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**Economic Commission for Europe****Inland Transport Committee****30 June 2011****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)****Nineteenth session**

Geneva, 22–25 August 2011

Item 4 of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN**

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**Means of evacuation****Transmitted by the Government of the Netherlands****I. Introduction**

1. Based on the terms of reference adopted by the Administrative Committee an informal working group held three working sessions and one drafting session to develop a framework in accordance with ADN to improve the availability of means of evacuation in cases of emergency and to clarify the responsibilities of the parties involved.
2. Representatives of Austria, Germany, Belgium, France, Switzerland, Netherlands, EBU, FETSA, CEFIC and representatives of chemical and oil companies participated.
3. In general, the discussions in the informal working group resulted in a systematic approach in which the type of cargo, the type of ship, circumstances at the terminal or circumstances when transferring cargo from one ship to another form a framework for determining what type of means of evacuation can be used. This leads to a high degree of flexibility
4. As to the responsibilities of the parties involved proposals were developed for clarification of responsibilities at the landside and on the shipside.
5. The results of the informal working group comprise proposals to
  - amend Definitions in Part 1 Chapter 1.2.1
  - amend Part 1 Chapter 1.4.3
  - amend Part 7 Chapter 7.1.4 and Chapter 7.2.4
  - amend Part 8 Chapter 8.6.3
6. If it is decided to accept the proposed amendments the necessity may rise to amend Part 9 in the case of use of a safe haven on board ships.
7. A consequential amendment of Part 7 may be necessary if it is decided to include means of evacuation in the case of transfer of cargo from one ship to another. In that case it is necessary to amend Part 8 Chapter 8.6.3 to make the ADN Checklist applicable to the transfer of cargo from one ship to another.

8. The Committee is kindly requested to consider the proposals and to forward them for the final decision of the Administrative Committee.

## II. Proposals for amendments

### (a) Part 1 Chapter 1.2.1

Add the following definitions:

Means of evacuation: any means that can be used to bring people from danger to safety.

Escape route: is a safe route from danger towards safety or to a means of evacuation.

Escape boat: Is a specially equipped onsite boat designed to withstand all identified hazards of the cargo and to evacuate the people in danger.

Evacuation boat: Is a specially equipped and manned boat called in for rescuing people in danger.

Life boat: Is an onboard boat for use in transport, rescue, salvage and work duties.

Safe haven: Is a module (fixed or floating) that must be capable of protecting people from all identified hazards of the cargo for a predetermined period of time.

Safe area: is an area outside the cargo area protected against all identified hazards of the cargo by a water screen.

### (b) Part 1 Chapter 1.4.3.

Replace the existing text by the following:

1.4.3.1 (f)

He shall ascertain that the landside installation is equipped with one or two means for evacuation from the ship in the event of an emergency (see 7.1.4.77 and 7.2.4.77). In case of transfer of cargo from one ship to another ship, he shall ascertain that means for evacuation in the event of an emergency (see 7.1.4.77 and 7.2.4.77) are available.

1.4.3.3 (q)

He shall ascertain that the landside installation is equipped with one or two means for evacuation from the ship in the event of an emergency (see 7.1.4.77 and 7.2.4.77). In case of transfer of cargo from one ship to another ship, he shall ascertain that means for evacuation in the event of an emergency (see 7.1.4.77 and 7.2.4.77) are available.

1.4.3.7.1 h)

He shall ascertain that the landside installation is equipped with one or two means for evacuation from the ship in the event of an emergency (see 7.1.4.77 and 7.2.4.77). In case of transfer of cargo from one ship to another ship, he shall ascertain that means for evacuation in the event of an emergency (see 7.1.4.77 and 7.2.4.77) are available.

1.4.2.2.1 d)

shall ascertain that a second means for evacuation in the event of an emergency (see 7.1.4.77 and 7.2.4.77) from the shipside [in accordance with Part 9] is available, when the landside installation is not equipped with a second required means of evacuation. In case of transfer of cargo from one ship to another ship, he shall ascertain that means for evacuation in the event of an emergency (see 7.1.4.77 and 7.2.4.77) are available.

(c) **Part 7 Chapter 7.1.4 and Chapter 7.2.4**

Add the following table to 7.1.4

**7.1.4.77 Possible means of evacuation in case of an emergency**

		<i>Dry cargo bulk (vessel and barge)</i>		<i>Container (vessel and barge) and packaged goods</i>
		<i>Ship-shore/ship-ship</i>		<i>Ship-shore/ship-ship</i>
		<i>Class</i>		<i>Class</i>
		4.1, 4.2, 4.3	5.1, 6.1, 7, 8, 9	All classes
1	Two escape routes inside or outside the cargo area in opposite directions	•	•	•
2	One escape route outside the cargo area and one safe haven outside the vessel at the opposite end	•	•	•
3	One escape route outside the cargo area and one safe haven on the vessel at the opposite end	•	•	•
4	One escape route outside the cargo area one life boat on the opposing end	•	•	•
5	One escape route outside the cargo area and one escape boat at the opposite end	•	•	•
6	One escape route inside the cargo area and one escape route outside the cargo area at the opposite end	•	•	•
7	One escape route inside the cargo area and one safe haven outside the vessel in the opposite direction	•	•	•
8	One escape route inside the cargo area and one safe haven on the vessel in the opposite direction	•	•	•
9	One escape route inside the cargo area and one life boat at the opposite end	•	•	•
10	One escape route inside the cargo area and one escape boat at the opposite end	•	•	•
11	One escape route inside or outside the cargo area and two safe havens on the vessel at opposite ends	•	•	•
12	One escape route inside or outside the cargo area and two safe areas on the vessel at opposite ends	•	•	•
13	One escape route outside the cargo area	•	•	•
14	One escape route inside the cargo area	•	•	•
15	One safe haven outside the vessel, including the escape route towards it	•	•	•
16	Two safe havens outside the vessel, including the escape routes towards them	•	•	•
17	One safe haven on the vessel	•	•	•
18	Two safe havens on the vessel	•	•	•
19	One escape boat	•	•	•
20	Two escape boats	•	•	•
21	One escape boat and one evacuation boat	•	•	•
22	One evacuation boat		•	•
23	Two evacuation boats		•	•

• = Possible option

Add the following table to 7.2.4

**7.2 4.77 Possible means of evacuation in case of an emergency**

		<i>Tank vessel/tank barge</i>									
		<i>Ship-shore</i>					<i>Ship-ship, given is that the boarded ship in itself is not safe; only applies to inland navigation crafts</i>				
		<i>Class</i>					<i>Class</i>				
		2, 3 packing group I, II and rest of III	3 packing group III (UN 1202 two entries: second and third), 4.1	5.1 6.1	8	9	2, 3 packing group I, II and rest of III	3 packing group III (UN 1202 two entries: second and third), 4.1	5.1 6.1	8	9
1	Two escape routes inside or outside the cargo area in opposite directions from the manifold in use	•	•	•	•	•	•	•	•	•	
2	One escape route outside of cargo area and one safe haven outside the vessel at the opposite end	•	•	•	•	•	•	•	•	•	
3	One escape route outside the cargo area and one safe haven on the vessel at the opposite end	•	•	•	•	•	•	•	•	•	
4	One escape route outside the cargo area one life boat at the opposite end		•		•	•		•		•	
5	One escape route outside the cargo area and one escape boat at the opposite end	•	•	•	•	•	•	•	•	•	
6	One escape route inside the cargo area and one escape route outside the cargo area at the opposite end	•	•	•	•	•	•	•	•	•	
7	One escape route inside the cargo area and one safe haven outside the vessel in the opposite direction	•	•	•	•	•	•	•	•	•	
8	One escape route inside the cargo area and one safe haven on the vessel in the opposite direction	•	•	•	•	•	•	•	•	•	
9	One escape route inside the cargo area and one life boat at the opposite end		•		•	•		•		•	
10	One escape route inside the cargo area and one escape boat at the opposite end	•	•	•	•	•	•	•	•	•	
11	One escape route inside or outside the cargo area and two safe havens on the vessel at opposite ends	•	•	•	•	•	•	•	•	•	
12	One escape route inside or outside the cargo area and two safe areas on the vessel at opposite ends	•	•	•	•	•	•	•	•	•	

		<i>Tank vessel/tank barge</i>										
13	One escape route outside the cargo area		•		*•	•			•		*•	•
14	One escape route inside the cargo area		•		*•	•			•		*•	•
15	One safe haven outside the vessel, including the escape route towards it		•		*•	•			•		*•	•
16	Two safe havens outside the vessel, including the escape routes towards them	•	•	•	•	•	•	•	•	•	•	•
17	One safe haven on the vessel								•		*•	•
18	Two safe havens on the vessel						•	•	•	•	•	•
19	One escape boat								•		*•	•
20	Two escape boats						•	•	•	•	•	•
21	One escape boat and one evacuation boat								•		•	•
22	One evacuation boat										*•	•
23	Two evacuation boats										*•	•

- = possible option
- \* In case of TFC, CF or CTF not acceptable

**(d) Part 8 Chapter 8.6.3**

**Question 4**

Delete "at the fore and at the aft of the vessel"

New text: "Have suitable means in accordance with 7.1.4.77 and 7.2.4.77 [and in accordance with Chapter 9] been provided for boarding or leaving, including in cases of emergency."

**Explanation of question 4**

Delete: (e.g. a lowered dinghy)

Delete: "none or"

Add: "if required in accordance with 7.1.4.77 and 7.2.4.77 [and in accordance with Chapter 9]"