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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)

Twenty-eighth session

Geneva, 25–29 January 2016

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Other proposals**

Proposal to amend and clarify Special Provision 803

Transmitted by the Government of the Netherlands¹

Summary

Executive summary:	To clarify 3.3.1 of ADN, Special Provision 803, following-up on INF.22 discussed during the meeting of the ADN Safety Committee in January 2015.
Action to be taken:	Amend Special Provision 803.
Related documents:	ECE/TRANS/WP.15/AC.2/52 (Paragraph 27 and Annex III); WP.15/AC.2/26/INF.22

Introduction

1. At the 26th session of the ADN Safety Committee (January 2015), the Netherlands submitted Informal document INF.22, concerning Special Provision 803 about the carriage of coal in bulk.

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2016/23.

2. The Dutch document concerned the clarification of this special provision, amended in August 2014, in particular subparagraph (c) about the monitoring of the temperature of the coal from the first day over the maximum duration of the journey. According to the Netherlands this obligation could be misinterpreted and therefore needs clarification.

3. In its report ECE/TRANS/WP.15/AC.2/53, para. 23, the Committee asked the Netherlands to submit an official proposal on the matter, taking into consideration the comments made.

Proposed amendment

4. The proposed amendment takes in account the remarks made during the discussion of INF.22 and the adopted amendments to SP 803 as published in ECE/TRANS/WP.15/AC.2/52 (Annex III) (**added text appears in bold underlined**):

“SP 803 Hard coal, coke and anthracite, when carried in bulk, are not subject to the provisions of ADN if:

- (a) The temperature of the cargo has been determined using an appropriate procedure and is not higher than 60°C before, during or immediately after loading of the hold;
- (b) Depending on the temperature of the cargo before, during and immediately after loading of the hold, the expected duration of carriage without temperature monitoring does not exceed the maximum journey times shown in the table below:

<i>Maximum temperature on loading (°C)</i>	<i>Maximum duration of journey (days)</i>
60	10
50	18
40	32
30	57

- (c) Where the effective duration of carriage exceeds the maximum duration shown in subparagraph (b), temperature monitoring is carried out from the first day over the maximum; **the necessary monitoring equipment shall be on board as from the first day of the carriage following the maximum duration of the journey.**
- (d) The master is given, at the time of loading and in a traceable form, instructions on how to proceed if there is a significant heating of the cargo.”

Follow-up

5. The Safety Committee is invited to consider the proposals in paragraph 4 above and to take action as it deems appropriate.
