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# Economic and Social Council

Inland Transport Committee

18 August 2023

**Working Party on the Transport of Dangerous Goods**

Original: German

**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**

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## **ADN Checklist**

### **Contribution to ECE/TRANS/WP.15/AC.2/2023/44 and informal document INF.2 (Netherlands)**

**Submitted by FuelsEurope and supported by the European Barge Union and the European Skippers Organization (EBU/ESO).**

#### **I. Executive Summary**

1. This document provides the industry's contribution to the discussion around the revision of the ADN Checklist according to 8.6.3, as requested during the forty-first session of the ADN Safety Committee, but which was not considered in working document ECE/TRANS/WP.15/AC.2/2023/44.
2. It also proposes textual changes to working document ECE/TRANS/WP.15/AC.2/2023/44 and informal document INF.2.
3. The document has 3 sections, i.e.:
  - the Proposals, which follow the structure of working document ECE/TRANS/WP.15/AC.2/2023/44,
  - Annex I: the ADN checklist and explanations to the questions, reflecting these proposals, and
  - Annex II: explanatory notes on assignment of responsibilities of participants
4. The Safety Committee is invited to have a discussion and consider the proposals and to act as it deems appropriate.

#### **II. Proposals**

5. The industry would like to put its proposals up for discussion in the plenary.

**Re: Page 1 (d)**

Insert a new footnote “\*\*\*\* This is the actual quantity as stated in the transport document that will be loaded”

*Rationale:*

*As consignor, carrier, loader, filler, and unloader, it is noted that according to ADN 5.4.1.1.2 e) the transport document(s) shall contain the mass in tonnes. The mass in tonnes stated in the transport document is only completed after filling the cargo tank(s).*

*So the information required by footnote \*\*\*\* is not yet available at the time of filling out the checklist.*

**Proposal:**

**Amend the footnote as:**

**"This is the actual quantity in m3 at the current temperature as determined by Vessel and loading/unloading place based on the quantity in tonnes, as stated in the order"**

- **Re: Page 1 (e)**

In the Table following "- Particulars of last cargo":

(iii) Reduce the number of dotted lines to one, except for "Proper shipping name \*\*\*\*"

*Rationale:*

*The cargo tanks to be filled may previously have had different products as their last load.*

*Safety: knowledge of multiple previous cargoes which allows participants to identify if measures need to be taken before loading (in line with 7.2.4.13.1 – residues of previous cargoes which may cause dangerous reactions with the next cargo)*

**Proposal:**

**leave the extra lines at page 1**

**Proposal explanation:**

vessel cargo tanks can have multiple previous cargoes, such as in the event of a previous trip partial loading (i.e. due to low water levels). Also in 8.6.4, multiple previous cargoes can be inserted.

**Re: Page 2 (h).**

(ii) Amend the first question as follows: "How will residual quantities be emptied to the shore installation / to the vessel after loading or unloading?";

(iv) Amend the second question as follows: "If emptied by blowing, how?";

*Rationale.*

*Linguistically, residual quantities cannot be emptied. Instead, we prefer to keep the reference to the cargo piping, and to the word "drained", which is also present in this context in 7.2.4.25.4.*

**Proposal:**

How will **the cargo piping be drained** to the shore installation / to the vessel after loading / unloading? \*

and.

"If **drained** by blowing, how?";

- **Re: Page 2. (j)**

Amend the text preceding the Questions as follows:

**"Questions to the master or the person mandated by him and the person at the shore facility responsible for the handling.**

*Rationale.*

*The amendment of this sentence, compared to 7.2.4.10.1 by the Government of the Netherlands, causes confusion in the explanation or possible interpretations of the responsibilities for, in particular operations handling on work places, between article and checklist.*

*the original text according to 7.2.4.10.1 is:*

*"Questions to the master or the person mandated by him and the person responsible for the handling at the shore facilities"*

**Proposal**

*- to avoid text confusion now and in the future:*

**"Questions to designated responsible persons on board and at the shore facility, as**

described in 7.2.4.10.1”

- **Re: Questions (l) question 7**

Insert a new header: “7. Vessel piping systems”

7.1 (l / iii) “Are all flanges of the connections of the piping for loading and unloading and of the venting piping not in use, **on board**, correctly blanked off?”; and

(r ii) Renumber Question 14.2 to 7.2

“Have all valves and other closing devices been checked for correct open – or closed position?”

*Rationale:*

*Both nos. (7.1 and new 7.2) specifically concern the operations handling on the piping system on board. This shall only be confirmed under the responsibility of the vessel's master.*

*This, as well as similar questions, which also relate to operations handling (3, 6, 9, 15, 18, 21.2) according to the new ADN checklist (Informal document INF.2 )*

**Proposal for Question 7.1 and 7.2**

**Remove the "O" as confirming obligation for the loading/unloading place"**

*Further explanation about the interpretation of responsibilities See Annex II*

- **Re: Questions (u) question 20**

*Rationale:*

*Analogous to old question 15 about the agreed pressure (new question 13.1 and 13,2) fill in the agreed temperature here.*

**Proposal.**

**“Is the loading temperature within the range of the maximum permissible temperature as prescribed in 7.2.3.28? (agreed temperature ----- °C.)**

- **Re Questions (renumbered question (m ii 8.2), new Question 21.2.**

“Is a water film as mentioned in 9.3.1.21.11 activated?”

*Rationale:*

*According to 9.3.1.21.11, this question specifically concerns a operation handling on board. This shall only be confirmed under the responsibility of the vessel's master.*

**Proposal**

**Remove the "O" as confirming obligation for the loading/unloading place"**

*Further explanation about the interpretation of responsibilities See Annex II*

- **Re: Explanation Question 12.**

adjust “For 12.3, see also 1.4.3.3r, 1.4.3.7.1i” in:

“For 12.3, see also 1.4.3.3r, 1.4.3.7.1i, **7.2.4.16.12**

6. Adjustment proposal ECE/TRANS/WP.15/AC.2/2023/44 compared to informal document INF.2 of the forty-second session

- **New question 9.2**

*Rationale:*

*Informal document INF.2 question 9.2 is not included in document “ECE/TRANS/WP.15/AC.2/2023/44”*

**Proposal:**

**Also include the changes related to the title and question 9.2 from informal document INF.2 in ECE/TRANS/WP.15/AC.2/2023/44**

**Explanation, Question 9.****Proposal:**

Adjust "see also 7.2.3.25.1 and 7.2.3.25.2" in:

- For 9.1 see also 7.2.3.25.1 and 7.2.3.25.2.

- For 9.2 See also 7.2.3.7

7. Additional proposals for **ECE/TRANS/WP.15/AC.2/2023/44** and **informal document INF.2** (see also appendix I)

- **Particulars of vessel**

*Rationale:*

*The explosion(sub)group as well as temperature class are important factors to determine if the ship is suitable to carry the product*

**Proposal:**

**add to "Particulars of vessel":**

**a dot line and the text: "Explosion (sub)group / temperature class",**

**Proposal additional explanation**

The explosion(sub)group as well as temperature class are important factors to determine if the ship is suitable to carry the product **i.e., IIB3 / T4**

- **Question 1 – Is the vessel permitted to carry this cargo?**

*Rationale:*

*Safety and clarity: This provides instant clarity for carrier/filler right at the start as it requires a real check of the ship substance list, without having to consult the explanatory notes. Subsequently, the explanation for question 1 can be limited to the relevant chapters, as mentioned in INF 2*

**Proposal 1.**

**New question 1 : Is the cargo to be carried present on the ship's substance list?**

And

**Proposal 2**

**Explanation:** ~~Prior to loading, both parties will check whether the vessel is permitted to carry this cargo by means of the vessel substance list.~~

**Question 10.1**

**Is continuous and suitable supervision for loading/unloading ensured for the whole period of the operation?**

*Rationale:*

*Current wording is very much open for interpretation on who does what, or implies duties/responsibilities on board, for which the filler/unloader cannot be responsible. Filler / unloader and crew members are not trained to know each other's structure and piping/valve layout and is not required by ADN to have that knowledge. The joint continuous/appropriate supervision can only concentrate on the permanent arm/hose connection between the (un)loading place and Vessel. Thus, supervision on board the ship is for the crew members, supervision on shore for filler / unloader and supervision at the connection interface for both.*

- **Proposal:**

	<b>Vessel</b>	<b>Loading / unloading place</b>
10.1.1 At the vessel?	○	---
10.1.2 At the loading/unloading place?		○
10.1.3 At the connection interface?	○	○

- **Question 12.2**

*Rationale:*

*The loading place ensures that the maximum working pressure at the connection point between the venting- and the vapor return system meets the vessel's permissible conditions. The Vessel confirms the question only if the conditions are met.*

*As with other process safety questions (pressure, temperature, flow and level), one or both parties are responsible and the other party will be co-responsible.*

*In this case, the loading place is responsible, and the ship is co-responsible and agrees the given pressure.*

**Proposal:**

**Insert also a check off box for the Vessel.**

- **New questions 13**

**Proposal new explanation:**

**13.1 The vessel ensures the maximum working pressure of the vessel's cargo discharge pump(s) meets the unloading place's conditions**

**The unloading place only confirms the question if the conditions are met.**

**13.2 The loading place ensures the maximum working pressure of the shore pump meets the vessel's conditions. The vessel only confirms the question positively if the conditions are met.**

**See also 7.2.4.16.1.**

- **Question 19.**

When transporting refrigerated liquefied gases, has the holding time been determined according to 7.2.4.16.16, and is known and documented on board?

*Rationale:*

*7.2.4.16.16 explicitly stated that: "the holding time has to be determined by the master or another person on his behalf before loading and validated by the master or another person on his behalf during loading and shall be documented on board". The person responsible for the handling at the shore facility is not mentioned in 7.2.4.16.16*

**Proposal**

**Remove the "O" as confirming obligation for the loading/unloading place"**

*Further explanation about the interpretation of responsibilities See Annex II*

- **Question 20**

**Proposal new explanation:**

**If this question is applicable**

**The loading place ensure the permissible maximum loading temperature meets the conditions as described in instruction 7.2.3.28.**

**The vessel only confirms the question positively if the conditions are met.**

**See also document 7.2.3.28 (n).**

- **(New) questions 19 to 21.**

These four questions are all related to "refrigerated liquefied gases".

**Proposal.**

**change questions 19 to 21 into one question with sub-questions under the title:**

**"Transportation of refrigerated liquefied gases"**

**Annex 1:**

**Elaboration of ADN checklist 8.6.3 in accordance with ECE/TRANS/WP.15/AC.2/2023/44 and WP.15-AC.2-42-inf2e with the proposals as included in this document.**

**8.6.3 ADN Checklist**

<b>1 of 8</b>				
<b>ADN Checklist</b>				
concerning the observance of safety provisions and the implementation of the necessary measures for loading/unloading				
The Explanation section constitutes an integral part of this Checklist				
– <b>Particulars of vessel</b>				
..... (name of vessel)		No. .... (Official number)		
..... (vessel type)		..... <b>(Explosion (sub)group / temperature class)</b>		
– <b>Particulars of loading or unloading operations</b>				
..... (Shore loading or unloading installation)		..... (place)		
..... (date)		..... (time)		
– <b>Particulars of the cargo as indicated in the transport document</b>				
Quantity m <sup>3</sup> ****	UN Number or Identification number	Proper shipping name***	Packing Group	Dangers*
.....	.....	.....	.....	.....
– <b>Particulars of last cargo**</b>				
Cargo tank number(s) of vessel	UN Number or Identification number	Proper shipping name ***	Packing Group	Dangers*
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....

\* Dangers indicated in column (5) of Table C, as relevant (as mentioned in the transport document in accordance with 5.4.1.1.2 (c)).

\*\* To be filled in only if vessel is to be loaded.

\*\*\* The proper shipping name given in column (2) of Table C of Chapter 3.2, supplemented, when applicable, by the technical name in parenthesis.

\*\*\*\* **This is the actual quantity in m3 at the current temperature as determined by the vessel and loading/unloading place based on the quantity in tonnes, as stated in the transport order or nomination** ~~This is the actual quantity as stated in the transport document that will be loaded~~

<b>- Particulars of loading/unloading</b>							<b>2 of 8</b>
<b>Loading/unloading rate</b> (not to be filled in if vessel is to be loaded with gas or have gas unloaded)							
	Cargo tank number(s) of vessel	agreed rate of loading/unloading					
		start		half way		end	
		rate m <sup>3</sup> /h	quantity m <sup>3</sup>	rate m <sup>3</sup> /h	quantity m <sup>3</sup>	rate m <sup>3</sup> /h	quantity m <sup>3</sup>
	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....

**- End of loading**  
 How will ~~residual quantities~~ **the cargo piping** be ~~emptied~~ **drained** to the shore installation/to the vessel after loading or unloading?\*

**by blowing\***  
**by stripping\***  
**by gravity\***

If ~~emptied~~ **drained** by blowing, how?

.....  
 (e.g. air, inert gas, sleeve)

..... kPa  
 (permissible maximum pressure in the cargo tank)


.....litres  
 (estimated residual quantity)

\* Delete as appropriate.



<del>Questions to the master or the person mandated by him and the person at the shore facility responsible for the handling</del> <b>Questions to designated responsible persons on board and at the shore facility, as described in 7.2.4.10.1</b>			3 of 8
Loading/unloading may only be started after all questions on the checklist have been checked off by "X", i.e. answered with YES and the list has been signed by both persons.			
Non-applicable questions have to be crossed out.			
If not all questions can be answered with YES, loading/unloading is only allowed with consent of the competent authority.			
		vessel	loading/ unloading place
1.	<del>Is the vessel permitted to carry this cargo?</del> <b>Is the cargo to be carried present on the ship's substance list?</b>	O*	O*
2.	(Reserved)		
3.	Is the vessel well moored in view of local circumstances?	O	–
4.	Have suitable means in accordance with 7.2.4.77 been provided for leaving the vessel, including in cases of emergency?	O	O
5.	Are the escape routes and the loading/unloading place adequately lighted?	O	O
6.	Vessel/shore connections		
6.1	Is the piping for loading or unloading in satisfactory condition?	–	O
6.2	Is the piping for loading or unloading correctly connected?	–	O
6.3	Are all the connecting flanges fitted with suitable gaskets?	–	O
6.4	Are all the connecting bolts (or equivalent) correctly fitted and tightened?	O	O
6.5	Are the shoreside loading/unloading arms free to move in all directions and (if present) do the hose assemblies have enough room for easy movement?	–	O
7.	Vessel piping systems		
7.1	Are all flanges of the connections of the piping for loading and unloading and of the venting piping not in use, on board, correctly blanked off?	O	<input checked="" type="radio"/>
7.2	Have all valves and other closing devices been checked for correct open – or closed position?	O	<input checked="" type="radio"/>
8.	Are suitable means of collecting leakages placed under the pipe connections which are in use and are they empty?	O	O
9.	Connections between piping		
9.1	Are the movable connecting pieces between the ballast and bilge piping on the one hand and the piping for loading and unloading on the other hand disconnected?	O	–
9.2	Are the moveable connection pieces between the suitable venting equipment on the one hand and the piping for loading and unloading disconnected?	O	
10.	Safety provisions		
10.1	Is continuous and suitable supervision of loading/unloading ensured for the whole period of the operation? <b>10.1.1 At the vessel?</b> <b>10.1.2 At the loading / unloading place?</b> <b>10.1.3 At the connection interface?</b>	<input type="radio"/> <input type="radio"/> <input type="radio"/>	<input type="radio"/> <input type="radio"/> <input type="radio"/>
10.2	Are the required fire extinguishing systems and appliances operational?	O	O
10.3	Has smoking been generally prohibited?	O	O
11.	Communication		
11.1	Is communication between vessel and shore ensured?	O	O
11.2	The language used for operational verbal communication is .....	O	O

\* To be filled in only if vessel is to be loaded.

		vessel	4 of 8 loading/ unloading place
12.	Venting and vapour return piping		
12.1	For the loading of the vessel, is the venting piping, where required, connected with the vapour return piping?	O	O
12.2	Is it ensured that the shore installation is such that the pressure at the connecting-point of the vapour return piping and the venting piping cannot exceed the opening pressure of the pressure relief devices/high velocity vent valves (pressure at connecting point __ kPa)?	 O*	O*
12.3	When anti-explosion protection is required in Chapter 3.2, Table C, column (17) does the shore installation ensure that its vapour return piping is such that the vessel is protected against detonations and flame fronts from the shore.	–	O
13.	Working pressure		
13.1	Has the starting working pressure of the vessel's cargo discharge pump been adjusted to the permissible working pressure of the shore installation? (agreed pressure __ kPa)	O	O
13.2	Has the starting working pressure of the shore pump been adjusted to the permissible working pressure of the on-board installation? (agreed pressure __ kPa)	O	O
14.	Is it known what actions are to be taken in the event of an “Emergency-stop” and an “Alarm”?	O	O
15.	Check on the most important operational requirements on board:		
15.1	Is the voltage cut off from the radar installations?	O	–
15.2	Are the ventilation systems and gas detection system switched on and operational?	O	–
15.3	Are all electrical installations and equipment marked red switched off?	O	–
15.4	Are all windows and doors closed?	O	–
16.	Is the liquid level alarm-installation operational?	O	–
17.	Is the following system plugged in, in working order and tested?		
	Overflow prevention device	O	O
	<input type="checkbox"/> when loading <input type="checkbox"/> when unloading		
	Device for switching off the on-board pump from the shore facility (only when unloading the vessel)	O	O
18.	Are the cargo tank hatches and cargo tank inspection and sampling openings closed or protected by flame arresters fulfilling the requirements of column (16) of Table C of Chapter 3.2?	O	–

\* To be filled in only if vessel is to be loaded.

		vessel	5 of 8 loading/ unloading place
19.	When transporting refrigerated liquefied gases, has the holding time been determined according to 7.2.4.16.16, and is known and documented on board?	O*	<input checked="" type="radio"/>
20.	Is the loading temperature within the range of the maximum permissible temperature as prescribed in 7.2.3.28? <b>(agreed temperature __ °C.)</b>	O*	O*
21.	Transport of refrigerated liquefied gases		
21.1	Are suitable facilities to collect leaked liquids provided underneath the refrigerated liquefied gas connections and are they empty?	O	O
21.2	Is a water film as mentioned in 9.3.1.21.11 activated?	O	<input checked="" type="radio"/>
Checked, filled in and signed			
for the vessel:		for the installation of loading and unloading:	
.....		.....	
(name in capital letters)		(name in capital letters)	
.....		.....	
(signature)		(signature)	
* To be filled in only if the vessel is to be loaded.			

**Explanation****General information****Particulars of vessel**

For “vessel type”, state the type of vessel, cargo tank design, type of cargo tank and opening pressure of the pressure relief valves/high-velocity vent valves/safety valves following the definitions given in 1.2.1 and the certificate of approval (for example, C-2-2-50).

The explosion(sub)group as well as temperature class are important factors to determine if the ship is suitable to carry the product (for example: IIB3 / T4)

**Particulars of last cargo**

This concerns the last cargo of all tanks to be loaded.

Vessel cargo tanks can have multiple previous cargoes, such as in the event of a previous trip partial loading (i.e. due to low water levels). Also in 8.6.4, multiple previous cargoes can be inserted.

See also: 7.2.4.13.1

**Particulars of loading/unloading**

It should be unambiguous to which cargo tank the “cargo tank number(s) of vessel” refers. Where necessary, add additional information to distinguish between cargo tanks (e.g., “starboard 1-1”).

The “estimated residual quantity” is the maximum quantity of product that will flow after active loading or unloading has stopped. It is the amount of product remaining in the hose or loading arm estimated from the last closed valve, expressed in litres. Operationally, the quantity at which loading is stopped in the final stage should be agreed upon in order to safely receive the residual quantity.

The “permissible maximum pressure in the cargo tank” refers to the maximum pressure of the high-velocity vent valve.”

**Questions****Question 1**

~~Prior to loading, both parties will check whether the vessel is permitted to carry this cargo by means of the vessel substance list.~~

See also 1.4.2.2.1a, 1.4.3.3n, 7.2.1.21.

**Question 2**

*(Reserved)*

**Question 3**

“Well moored” means that the vessel is fastened to the pier or the cargo transfer station in such a way that, without intervention of a third person, movements of the vessel in any direction that could hamper the operation of the cargo transfer gear will be prevented. Established or predictable variations of the water-level at that location and special factors have to be taken into account.

See also 1.1.4.6, 7.2.4.76, 7.2.5.3.

**Question 4**

It must be possible to escape safely from the vessel at any time. If there is none or only one protected escape route available at the shoreside for a quick escape from the vessel in case of emergency, a suitable means of escape has to be provided on the vessel side if required in accordance with 7.2.4.77.

See also 1.4.3.3q, 1.4.3.7.1g.

**Question 5**

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See also 7.2.4.53.

**Question 6**

A valid inspection certificate for the hose assemblies must be available on board. The material of the piping for loading and unloading must be able to withstand the expected loads and be suitable for cargo transfer of the respective substances. The piping for loading and unloading between vessel and shore must be placed so that it cannot be damaged by ordinary movements of the vessel during the loading and unloading process or by variations of the water. In addition, all flanged joints must be fitted with appropriate gaskets and sufficient bolt connections or other types of suitable couplings (e.g., claw coupling) in order to exclude the possibility of leakage.

For 6.1, see also 9.3.x.25.

For 6.3, see also 1.4.3.3t, 1.4.3.7.1k

**Question 7**

All openings of the venting piping and connections to shore installations used for loading and unloading, through which the loading and unloading operation is carried out, shall be provided with safety valves. All openings, when not in use for loading and unloading, shall be fitted with a blind flange.

**Question 8**

The receptacle intended for recovering possible liquid spillage shall be earthed to the metal structure of the vessel. Pipe connections shall be relieved of pressure prior to connection or disconnecting and the minimal amount of product that may be released shall be caught in the receptacle.

See also 7.2.4.16.5.

**Question 9**

**For 9.1 see also 7.2.3.25.1 and 7.2.3.25.2.**

**For 9.2 see also 7.2.3.7**

~~See also 7.2.3.7, 7.2.3.25.1, 7.2.3.25.2.~~

**Question 10**

Loading/unloading must be supervised on board and ashore so that dangers which may occur in the vicinity of piping for loading and unloading between vessel and shore can be recognized immediately. When supervision is effected by additional technical means it must be agreed between the shore installation and the vessel how it is to be ensured.

For 10.1, see also 1.4.3.7.11, 1.4.3.3u.

For 10.2, see also 7.2.4.40.

For 10.3, see also 7.2.4.41.

**Question 11**

For a safe loading/unloading operation, good communication between vessel and shore is required. For this purpose, telephone and radio equipment may be used only if of an explosion protected type and located within reach of the supervisor. Communication shall be ensured for the entire duration of the loading/unloading operation. It shall take place in a language both persons can understand.

**Question 12**

[In addition to the requirement of 7.2.4.25.5 ADN other regulations could prescribe the use of the vapour return piping and the venting piping, such as local regulations or permits.]

For 12.1, see also 7.2.4.25.5

For 12.2, see also 1.4.3.3s, 1.4.3.7.1j, 7.2.4.16.6.

For 12.3, see also 1.4.3.3r, 1.4.3.7.1i., 7.2.4.16.12

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### Question 13

~~(Reserved)~~

13.1 The vessel ensures the maximum working pressure of the vessel's cargo discharge pump(s) meets the unloading place's conditions

The unloading place only confirm the question positively if the conditions are met.

13.2 The loading place ensure the maximum working pressure of the shore pump meets the vessel's conditions. The vessel only confirms the question positively if the conditions are met.

See also 7.2.4.16.1

### Question 14

Before the start of the loading/unloading operation the representative of the shore installation and the master or the person mandated by him must agree on the applicable procedure. The specific properties of the substances to be loaded/unloaded have to be taken into account.

### Question 15

The systems mentioned in 15.3 shall remain switched on during the operation.

“Ventilation systems” refers to systems for the accommodation, wheelhouse and service spaces as described in 9.3.x.12.4.

For 15.6, see also 7.2.3.51.6, 9.3.x.12.4

### Question 16

See also 9.3.x.21.4.

### Question 17

To prevent backflow from the shore, it is also necessary to activate the overflow prevention device on the vessel under certain circumstances when unloading. It is obligatory during loading and optional during unloading. Delete this item if it is not necessary during unloading.

For 17.1 and 17.2, see also 7.2.4.13.2, 9.3.x.21.5.

### Question 18

See also 7.2.3.22.

### Question 19

~~(Reserved)~~

7.2.4.16.16 stated: The holding time has to be determined by the master or another person on his behalf before loading and validated by the master or another person on his behalf during loading and shall be documented on board.

### Question 20

~~(Reserved)~~

If this question is applicable

The loading place ensure the permissible maximum loading temperature meets the conditions as described in instruction 7.2.3.28.

The vessel only confirm the question positively if the conditions are met.

See also document 7.2.3.28 (n)

### Question 21

For 21.1, see also 7.2.4.29, 9.3.1.21.11.

For 21.2, see also 7.2.4.2.9.

## ANNEX II

### Explanation of the assignment of responsibilities for different types of questions of the ADN checklist 8.6.3.

The reason for this new ADN checklist lies partly in

*ECE/TRANS/WP.15/AC.2/82*

*Report of the Joint Assembly of Experts on the Arrangements Annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Security Committee) at its 40th session.*

*C. Interpretation of the Rules attached to the ADN.*

#### **2. Supervising loading and unloading operations from shore**

*(b) a change to the surveillance area of three meters would have legal consequences and could lead to issues of responsibility and liability, including data protection issues.*

*19. The Safety Committee agreed that an amendment to the current provisions was premature and preferred to focus on possible preventive measures, such as a revision of the current checklist. The representative of the Netherlands offered to consider joining the next session more detailed information about the incidents that could have been mitigated by the expansion of the surveillance area and possible next steps*

1. As described, the ADN Safety Committee already has concerns that an employee's work at a workplace, for which his/her employer is not responsible/liable, cannot legally be assigned

This is regulated, among other things, in

- Requirements European directive "Council Directive 89/391/EEC of 12 June 1989 concerning the introduction of measures to encourage improvements in the safety and health of workers at work"

- The ADN also gives substance to the responsibilities via ADN 1.3

"Persons employed by the participants referred to in chapter 1.4 must be trained in the requirements that apply to the transport of hazardous substances that are appropriate to their responsibilities and tasks

**Workers must be trained in accordance with 1.3.2 before assuming responsibilities.**

#### **Responsibilities of physical operations handling and Checks at a workplace are not just transferable to employees of another employer.**

2. According to "Council Directive 89/391/EEC Article 12" and ADN 1.3, a shore operator (filler or unloader = employee), under the responsibility of his employer, shall be professionally trained for his workplace (loading / unloading place) and a crew member (= employee), under the responsibility/liability of his employer, shall be professionally trained for his workplace (vessel).
3. Physical operations handling and Checks around the manifold connections on a vessel can be classified as a so-called "shared workplace". Previously, this was also described by the ADN safety committee "dangers which may occur in the vicinity of piping for loading and unloading between vessel and shore" (at approximately 3 meters around the manifold). At a shared workplace, Physical operations and/or checks are carried out by both parties. Handling and control agreements on a shared workplace are, according to the new ADN checklist WP.15 - AC.2-42-inf2e, also included as such in the ADN checklist as Question 6.4 and Question 12.1. These agreements are in accordance with "Directive 89/391/EEC Article 6.4 agreements at a shared workplace"
4. According to "Council Directive 89/391/EEC" and detailed national regulations on this subject, an employer may and must refuse to allow an employee to perform work at the workplace of another employer based on missing risk assessments, training and instructions, in particular occupational safety of its employees.
5. General safety agreements (safety provisions) regarding the loading and unloading process are discussed and agreed by both parties to prevent damage to the installations, leaks, or exposure to hazardous substances.
6. When a vessel is connected, one process installation is created and agreements regarding process safety are important to make jointly. Situations regarding to safe loading rates and quantities, storage levels, pressures and temperatures in the system are a shared responsibility, as each party must share its own process conditions with the other to ensure the safest filling or discharging.

Table added with a schematic representation of the types of agreements and handling in relation to the responsibilities that are attributed to the two parties.

Types of questions / agreements	Type or Question number 8.6.3	Responsible
(un)loading data, vessel's data and arrangements prior to arrival	Particulars of vessel and (last) loading	joint responsibility
Safety and environmental provisions. <i>(Agreements between both parties)</i>	Question 1 Question 4 Question 5 Question 8 Question 10.1 until 10.3 <i>(both on Vessel and shore side)</i> Question 11.1 & 11.2 Question 14 Question 18 Question 21.1	joint responsibility
process safety agreements	Loading / unloading rates Agreements after (un)loading Question 12.2 Question 12.3 Question 13.1 Question 13.2 Question 16 Question 17  Question 19 Question 20	joint responsibility joint responsibility Loading place responsible, vessel co-responsible only Loading place responsible. Vessel responsible, unloading place co-responsible. Loading place responsible, vessel co-responsible, only vessel responsible Joint responsibility, <i>(checks for proper functioning on both workplaces via the electrical system or manual (procedural recording)</i> only vessel responsible Loading place responsible vessel co-responsible
Operational handlings	Question 3 Question 6.1, 6.2, 6.3 & 6.5 Question 7 Question 9 Question 15.1 until 15.4 Question 18 Question 21.2	only vessel responsible only Loading place responsible only vessel responsible only vessel responsible only vessel responsible only vessel responsible only vessel responsible
Operational checks.	Question 6.4 Question 12.1	Joint responsibility Joint responsibility