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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)

Twenty-fourth session
Geneva, 27–31 January 2014

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 twenty-fourth session¹

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² For practical reasons, annex I has been published as an addendum with the symbol ECE/TRANS/WP.15/AC.2/50/Add.1.

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 twenty-fourth session in Geneva from 27 to 31 January 2014. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Luxembourg, Netherlands, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission and the European Union. The following non-governmental organizations were also represented: European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Petroleum Industry Association (EUROPIA), European River-Sea Transport Union (ERSTU), International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA), International Dangerous Goods and Containers Association (IDGCA) and Recommended ADN Classification Societies.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/49 and Add.1

Informal document: INF.1/Rev.2 (Secretariat)

2. The Safety Committee adopted the agenda prepared by the secretariat as amended by informal document INF.1/Rev.2 to take account of informal documents INF.1 to INF.36.

III. Election of officers for 2014 (agenda item 2)

3. On the proposal of the representative of the Netherlands, Mr. H. Rein (Germany) and Mr. B. Birkhuber (Austria) were respectively elected Chairman and Vice-Chairman for 2014.

IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 3)

4. Matters arising from the work of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods and the RID/ADR/ADN Joint Meeting were dealt with under agenda item 5.

V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 4)

A. Status of ADN

5. The Safety Committee noted that no new depositary notifications had been filed and that the number of Contracting Parties thus remained at 17.

B. Special authorizations, derogations and equivalents

1. Derogations for tank vessels authorizing their use of liquefied natural gas for propulsion on a trial basis

Chemgas 851 and Chemgas 852

Informal document: INF.20 (Netherlands)

6. Following discussions at the previous session (ECE/TRANS/WP.15/AC.2/48, para. 11), the Safety Committee took note of the vessels' evaluation report and of recommendations 22/2013 and 23/2013 from CCNR. It recommended that the Administrative Committee adopt the decisions proposed in the informal document.

Push boat to be built by Kooiman Marine

Informal document: INF.25 (Netherlands)

7. The Safety Committee noted that the push boat in question was intended to push barges that would not carry dangerous goods, with the exception of the occasional carriage of coal. Based on the evaluation report and recommendation 24/2013 from CCNR, the Safety Committee recommended that the Administrative Committee adopt the proposed decision.

Eiger-Nordwand container vessel

Informal document: INF.30 (Netherlands)

8. The Safety Committee was informed of the works under way to make it possible for the container vessel in question to use LNG as propulsion fuel. A derogation request would be submitted at the next session. It was suggested that the derogation should be issued with a requirement for securing the containers with dangerous goods and for their separation from the space containing the LNG tank. It was specified that the loading software would incorporate the requirement.

Damen River Tanker 1145 Eco liner (official identification numbers 55519 and 55520)

Informal document: INF.31 (Netherlands)

9. The Safety Committee noted that the TNO evaluation report contained in the document was a final report, notwithstanding the fact that the word “draft” appeared on its pages. In the light of CCNR recommendations 3/2013 and 4/2013, it was recommended that the Administrative Committee should adopt the proposed decisions.

2. General issues concerning derogations

10. It was recalled that in the case of trial derogations, evaluation reports on the experience gained should be sent to the secretariat of the Administrative Committee.

11. It was agreed that in practice a copy of the derogation should be annexed to the vessel's certificate of approval.

C. Interpretation of the Regulations annexed to ADN

1. EUROPIA/CONCAWE study “HFO Emissions and Exposure Assessment”

Informal document: INF.27 (EUROPIA)

12. The Safety Committee noted that the study of emissions of vapours emitted during barge loading with heavy fuel oils (HFO) and associated worker exposure was still under way. The matter should be taken up once the results would be available.

2. Exemptions in accordance with 1.1.3.3 and special provision 363

Informal documents: INF.14 (Austria)

INF. 19 (Germany)

13. The Safety Committee adopted proposal C in the document submitted by Austria, aimed at exempting from ADN dangerous goods used for the operation or maintenance of special equipment on vessels.

14. For the specific case of E-power-barges intended for the production of electricity from on-board generators running on LNG, the Safety Committee considered that the safety conditions should perhaps be determined in the light of the large quantities of LNG on board. However, it considered that such a determination should be made outside the framework of ADN, as LNG was not in the case in question considered to be cargo. It was thus covered by the exemption. Independently of that it would be advisable in the framework of ADN to consider a limitation of the quantities of dangerous goods used for the propulsion of vessels and for the operation of their equipment.

3. Cargo sampling

Informal document: INF.4 (EBU)

15. The Safety Committee noted the problems encountered in practice during sampling operations, with both open and closed equipment. However, the majority of delegations expressed doubts as to the feasibility of resolving problems of this kind by means of the Regulations annexed to ADN. The organizations concerned such as CEFIC, EBU and EUROPIA were therefore invited to seek pragmatic solutions within their own industries and, if they deemed it necessary, to submit specific proposals duly supported by appropriate technical documentation.

D. Training of experts

Instructor training

Informal document: INF.6 (Ukraine)

16. The Safety Committee considered that there was no reason to include provisions relating to instructor training in the Regulations annexed to ADN. The number of instructors in each country was relatively limited, and each country had its own experience, which took account of more general rules for checking on instructors' qualifications and teaching skills.

17. The representative of Ukraine asked the various delegations to send him their experiences and the rules applied in their countries.

E. Matters related to classification societies

1. Classification societies' rules for the carriage of LNG

Informal documents: INF.9 (Germanischer Lloyd)
INF.11 (Russian Maritime Register of Shipping)
INF.12 (Lloyd's Register)
INF.13 (Bureau Veritas)

18. Following a request made at the previous session as part of the discussions on the carriage of LNG (ECE/TRANS/WP.15/AC.2/48, para. 53), four classification societies had submitted the rules they applied for the maritime carriage of LNG.

19. The Safety Committee considered that the rules in question provided a good basis for further work on the transport of LNG in inland water transport. It asked the classification societies to exchange information so that appropriate rules could be developed in the ADN framework.

2. Application from the Registro Italiano Navale (RINA)

20. The Chairman said that following the request submitted by RINA (see ECE/TRANS/WP.15/AC.2/46, paras. 26–28, and ECE/TRANS/WP.15/AC.2/48, paras. 32–33), a first meeting of a Committee of Experts had been held in Mainz on 28 and 29 November 2013, and further information had been requested. The Committee of Experts was thus not yet in a position to make a recommendation.

VI. Proposals for amendments to the Regulations annexed to ADN (agenda item 5)

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

Documents: ECE/TRANS/WP.15/AC.1/132 and Adds.1-2 (Report of the RID/ADR/ADN Joint Meeting on its autumn 2013 session)
ECE/TRANS/WP.15/221 (Report of the Working Party on the Transport of Dangerous Goods on its ninety-fifth session)
ECE/TRANS/WP.15/AC.2/2014/2 (Secretariat)

Informal document: INF.18 (Secretariat)

21. The Safety Committee considered the amendments proposed by the Joint Meeting, using the consolidated list prepared by the secretariat (ECE/TRANS/WP.15/AC.2/2014/2), and adopted them with some changes (see annex I).

22. The provisions concerning the transport of flexible bulk containers were maintained between square brackets for consideration at the next session, once the conclusions of the RID/ADR/ADN Joint Meeting spring 2014 session were known. In principle the Safety Committee had no objection to the introduction of these provisions provided it could be shown that the flexible bulk containers intended to be used effectively complied with the design type tests under Chapter 6.8 of the UN Model Regulations.

23. For the texts in square brackets in 1.7.1.1 and 2.2.3.1.4, the secretariat was requested to make adaptations in accordance with the decisions to be taken by the RID/ADR/ADN Joint Meeting at its spring 2014 session.

B. Other proposals for amendments

1. Miscellaneous proposals for amendments

Document: ECE/TRANS/WP.15/AC.2/2014/1 (Austria)

Informal document: INF.26 (Germany)

24. The proposed amendments to the transitional provisions in Chapter 1.6 were adopted, except for the one concerning 1.6.8, where only the deletion of the first sentence was accepted (see annex I).

25. As to the proposed correction to 5.4.1.1.2, it was noted that this was only relevant to the German version, which it was decided to align with the French and English versions. As to the interpretation of the names and descriptions of substances in column 2 of Table A in order to determine the appropriate proper shipping name, it was recalled that the relevant instructions were given in 3.1.2.2.

26. The corrections to 7.1.4.14.4 and 9.1.0.40.1 were adopted (see annexes II and III).

27. The proposed corrections to 8.1.2.1 and 8.1.2.3 were not adopted as the insulation resistance of the electrical installations also needed to be verified for dry cargo vessels.

2. Amendment to 5.4.1.1.19

Document: ECE/TRANS/WP.15/AC.2/2014/3 (Belgium)

28. The proposal was adopted (see annex I).

3. Bulk transport of toxic solid substances

Document: ECE/TRANS/WP.15/AC.2/2014/5 (Belgium)

29. The proposal to authorize bulk transport of soluble lead compounds (UN No. 2291) in double hull vessels with the use of breathing apparatus was adopted (see annex I).

30. It was also decided to require double hull vessels for bulk transport of already authorized toxic solid substances (UN Nos. 1690, 1812 and 2505) with a transitional derogation from paragraph 7.1.2.0.2 allowing these three substances to continue to be carried in single hull vessels until 31 December 2018 (see annex I).

4. Transport of liquefied natural gas (LNG)

Documents: ECE/TRANS/WP.15/AC.2/2014/7 (Switzerland)

ECE/TRANS/WP.15/AC.2/2014/14 (Netherlands)

Informal documents: INF.15 (Switzerland)

INF.16 (Switzerland and Netherlands)

INF.24 (Netherlands)

31. The Safety Committee accepted the joint proposal of Switzerland and the Netherlands (INF.16) to set up an informal working group on the loading and unloading of liquefied natural gas. The group would be led by the Netherlands and would work in cooperation with the participants in the LNG Masterplan for the Rhine-Main-Danube project of the Trans-European Transport Network (TEN-T). The group would propose relevant amendments to ADN to ensure a standardized procedure for the loading and unloading of LNG.

32. The Safety Committee subsequently considered the proposals by Switzerland contained in informal document INF.15, which replaced the ones in document ECE/TRANS/WP.15/AC.2/2014/7.

33. Proposed comment “xx” for column (20) was not carried, as not all the provisions of the IGC Code that applied to the maritime carriage of LNG were relevant to carriage by inland navigation. ADN recognized classification societies were requested to consider the rules that they had drawn up on the basis of the IGC Code for maritime transport, so as to identify those that would be relevant to the ADN framework.

34. Proposed comment “yy” too was not carried, as it related to a loading and unloading question that could be studied by the informal working group. That was also the case for the amendment to 7.2.4.10.1, for the checklist.

35. The proposal to add remark 42 in column (20) of Table C for UN No. 1038 was adopted (see annex I).

36. On the question of experts on board (8.2.1.5), the Safety Committee was not in favour of introducing an additional specialization course just for LNG. The training for experts in the carriage of gases should be sufficient and the list of questions could perhaps be supplemented. More specific training could also be provided under 1.3.2.2.

37. It was agreed that, until 31 December 2018, it would not be necessary for the expert in the carriage of gases on board a type G vessel for the carriage of LNG to be the boat master. The expert could be any other member of the crew provided that the boat master had taken the specialization course on gases and had additional training in the carriage of LNG in accordance with 1.3.2.2.

38. The amendment to 9.3.1.8.1 on certification of conformity with the relevant rules of the classification society was adopted by vote (see annex I).

39. The addition of a new paragraph 9.3.1.11.2 (e) providing for a collision safeguard in the bow area of vessels was not adopted as the issue needed to be further considered by the classification societies.

40. The proposal to add a new subparagraph 9.3.1.25.2 (h) was not adopted. As the issue concerned loading and unloading it could be taken up by the informal working group.

5. Carriage of packages in the cargo area of tank vessels

Document: ECE/TRANS/WP.15/AC.2/2014/6 (EBU)

Informal document: INF.29 (EBU)

41. The Safety Committee confirmed that the term “packages” in 7.2.4.1.1 covered all packages, including any that did not contain dangerous goods. It also decided that the derogation under 7.2.4.1.3 ought also to cover packages of non-dangerous goods and apply to vessels supplying products for the operation of vessels other than supply vessels (see annex I).

6. Transitional measure for the reference to the standard applicable to the test of high velocity vent valves

Document: ECE/TRANS/WP.15/AC.2/2014/8 (EBU)

Informal document: INF.7 (Germany)

42. The Committee adopted an amendment to 1.6.7.2.2.2, as proposed in informal document INF.7, with some changes (see annex I).

7. Definitions of cargo tanks

Document: ECE/TRANS/WP.15/AC.2/2014/9 (Recommended ADN Classification Societies)

43. The proposal to amend the definitions was adopted with some changes (see annex I).

8. Access to cofferdams (9.3.2.20.1 and 9.3.3.20.1)

Document: ECE/TRANS/WP.15/AC.2/2014/10 (Recommended ADN Classification Societies)

44. The proposals were adopted with some corrections and a change in the time limit for the renewal of the certificate of approval (2034 instead of 2044) (see annex I).

9. Definitions of shore and vessel gas piping

Document: ECE/TRANS/WP.15/AC.2/2014/11 (Recommended ADN Classification Societies)

Informal document: INF.28 (Recommended ADN Classification Societies)

45. The proposals were adopted with some changes and additions (see annex I).

10. Clarification of ADN transitional provisions

Document: ECE/TRANS/WP.15/AC.2/2014/12 (Recommended ADN Classification Societies)

46. The Safety Committee agreed that some transitional provisions should be edited as suggested in paragraph 4. In the example given, relating to 9.3.3.20.2, the entire transitional measure (including the entry "N.R.M.") was applicable only to type N open vessels. The recommended ADN Classification Societies were requested to prepare a list of the transitional provisions concerned.

11. Operation of AIS stations during loading, unloading and gas-freeing of tank vessels

Document: ECE/TRANS/WP.15/AC.2/2014/15 (CCNR)

47. The proposal to add a new subparagraph (v) to paragraphs 9.3.X.52.3 (b) was adopted, with the deletion of the reference to cables and lightning conductors (see annex I).

12. Applicability of transitional provisions

Document: ECE/TRANS/WP.15/AC.2/2014/4 (Austria)

Informal document: INF.35 (Austria, on behalf of a working group)

48. After discussion in the plenary, consideration of the proposals made by Austria was assigned to a working group, whose proposals (INF.35) were adopted with some changes (see annex I).

13. Number of cones/blue lights required for the transport of UN No. 1230 METHANOL

Document: ECE/TRANS/WP.15/AC.2/2014/16 (Germany)

49. It was recalled during the discussion that methanol was classified as a toxic substance based on human experience (special provision 279), in particular because of the large number of deaths and adverse health effects resulting from its ingestion in adulterated alcohol. The proposal by Germany to require two cones/blue lights when it was transported in tank vessels, when put to the vote, was adopted.

50. It was nonetheless noted that methanol was transported in large quantities, and that such a decision could cause practical problems owing to a lack of berths available for vessels with two cones/blue lights. It was therefore decided that the amendments would enter into force only in 2017, so as to leave time for the competent authorities to provide appropriate berths for the vessels in question (see annex IV). It was also mentioned that on the basis of an earlier political decision methanol was carried in closed type N tank vessels and not type C. In light of the above decision it would be advisable to modify this political decision on the basis of objective technical considerations.

14. Requirement for flame arresters on common vapour pipes

Document: ECE/TRANS/WP.15/AC.2/2014/17 (Germany)

51. The proposal to no longer make it possible under 9.3.2.22.5 (a) for flame arresters not to be required on vessels with permanent firefighting installations was adopted (see annex I).

15. Rationalization of the requirements for the certificate of approval

Document: ECE/TRANS/WP.15/AC.2/2014/18 (Germany)

52. Several delegations commented on the proposed texts. They were requested to submit their comments in writing to the representative of Germany, who would prepare a new proposal aimed at entry into force on 1 January 2017.

16. Means of evacuation

Informal document: INF.8 (Secretariat)

53. The Safety Committee noted that the texts adopted at the previous session contained differences in the language versions or were not always clearly drafted, and corrected them accordingly (see annex I).

Document: ECE/TRANS/WP.15/AC.2/2014/23 (Germany)

54. The proposed amendment to 7.1.4.7.1 was adopted (see annex I). The proposed amendment to 7.2.4.7.7 was withdrawn.

Document: ECE/TRANS/WP.15/AC.2/2014/25 (EBU)

55. The first proposed amendment to 1.4.2.2.1 (d), regarding consultation between the carrier and the administrator of the landside installation as to the availability of means of evacuation, was adopted with some changes (see annex I).

56. As to proposal 2, it was decided that the safe area and safe haven were acceptable when there was a danger of fire but not when there was a danger of explosion.

57. The option of using an on-board water spray system as protection in a safe area, instead of a water screen, was accepted provided it could be used in freezing conditions. However, it was not considered appropriate to make provision for landside installations as installations of that kind were regulated outside the legal framework of ADN. The representative of Switzerland underlined that for substances of classes 2 and 3 the risk of explosion existed. The Chairman drew attention to the discussion on this subject that had taken place in the informal working group and observed that a standardized approach for dangers to be taken into account had been decided for discussions to be held and that a definition had already been accepted for ADN 2015.

58. Proposal 4 was adopted and the tables in 7.1.4.7.7 and 7.2.4.7.7 were amended accordingly (see annex I).

59. Some delegations said that for administrative reasons it would be difficult to take the measures required for the implementation of all the new provisions relating to means of evacuation by 1 January 2015. The Safety Committee therefore agreed to provide for a transitional measure that would make it possible under 7.2.4.10.1 for the competent authority to accept a checklist containing question 4 in its current wording, until 31 December 2016.

17. Updating of references to norms and standards in the Regulations annexed to ADN

Document: ECE/TRANS/WP.15/AC.2/2014/20 (Germany)

60. The proposed amendments were adopted. The secretariat should verify that the terminology used throughout the Regulations would be coherent (see annex I).

18. Table C – Updating of remark 2 in column (20)

Document: ECE/TRANS/WP.15/AC.2/2014/21 (Germany and Netherlands)

61. The proposals were adopted (see annex I).

19. Transitional provisions regarding stability of tank vessels

Document: ECE/TRANS/WP.15/AC.2/2014/22 (Germany)

62. The proposal gave rise to a heated debate. The representative of Germany would submit a revised proposal at a later date. However, the transitional provision for type C tank vessels had to be deleted because these vessels have always been subject to all stability provisions (see annex I).

20. Assignment of explosion protection provisions

Document: ECE/TRANS/WP.15/AC.2/2014/24 (EBU)

Informal documents: INF.32 (EBU)
INF.33 (EUROPIA)

63. The first part of the proposal, relating to the assignment of provisions concerning flame arresters, was adopted with some changes (see annex I).

64. Several delegations were not in favour of the second part, relating to protection against explosion of electrical equipment, and the representative of EBU withdrew that proposal.

21. Uranium hexafluoride

Document: ECE/TRANS/WP.15/AC.2/2014/26 (Secretariat)

65. The Safety Committee confirmed that the transport of uranium hexafluoride in bulk should not be permitted under ADN and that it was appropriate to require an escape device (code EP in column (9) of Table A) for UN Nos. 2977 and 2978, owing to the corrosive hazard. The secretariat's proposals were thus adopted (see annex I). The working group on substances should consequently adapt the document summarizing the assignment criteria for the provisions in Table A.

22. Certificate of inspection for fire-extinguishing hoses

Informal document: INF.10 (Austria)

66. The proposed amendments to 8.1.6.1 and 8.1.2.1 (f) and to the standardized checklists were adopted, but it was agreed that the question should be taken up in more general terms at a later date (see annex I).

23. Clarification of question 14 of the checklist under 8.6.3

Informal document: INF.21 (EBU)

67. The Safety Committee confirmed that question 14 addressed only liquefied gas installations for domestic use and not installations intended for the operation or propulsion of the vessel. The Committee preferred to amend the question accordingly, rather than inserting a remark (see annex I).

24. Corrections to the definition of breathing apparatus in the German version

Informal document: INF.34 (CEFIC)

68. The corrections were adopted.

25. Refrigeration system for type C and type N vessels

Document: ECE/TRANS/WP.15/AC.2/2014/13 (Recommended ADN Classification Societies)

Informal document: INF.36 (Recommended ADN Classification Societies)

69. The proposals to amend 9.3.2.27, 9.3.3.27, 9.3.2.24 and 9.3.3.24 were adopted, taking into consideration the changes introduced by informal document INF.36 (see annex I).

70. The question raised in paragraph 17 as to whether a spray cooling system would be sufficient in the place of a refrigeration system for UN No. 2672 was assigned to the informal working group on substances.

C. Checking of amendments adopted at previous sessions

Document: ECE/ADN/2014/1 (Secretariat)

Informal documents: INF.3 (Belgium)
INF.5 (CEFIC)
INF.22 (Austria)

71. The Safety Committee reviewed the consolidated list of amendments adopted at its previous sessions in 2012, 2013 and 2014, the entry into force of which is foreseen for 1 January 2015, notably those still in square brackets and confirmed them subject to modifications linked to decisions taken at the present session and the proposals in Informal documents INF.3, INF.5 and INF.22 which were adopted (see annex I).

VII. Reports of informal working groups (agenda item 6)**A. Informal working group on degassed cargo tanks**

Informal document: INF.2 (Belgium and Netherlands)

72. The Safety Committee noted that preliminary work had been carried out by correspondence and that the group would meet in Bonn on 12 March 2014.

B. Informal working group on explosion protection on tank vessels

Informal document: INF.17 (CCNR)

73. The Safety Committee felt that protection measures against explosion had to be linked to the type of vessel, as foreseen currently and it would be too complicated to develop scenarios for construction taking into account the different substances carried, with the exception of specific protective equipment such as flame arresters that can be removed depending on the substance carried.

74. The Safety Committee was of the view that there is currently a gap in the Regulations when refrigerated containers ("Reefers") are transported on board vessels. The Safety Committee considered that these containers were "electrical installations" in the sense of 7.1.3.51 and 9.1.0.52.1 of ADN. The informal working group was invited to develop proposals to add suitable provisions.

C. Sixth meeting of Recommended ADN Classification Societies

Informal document: INF.23 (Recommended ADN Classification Societies)

75. The Safety Committee took note of the report of this sixth meeting and of the fact that the majority of the questions discussed had been the subject of specific proposals made to the present session.

76. Concerning paragraphs 41 to 43 of the report, the Safety Committee drew the attention of the Recommended ADN Classification Societies to paragraph 1.16.13.4 of the Regulations annexed to ADN thus inviting them to systematically inform the competent authority that issues a certificate of approval when they decide to withdraw the class of a vessel.

VIII. Programme of work and calendar of meetings (agenda item 7)

77. The Safety Committee noted that its next session would be held in Geneva from 25 to 29 August 2014, and that the deadline for the submission of documents is 30 May 2014.

78. The sessions of informal working groups are scheduled as follows:

- Protection against explosion: 10 to 11 March 2014 in Bonn;
- Degassed cargo tanks: 12 March 2014 in Bonn;
- Substances: 17 to 18 March 2014 in Strasbourg;
- Training of experts: 19 to 20 March 2014 in Strasbourg.

IX. Any other business (agenda item 8)

79. No question was brought to the attention of the Safety Committee under this item.

X. Adoption of the report (agenda item 9)

80. The Safety Committee adopted the report on its twenty-fourth 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 2015

(see document ECE/TRANS/WP.15/AC.2/50/Add.1)

Annex II

Proposed corrections to the Regulations annexed to ADN (ADN 2013)

Corrections to the official text (requiring acceptance by Contracting Parties)

- 1.6.1.19 Delete and replace by “(Deleted)”.
- 1.6.7.2.2.3.2 (Remark 5) Delete and replace by “(Deleted)”.
- 1.6.7.2.2.3.3 (Remarks 6 and 7) Delete and replace by “(Deleted)”.
- 1.6.7.2.2.4 Delete and replace by “(Deleted)”.
- 1.6.8 Transitional provisions concerning training of the crew Delete the first sentence.
- 5.4.1.1.19/new 5.4.1.1.20 Replace “5.4.1.1.6.3” by “5.4.1.1.6.5”
- 9.1.0.40.1 Does not apply to the English version.

Annex III

Proposed corrections to the Regulations annexed to ADN (ADN 2013)

Corrections to the publication (not requiring acceptance by Contracting Parties)

3.2.3, Table C, UN No. 1005, column (5) Insert “+2.1” after “8”.

7.1.4.14.4, third indent Insert “or wagons” after “vehicles”.

Annex IV

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2017

3.2.3.2, Table C, UN No. 1230 METHANOL In column (19) replace “1” with “2”.

(Reference document: ECE/TRANS/WP.15/AC.2/2014/16)

Annex V

Modifications to model standardized vessel checklists

Standardized vessel check in accordance with 1.8.1.2.1 of ADN for dry cargo vessels and
Standardized vessel check in accordance with 1.8.1.2.1 of ADN for tank vessels

Delete question 25.4 in the annex.

(Reference document: Informal document INF.10)
