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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-first session

Geneva, 28-31 August 2017

Item 4 (b) of the provisional agenda

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

### 7.1.5.4.1 and 7.2.5.4.1 of ADN, Berthing

Transmitted by the Government of Germany\* \*\*

#### Summary

<b>Executive summary:</b>	The wording of 7.1.5.4.1 and 7.2.5.4.1 differs, although (in the view of the German delegation) their content should be identical.
<b>Action to be taken:</b>	Harmonization of 7.1.5.4.1 and 7.2.5.4.1
<b>Related documents:</b>	None

## I. Introduction

- Relevant provisions:  
“7.1.5.4 Berthing

\* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2017/25.

\*\* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/2016/28/Add.1 (9.3.)).



7.1.5.4.1 The distances to be kept by vessels carrying dangerous goods at berth from other vessels shall not be less than the distance prescribed by the European Code for Inland Waterways (CEVNI).”

**“7.2.5.4 Berthing**

7.2.5.4.1 The distances from other vessels to be kept by berthed vessels carrying dangerous goods shall be not less than those prescribed by the Regulations referred to in 1.1.4.6.”

2. Subsection 1.1.4.6 of ADN refers to the “local, regional or international requirements generally applicable to the carriage of goods by inland waterway”.
3. The German delegation does not know whether the distinction between the two paragraphs has been made deliberately.
4. It is not specified whether CEVNI is included among the “international requirements generally applicable to the carriage of goods by inland waterway” mentioned in 1.1.4.6.
5. The discrepancy gives rise to concerns that different minimum distances could be applied for dry cargo vessels and tank vessels, depending on whether CEVNI or local regulations apply. This might complicate the task of the competent authorities.

## II. Proposal

6. Amend 7.2.5.4.1 of ADN to read as follows:

“7.2.5.4.1 The distances from other vessels to be kept by berthed vessels carrying dangerous goods shall be not less than those prescribed by the Regulations referred to in 1.1.4.6. ~~the European Code for Inland Waterways (CEVNI).~~”
7. ADN refers to CEVNI in the following sections and subsections:
  - 1.2.1 “Master”
  - 7.1.5.0.1
  - 7.1.5.0.5
  - 7.2.5.0.1
  - 7.2.5.0.3
  - 8.1.2.6
  - 8.1.2.7
  - 8.2.2.7.1.6
8. ADN refers to 1.1.4.6 in the following sections and subsections:
  - 7.x.4.76
  - 7.x.5.8.1
  - 7.2.3.29.1
  - 7.2.4.15.1
  - 7.2.5.4.1
  - 8.1.4
  - 9.x.0.94.2
  - 9.3.x.50.1
9. The German delegation does not see any logical system in the references. The ADN Safety Committee could consider the possibility of harmonizing them or explaining the reasons for the differences.

### **III. Justification**

10. We see no material grounds for subjecting dry cargo vessels and tank vessels to different requirements in respect of minimum distances. That being the case, this amendment simplifies application by the competent authority.

11. As an international agreement, ADN should prioritize references to other international agreements concluded at the same level.

### **IV. Safety**

12. This amendment does not affect transport safety or make changes to minimum distances, at least in Germany. CEVNI and other applicable national provisions include the same minimum distances.

### **V. Implementation**

13. This amendment would not imply any technical adaptation, investment by the sector or constraint upon the authorities. The absence of a distinction between dry cargo vessels and tank vessels would facilitate the application of ADN.

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