
Economic and Social Council

Inland Transport Committee

26 July 2023

Working Party on the Transport of Dangerous Goods

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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)

Forty-second session

Geneva, 21-25 August 2023

Item 4 (b) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN: other proposals

Amendment to 1.4.3.3 ADN and 1.4.3.7.1 ADN - Safety obligations of the main participants

Transmitted by European Barge Union and European Skippers Organisation (EBU/ESO)

Introduction

1. EBU/ESO would like to raise awareness and re-open discussions for a problem that was already addressed at the thirty-first session of the ADN Safety Committee in August 2017 (see informal document INF.23 of the thirty-first session) and January 2023 (see informal document INF.20 of the forty-first session).
2. By bringing this document to Geneva, attention was drawn to the fact that loading arms were not being emptied and product was coming out by surprise during connection of loading arms. It is common practise that deck crew remove the blind flange of the loading arms and connect the arm to This represents serious health risks for the deck crew of the vessel.
3. The crewmembers are still confronted, daily, with the fact that loading arms/hoses are not (fully/ efficiently) emptied before and/or after loading/discharging, which always leads to loss of containment; in several cases to environmental spills and/or exposure to the crewmembers. This is of great concerns of the barging industry and aim to improve safety regarding this part the transport.
4. The Platform Zero Incidents (PZI) is an initiative of the European inland shipping industry and strives to improve safety towards "0 Incidents", together with its stakeholders. It is a platform in which near misses and incidents are shared among its members, with the benefit to share and to learn from incidents from each other. The database of incident statistics to which is often referred, supports proposals with safety figures.
5. During the forty-first session of the ADN safety committee, we noted that, in the database of Platform Zero Incidents (PZI), there were 105 events registered of this type of incident, in which crewmembers were exposed to dangerous goods in the period of 2015 to September 2022.
6. In 16 cases crewmembers suffered personal injuries, of which 8 crewmembers needed medical treatment. In 7 cases product was spilled to the water surface. This data supports the need to bring this topic back to the table.
7. In the January 2023 session of the ADN Safety Committee meeting, EBU/ESO suggested a working group could work on improvement of integral safety. It came out that other parties involved did not directly recognize themselves in these figures and were

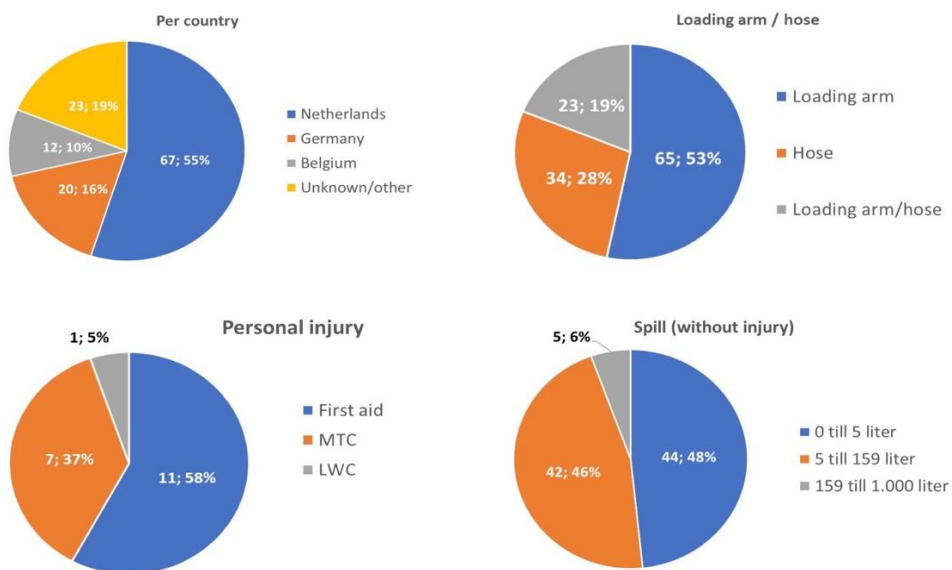
surprised. EBU/ESO indicated to work further on this topic and would like to give more supporting data.

8. Since September 2022 until now the PZI database has even more events registered of this type of incident. As to illustrate this, below an excerpt from the latest PZI database regarding these kinds of incident.

Incident statistics

9. The Platform Zero Incidents (PZI) started its activities in 2015. PZI strives to reduce the number of incidents by learning from near misses and incidents reported by its members. Between 2015 and 2023, more than 90 per cent of the inland tanker shipping sector has joined the initiative.

10. The incident statistics presented are derived from the PZI database.



Explanation Personal Injury: First aid = First Aid Cases | MTC = Medical Treatment Cases | LWC = Lost Work Cases

11. It should be emphasized that this concerns the incidents reported to PZI and therefore not the actual number of incidents in the period 2015-2023, this number is higher for the following reasons:

- At the start of PZI, approximately 30 per cent of the industry joined. Over time, this has increased to over 90 per cent of the industry. The number of reported incidents has therefore increased over the period.
- Willingness to report ships to operators due to different reasons, amongst others, risk normalisation. The issue described is a known and recognized problem in the industry. Over time it has become part of the process. As a result, there may be risk normalization, so that these types of incidents are no longer identified as incidents on both the shore and the ship side. Consequently, the incidents are not reported.
- Operators' willingness to report to the Platform Zero Incidents. There are differences between the various PZI members in terms of willingness to report.

12. The actual number of incidents is therefore probably several factors higher.

13. Although the report of the forty-first session states the following to this subject:

“Some delegations who took the floor underlined the importance of this subject and the need to resolve the issue. Others felt that it was out of the scope of ADN. The Safety Committee considered it premature to establish an informal working group.

The representative of the Netherlands volunteered to consider this subject together with the further developments on the ADN checklist (see para. 40 above) and to come back at its next session with feasible solutions”

EBU/ESO learned any questions regarding this subject cannot be added to the ADN checklist because of the fact the ADN has no legal basis to refer to regarding this subject.

14. As the beginning of filling, the end of filling, the beginning of unloading and the end of unloading are part of the transport process, which is scope of ADN, EBU/ESO suggest amending some provisions that improve safety and environmental performance for filler/carrier/unloader and consignor.

15. In consultations that have taken place in recent months between EBU/ESO and the filler/unloading industry it has been indicated that, if this industry would legally be obliged to check the loading/unloading arms/hoses on their emptiness/sufficient draining/released pressure before these arms/hoses are provided to the tanker barge, they will do so.

16. Thus, complying with the main General safety measures as set out in ADN 1.4.1.1:

“The participants in the carriage of dangerous goods shall take appropriate measures according to the nature and the extent of foreseeable dangers, to avoid damage or injury and, if necessary, to minimize their effects. They shall, in all events, comply with the requirements of ADN in their respective fields.”

Requests for amendments

17. With regard to previous pleading, we request adding an obligation to ADN 1.4.3.3:

“1.4.3.3 **Filler**

In the context of 1.4.1, the filler has the following obligations in particular:

...

*Obligations concerning the **filling of cargo tanks:**”*

Proposal:

add

- (l) He shall ascertain that the ship/shore connections provided by him are sufficiently drained of liquid and, if applicable, any overpressure is released to ensure a safe connection, before they are provided;

Hence: letter (l) was already reserved for something in ADN 2023.

18. With regard to previous pleading we request adding an obligation to ADN 1.4.3.7.1:

“1.4.3.7 **Unloader**

1.4.3.7.1 In the context of 1.4.1, the unloader shall in particular:

...

*Additional obligations concerning the **unloading of cargo tanks:**”*

Proposal:

add

(n) Ascertain that ship/shore connections provided by him are sufficiently drained of liquid and, if applicable, any overpressure is released to ensure a safe connection, before they are provided;

19. We request the Safety Committee to address these obligations in the ADN Safety Checklist, as where the corresponding box shall be ticked off by the filler/unloader only.
