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**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

10 November 2020

English

**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-seventh session**

Geneva, 25-29 January 2021

Item 3 (c) of the provisional agenda

**Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): interpretation of the Regulations annexed to ADN**

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**Sub-section 9.3.x.0 of ADN – Construction materials for life boats****Submitted by Germany****Introduction**

1. On German waterways, the competent enforcement authorities have repeatedly objected to life boats made of aluminium in the cargo area, as this material is not indicated in the certificate of approval.

2. 9.3.x.0.5 of ADN 2019 contained the following sentence, which was deleted again with effect from 1 January 2021:

“Except where explicitly permitted in 9.3.x.0.3 or in the certificate of approval, the use of wood, aluminium alloys, plastic materials or rubber is prohibited.”

**Applicable provisions**

3. 9.3.x.0.2

Except where explicitly permitted in 9.3.x.0.3 below or in the certificate of approval, the use of wood, aluminium alloys, plastic materials or rubber within the cargo area is prohibited.

4. 9.3.x.0.3

No entry for life boats

5. 9.3.x.0.5

The use of plastic material for a vessel's boats is permitted only if the material does not readily ignite.

6. Article 13.07 ES-TRIN

Ship's boats have to comply with standard EN 1914:2016.

In this standard, the following is laid down:

**“6 Materials**

Materials shall be resistant to sea water and mineral oil or they shall be permanently protected and weatherproofed accordingly.

Materials shall be resistant to UV light and resistant to temperatures from -20 °C to +70 °C.

Materials for the hull shall be flame-retardant (at least B 15 according to IMO Resolution MSC 61 (67)). In the case of fibreglass-reinforced plastics, proof is required both for the material and for the laminate assembly.

Materials for inflatable boats shall meet the requirements of EN ISO 6185 in accordance with their motor rating.”

In addition, transitional provisions apply that depend on the area of operation and the date of issuance of the certificate of approval. For vehicles, for examples, which have a certificate for the Rhine river, the following applies: for ship’s boats which were on board craft before 1 October 2003, alternative evidence may be provided:

“The ship's boat must be made of appropriate materials. Ship's boats made of synthetic material must not show any signs of deterioration.”

## **Interpretation of the provisions**

7. Do the provisions on construction materials in 9.3.x.0.2 and 9.3.x.0.3 of ADN also apply to life boats?

8 Or is only 9.3.x.0.5 of ADN applicable to life boats, i.e. all materials – steel, wood, aluminium alloys, plastic materials – are permitted even without being indicated in the certificate of approval, but there is an additional requirement for the use of plastic materials?

## **Additional Remark (only English)**

9. The term used in 9.3.x.0.2 (vessel's boat) differs from the term defined in 1.2.1 of ADN (life boat (i.e. ship's boat)). ES-TRIN also uses "ship's boat" in Articles 13.07 and 32.06. In German, the term "Beiboot" is used consistently.

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