

Economic Commission for Europe**Inland Transport Committee****8 January 2014****Working Party on the Transport of Dangerous Goods****Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee)****Twenty-fourth session**

Geneva, 27-31 January 2014

Item 5 (c) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN:**Checking of amendments adopted at previous sessions**

Proposed amendments on means of evacuation**Note by the secretariat**

1. Reference is made to document ECE/ADN/2014/1, which is a compilation of proposed amendments adopted at previous sessions of the Safety Committee in 2012 and 2013 for entry into force on 1 January 2015.
2. The Government of the Netherlands has pointed out that in 1.2.1 there are some material differences in the translations of the definitions as follows:

<i>English</i>	<i>German</i>	<i>French</i>
<p>Escape boat means a specially equipped onsite boat designed to withstand all identified hazards of the cargo and to evacuate the people in danger.</p>	<p>Fluchtboot ein besonders ausgerüstetes, an Bord mitgeführtes Boot, welches so gebaut ist, dass es sämtlichen nachvollziehbaren Risiken in Bezug auf die Ladung standhält und zur Evakuierung der Menschen in Gefahr geeignet ist.</p>	<p>Embarcation de sauvetage: embarcation spécialement équipée sur le bateau pour faire face à tous les dangers identifiés liés à la cargaison et pour évacuer les personnes en cas de nécessité.</p>
<p><i>Where in the English definition an escape boat is an onsite boat, in the French and German definitions an escape boat has to be onboard. In the opinion of the Netherlands, the English translation is the correct one.</i></p>		
<p>Evacuation boat means a specially equipped and manned boat called in for rescuing people in danger or evacuating them within the minimum safe period of time provided by a safe haven or a safe area.</p>	<p>Evakuierungsboot Ein besonders ausgerüstetes Boot, dessen Besatzung zur Rettung von Menschen in Gefahr oder zur ihrer rechtzeitigen Evakuierung unter Berücksichtigung der spezifischen Sicherheitszeit eines Zufluchtsorts oder einer Sicherheitszone geübt ist.</p>	<p>Bateau d'évacuation: bateau spécialement équipé et dont l'équipage est entraîné pour venir sauver les personnes en danger ou les évacuer dans les temps compte tenu de la durée de sécurité spécifique à un refuge ou une zone de sécurité.»</p>
<p><i>Where the English and German definitions just mention a manned boat, in the French definition an obligation of some kind for training the crew of this boat seems to be added.</i></p>		
<p>Life boat (i.e. ship's boat) means an onboard boat in transport, rescue, salvage and work duties.</p>	<p>Beiboot: Ein an Bord mitgeführtes Boot zum Transport, Rettungs-, Berge- und Arbeitseinsatz.</p>	<p>Canot de service (c'est à dire le canot de bateau): un canot embarqué destiné au transport, au sauvetage, au repêchage et au travail.</p>
<p><i>Where the English and French translations talk about a boat onboard, the German translation does not. Also in this case, the English (and French) text is correct.</i></p>		

3. In document ECE/ADN/2014/1, the following modifications are proposed to 1.4.3.7.1 regarding the obligations of the unloader:

Consequential amendment:

1.4.3.7.1 Insert a new (g) to read as follows:

"(g) Ascertain that the landside installation is equipped with one or two means of evacuation from the vessel in the event of an emergency."

The existing (g) becomes (h).

1.4.3.7.1 Delete existing (h) and (n) and reorder accordingly.

(C)(Reference document: ECE/TRANS/WP.15/AC.2/2013/20, as amended)

4. The instructions for the proposed amendments above do not give sufficient information and in the opinion of the secretariat they need to be reworded for clarity as follows:

Consequential amendment:

1.4.3.7.1 Insert a new (g) before the title "Additional obligations concerning the unloading of cargo tanks" to read as follows:

"(g) Ascertain that the landside installation is equipped with one or two means of evacuation from the vessel in the event of an emergency."

The existing (g) becomes (h).

1.4.3.7.1 Delete existing (h) and (n) and the title “*Additional obligations concerning the bulk unloading of dangerous solids in vessels*”.

(C)(Reference document: ECE/TRANS/WP.15/AC.2/2013/20, as amended)

5. It is the understanding of the secretariat that by putting the new provision in (g) before the title “*Additional obligations concerning the unloading of cargo tanks*” the Committee considered it no longer necessary to also include it under the additional obligations applying to cargo tanks or to bulk unloading of dangerous solids.

6. However, it has been questioned whether the provision for dangerous goods in bulk should be indicated as deleted and whether it was the intention of the Committee to include a new provision for the unloading of containers.

7. The Committee may wish to review these proposed amendments and assess whether they need to be modified.
