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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)

Thirty-eighth session  
Geneva, 23-27 August 2021

## **Report of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee) on its thirty-eighth session\***

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## **I. Attendance**

1. The 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) held its thirty-eighth session in Geneva from 23 to 27 August 2021, with Mr. H. Langenberg (Netherlands) as Chair and Mr. B. Birkhuber (Austria) as Vice-Chair.
2. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Czech Republic, France, Germany, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Slovakia and Switzerland.
3. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission, the European Union and the Transport Community.
4. The following non-governmental organizations were also represented: Croatian Register of Shipping (CRS), European Barge Union (EBU), European Chemical Industry Council (Cefic), European Skippers Organisation (ESO), Federation of European Tank Storage Associations (FETSA), FuelsEurope, Grain and Feed Trade Association (GAFTA), International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA) and Recommended ADN Classification Societies.

## **II. Organizational matters**

5. The Safety Committee was informed that due to a combination of COVID-19 response measures, financial constraints triggered by the United Nations liquidity crisis, ongoing renovation work at the Palais des Nations under the strategic heritage plan and technical constraints related to the number of meeting rooms available for hybrid meetings, the share of meetings with interpretation allocated to the Economic Commission for Europe was reduced from the usual three meetings per day to just one per day for the first half of 2021. For the second half, UNECE is trying to revert to normal business and increased under certain circumstances the duration of the morning or afternoon hybrid meetings (limited to two hours) to the usual three hours. Taking into account those factors and the quarantine and travel restrictions still in force, and after consultation with the secretariat and conference services of the United Nations Office at Geneva, the officers of the Safety Committee agreed to adapt again the format of the thirty-eighth session.

## **III. Adoption of the agenda (agenda item 1)**

*Documents:* ECE/TRANS/WP.15/AC.2/77 and Add.1

*Informal document:* INF.1 (Secretariat)

6. The Safety Committee adopted the agenda prepared by the secretariat, as amended by informal document INF.1 to take account of informal documents INF.2 to INF.20.

## **IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 2)**

### **A. Work of the Inland Transport Committee**

7. The Safety Committee was informed that the eighty-third session of the Inland Transport Committee (ITC) was held in Geneva from 23 to 26 February 2021. The ITC session covered areas of global importance such as road safety, autonomous vehicles, and transport digitalization as well as the implementation of the ITC Strategy until 2030. The list of decision may be consulted in ITC informal document INF.8 and more detailed information is available in the sessions report (ECE/TRANS/304) at the UNECE website. The

forthcoming session of ITC is scheduled to be held from 22-25 February 2022 and the Committee will celebrate its seventy-fifth anniversary.

## **B. Status on stability booklet requirements**

*Informal document:* INF.6 (CCNR)

8. The representative of CCNR informed the Safety Committee about the status of the stability provisions in 9.3.x.13 that have been transitionally introduced in ADN until general stability provisions are included in the ES-TRIN for all inland vessels. ES-TRIN 2021 will enter into force on 1 January 2022, but the stability provisions have not yet been updated. The Safety Committee decided that the provisions needed to be kept in future versions of ADN, until the stability provisions in ES-TRIN have been updated. The representative of Germany indicated his intention of submitting a formal proposal intended to harmonize the provisions of 9.3.x.13.3 in all language versions.

## **C. Documents and other records on board in electronic form**

*Informal document:* INF.9 (CCNR)

9. The Safety Committee discussed whether the use of electronic documents on board should be possible in the future under ADN as an option (informal document INF.9). The Safety Committee agreed to develop detailed provisions on the use of electronic documents in general and not only for the transport document. It was recalled that the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods already took a similar initiative and established a working group on telematics for the transport of dangerous goods, taking into account the ongoing activities within the European Union on the implementation process of the EU Regulation on electronic Freight Transport Information (eFTI).

10. Following the discussion, the Safety Committee decided to set up an informal working group to further discuss the legal basis, taking into account the existing work done, to determine which documents were suitable to be dematerialized and to be used in an electronic format and under which conditions those documents could be used (i.e. format, cybersecurity, database and data protection, etc.). The CCNR Secretariat volunteered to prepare for the next session a proposal for draft Terms of Reference and a roadmap for the informal working group.

## **D. Report from the Danube Commission**

*Informal document:* INF.14 (Danube Commission)

11. The representative of the Danube Commission reported on their planned activities to modernize in future inland waterway vessels to reduce harmful emissions from marine diesel engines and to use alternative fuels (hydrogen, LNG, biofuels and other fuels) in their propulsion system. He added that the Danube Commission is developing a specific working platform on fleet modernisation for 2022 and beyond.

12. The Safety Committee welcomed the information and noted that a detailed discussion at the level of ADN was premature. It was noted that for the discussion of the ADN provisions, a clear differentiation must be made for the carriage of hydrogen on vessels when transported as a cargo or used as a fuel for propulsion. It was agreed to resume the discussion on the transport of hydrogen as a cargo at a later stage, once requests for carriage of hydrogen were received and that the informal working group on substances would be best positioned to start more detailed discussions on the transport conditions.

## **V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3)**

### **A. Status of ADN**

13. The Safety Committee noted no new information on the status of the ADN.

### **B. Special authorizations, derogations and equivalents**

#### **1. Special authorization**

*Document:* ECE/TRANS/WP.15/AC.2/2021/20 (Netherlands)

*Informal document:* INF.3 (Netherlands)

14. The Safety Committee considered ECE/TRANS/WP.15/AC.2/2021/20 and informal document INF.3 on a special authorization, in accordance with 1.5.2, for the transport of UN No. 1288 Shale Oil in tank vessels. Some representatives endorsed in principle the special authorization but preferred to consider inserting in table C of the ADN a new entry for UN No. 1288. The Safety Committee agreed to resume the discussion on this subject at its next session on the basis of a formal proposal by the Netherlands, taking into account 3.2.4.2 of ADN.

#### **2. Request for recommendation**

*Informal document:* INF.17 (Netherlands)

15. Following the request for recommendation on a derogation for the installation of fixed fire-extinguishing system for physical protection, the Dutch delegation volunteered to present the request at the January 2022 session. The Safety Committee also clarified that it preferred to keep the relevant provisions in ADN and to harmonize them with ES-TRIN provisions, for the sake of clarity for all parties. It was agreed to consider at the next session a proposal by the Netherlands for amendment to ADN.

### **C. Interpretation of the Regulations annexed to the ADN**

16. As no document had been submitted under this agenda sub-item, no discussion took place on this subject.

### **D. Training of experts**

#### **1. ADN Catalogue of questions 2021**

*Documents:* ECE/TRANS/WP.15/AC.2/2021/11,  
ECE/TRANS/WP.15/AC.2/2021/12,  
ECE/TRANS/WP.15/AC.2/2021/13 (CCNR), and  
ECE/TRANS/WP.15/AC.2/2021/15 (Austria)

17. The Safety Committee recalled the outcome of the discussion at its previous session and reconfirmed the adoption of the proposals to update the catalogues of questions 2021 to take account of the provisions of the 2021 edition of the ADN as presented in documents ECE/TRANS/WP.15/AC.2/2021/11, ECE/TRANS/WP.15/AC.2/2021/12 and ECE/TRANS/WP.15/AC.2/2021/13, including corrections and amendments to document ECE/TRANS/WP.15/AC.2/2021/13 listed in document ECE/TRANS/WP.15/AC.2/2021/15.

## 2. Directive on the use of the catalogue of questions for the ADN expert examination

*Documents:* ECE/TRANS/WP.15/AC.2/2021/14 and Corr.1 (CCNR)

18. The Safety Committee took note of the proposed amendments to the directive of the Administrative Committee on the use of the catalogue of questions for the ADN expert examination in accordance with Chapter 8.2 of the ADN, including the deletion of the square brackets around the text in paragraph 51 of the document and some corrections to the German version.

19. On a remark from the representative of Germany to ensure fairness at the level of difficulties of questions and rating for the answers, the Safety Committee invited the informal working group on the training of experts to reconsider the proposed amendments together with document ECE/TRANS/WP.15/AC.2/2021/19 and to resubmit an updated proposal for consideration at the forthcoming session in January 2022.

## E. Matters related to classification societies

20. As no document had been submitted under this agenda sub-item, no discussion took place on this subject.

## VI. Proposals for amendments to the Regulations annexed to ADN (agenda item 4)

### A. Work of the RID/ADR/ADN Joint Meeting

*Documents:* ECE/TRANS/WP.15/AC.1/158, annex II  
ECE/TRANS/WP.15/AC.1/160, annex II  
ECE/TRANS/WP.15/251, annex I  
ECE/TRANS/WP.15/253, annex I  
ECE/TRANS/WP.15/AC.1/2021/24 and Add.1

21. The Safety Committee took note of the draft amendments to RID/ADR/ADN adopted by the Joint Meeting and by the Working Party on the Transport of Dangerous Goods (WP.15) in 2020 and 2021. The Safety Committee also noted that at the next autumn 2021 session, the RID/ADR/ADN Joint Meeting will also consider proposals of harmonization with the twenty-second revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, as contained in ECE/TRANS/WP.15/AC.1/2021/24 and Add.1.

22. The secretariat was asked to consolidate into a single document all the harmonization amendments that should be reflected in the Regulations annexed to ADN for detailed consideration at the next session in January 2022.

### B. Other proposals

#### 1. Proposal for amendments

*Document:* ECE/TRANS/WP.15/AC.2/2021/16 (Danube Commission)

23. The Safety Committee endorsed in principle the clarification to the Russian version of the definition of "membrane tank" in 1.2.1 Cargo tank type (d), but stressed the need to fully align it with the meaning of the other languages of ADN. On the proposed amendments to 9.3.1.18.1 and 9.3.1.18.2, the Safety Committee preferred not to merge both paragraphs as 9.3.1.18.1 is dealing with provisions for detection purposes and 9.3.3.18.2 is related to the use of an inert gas for safety purposes. The representative of the Danube Commission volunteered to resubmit an updated proposal for the next session taking into account the designs of inland navigation vessels.

**2. Proposal for amendment of Article 7.2.4.41 regarding electronic cigarette limitations**

*Document:* ECE/TRANS/WP.15/AC.2/2021/17 (CCNR)

24. The Safety Committee adopted the proposed amendment to 7.2.4.41 prohibiting the use of electronic cigarettes (see Annex I).

**3. Various amendments and corrections to ADN 2021 subject to notification**

*Document:* ECE/TRANS/WP.15/AC.2/2021/19 (Germany)

25. The Safety Committee adopted the various amendments and corrections to tables A, C and 7.2.5.4.2 proposed in ECE/TRANS/WP.15/AC.2/2021/19, as amended (see Annex I).

**4. Section 8.2.1 ADN - Requirements for the training of experts**

*Document:* ECE/TRANS/WP.15/AC.2/2021/21 (Germany)

26. The Safety Committee considered in detail and endorsed in principle the proposed amendments under items 1, 2, 3, 4 and 5 and adopted proposals under 2 and 5 (see Annex I). On proposal 3 the Safety Committee concluded that on educational grounds an amount of two retakes is desirable and that a comparison with other forms of examination is desirable. On the proposed amendments to 8.2.2.7.2.1 for the admission to the specialization courses on gases and chemicals, the Safety Committee noted that candidates should not necessarily be in possession of the physical certificate to apply for the exam as they can be delayed. It was also agreed that special examination conditions for candidates with disabilities are authorized in accordance with state regulations. The representative of Germany offered to prepare an updated proposal for a final review at the next session in January 2022.

**5. Carriage of fumigated bulk cargoes in cargo holds and fumigated cargo holds of dry-cargo vessels**

*Document:* ECE/TRANS/WP.15/AC.2/2021/22 (Germany)

*Informal document:* INF.5 (Austria)

27. The Safety Committee agreed on the importance of amending the Regulations annexed to the ADN to cover the carriage of fumigated bulk cargoes in cargo holds and fumigated cargo holds of dry-cargo vessels to ensure the safety of crew members and other persons on board. Taking into account the limitation to bulk cargoes of the German proposal, the representative of Austria presented in informal document INF.5 an alternative proposal to allocate the provisions under 5.5.2, instead of a new 5.5.5.

28. Following the discussion, the Safety Committee invited Germany and the Netherlands to facilitate a correspondence group to make progress on this subject. It was agreed that the proposal should focus on the safety of crew members and other persons on board taking into account all possible risks. It was also agreed that available technical and scientific literature on the subject as well as experts should be consulted to better understand the behaviour of these fumigation gases. The representative of GAFTA offered their support and technical expertise in these important discussions going forward.

**6. Parts 4 and 6 of ADN – derogations due to multilateral agreements in accordance with ADR/RID**

*Document:* ECE/TRANS/WP.15/AC.2/2021/23 (Germany)

29. Opinions of the Safety Committee were divided on the proposal by Germany to insert in 1.5.1 a new provision for ADN Contracting Parties to "automatically" consider temporary derogations concerning Parts 4 and 6 of RID/ADR as bilateral or multilateral agreements among ADN Contracting Parties signatories to said bilateral/multilateral agreements and ADN Contracting Parties in general. It was clear from the discussions that interpretation and therefore application of this principle differed not only among Competent Authorities, but also among the different authorities competent for the different modes of transport within the



territory of a Contracting Party and some concerns were raised on possible interruptions of the multimodal transport chain.

30. While some representatives were in favour of keeping some flexibility to determine on a case by case basis if temporary derogations for RID/ADR concerning Parts 4 and 6 were relevant to ADN, other agreed on the principle that inserting provisions on how to deal with these temporary derogations in the ADN would allow for harmonized application and legal certainty.

31. Following the discussion, it was agreed that this matter should be considered by the RID/ADR/ADN Joint Meeting at its forthcoming session based on a proposal by Germany.

## **7. Proposal of correction to paragraph 9.3.3.60**

*Document:* ECE/TRANS/WP.15/AC.2/2021/24 (CCNR)

32. The Safety Committee adopted the proposed corrections to the French and German version of 9.3.3.60 (see Annex I).

## **8. Provisions of cofferdams**

*Document:* ECE/TRANS/WP.15/AC.2/2021/25 (EBU and ESO)

33. In the absence of the reasons for the limitation in former ADN to no longer use cofferdam as extra ballast tank, the Safety Committee had a discussion on the proposal to reduce the risk of incidents and preferred to defer its adoption. It was noted that navigating under low bridges could be avoided, in some cases, through other technical or administrative measures, such as the use of new technologies and engineering solutions or better route planning of vessels and construction solutions of bridges. It was also noted that a dry cofferdam eases the leakage inspections of the vessel and that the prohibition of using the cofferdam as ballast tanks applies to vessels constructed after the year 2000.

34. It was agreed to resume consideration in a more general way in which way safety devices could be used for operational purposes. The representative of EBU volunteered to do some research on this subject and to resubmit an updated proposal for the next session.

## **9. Loading and unloading instructions**

*Document:* ECE/TRANS/WP.15/AC.2/2021/26 (Netherlands)

*Informal document:* INF.2 (Netherlands)

35. The Safety Committee took note of some concerns on the use of "vapour density" in the proposed amendments, the availability of such data and on the need to clarify the responsibilities. The representative of the Netherlands confirmed that such data is available at industry level and that the applicability was already proved as best practice on national level. It was agreed that ECE/TRANS/WP.15/AC.2/2021/26 is a good basis for discussion but should be further developed to clarify the concerns raised. The representative of Cefic believed that rather than using vapour density for the calculation of loading rates, the readily available vapour pressure could be used and, therefore, preferred to rediscuss the calculation method.

36. The Safety Committee decided to establish an informal working group on loading and unloading instructions. It discussed already a first set of items for the draft terms of reference. The representative of the Netherlands volunteered to further develop that draft and invited all interested delegates to send him an email about their interest to participate in the activities of the new group. The Safety Committee agreed to consider at its next session the final proposal for the terms of reference of the informal working group.

**10. 3.2.3.3 Scheme B**

*Document:* ECE/TRANS/WP.15/AC.2/2021/28 (Netherlands)

37. The Safety Committee welcomed and adopted the proposal to improve the legibility of Scheme B in ADN 3.2.3.3 (see Annex I).

**11. Construction materials**

*Document:* ECE/TRANS/WP.15/AC.2/2021/30 (EBU and ESO)

38. The document received some general support, but some clarifications were needed with respect to the proposed table with the list of materials, the numbering of paragraphs and a reference in the entry for photo-optical copies. Following the discussion, the Safety Committee adopted the proposal as amended (see Annex I).

**12. Harmonisation of the terminology used in 8.1.2.2 (f) and 8.1.2.3 (s) of ADN 2021**

*Document:* ECE/TRANS/WP.15/AC.2/2021/31 (CCNR)

39. On the proposal of CCNR to harmonize the text in the different language versions of 8.1.2.2 and 8.1.2.3 the representative of Germany preferred to review, in a first step, if the wording of the German text of 8.1.2.3 (s) might be the right one. Therefore, the Safety Committee deferred the discussion on the proposal to its next session based on an updated document.

**13. Harmonisation of terminology used in 1.9.3 (c) of ADN 2021**

*Informal document:* INF.4 (CCNR)

40. Referring to its decision on ECE/TRANS/WP.15/AC.2/2021/31, the Safety Committee also deferred the discussion on informal document INF.4 to its next session.

**14. Use of consistent terminology on damage stability calculations in 9.3.x.15.2**

*Informal document:* INF.8 (CCNR)

41. The Safety Committee adopted the proposed correction to 9.3.1.15.2, 9.3.2.15.2 and 9.3.3.15.2 (see Annex II).

**15. Use of consistent terminology on intact stability calculations in 9.3.x.14.2 (a) and (b)**

*Informal document:* INF.18 (Recommended ADN Classification Societies)

42. The Safety Committee adopted the proposed correction to 9.3.1.14.2, 9.3.2.14.2 and 9.3.3.14.2, sub-items (a) and (b) (see Annex II).

**16. Table C - UN No. 1202, second entry on GAS OIL**

*Informal document:* INF.10 (FuelsEurope)

43. The Safety Committee adopted the proposed corrections to the proper shipping name of the second entry for UN No. 1202, column (2) of Table C (see Annex II).

**17. Proposal to correct two UN No. 3295 entries in Table C**

*Informal document:* INF.11 (FuelsEurope)

44. The Safety Committee adopted the proposed correction to the English language version of Table C, UN No. 3295, column (5) (see Annex II).

**18. Request for merging two UN 1202 entries into one**

*Informal document:* INF.12 (FuelsEurope)

45. Some delegates raised caution to merge the two entries of UN No. 1202 as there was a founded reason for the existence of both entries taking into account the different values of the relative density. A modification would also impact the corresponding entries in the Table A of RID/ADR/ADN. Therefore, it was recommended to seek the advice of the RID/ADR/ADN Joint Meeting. The representative of FuelsEurope volunteered to submit to the RID/ADR/ADN Joint Meeting an updated document for consideration at the forthcoming session in September.

**19. UN No. 1972 - Request to correct an inconsistency in Table C, Column (2)**

*Informal document:* INF.13 (FuelsEurope)

46. On the correction of the omission of the word "LIQUID", the Safety Committee felt it premature to adopt the proposal and preferred to consult in a first step with the informal working group on substances to verify possible reasons for that omission.

47. The Safety Committee only adopted the correction to the German language version proposed in paragraph 9.

**20. Minor conflict of allowed location of cooking and refrigeration appliances between ADN 7.2.3.41.2 and 9.3.x.41.2**

*Informal document:* INF.15 (EBU and ESO)

48. Some representatives were of the opinion that the difference in the provisions existed already in the 1995 edition of ADNR and had been well justified. It was recommended to also verify the corresponding text in the other official languages of the ADN. The representative of EBU/ESO volunteered to do some research and to prepare an official document for consideration at the next session in January 2022.

**21. Certificate of approval for dry cargo vessels**

*Document:* ECE/TRANS/WP.15/AC.2/2021/27 (Belgium and the Netherlands)

*Informal document:* INF.20 (Netherlands)

49. The Safety Committee considered document ECE/TRANS/WP.15/AC.2/2021/27 proposing to clarify the certificate or approval for dry cargo vessels in particular for vessels referred to in 7.1.2.19.1. Following the discussion, the Safety Committee adopted the amendments proposed in informal document INF.20, including option 2 for point 8 of the certificate of approval (see Annex I).

**VII. Reports of informal working groups (agenda item 5)****A. Report of the twenty-first meeting of the Group of Recommended ADN Classification Societies**

*Document:* ECE/TRANS/WP.15/AC.2/2021/18 (The Recommended ADN Classification Societies)

*Informal document:* INF.16 (Germany)

50. The Safety Committee welcomed the report of the twenty-first meeting of the Group of Recommended ADN Classification Societies (ECE/TRANS/WP.15/AC.2/2021/18) and, in particular, commented on the following items of the report:

- II.(b) urged the authors of the project to submit their proposal as an official document to the Safety Committee to ensure translation in all official languages and reminded that the deadline for submission of official documents to the January 2022 session is 29 October 2021;
- II.(h) urged the Recommended ADN Classification Societies to submit to the Safety Committee replies to the questions already raised at the twenty-third and twenty-fourth session of the ADN Administrative Committee<sup>1</sup> (among others the equivalence of certificates issued according to ISO 9001 and those granted according to ISO/IEC 17020, revision of Chapter 1.15 of ADN to clarify how the information of compliance need be presented in future and to identify possible problems with the requirements, in particular 1.15.3.8 of ADN);
- III.(a) following the presentation of informal document INF.16, the Safety Committee confirmed that the current ADN provides only transitional provisions for the temperature class and explosion group of non-electrical installations and equipment but not for the location in which those could be used;
- III.(b) requested that the Recommended ADN Classification Societies present, in a working document for the January 2022 session, any necessary amendments to clarify the text of ADN;
- III.(c) urged the members of the Recommended ADN Classification Societies to analyse if there is a need to develop, in addition to the general requirements of ES-TRIN, further specific safety requirements for vessels carrying dangerous goods and to determine if dangerous interactions could occur between the dangerous goods carried and the energy storage/production units used;
- V.(a) confirmed that if the transport of substances which are currently classified as UN 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (BILGE WATER, FREE OF SLUDGE), UN 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (BILGE WATER, CONTAINS SLUDGE) or UN 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (OIL SLUDGE) , and were permitted for a particular vessel for the period before 31.12.2008, then those substances, classified under their appropriate UN entry can be entered in the vessel substances list.

51. On informal document INF.16, the Safety Committee invited the Group of Recommended ADN Classification Societies to further clarify the scope of the existing transitional provision for non-electric installations and equipment and also decided to set up a comprehensive list of equipment.

## **B. Report of the third meeting of the informal working group on “loading on top of barges”**

*Document:* ECE/TRANS/WP.15/AC.2/2021/29 (Netherlands)

52. The representative of the Dutch delegation reported on the outcome of its meeting held remotely on 22 and 23 April 2021.

53. For case 3(a), the Safety Committee welcomed the proposed principles on loading on top of the same cargo, i.e. loading of dangerous good on top of a dangerous good with the same UN number and entry in Table C. Nevertheless general caution on this case was raised, as reactions might take place even with substances of the same UN number dangerous. It was suggested that the informal working group on Substances should evaluate Table C to establish a so-called "positive list" with substances that might be allowed for the loading on

<sup>1</sup> See reports: <https://unece.org/DAM/trans/doc/2019/dgadm/ECE-ADN-51e.pdf> and <https://unece.org/DAM/trans/doc/2020/dgadm/ECE-ADN-53e.pdf>

top principles (following appropriate testing if necessary) and which could be extended in future.

54. For case 3(b), it was suggested that the informal working group on loading on top of barges should continue its work into finding the correct legal instrument, to which ADN could refer to, in order to facilitate loading on top processes. The representative of Belgium requested the informal working group on loading on top, to also study cases in which inhibitors, additives and colourants are added to the cargo during transport.

55. For case 3(c), opinions were divided on whether work should continue on the loading of a dangerous good on top of another dangerous good. The representative of Fuels Europe offered their help to work in cases 3(a) and 3(b) but it would not put more effort on the development of case 3(c).

56. In conclusion, opinions were divided on the issue of legislating loading on top of any kind in the ADN. Some representatives were of the opinion that when loading is taking place, the vessel is berthed, and it is not clear if the procedure could be considered as part of the transport operation. It would also need in-depth expertise of the committee and bear in future further risks for the transport of dangerous goods. Others suggested to minimize the insertion of such provisions referring to existing guidelines and standards for maritime transport and to other national or international legal instruments on this subject.

57. As a way of compromise, it was suggested that the “positive list” of substances that can be loaded on top, could be added to the vessel’s list of substances, clearly indicating all the relevant conditions for the loading operation.

58. The representative of the Netherlands announced his intention to organize further meetings and to report back to the Safety Committee at the next session, in order to facilitate its decision on whether to continue work on this subject.

## **VIII. Programme of work and calendar of meetings (agenda item 6)**

59. The Safety Committee noted that its thirty-ninth session was scheduled to be held in Geneva from 24 to 28 January 2022 and that the twenty-seventh session of the ADN Administrative Committee was scheduled to take place on 28 January 2022 (from 12:00 to 13:00). The deadline for the submission of documents for these meetings was 29 October 2021.

## **IX. Any other business (agenda item 7)**

### **A. Rules of Procedure for the ADN Safety Committee**

*Informal document:* INF.7 (Austria, Germany and the Netherlands)

60. The Safety Committee considered the draft Rules of Procedure for the ADN Safety Committee in informal document INF.7. It was agreed to resume its consideration at the next session on the basis of an official document by the authors taking into account the comments received.

61. The secretariat was requested to clarify the status of the group of Recommended ADN Classification Societies in the Safety Committee.

### **B. Information on funding opportunities for “greening” the transport of dangerous goods**

*Informal document:* INF.19 (European Commission)

62. The Safety Committee took note of informal document INF.19 on funding opportunities by the European Commission for “greening” the transport of dangerous goods

including detailed information on the LIFE sub-programme for environment. It was clarified that this programme could also finance activities outside the European Union even in overseas countries and territories, but only if the project leader was based in the European Union.

### **C. Transport Community**

63. The representative of Transport Community presented her international governmental organisation in the field of mobility and transport (<https://www.transport-community.org/>). It was established in 2019 by a treaty signed between the European Union and six South East European Parties to ease their integration. They develop a guideline on activities such as the transport of dangerous goods, set up a corresponding technical committee that members may wish to participate also in the Safety Committee. The Safety Committee welcomed their participation in and contributions to the future sessions.

### **X. Adoption of the report (agenda item 8)**

64. The Safety Committee adopted the report on its thirty-eighth session and its annexes on the basis of a draft prepared by the secretariat.

## Annex I

### Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2023

#### Chapter 1.6

1.6.7.2.1.1 Insert the following new transitional provision:

8.6.1.1	Changes to certificate of approval, numbers 4 and 8	N.R.M. from 1. January 2023 Renewal of the certificate of approval after 31 December 2022
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*(Reference document: ECE/TRANS/WP.15/AC.2/2021/27, as amended by informal document INF.20)*

1.6.7.2.2.2 Renumber transitional provision for 9.3.1.0.3 d), 9.3.2.0.3 d) and 9.3.3.0.3 d) "Fire-resistant materials of accommodation and wheelhouse" as 9.3.1.0.6, 9.3.2.0.6 and 9.3.3.0.6.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/30, consequential amendment)*

1.6.8.1 Delete and insert: "1.6.8.1 Deleted".

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/21)*

#### Chapter 3.2, Table A

For UN Nos. 2381, 3483, 3543, 3544, 3545, 3546, 3547 and 3548, in column (6) insert "802".

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/19)*

For UN No. 3440, all entries, in column (6) insert "563".

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/19)*

For UN No. 3494, all entries, in column (6) delete "649".

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/19)*

For UN Nos. 3537, 3539, 3540, 3541 and 3542, in column (6) delete "649".

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/19)*

#### Chapter 3.2, Table C

For identification No. 9004, amend column (5) to read "9+S"

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/19)*

#### Chapter 3.2

3.2.3.3 Amend Scheme B to read as follows:

### Scheme B: Criteria for equipment of vessels of type N with closed cargo tanks

Ascertain which substance/cargo tank characteristics in the first six columns are relevant. Select the applicable row in the relevant column. The cargo tank equipment requirements for N-vessels with closed cargo tanks are then described in this row in the seventh column. If multiple columns are relevant select the topmost relevant row in the seventh column.

Substance/cargo tank characteristics						Requirements arising
Class 3, flash-point < 23°C			Corrosive substances	CMR substances	Cargo tank equipment	
175 kPa ≤ P <sub>v 50</sub> < 300 kPa without refrigeration						Pressure tank (400 kPa)
175 kPa ≤ P <sub>v 50</sub> < 300 kPa, with refrigeration						Pressure relief valve/high velocity vent valve opening pressure: 50 kPa (with refrigeration (No. 1 in column (9)))
	150 kPa ≤ P <sub>v 50</sub> < 175 kPa	110 kPa ≤ P <sub>v 50</sub> < 150 kPa without water spraying				Pressure relief valve/high velocity vent valve opening pressure: 50 kPa
		110 kPa ≤ P <sub>v 50</sub> < 150 kPa with water spraying			Vapour pressure > 10 kPa (calculation of the vapour pressure according to the formula for column 10, except that v <sub>a</sub> = 0.03)	Pressure relief valve/high velocity vent valve opening pressure: 10 kPa (with water spraying (No. 3 in column (9)))
			P <sub>v 50</sub> < 110 kPa	Packing group I or II with P <sub>v 50</sub> > 12.5 kPa or reacting dangerously with water or with gases in solution	Vapour pressure ≤ 10 kPa (calculation of the vapour pressure according to the formula for column 10, except that v <sub>a</sub> = 0.03)	Pressure relief valve/high velocity vent valve opening pressure: 10 kPa

(Reference document: ECE/TRANS/WP.15/AC.2/2021/28 as amended)



**Chapter 7.2**

7.2.4.41 In the first sentence, after “and smoking” insert “, including electronical cigarettes”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/17)*

7.2.5.4.2 Amend the beginning of the first sentence to read as follows:

“An expert in accordance with 8.2.1.2 shall be permanently on board...”. Remainder unchanged.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/19 as amended)*

**Chapter 8.2**

8.2.2.7.2.1 Amend the second sentence to read as follows: “This examination shall be held either immediately after the training or within six months following the completion of such training.”

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/21)*

**Chapter 8.6**

8.6.1.1 and 8.6.1.2 In point 4, replace “Additional requirements” by “Requirements”.

*(Reference document: informal document INF.20)*

8.6.1.1 In point 8, amend the introductory text to read as follows: “This certificate is delivered on the basis of:”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/27, as amended by informal document INF.20)*

**Chapter 9.3**

9.3.1.0 Amend as follows:

Renumber the first paragraph of 9.3.1.0.1 (a) as 9.3.1.0.1.1. At the end, after “equivalent metal” add “, special provisions of the additional requirements/remarks of column 20 of Table C of Chapter 3.2 excepted.

Renumber the second paragraph of 9.3.1.0.1 (a) as 9.3.1.0.1.2.

Renumber 9.3.1.0.1 (b) as 9.3.1.0.2.

Renumber 9.3.1.0.2 as 9.3.1.0.3. Replace “plastic materials or rubber” by “plastic materials, rubber, glass or composite”.

Renumber 9.3.1.0.3 as 9.3.1.0.4. Replace “plastic materials or rubber” by “plastic materials, rubber, glass or composite”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/30 as amended)*

9.3.2.0 and 9.3.3.0 Amend as follows:

Renumber the first paragraph of 9.3.2.0.1 (a) and 9.3.3.0.1 (a) as 9.3.2.0.1.1 and 9.3.3.0.1.1, respectively. At the end, after “equivalent metal” add “, special provisions of the additional requirements/remarks of column 20 of Table C of Chapter 3.2 excepted.

Renumber the second paragraph of 9.3.2.0.1 (a) and 9.3.3.0.1 (a) as 9.3.2.0.1.2 and 9.3.3.0.1.2, respectively.

Renumber 9.3.2.0.1 (b) and 9.3.3.0.1 (b) as 9.3.2.0.2 and 9.3.3.0.2, respectively.

Renumber 9.3.2.0.2 and 9.3.3.0.2 as 9.3.2.0.3 and 9.3.3.0.3, respectively. Replace “plastic materials or rubber” by “plastic materials, rubber, glass or composite”.

Renumber 9.3.2.0.3 and 9.3.3.0.3 as 9.3.2.0.4 and 9.3.3.0.4, respectively. Replace “plastic materials or rubber” by “plastic materials, rubber, glass or composite”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/30 as amended)*

9.3.x.0        Replace the Table under 9.3.x.0.4 (former 9.3.x.0.3) by the following Table:

(X means "allowed")

	Wood	Aluminium alloys	Plastic material / Composite	Rubber	Glass
<b>Permanently installed materials</b>					
Chocking of cargo tanks which are independent of the vessel's hull and chocking of installations and equipment	X		X		
Masts and similar round timber	X	X	X		
Engine parts		X	X		
Protective covers of engines and pumps			X		
Notice boards (Prohibition of admittance and smoking)		X	X		
Parts of the electrical installation		X	X		
	According to the applicable technical norms				
Parts of the loading and unloading installation, e.g., gaskets		X	X	X	
Supports and stops of any kind	X		X		
Ventilators, including hose assemblies for ventilation		X	X		
Parts of the water spray system, the shower and the eye and face bath		X	X		
Insulation of cargo tanks and of piping for loading and unloading, gas discharge pipes and heating pipes		X	X	X	
Coating of cargo tanks and of piping for loading and unloading		X	X	X	
Insulation of cargo tanks (Table C, Column (20), Remark. 32)		X	X	X	
All kinds of gaskets		X	X	X	
	Subject to Table C, Column (20), Remark 39 a)				
Cables for electrical equipment			X	X	
	According to the applicable technical Norms				
Boxes, cabinets or other receptacles placed on the deck for storage of disposal and recovery equipment for capstans, extinguishers, fire hoses, etc.		X	X		
Boxes, cabinets or other receptacles placed on the deck for storage of disposal of waste		X	X		
	For oily and greasy wastes fire-resistant receptacles only (7.2.1.21.6)				

	Wood	Aluminium alloys	Plastic material / Composite	Rubber	Glass
<b>Portable equipment</b>					
Gangways	X	X	X	X	
External ladders and passageways (gangways) *)		X	X	X	
Outboard ladders		X	X	X	
Ladders		X	X	X	
Cleaning equipment, e.g. brooms	X	X	X	X	
Fire extinguishers, portable gas detectors,		X	X	X	
Rescue winches		X			
Personal protective and safety equipment, rescue equipment conforming to ES-TRIN		X	X	X	
Driptrays			X		
Fenders	X		X	X	
Mooring lines, ropes for tenders, etc.			X		
			respecting 7.x.4.76		
Mat under hose assemblies for loading and unloading piping system			X	X	
Fire hoses, air hoses, hoses for cleaning the deck, etc.			X	X	
Other kinds of hoses	In line with 8.1.6.2 and Norms mentioned				
Aluminium gauging rods		X			
	If fitted with brass feet or protected in another way to avoid sparking.				
Sampling equipment			X		

	Wood	Aluminium alloys	Plastic material / Composite	Rubber	Glass
<b>Receptables for oily and greasy wastes (7.2.4.1)</b>		X	X		
		fire-resistant receptables, (7.2.1.21.6)			
Receptables for residual products and receptables for slops		X	X		
	Respecting ADR, RID or IMDG-Code regarding the admission requirements of materials.				
Sampling bottles			X		X
	Respecting ADR, regarding the admission requirements of materials.				
Photo-optical copies of the certificate of approval according to 8.1.2.6 or 8.1.2.7, and of the vessel's certificate, the measurement certificate and other applicable documents <sup>2</sup>		X	X		
Aluminum basket for storing of mooring wires/lines		X			
Boot's hook	X	X	X		
Ship's boat		X	X		
(In case of 7.2.3.29.1 and 7.2.3.31.1 allowed in the cargo area)	Only when the material shall not readily ignite				

(Reference document: ECE/TRANS/WP.15/AC.2/2021/30 as amended)

<sup>2</sup> The Rhine or Danube navigation membership certificate.

9.3.x.0        Replace the paragraphs after the Table by the following paragraphs:

“9.3.x.0.5     The paint used in the cargo area shall not be liable to produce sparks in case of impact.

9.3.x.0.6     All permanently fitted materials in the accommodation or wheelhouse, with the exception of furniture, shall not readily ignite. They shall not evolve fumes or toxic gases in dangerous quantities, if involved in a fire.”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/30)*

9.3.3.60      Amendment does not apply to the English text.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/24)*

## Annex II

### Corrections to ECE/TRANS/301 (ADN 2021 publication)

*(Corrections not requiring acceptance by Contracting Parties)*

**1. Chapter 3.2, Table C, UN No. 1202, second entry, column (2)**

*For GAS OIL complying with standard EN 590:2013 + A1:2017 or DIESEL FUEL or HEATING OIL*

*Read DIESEL FUEL complying with standard EN 590:2013 + A1:2017 or GAS OIL or HEATING OIL*

*(Reference document: informal document INF.10)*

**2. Chapter 3.2, Table C, UN No. 3295 - HYDROCARBONS, LIQUID, N.O.S. CONTAINING ISOPRENE AND PENTADIENE, STABILIZED, 2 entries, column (5)**

*For 3+inst. read 3+unst.*

*(Reference document: informal document INF.11)*

**3. Chapter 9.3, 9.3.1.14.2, 9.3.2.14.2 and 9.3.3.14.2, subparagraph (a)**

*For non-watertight read non-weather-tight*

*(Reference document: informal document INF.18)*

**4. Chapter 9.3, 9.3.1.14.2, 9.3.2.14.2 and 9.3.3.14.2, subparagraph (b)**

*For non-watertight read non-weather-tight*

*(Reference document: informal document INF.18)*

**5. Chapter 9.3, 9.3.1.15.2, last sentence of last paragraph**

*For non-watertight read non-weather-tight*

*(Reference document: informal document INF.8)*

**6. Chapter 9.3, 9.3.2.15.2, last paragraph**

*For non-watertight read non-weather-tight*

*(Reference document: informal document INF.8)*

**7. Chapter 9.3, 9.3.3.15.2, last paragraph**

*For non-watertight read non-weather-tight*

*(Reference document: informal document INF.8)*