
Economic Commission for Europe

Inland Transport Committee

13 January 2022

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)**

English

Thirty-ninth session

Geneva, 24–28 January 2022

Item 3 of the provisional agenda

Matters arising from the work of United Nations bodies or other organizations

Report by the Danube Commission (DC) Secretariat at the thirty-ninth session of the ADN Safety Committee**Submitted by the Danube Commission**

1. The absence of freezing and ice events ensured continuous navigation on the Danube at the beginning of 2021. Rather stable conditions were ensured in March, which allowed cargo vessels to be loaded for a draught of 2.5 m and occasionally for a maximum draught of 2.7 m.

In January-May 2021, transportation by cruise passenger vessels, which showed record performances in 2019 (the Upper Danube - 720,000 passengers/to the Danube Delta - 135,000 passengers), was not performed. In June 2021, with the relaxation of local restrictions, sporadic voyages on the main cruise lines, as well as on local transport lines, were started. In July-August 2021, there was a further increase in the number of passengers transported. The possible resumption of passenger traffic on the Danube in 2022 will depend on the pandemic situation.

In 2021, the Danube cargo transportation market continued to experience the consequences of the decline in industrial production of 2020, but certain trends towards stabilization, especially in the metallurgical industry and construction, have had a positive impact on the further dynamics of cargo flows.

There has been a decrease in the volume of dangerous goods on the Danube.

2. The Working Group on Technical matters, held from 12 to 14 October 2021, reviewed information on the 2020 examinations on the training of experts in accordance with Chapter 8.2 of ADN and their results. These data have been collected by the Secretariat since 2020 in accordance with the Decision of the 93rd session of the DC. The Working Group considered it necessary for all DC member states to provide such data to the Secretariat. Given the importance of this issue for the safety of navigation on the Danube, the Secretariat expects to get the results from the member states of the DC in the middle of next year.

3. At the previous 38th session of the Joint Meeting (23-27 August 2021), when considering the proposals of the DC Secretariat, the ADN Safety Committee invited the Danube Commission to carry out "additional analysis to take into account differences in vessel design and to provide information on signalling to different places on the vessel when pressure in cargo and membrane tanks is reduced depending on the vessel design".

In order to prepare such an analysis, the Secretariat, by letter No. DC 282/XI-2021 of 10 November 2021, requested the DC member states to provide information on the number of crews of vessels carrying dangerous goods on the Danube, as well as to report at which control posts such signalisation could be provided. As responses are received, the Secretariat

will prepare a detailed analysis and provide further information for the next meeting of the ADN Safety Committee.
