of amendment to RID, ADR and ADN originating from the work of the informal working group on the use of “risk” and “hazard/danger” and that the decisions taken would be brought to the attention of the ADN Safety Committee (see document ECE/TRANS/WP.15/AC.1/152, paragraphs 47-50).

37. A member of the secretariat indicated that an informal document containing the draft amendments adopted by other intergovernmental bodies that should also be reflected in the Regulations annexed to the ADN and had not yet been adopted would be submitted to the thirty-fifth session of the Safety Committee for its consideration. This would allow the Safety Committee to address any harmonization issue at the Joint Meeting in September 2019. The document would include the draft amendments adopted by the Ad-hoc working group on the harmonisation of RID/ADR/ADN with the Model Regulations, the Working Party on the Transport of Dangerous Goods (WP.15) and the ADR/RID/ADN Joint Meeting.

38. Having heard the explanations provided by the representative of the European Union about the consequences of the implementation of the EU system of harmonized standard (HAS) consultants and their impact on the outcome of the work of intergovernmental bodies (e.g. the RID/ADR/ADN Joint Meeting) dealing with international regulations and agreements mandatory in countries which are not Member States of the European Union, the Safety Committee encouraged delegations to work with the European Union to find a suitable solution as soon as possible.

B. Other amendment proposals

1. Special provisions applicable to the carriage of self-reactive substances of Class 4.1, organic peroxides of Class 5.2 and substances stabilized by temperature control (other than self-reactive substances and organic peroxides): Section 7.1.7

Document: ECE/TRANS/WP.15/AC.2/2019/6 (Germany)

39. The Safety Committee agreed on the proposed assignment of obligations in the table under paragraph 6 of the document for 7.1.7.4.1 (a), 7.1.7.4.1 (d) and 7.1.7.4.3. No agreement could be reached on the obligations assigned under the remaining paragraphs since the representative of CEFIC explained that consignors were not always in a position to assume them.

40. The Safety Committee also agreed in principle to the proposed stowage requirements under paragraph 8 but considered that the text of the two last indents should be further clarified. There was support as well for the consequential amendments to column (11) of table A for the UN number listed with some corrections, i.e.: UN 3235 to be added to the list and UN 3229 to be replaced by UN 3239.

41. The Safety Committee invited Germany to submit an informal document to the forthcoming session of the RID/ADR/ADN Joint Meeting containing the outcome of the discussions and a request for feedback on the interpretation of the obligations for which the Safety Committee could not reach an agreement, and to report back to the Safety Committee next August.

2. Clarification of 1.1.3.6.1

Document: ECE/TRANS/WP.15/AC.2/2019/10 (EBU, ESO)

42. The proposal in paragraph 5 of the document was adopted with a correction to the exempted quantities for Class 7 substances (see annex I).

3. Fire-extinguishing arrangements (9.1.0.40.1)

Document: ECE/TRANS/WP.15/AC.2/2019/11 (Belgium)

43. The proposal was not adopted. The Safety Committee was reluctant to delete the provisions dealing with the location of the water supply system activation device without a more in-depth analysis of the consequences of this decision from a safety point of view. The Recommended ADN Classification Societies were invited to provide information about current practices regarding the location of the fire-extinguishing equipment for dry cargo vessels to enable the Safety Committee to take an informed decision on this issue.

4. Materials of construction (9.1.0.0)

Document: ECE/TRANS/WP.15/AC.2/2019/12 (Belgium)

44. The representative of Belgium withdrew the document.

5. Bunkering of liquefied natural gas (LNG)

Document: ECE/TRANS/WP.15/AC.2/2019/15 (Netherlands)

45. The Safety Committee agreed that bunkering of LNG could not be considered a loading or an unloading operation and therefore the amendment to 7.2.4.7.2 as proposed in paragraph 4 of the document was not necessary. It was noted that bunkering of LNG should only occur conforming to the applicable local, regional or national legislation, such as port

regulations. In the light of the comments made, the representative of the Netherlands withdrew the proposal in paragraph 4.

46. The proposal for amendment to 7.2.4.17.3 was adopted with some changes (see annex I).

47. After an exchange of views on the proposals in paragraphs 6 and 7 of the document, the Safety Committee invited the representative of the Netherlands to review them in the light of the comments made and to submit a revised proposal to the next session.

6. Amendments and corrections to the regulations annexed to ADN

Document: ECE/TRANS/WP.15/AC.2/2019/17 (Secretariat)

48. The Safety Committee adopted the consequential amendments and corrections to 3.2.3.1, 7.2.3.7, the definition of slops and 1.8.3.3 (sixth and ninth indents), as well as a correction to the English text of 3.2.4.3 B to align it with other linguistic versions (see annexes I and II).

49. Consideration of the issue raised in paragraph 7 of the document was entrusted to the informal working group on substances.

50. Noting that the Safety Committee was often dealing with proposals of corrections to solve differences between different linguistic versions, the Chairman volunteered to develop a proposal for an improved way to address these issues in the future.

7. Table C: UN 3295

Informal document: INF.2 (Germany)

51. The Safety Committee entrusted the consideration of this proposal to the informal working group on substances.

8. Proposals for amending references to the CEVNI in the ADN

Informal document: INF.5 (CCNR)

52. The Safety Committee considered that more time was needed to assess the implications of the proposed amendments and invited the CCNR secretariat to consider submitting an official document for the next session.

9. Correction of the examples of types of vessels in 1.2.1

Informal document: INF.6 (Austria)

53. It was noted that Type C vessels were double hull vessels and that Type 3 cargo tanks were not used for Type C vessels. On these grounds, the Safety Committee considered that the proposed correction was not appropriate and did not adopt it.

10. Update of the vessel checklists in accordance with 1.8.1.2.1

Informal document: INF.7 (Austria)

54. The Safety Committee concurred with the representative of Austria on the need to update the vessel checklist to take account of the provisions of the 2019 edition of the ADN. The representatives of Germany, the Netherlands and France volunteered to work together with the representative of Austria on the development of a proposal for the next session based on informal document INF.7. The Safety Committee encouraged them to seek the involvement of national inspection bodies and other relevant stakeholders in that work.

11. Section 3.2.3.3, Scheme A: Criteria for cargo tank equipment in vessels of type C

Informal document: INF.10 (Netherlands)

55. The Safety Committee agreed to the corrections to 3.2.3.3 (Scheme A) in paragraph 5 of the informal document (see annex III). It was noted that these corrections did not apply to the German version of ADN.

56. Noting the information in paragraph 2 of the informal document on the complexity of the schemes in 3.2.3.3, the Safety Committee invited the informal group on substances to review them and consider developing proposals to increase their user-friendliness.

12. Definition of “Vapour return piping (on shore)” in 1.2.1

Informal document: INF.18 (CEFIC)

57. The Safety Committee agreed in principle to the amendments proposed by the representative of CEFIC and invited him to submit an official document for adoption at the next session.

13. Heading of Table C

Document: ECE/TRANS/WP.15/AC.2/2019/13 (EBU and ESO)

Informal document: INF.20 (Luxembourg, Germany, Austria, Netherlands, EBU and ESO)

58. The Safety Committee adopted the proposal by EBU and ESO as amended by informal document INF.20 (see annex I).

14. Implementation of the modified concept for explosion protection on inland waterway vessels: interpretation issues

Document: ECE/TRANS/WP.15/AC.2/2019/4 (Germany)

59. The Safety Committee adopted the proposals in sections A.2, D, E, F, G, J, L, M, N (checklist, question 14) and O with some modifications to 1.6.7.5, a consequential amendment to 9.3.3.52.2 (in German only) and a correction to 7.2.3.29.1 (second sentence) (see annexes I, II and III).

60. Noting that the issues raised in sections B, H (amendment to 7.1.4.4.4), P and Q had already been addressed in the 2019 edition of ADN, the representative of Germany withdrew the proposals related to them.

61. On the remaining proposals of amendments, the Safety Committee agreed as follows:

- Section A.1 (Definition of “Installation (electrical or non-electrical)”): the proposal was not adopted since several delegations consider that the proposed definition was unclear. The representative of Germany was invited to consider amending it to clarify that mobile items of equipment were not covered by the definition and to submit a revised proposal for the next session.
- Section I (amendment to 7.2.4.16.4): The Safety Committee invited the representative of Germany to further consider the proposal in the light of the concerns expressed by Austria regarding the need to keep the doors of the transverse bulkhead closed during loading and unloading for vessels not yet conforming to the new provisions.
- Section N (amendment to the explanation of question 11 in the checklist under 8.6.3): The Safety Committee did not agree to the proposal. It was pointed out that, as drafted, it could be misleading and did not cover all possible situations where a telephone and

radio equipment of an explosion protection type were required. The representative of Germany withdrew the proposal.

- Section R: The Safety Committee agreed that the terminology should be used consistently in the ADN and decided to replace “self-contained protection systems” with “autonomous protection system” throughout the English text (see annex II).

62. On the issue raised in section C (paragraphs 9 to 10) the Safety Committee confirmed that the transitional provision in 1.6.7.2.2 was only applicable to the first paragraph of 9.3.x.53.1.

63. On the question regarding the interpretation proposed in section C, paragraph 11, the Safety Committee confirmed that a vessel with a valid certificate as of 1 January 2019 is considered to be in conformity with the requirements in column (3) sub-paragraph (b) of the transitional provision”.

64. The Safety Committee agreed with the interpretation of the term “electrical equipment” in column 3, sub-paragraph (d) of the transitional provision, as stated in section C, paragraphs 12 and 13, i.e.:

“The term “electrical equipment” is used in ADN 2019 as it was used in the version of the ADN applicable until 31 December 2018. This is a reflection of the provisions which have been valid up until that date.

The same applies to the term “electrical equipment” in sub-paragraphs (a) and (b) of the paragraph applicable to on board vessels in service whose keels were laid before 1 January 1977.”.

65. On the question of interpretation raised in section K, regarding the requirement for the stamp of the competent authority issuing the certificate of approval in the documents listed under 8.1.2.2 (e) to (h) and 8.1.2.3 (r) to (v), the Safety Committee clarified that it was not necessary to renew the stamp at the renewal of the documents.

66. Regarding the discussions concerning data loggers and cargo monitoring devices, a member of the secretariat informed the Safety Committee that the Sub-Committee of Experts on the Transport of Dangerous Goods had adopted provisions for the transport of dangerous contained in equipment in use or intended for use during transport. The new provisions will be introduced in Chapter 5.5 of the Model Regulations (see the report of the Sub-Committee on its fifty-fourth session, document ST/SG/AC.10/C.3/108, paras. 78-83 and the adopted texts for a new section 5.5.4 in document ST/SG/AC.10/C.3/108/Add.1).

15. Sub-section 9.3.x.8.4

Document: ECE/TRANS/WP.15/AC.2/2019/9 (Luxembourg)

67. The Safety Committee adopted the proposed amendments to 9.3.1.8.4, 9.3.2.8.4 and 9.3.3.8.4 (including the consequential amendment to 1.6.7.2.2.2) as well as an additional amendment to 8.1.7.2 (see annex I).

68. The representative of EBU pointed out that consistency between the transitional periods applicable to the provisions in 8.1.7.2 and those relating to the 9.3.x.53.1 and the review of multilateral agreement M018 should be ensured. The Safety Committee invited him to submit a proposal for the next session.

16. Examples of stowage and segregation of containers

Informal document: INF.3 (Germany)

69. The amendment to the legend in 7.1.4.4.4 in the German version was adopted.

70. The Safety Committee agreed that the English and French versions of the paragraphs of ADN listed in paragraphs 7 and 8 of the document should be harmonized. The secretariat was invited to check the appropriate wording and to submit a proposal for the next session that would also take account of the comment made by the representative of Germany on the need to insert “at the minimum”, as appropriate, to ensure consistency among all linguistic versions.

17. UN 2057 Tripropylene

Informal document: INF.9 (Recommended ADN Classification Societies)

71. The Safety Committee considered that the proposal needed to be further developed and noted that the representative of CEFIC would submit a revised document for the next session.

VII. Reports of informal working groups (agenda item 6)

A. Report of the informal working group on membrane tanks

Document: ECE/TRANS/WP.15/AC.2/2019/14 (Belgium, France, Netherlands)

72. The Safety Committee took note of the information provided in paragraphs 4 to 8 of the document on the evolution of LNG and membrane tank markets and considered that the informal working group had completed the task assigned to it at the last session on this topic.

73. Regarding the list of substances identified as suitable for carriage in membrane tanks (paragraphs 9 to 12 of the document), the Safety Committee requested the informal working group on substances to confirm the suitability of the listed substances for carriage in membrane tanks. The chairman of the informal working group on substances pointed out that this work would additionally require the development of a rationalized approach for the assignment of membrane tank provisions to specific substances as it could not be excluded that additional substances need to be considered in the future. The Safety Committee concurred with this view.

74. The Safety Committee supported the approach described in paragraph 13 of the document and invited the informal working group to develop provisions for carriage in membrane tanks. It was noted that this might require amending paragraphs other than those already identified in the table under paragraph 14.

B. Road map on blending on board of inland tankers

Document: ECE/TRANS/WP.15/AC.2/2019/16 (Netherlands)

75. There was agreement within the Safety Committee that an agreed regulatory framework covering blending on board/loading on top operations was desirable. However, it was noted that ADN might not be the right place to address all types of blending on board/loading on top operations. Some delegations considered for instance that provisions addressing blending operations involving mixing different substances with an aim to obtain a final product to be carried should not be addressed by ADN but by regulations applicable to industrial facilities.

76. On the other hand, they felt that ADN could address loading on top of the same cargo at different locations. Others considered that additional cases such as those involving “full load” and “partial load” situations and carriage of dangerous goods with non-dangerous goods in separate compartments of the same vessel could also be considered, as well as all

matters related to the information to be included in the transport document for each situation (e.g. in the case of partial load or unload of the cargo at different locations).

77. After some discussion, the Safety Committee agreed to limit the scope of the work on this matter to activities already covered by ADN provisions. Considering that loading was one of the operations addressed by ADN, the Safety Committee agreed to set up an informal working group that would address specifically loading on top of the same cargo, in accordance with the following step-by-step approach:

- Step 1: Provide an inventory of the items to be addressed.
- Step 2: Identify real case-studies that would provide more information about the types of substances involved, the challenges faced, etc, to be used as a basis to determine whether the current provisions need to be amended and how.

78. Once the work on steps 1 and 2 has been completed, the Safety Committee would evaluate the results and consider how to proceed.

79. The representative of the Netherlands volunteered to lead the work of the informal working group with support from industry representatives.

VIII. Programme of work and calendar of meetings (agenda item 7)

A. Calendar of meetings

80. The Safety Committee noted that its thirty-fifth session was scheduled to take place in Geneva from 26 to 30 August 2019 and that the twenty-third session of the ADN Administrative Committee was scheduled to take place on 30 August 2019 (from 12:00 to 13:00). The deadline for submission of documents for both meetings is 31 May 2019.

B. Informal working group on standards

Document: ECE/TRANS/WP.15/AC.2/2019/5 (Germany, Luxembourg)

81. The Safety Committee agreed to the establishment of an informal working group on standards that would work in accordance with the terms of reference in paragraph 6 of the document.

82. The representative of the Russian Federation expressed reservations in this regard. He considered that introduction of references to regional standards (i.e: those referred to in European Union legislation) in the text of international instruments such as the ADN should not be encouraged, given that compliance with such regional standards might not be possible for Contracting Parties which are not Member States of the European Union.

IX. Any other business (agenda item 8)

1. European inland waterway transport platform

83. The Safety Committee was informed that as of 1 January 2019 EBU and ESO had established the “European Inland Waterway Transport Platform” and noted that its committee on Environment and Safety would take account of ADN related matters. The platform is

intended to add a new dimension of expertise to the benefit of the entire inland navigation community and all institutions involved in it.

2. Tribute to Mr. Roggeman (Belgium)

84. The Safety Committee was informed that Mr. Roggeman would be soon assuming new responsibilities and would no longer attend the sessions of the Safety Committee as a member of the Belgian delegation. The Committee thanked him for his contribution to its work and wished him every success in his future undertakings.

3. Multilateral agreement M024

85. The representative of CEFIC invited Contracting Parties to consider signing multilateral agreement M024 as drawn up by Germany. This would allow carriage of UN 1179, 1216 and 3256 listed in the vessel substances list in accordance with 1.16.1.2.5, before the entry into force on 1 January 2021 of the related amendments to the explosion protection concept adopted by the Safety Committee at its thirty-third session (see ECE/TRANS/WP.15/AC.2/68, paragraph 65).

X. Adoption of the report (agenda item 9)

86. The Safety Committee adopted the report on its thirty-fourth session on the basis of a draft prepared by the secretariat.

Annex I

[Original: English and French]

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2021

Chapter 1.1

1.1.3.6 Amend to read as follows:

“1.1.3.6 Exemptions related to quantities carried on board vessels

1.1.3.6.1 In the event of the carriage of dangerous goods in packages, the provisions of ADN other than those of 1.1.3.6.2 are not applicable when the gross mass of all the dangerous goods carried does not exceed 3,000 kg and for the individual classes does not exceed the quantity that is indicated in the Table below:

| <i>Class</i> | <i>Substances or articles in packages</i> | <i>Exempted quantities in kg:</i> |
|--------------|--|-----------------------------------|
| all | Carriage in tanks, of any Class | 0 |
| 1 | Substances and articles of Class 1 | 0 |
| 2 | - Substances and articles of Class 2, groups T, F, TF, TC, TO, TFC or TOC, according to 2.2.2.1.3 and - Aerosols of groups C, CO, F, FC, T, TF, TC, TO, TFC and TOC according to 2.2.2.1.6; | 0 |
| | - Substances and articles of Class 2 of group F in accordance with 2.2.2.1.3 or; Aerosols of group F according to 2.2.2.1.6; | 300 |
| | Any other substances of Class 2 | 3000 |
| 3 | Substances and articles of Class 3, Packing Group I | 300 |
| | Any other substances of Class 3 | 3000 |
| 4.1 | Substances and articles of Class 4.1 for which a danger label of model No. 1 is required in column (5) of Table A of Chapter 3.2; | 0 |
| | Any other substances and articles of Class 4.1, Packing Group I | 300 |
| | Any other substances and articles of Class 4.1 | 3000 |
| 4.2 | Substances and articles of Class 4.2, Packing Group I | 300 |
| | Any other substances and articles of Class 4.2 | 3000 |
| 4.3 | Substances and articles of Class 4.3, Packing Group I | 300 |
| | Any other substances and articles of Class 4.3 | 3000 |
| 5.1 | Substances and articles of Class 5.1, Packing Group I | 300 |

| <i>Class</i> | <i>Substances or articles in packages</i> | <i>Exempted quantities in kg:</i> |
|--------------|---|-----------------------------------|
| | Any other substances and articles of Class 5.1 | 3000 |
| 5.2 | Substances and articles of Class 5.2 for which a danger label of model No. 1 is required in column (5) of Table A of Chapter 3.2; | 0 |
| | Any other substances and articles of Class 5.2 | 3000 |
| 6.1 | Substances and articles of Class 6.1, Packing Group I | 0 |
| | Any other substances and articles of Class 6.1 | 3000 |
| 6.2 | Substances and articles of class 6.2, Category A | 0 |
| | Any other substances and articles of Class 6.2 | 3000 |
| 7 | Substances and articles of Class 7 under UN Nos. 2908, 2909, 2910 and 2911 | 3000 |
| | Any other substances and articles of Class 7 | 0 |
| 8 | Substances and articles of Class 8, Packing Group I | 300 |
| | Any other substances and articles of Class 8 | 3000 |
| 9 | All substances and articles of Class 9 | 3000 |

(Reference document: ECE/TRANS/WP.15/AC.2/2019/10 as amended)

Chapter 1.2

1.2.1 Amend the definition for *Slops* to read as follows:

"*Slops* means a mixture of cargo residues with washing water, rust or sludge which may or may not be suitable for pumping;"

(Reference document: ECE/TRANS/WP.15/AC.2/2019/17)

Chapter 1.6

1.6.7.2.2 Delete the transitional provision for 9.3.1.8.4, 9.3.2.8.4, 9.3.3.8.4.

(Reference document: ECE/TRANS/WP.15/AC.2/2019/9)

1.6.7.5 Amend to read as follows:

"1.6.7.5 Transitional provisions concerning the modification of tank vessels

1.6.7.5.1 For vessels for which a modification of the cargo area, in order to achieve a Type N double-hull vessel, has been accomplished before 31 December 2018, the following conditions apply:

- (a) The modified or new cargo area shall comply with the provisions of these regulations. Transitional provisions under 1.6.7.2.2 may not be applied for the cargo area.
- (b) The vessel parts outside of the cargo area shall comply with the provisions of these regulations. However, transitional provisions under

1.6.7.2.2 for 1.2.1, 9.3.3.0.3 (d), 9.3.3.51.3, 9.3.3.52.4 last sentence, applicable until 31 December 2018, may be applied.

- (c) If goods which require explosion protection are entered in the list according to 1.16.1.2.5, accommodation and wheelhouses shall be equipped with a fire alarm system according to 9.3.3.40.2.3.
- (d) The application of this sub-section shall be entered in the certificate of approval under No. 13 (Additional observations).

1.6.7.5.2 Modified vessels may continue to be operated beyond 31 December 2018. The time limits stipulated in the transitional provisions under 1.6.7.2.2 for 1.2.1, 9.3.3.0.3 (d), 9.3.3.51.3, 9.3.3.52.4 last sentence, applicable until 31 December 2018, shall be observed.

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4 as amended)

Chapter 1.16

1.16.1.3.2 In last sentence, replace “Number 12” with “Number 13”.

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)

Chapter 3.2

3.2.3.1 In the explanatory text for column (3b), in the penultimate indent, delete “, 8”. Add a new indent right after to read as follows:

“- For dangerous substances or articles of Class 8, the codes are explained in 2.2.8.1.4.1;”.

(Reference document: ECE/TRANS/WP.15/AC.2/2019/17)

Chapter 3.2, Table C

In the heading, add a new second row to read as follows:

| (1) | (2) | (3a) | (3b) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
|-----|-------|------|------|---------|--------------------|----------------------|--------------------|--------------------|--------------------|--------------------|
| | 3.1.2 | 2.2 | 2.2 | 2.1.1.3 | 5.2.2 / 3.2.3.1 | 1.2.1 / 7.2.2.0.1 | 3.2.3.1 / 1.2.1 | 3.2.3.1 / 1.2.1 | 3.2.3.1 / 1.2.1 | 3.2.3.1 / 1.2.1 |

| (11) | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | (20) |
|----------|---------|--------------------|--------------------|-------|--------------------|-----------------|-------|-------|---------|
| 7.2.4.21 | 3.2.3.1 | 3.2.3.1 / 1.2.1 | 3.2.3.1 / 1.2.1 | 1.2.1 | 1.2.1 / 3.2.3.3 | 1.2.1 / 3.2.3.3 | 8.1.5 | 7.2.5 | 3.2.3.1 |

Amendments to the descriptions of column 3 (b) and column (7) do not apply to the English text.

(Reference documents: ECE/TRANS/WP.15/AC.2/2019/13 as amended by informal document INF.20)

Chapter 7.2

7.2.3.7 Delete 7.2.3.7.3 to 7.2.3.7.6 and insert "7.2.3.7.3 to 7.2.3.7.6 (Deleted)".

(Reference document: ECE/TRANS/WP.15/AC.2/2019/17)

7.2.4.16.4 Delete and insert "7.2.4.16.4 (Deleted)".

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)

7.2.4.17.3 Add a new last sentence to read as follows: "The provision of 7.2.4.17.1 and 7.2.4.17.2 however, shall apply to the handing over of liquefied natural gas (LNG) for the operation of vessels."

(Reference document: ECE/TRANS/WP.15/AC.2/2019/15, paragraph 5 as amended)

Chapter 8.1

8.1.7.2 Amend the end of the second paragraph to read as follows:

"...within the third year from the date of issue of the certificate of approval, by the classification society that classified the vessel or by a person authorized for this purpose by the competent authority. A certificate concerning this inspection shall be carried on board."

(Reference document: ECE/TRANS/WP.15/AC.2/2019/9 as amended)

Chapter 9.3

9.3.1.8.4, 9.3.2.8.4, 9.3.3.8.4 Delete and insert "(Deleted)".

(Reference document: ECE/TRANS/WP.15/AC.2/2019/9)

9.3.2.42.4 Replace "9.3.2.52.3" by "9.3.2.52.1".

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)

9.3.3.42.4 Replace "9.3.3.52.3" by "9.3.3.52.1".

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)

Annex II

[Original: English and French]

Corrections to ECE/TRANS/276 (ADN 2019 publication)

(Corrections not requiring acceptance by Contracting Parties)

- 1. Chapter 1.2, Definition for “Explosion protection”, under “And technical requirements such as, for example, in (b)**
For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 2. Chapter 1.2, Definition for Self-contained protection systems”**
For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 3. Chapter 1.6, 1.6.7.2.2.2, transitional provision for 8.1.7.2 (three times)**
For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 4. Chapter 1.8, 1.8.3.3, sixth indent of the second paragraph**
For recorded during the consigning, carriage read recorded during the carriage
(Reference document: ECE/TRANS/WP.15/AC.2/2019/17)
- 5. Chapter 1.8, 1.8.3.3, ninth indent of the second paragraph**
For verification that employees involved in the carriage read verification that employees involved in the consigning, carriage
(Reference document: ECE/TRANS/WP.15/AC.2/2019/17)
- 6. Chapter 3.2, 3.2.3.1, Explanations concerning Table C, column (16) and Note (five times)**
For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 7. Chapter 3.2, 3.2.4.3 B, paragraph 4 at the beginning**
Insert
A cargo heating system on board shall be required:
(Reference document: ECE/TRANS/WP.15/AC.2/2019/17)
- 8. Chapter 7.2, 7.2.3.29.1**
For accommodation area read accommodation areas

9. Chapter 8.1, 8.1.2.1 (e)

*For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)*

10. Chapter 8.1, 8.1.2.3 (t)

*For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)*

11. Chapter 8.1, 8.1.2.3 (u)

*For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)*

12. Chapter 8.1, 8.1.7, title

*For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)*

13. Chapter 8.1, 8.1.7.2, second paragraph

*For self-contained protection systems read autonomous protection systems
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)*

Annex III

[Original: English and French]

Proposed corrections to the Regulations annexed to ADN

(Corrections requiring acceptance by Contracting Parties)

- 1. Chapter 1.2, Definition for Limited explosion risk electrical apparatus**
For electrical apparatus read electrical installations and equipment
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 2. Chapter 1.6, 1.6.7.2.2.2, Transitional provision for 9.3.3.52.1**
For electrical installations read electrical installations and equipment
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 3. Chapter 1.6, 1.6.7.2.2.2, Transitional provision for 9.3.3.52.2**
For Electrical installations/echo sounding devices read Electrical installations and equipment/echo sounding devices
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 4. Chapter 1.6, 1.6.7.2.2.2, Transitional provision for 9.3.x.52.3, last sentence**
For Disconnection of such installations from a centralized location read Disconnection of such electrical installations and equipment from a centralized location
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 5. Chapter 1.6, 1.6.7.2.2.2, Transitional provision for 9.3.1.53.1, 9.3.2.53.1, 9.3.3.53.1, paragraph (d)**
For after 31 December 1977 read before 31 December 1977
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 6. Chapter 3.2, 3.2.3.3 Schema A, heading of the third column**
For Cargo tank internal pressure at liquid temperature of 30 °C and gaseous phase temperature of 37.8 °C > 50 kPa
Read Cargo tank internal pressure at liquid temperature of 30 °C and gaseous phase temperature of 37.8 °C ≤ 50 kPa
(Reference document: informal document INF.10)
- 7. Chapter 8.1, 8.1.2.1 (e)**
For installations read installations and equipment
(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
- 8. Chapter 8.6, 8.6.1.1 Model certificate of approval, item No.4**
For Electrical and non-electrical installations and equipment for use in protected areas:

read Stationary electrical and non-electrical installations and equipment for use in protected areas:

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)

9. Chapter 8.6, 8.6.1.2 Model certificate of approval, item No.4

For Electrical and non-electrical installations and equipment for use in protected areas:

read Stationary electrical and non-electrical installations and equipment for use in protected areas:

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)

10. Chapter 8.6, 8.6.1.3 Model certificate of approval, item No.9

For Electrical and non-electrical installations and equipment for use in explosion hazardous areas:

read Stationary electrical installations and equipment:

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)

11. Chapter 8.6, 8.6.1.4 Model certificate of approval, item No.9

For Electrical and non-electrical installations and equipment for use in explosion hazardous areas:

read Stationary electrical installations and equipment:

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)

12. Chapter 8.6, 8.6.3 Checklist question 14, sixth indent

For equipment *read* installations and equipment

(Reference document: ECE/TRANS/WP.15/AC.2/2019/4)
