

---

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

20 January 2021

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 4 (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**

---

**Addition of the use of materials in the cargo area of tank barges, ADN 9.3.x.02-0.5****Submitted by EBU and ESO****I. Introduction**

1. After 5 adapted proposals of EBU/ESO, regarding the preference for a text or a table to mention objects on board of tank barges, other than steel, the ADN safety committee finally decided to adopt the proposal of a table, (ECE/TRANS/WP.15/AC.2/2018/19) during the 32rd session in January, 2018. The table was found to be quite clear and gives guidance to barge crew, owners and authorities regarding which type of material to be used. It was also discussed that this table was not meant to be limited.
2. In the table, materials are mentioned which allowed to be used on the deck of the barge, in the cargo area, others than steel; wood, aluminum alloys, plastic materials or rubber.
3. After notifications of inspection bodies and an inventory among the members of EBU/ESO, the application of other or new techniques, and signals of the chemical industry, it became clear that some materials have not been mentioned in the table of 9.3.x.0.5, but are on board of ADN-tank barges very often.

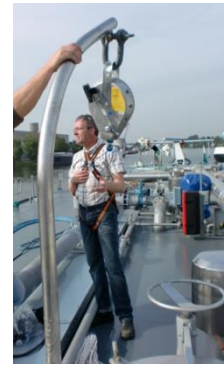
**II. Missing items**

4. The following object are not listed in the table:
  - (a) Life boot of aluminium – many barges are equipped with aluminium life boats in stead of steel life boats, as they are lighter and therefore easier to handle (working safety). The melting point of aluminium is about 660° C.

The use of plastic material for a vessel's boats is permitted only if the material does not readily ignite (ADN 9.3.x.05) and to prove this "hard flammability" often the norm EN-1914:2006 is applied;
  - (b) Aluminium ladders or stairs – nearly all barges have an aluminium ladder to be able to -for example- climb on a other barge, moored next to her and to be able to overcome the height differences and get from or on board. This is often the case in waiting harbours. This ladders are also made of aluminium as they do have less weight, and therefore are easier to handle (working safety);

(c) Wire baskets to put away steel cables after use, are often made of aluminium as they are of less weight and easier to be removed when necessary (working safety);

(d) In 7.2.3.1.6 mentioned “necessary protective and rescue equipment” which includes an Davit/Tripod to be able to hoist and the also in 7.2.3.1.6 mentioned “rescue winch” which is described in ADN 1.2 as “Rescue winch means a device for hoisting persons from spaces such as cargo tanks” is often known as aluminium made, again because of the fact of less weight, in relation to workers safety.



(e) A boat’s hook is often made of aluminium, including the stick (which can also be made of wood), because of the fact of less weight, in relation to workers safety.

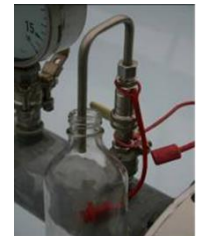


The boat’s hook is used to be able to get ropes and steel cables on f.a. bollards or “duck dalves” which are not easy reachable. It prevents crew members to climb on objects and enables them to stay on board (working safety).

(f) There might be other loose, portable objects / items of equipment which are or could be present in the cargo area. It could be beneficial to draft a more open position in the table for these probably less relevant objects.

This could prevent the limitation of the table or the frequent need to adapt it when new or other techniques and materials are developed.

(g) An item which is not mentioned anyway but also often used for sampling bottles is ‘glass’. In ADN 7.2.4.1.1. (second indent) cargo samples are mentioned, the receptables shall comply to the packing requirements of part 4 of the ADR.



### III. Question & Proposal

EBU/ESO asks the Safety Committee to discuss this topic. If it would be found necessary to adapt the table of ADN 9.3.x.0.3 and for example to add text of the aluminium life boat in 9.3.x.0.5, EBU/ESO is willing to further work out this topic.