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Working Party on the Transport of Dangerous Goods

**Administrative Committee of the European Agreement
concerning the International Carriage of Dangerous
Goods by Inland Waterways (ADN)**

Ninth session

Geneva, 31 August 2012

Report of the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways on its ninth session*

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-3	3
II. Adoption of the agenda (agenda item 1)	4	3
III. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 2).....	5	3
IV. Matters related to the implementation of ADN (agenda item 3).....	6-11	3
A. Recognition of classification societies.....	6	3
B. Special authorizations, derogations and equivalents.....	7-9	3
C. Miscellaneous notifications	10-11	4
V. Work of the Safety Committee (agenda item 4).....	12-13	4
VI. Programme of work and calendar of meetings (agenda item 5).....	14	5
VII. Any other business (agenda item 6)	15	5

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	<i>Paragraphs</i>	<i>Page</i>
VIII. Adoption of the report (agenda item 7)	16	5
Annexes		
I. Decision of the ADN Administrative Committee relating to the tank vessel <i>Damen River Tanker 1145 Eco Liner</i>		6
II. Decision of the ADN Administrative Committee relating to the tank vessel <i>I-Tanker 1401</i>		7
III. Decision of the ADN Administrative Committee relating to the tank vessel <i>I-Tanker 1402</i>		8

I. Attendance

1. The Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) held its ninth session in Geneva on 31 August 2012 under the chairmanship of Mr. H. Rein (Germany) and vice-chairmanship of Mr. B. Birkhuber (Austria). Representatives of the following Contracting Parties took part in the work of the session: Austria, Bulgaria, Croatia, France, Germany, Netherlands, Poland, Romania, Russian Federation, Serbia and Ukraine.

2. The Administrative Committee noted that the representatives of Contracting Parties attending the session had been accredited and that the quorum of half the number of Contracting Parties required for taking decisions had been reached.

3. In accordance with article 17, paragraph 2 of ADN, and following a decision by the Committee (ECE/ADN/2, para. 8), a representative of the Central Commission for the Navigation of the Rhine (CCNR) also took part in the session as an observer.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/ADN/19 and Add.1

4. The Administrative Committee adopted the agenda prepared by the secretariat.

III. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 2)

5. The Administrative Committee noted that the number of Contracting Parties remained at 17: Austria, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Netherlands, Poland, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.

IV. Matters relating to the implementation of ADN (agenda item 3)

A. Recognition of classification societies

6. The Committee noted that no new information on the recognition of classification societies had been received from Contracting Parties since the eighth session of the Administrative Committee.

B. Special authorizations, derogations and equivalents

7. The Administrative Committee noted the recommendation by the ADN Safety Committee that, taking into consideration the information provided by the Netherlands and the recommendations made by CCNR, derogations be granted for three vessels for the use of LNG for propulsion (Informal document INF.29 issued during the twenty-first session of the Safety Committee). In accordance with the procedure foreseen in 1.5.3.2, the Administrative Committee decided to authorize the Government of the Netherlands to issue derogations for the tank vessels *Damen River Tanker 1145 Eco Liner* (ID number 54314),

I-Tanker (ID number 54309) and *I-Tanker* (ID number 54310) authorizing them on a trial basis to use LNG as fuel for the transport of dangerous goods (see Annexes I, II and III).

8. It was noted that no new multilateral agreements had been initiated since the last session.

9. It was recalled that the text of special authorizations, special agreements, derogations and equivalents, as well as their status, and of notifications, was available on the secretariat's website at the following link: <http://www.unece.org/trans/danger/danger.htm>.

C. Miscellaneous notifications

10. The Committee requested new Contracting Parties which had not yet done so to transmit to the secretariat the information required by the annexed Regulations, notably as regards the competent authority (para. 1.8.4 of the annexed Regulations) and recognized classification societies (para. 1.15.2.4 of the annexed Regulations) (see also ECE/ADN/4, annex).

11. The secretariat was asked to prepare a list for the tenth session of the Administrative Committee of those States that were still expected to submit information to the secretariat.

V. Work of the Safety Committee (agenda item 4)

12. The Committee took note of the report of the Safety Committee on its twenty-first session (ECE/TRANS/WP.15/AC.2/44) and adopted:

(a) Proposed amendments for the purpose of bringing the Regulations annexed to ADN in line with the amended versions of ADR and RID that should be applicable as of 1 January 2013 (see ECE/TRANS/WP.15/AC.2/44, para. 7). The secretariat was requested to publish them as an addendum to document ECE/ADN/18 (ECE/ADN/18/Add.1) and to ensure their communication to Contracting Parties no later than 1 September 2012 in accordance with the procedure outlined in article 20, paragraph 5 (a) of ADN, so that they could enter into force on 1 January 2013, i.e. one month after acceptance by Contracting Parties.

(b) All proposed corrections to the previously notified amendments to the Regulations annexed to ADN (ECE/ADN/18) (see ECE/TRANS/WP.15/AC.2/44, paras. 10-11). As these corrections are subject to the acceptance of the amendments listed in ECE/ADN/18 and ECE/ADN/18/Corr.1, the secretariat was requested to publish them as a corrigendum to document ECE/ADN/18 (ECE/ADN/18/Corr.2) and to arrange for their communication to Contracting Parties on 1 October 2012 (date of acceptance of the amendments) for acceptance in accordance with the usual procedure for corrections so that they could become effective at the latest by 1 January 2013.

(c) All proposed corrections to the Regulations annexed to ADN, as listed in ECE/TRANS/WP.15/AC.2/44, annex I. The secretariat was requested to arrange for their communication no later than 1 October 2012 to Contracting Parties for acceptance in accordance with the usual procedure for corrections so that they could become effective at the latest by 1 January 2013.

13. The Committee noted that the ADN Safety Committee had adopted amendments to the Regulations annexed to ADN for entry into force on 1 January 2015 (ECE/TRANS/WP.15/AC.2/44, annex II). Since additional work had to be performed in relation to some of these amendments, and since additional amendments were expected to be adopted by the Safety Committee at its future sessions for entry into force on 1 January 2015, the Committee decided to consider them at a later stage.

VI. Programme of work and calendar of meetings (agenda item 5)

14. The Committee noted that its next session was scheduled to take place in the afternoon of 25 January 2013 and that the deadline for submission of documents for that meeting was 19 October 2012.

VII. Any other business (agenda item 6)

15. The Committee requested the secretariat to take account of all corrections and amendments adopted at the session in the new consolidated "2013" edition of ADN which was being prepared.

VIII. Adoption of the report (agenda item 7)

16. The Administrative Committee adopted the report on its ninth session on the basis of a draft prepared by the secretariat and sent to delegations for approval by e-mail after the meeting.

Annex I

Decision of the ADN Administrative Committee relating to the tank vessel *Damen River Tanker 1145 Eco Liner*

Derogation No. 2/2012 of 31 August 2012

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *Damen River Tanker 1145 Eco Liner*, ID number 54314 and BV register number 20629A, type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid certificate of approval according to the Rhine Vessel Inspection Regulations, based on recommendation 9/2012 of the CCNR.
2. A HAZID study by the recognized classification society ¹ shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:
 - Interaction between cargo and LNG;
 - Effect of LNG spillage on the construction;
 - Effect of cargo fire on the LNG installation;
 - Different types of hazard posed by using LNG instead of diesel as fuel;
 - Adequate safety distance during bunkering operations.
3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;
4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;
5. An evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:
 - (a) system failures;
 - (b) leakages;
 - (c) bunkering data (LNG);
 - (d) pressure data;
 - (e) abnormalities, repairs and modifications of the LNG system including the tank;
 - (f) operational data;
 - (g) inspection report by the classification society which classed the vessel.

¹ “Assessment of hazard identification study chemical tanker design Ecoliner”, dated 23 April 2012 (available in informal document INF.13 submitted to the twenty-first session of the ADN Safety Committee).

Annex II

Decision of the ADN Administrative Committee relating to the tank vessel *I-Tanker 1401*

Derogation No. 3/2012 of 31 August 2012

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *I-Tanker 1401*, ID number 54309, type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid certificate of approval according to the Rhine Vessel Inspection Regulations, based on recommendation 2/2012 of the CCNR.
2. A HAZID study by the recognized classification society ² shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:
 - Interaction between cargo and LNG;
 - Effect of LNG spillage on the construction;
 - Effect of cargo fire on the LNG installation;
 - Different types of hazard posed by using LNG instead of diesel as fuel;
 - Adequate safety distance during bunkering operations.
3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;
4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;
5. An evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:
 - (a) system failures;
 - (b) leakages;
 - (c) bunkering data (LNG);
 - (d) pressure data;
 - (e) abnormalities, repairs and modifications of the LNG system including the tank;
 - (f) operational data;
 - (g) inspection report by the classification society which classed the vessel.

² Report No. ROT/11.M.0090 Issue 2, dated 23 May 2011 (available in informal document INF.3 submitted to the twentieth session of the ADN Safety Committee).

Annex III

Decision of the ADN Administrative Committee relating to the tank vessel *I-Tanker 1402*

Derogation No. 4/2012 of 31 August 2012

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *I-Tanker 1402*, ID number 54310, type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid certificate of approval according to the Rhine Vessel Inspection Regulations, based on recommendation 3/2012 of the CCNR.
2. A HAZID study by the recognized classification society³ shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:
 - Interaction between cargo and LNG;
 - Effect of LNG spillage on the construction;
 - Effect of cargo fire on the LNG installation;
 - Different types of hazard posed by using LNG instead of diesel as fuel;
 - Adequate safety distance during bunkering operations.
3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;
4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;
5. An evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:
 - (a) system failures;
 - (b) leakages;
 - (c) bunkering data (LNG);
 - (d) pressure data;
 - (e) abnormalities, repairs and modifications of the LNG system including the tank;
 - (f) operational data;
 - (g) inspection report by the classification society which classed the vessel.

³ Report No. ROT/11.M.0090 Issue 2, dated 23 May 2011 (available in informal document INF.4 submitted to the twentieth session of the ADN Safety Committee).