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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)

Forty-fourth session
Geneva, 26-30 August 2024
Item 4 (b) of the provisional agenda
Proposals for amendments to the Regulations annexed to ADN: other proposals

"HGK/Seafar" project on the use of remote technology on inland vessels transporting goods that fall under the scope of the ADN – Phase 3 b

Submitted by the European Barge Union and the European Skippers Organization (EBU/ESO)*, **

Introduction

1. Several market participants are carrying out test runs with remote-controlled inland waterway vessels. The projects are currently taking place on the Rhine and other waterways in several European countries.

2. The Central Commission for the Navigation of the Rhine and various national authorities have already granted authorization to individual vessels for remote-controlled navigation.

3. Tank vessels currently also use remote control technology to transport goods that fall under the scope of the ADN.

4. The ADN Safety Committee has already dealt with the issue of remote control of inland navigation vessels on several occasions (see informal document INF.3 of the fortieth session), and most recently in January 2024 (see informal document INF.19 of the forty-third session.)

5. Based on the discussions, in particular at the session in January 2024, an adaptation of the ADN for phase 3b (no more responsible master on board) is necessary.

* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2024/47.

** A/78/6 (Sect. 20), table 20.5

6. The adaptation can be made analogous to the existing regulations for the loading, unloading and ballasting of tank vessels.

7. In addition to the main responsible master, who controls the vessel from a remote control centre, an expert must still be present on board.

Proposal

8. EBU/ESO propose the inclusion of a new definition in 1.2.1:

"Tank vessel, remote-controlled means a tank vessel whose course and speed are determined by a master not on board the vessel."

9. EBU/ESO further propose the amendment of the wording of section 7.x.3.15 of ADN (changes are **underlined and bold**):

"Expert on board the vessel

When dangerous substances are carried, the responsible master shall at the same time be an expert according to 8.2.1.2. In addition this expert shall be:

- An expert as referred to in 8.2.1.5 when dangerous goods are carried for which a type G tank vessel is prescribed in column (6) of Table C of Chapter 3.2; and
- An expert as referred to in 8.2.1.7 when dangerous goods are carried for which a type C tank vessel is prescribed in column (6) of Table C of Chapter 3.2.

For the carriage of dangerous substances by remotely controlled tank vessels where there is no master on board the vessel, at least one crew member on board must be an expert in accordance with 8.2.1.2. This expert fulfils the duties of the master on board in accordance with these Regulations.

Note: *Which master of the vessel's crew is the responsible master shall be determined and documented on board by the carrier. If there is no such determination, the requirement applies to every master.*

By derogation from this, for the loading and unloading of dangerous goods in a tank barge ***or a remote-controlled tank vessel****, it is sufficient that the person who is responsible for loading and unloading and for ballasting of the tank barge* ***or the remote-controlled tank vessel*** *has the expertise required according to 8.2.1.2.*

During the carriage of goods for which type a type C tank vessel is prescribed in column (6) of Table C of Chapter 3.2 and cargo tank type 1 in column (8), an expert referred to in 8.2.1.5 for carriage in type G vessels is sufficient."