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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-eighth session**

Geneva, 23–27 August 2021

Item 3 (d) of the provisional agenda

**Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) training of experts****Corrections of the catalogue of questions - general****Submitted by the Government of Austria \*.\*\****Summary*

This proposal contains

- corrections of the English version of the catalogue of questions – general (edition 2019)
- corrections of the German version of the catalogue of questions – general (edition 2021 as proposed with ECE/TRANS/WP.15/AC.2/2021/13)

**I. Proposal for a correction of all language versions**

1. 110 06.0-03: The "correct" answer A is stating that persons who are not members of the crew, do not normally live on board or are not on board for official reasons are never authorized to be on board:

\* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2021/15.

\*\* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20) para 20.51).



110 06.0-03	8.3.1.1	A
<p>A vessel is transporting dangerous goods. Are persons authorized to be on board if they are not members of the crew, they do not normally live on board or are not on board for official reasons?</p> <p>A No, never</p> <p>B Yes, up to two persons</p> <p>C Yes, provided they do not smoke outside the accommodation</p> <p>D Yes, but only on boats for which certificates of approval are required</p>		

2. But 8.3.1.1 is stating that these persons are not authorized "unless otherwise provided for in Part 7". Answer A is therefore not correct and has to be amended. Proposal:

"A No, unless otherwise provided for in Part 7"

„A Nein, soweit nicht in Teil 7 etwas anderes bestimmt ist.“

## II. Proposals for corrections of the English version

3. 110 05.0-12 is referring to the definition for a "self-ignition temperature" in 1.2.1. But 1.2.1 is only containing a definition for the "auto-ignition temperature". "self-ignition temperature" has to be replaced by "auto-ignition temperature".

110 05.0-12	1.2.1	B
<p>What is the <del>self</del> <u>auto</u>-ignition temperature?</p> <p>A The temperature at which a liquid can ignite upon contact with a flame</p> <p>B The lowest temperature of a hot surface, determined in line with prescribed test conditions, at which a combustible liquid ignites as a gas/air or vapour/air mixture</p> <p>C The temperature at which a substance explodes</p> <p>D The lowest temperature at which a substance may be ignited when supplied with a great deal of oxygen</p>		

4. 110 06.0-22 has to be aligned with the German version. Answer B is "150 m", answer C is "100 m", the correct answer is C.

110 06.0-22	7.1.5.4.3, 7.2.5.4.3	C
<p>Your vessel has two blue cones. What distance must you normally maintain when waiting before a lock or a bridge?</p> <p>A 50 m</p> <p>B <del>400</del> <u>150</u> m</p> <p>C <del>150</del> <u>100</u> m</p> <p>D 200 m</p>		

5. 110 09.0-08 is referring to a "longitudinal compartment". The German version is referring to a „Mittellängsschott“ which is a bulkhead and not a compartment. "compartment" has to be replaced with "bulkhead".

110 09.0-08	7.2.3.20.1	C
<p>A tank vessel, the tanks of which do not have a median longitudinal <del>compartment</del> <u>bulkhead</u>, has to take on ballast in the double-hull spaces to navigate on a canal. Is this operation allowed?</p> <p>A No, ballasting of tank vessels with no median longitudinal compartment is strictly prohibited</p> <p>B Yes, if the ballast tanks are filled before loading</p> <p>C Yes, if it has been taken into account in the intact and damage stability calculations and this is allowed for the substance concerned</p> <p>D Yes, if the ballast tanks are not carrying any cargo</p>		

### III. Corrections of the proposed German version for 2021 (as submitted with ECE/TRANS/WP.15/AC.2/2021/13)

#### A. 110 01.0-13

6. The proposed wording of the wrong answer D is stating that the ADN aims to prevent multiple controls of vessels during international voyages. But 1.8.1.2.1 is referring to the prevention of multiple checks. Answer D is therefore not really wrong and has to be improved. Proposed correction:

„D Mit dem ADN sollen vor allem mehrfache Kontrollen bei grenzüberschreitender Beförderung vermieden werden.“

#### B. 110 01.0-20

7. The proposed new wording of the question could be misleading: which regulations of ADN apply, if a laptop with lithium batteries is used in the wheelhouse? The answer is none. It is not clear enough that the question is only referring to regulations of ADN for the laptop. Proposed correction:

„Welche Beförderungsvorschriften des ADN gelten für einen tragbaren Rechner, der mit Lithium-Batterien betrieben wird, und im Steuerhaus eines Schiffes mitgeführt wird?“

#### C. 110 01.0-24

8. Editorial improvement of the German wording: „Wer hat ~~bei seinen~~ auf Grund seiner Sicherheitspflichten darauf zu achten, dass das Schiff nicht überladen wird?“

#### D. 110 01.0-28

9. The question is if a vessel has to conform to new technical regulations and a proposed wrong answer is no, "if this is indicated in the new technical regulation". It is true that transitional provisions are currently in chapter 1.6, but it would be possible to introduce a new regulation that is only valid from a specified date in the future. The answer is therefore not entirely wrong. Proposed correction:

„D aber nur, wenn das bei der neuen Bauvorschrift vermerkt ist.“

Additional editorial improvements of the German wording:

Delete „immer sofort“ in the question.

All answers have to start with a lowercase letter, because they are part of a sentence.

**E. 110 01.0-29**

10. A proposed wrong answer to the question regarding the purpose of multilateral agreements is "ADN is not applicable to certain dangerous substances. But 1.5.1.1 is stating: „In accordance with Article 7, paragraph 1 of ADN, the competent authorities of the Contracting Parties may agree directly among themselves to authorize certain transport operations in their territories by temporary derogation from the requirements of ADN". It would therefore be possible to exclude certain dangerous substances from the application of the ADN. Proposed correction: keep the former version of answer B.

**F. 110 06.0-19**

11. The question is referring to CEVNI, but it is proposed to replace "CEVNI, article 8.01" as source for the answers by "general knowledge". The existing source is correct and should not be deleted.

**G. 110 06.0-22**

12. Editorial correction of the German wording: insert „es“ before „im“ in the question.

**H. 130 07.0-19**

13. It is proposed to delete „oder OTTOKRAFTSTOFF“ in the correct answer B to the question which product has to be listed in the vessel substance list to require a register of operations in accordance with 8.1.11. But the register is not only required if „BENZIN“ is listed in the substance list, but also if „OTTOKRAFTSTOFF“ is listed. The answer should therefore stay as it is. In other languages all the allowed names that are listed in table C should be included in the answer B.

**I. 130 08.0-20**

14. The proposed new wording of the question implies that it is always allowed to use electric drills on the hatch cover of a tank vessel type N open with flame arresters, as long as the electric drill is certified for this zone. But sparks can not only be created by the electric engine of the drill, but also by the contact of the drill with the hatch cover. It should be investigated if a certification of the electric drill is excluding this risk.

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