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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)

**Twenty-third session**

Geneva, 26–30 August 2013

Item 3 (d) of the provisional agenda

**Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN):  
Training of experts**

### **Status of training and exams in conformity with Chapter 8.2 of the Regulations annexed to ADN**

#### **Transmitted by the informal working group on the training of experts<sup>1</sup>**

1. The informal working group on the training of experts hereby submits, in the annex, the information sent by delegations on the content of training and exams.

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<sup>1</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2013/25.

**1. How many training centres are there in your State (private/public)?**

- Austria: Currently, there is one private training centre in Austria, and it is authorized only to conduct basic training and refresher courses. There are currently no training centres for the specialization courses on gases and chemicals.
- Belgium: Four training centres (three using Flemish and one using French), two of which are private.
- Germany: Currently, five private training centres.
- Netherlands: Four training centres.
- Romania: There is currently one authorized training centre, CERONA, the Romanian Maritime Training Centre, Galați.
- Serbia: The Republic of Serbia currently has just one training centre, which is private.
- Switzerland: One school (national professional firefighters service, Basel).
- Ukraine: Currently there are two private training centres.

**2. Is the Administrative Committee's catalogue of questions the basis for the training programme at the training centres?**

- Austria: Yes, ADN 8.2.2.3.
- Belgium: Yes, the catalogue is used as the basis for the training.
- Germany: ADN 8.2.2.3 sets the training objectives which serve as the basis for the training programme.
- Netherlands: Yes, ADN 8.2.2.3.
- Romania: The CCNR catalogue of questions is used as the basis.
- Serbia: Yes, the catalogue of questions is used as the basis.
- Switzerland: Yes. ADN 8.2.2.3.
- Ukraine: Yes. The catalogue is used as the basis for training.

**3. Does the competent authority limit the duration of training centre certification?**

- Austria: No, the certification is not limited in duration.
- Belgium: Yes, for five years.
- Germany: No.
- Netherlands: Yes, CCV recognizes this training centre, and the certification is for five years.
- Romania: Yes, the programmes are supervised by the Romanian Navigation Administration (RNA).
- Serbia: Yes, the authorization of the Ministry of Infrastructure and Energy is limited to four years' validity.
- Switzerland: No. There are occasional inspections of the school by the supervising authority.
- Ukraine: Yes, for five years.

**4. What are the requirements for the examinations (licensing regulations, examination regulations)?**

- Austria: The requirements are in accordance with ADN and the catalogue of questions. No other provisions are required for the examinations at the end of basic training.
- Belgium: The requirements are in accordance with the requirements of the Rhine Licensing Regulations (ADN Part 8).
- Germany: The Federal Ministry of Transport, Building and Urban Development (BMVBS) is currently drawing up new regulations for the ADN expert examination.
- Netherlands: For an assessment of the certification, the training establishment has to submit the following information:
- Content of the training:* The content of the training must specify the subjects covered during the basic training, refresher courses and practical exercises. Instructors who use a personal document in the training must make a copy available. If conventional documents are used in the training, it is sufficient to indicate the publishing house, the title and edition of the handbook in question.
- For the programme/time schedule:* See CQ/2011/19.
- Romania: The examination is held by RNA in accordance with ADN 8.2.2.7. The examination is taken on a PC.
- Serbia: Pending the establishment of the authority competent for the transport of dangerous goods, which will be competent for drawing up proposals for regulations, the examination is taken in accordance with ADN.
- Switzerland: In accordance with the examination requirements of ADN. At the domestic level, in accordance with the Swiss Rhine ports examinations.
- Ukraine: In accordance with the requirements of the Ukrainian Ministry of Infrastructure.

**5. How many examination authorities and authorized examination centres are there in your State?**

- Austria: All examinations are organized by the Federal Ministry of Transport, Innovation and Technology.
- Belgium: One centre (the Ministry of Transport). The examination may be taken at two places.
- Germany: The examination authorities are the seven water and navigation directorates; there are no other examination centres.
- Netherlands: One authority/centre.
- Romania: There is just one authorized examination centre in Romania: the Romanian Navigation Administration (RNA).
- Serbia: The committee was appointed by the Minister of Infrastructure and Energy.
- Switzerland: One examination authority.
- Ukraine: There is one examination centre: the Maritime Navigation School.

**6. Are there individual examiners, or are the examination committees composed of several persons?**

- Austria: There are only individual examiners, as the examinations are taken only after the basic training is completed.
- Belgium: The central examination committee is composed of 7 representatives of the navigation directorate and 15 other persons appointed on the basis of their competencies.
- Germany: No individual examiners. The examination committees are composed of a chair and two other members.
- Netherlands: Two corrections are done. The examination is taken as a multiple choice exam. At the end of the examination an assistant corrects the examination using a grid and the candidate receives a "provisional" grade. A second correction is carried out at the examination centre. The answers are scanned and the result is compared with the initial result.
- Romania: The examination committees are made up of several examiners.
- Serbia: There are four members on the committee.
- Switzerland: No individual examiners. The examination is administered by the people named in the Swiss Rhine ports examination regulations.
- Ukraine: There are three people on the examination committees.

**7. How many examinations are held annually in your State (basic training course and gases or chemicals specialization courses)?**

- Austria: Average over several years: fewer than 5 (basic training). No gases or chemicals specialization examinations.
- Belgium: Two examinations a week. Basic training/chemicals/gases:  
2007: 83/7/3  
2008: 86/19/14  
2009: 80/9/2  
2010: 81/9/4  
2011: 51/9/4 (as of June)
- Germany: In 2009:  
Basic (combined): 20  
Gases specialization: 3  
Chemicals specialization: 3  
Total: 26  
In 2010:  
Basic (combined): 19  
Gases specialization: 2  
Chemicals specialization: 6  
Total: 27

- Netherlands: Chemicals: 109  
 Gases: 15  
 Basic training (combined): 605  
 Basic training, dry: 7  
 Basic training, tanks: 53
- Romania: In 2011, 13 examinations (basic training) were held. No demand from candidates for examinations on gases and chemicals.
- Serbia: Every year we hold at least four examinations (basic training), except this year. As from June 2011 the examination will be held monthly because of the introduction of a new certification procedure.
- Switzerland: One basic training course and three refresher courses.
- Ukraine: No examinations have been held yet. The examinations are currently being prepared. They will be taken on PCs. Examinations are scheduled to begin in September 2012.

#### 8. What are the examination results (pass/fail)?

- Austria: There are no statistics. Very few failures, probably because of the intensive training course, which is held with few participants.
- Belgium: Basic training/Chemicals/Gases, passing candidates in:  
 2007: 56.63%/5/3  
 2008: 82.55%/11/6  
 2009: 75%/7/2  
 2010: 74%/7/4  
 2011: 76.47%/7/4 (first semester)
- Germany: 2009  
 Course, pass/fail  
 Chemicals, 12/17  
 Gases, 12/4  
 Basic training (combined), 165/55  
 2010  
 Course, pass/fail  
 Chemicals, 37/21  
 Gases, 12/8  
 Basic training (combined), 140/55
- Netherlands: Course, pass/fail  
 Chemicals, 100/9  
 Gases, 13/2  
 Basic training (combined), 354/251

Basic training, dry, 5/2

Basic training, tanks, 37/16

Romania: In 2011, 83 people took the examination; 77 passed and 6 failed.

Serbia: The examination results are satisfactory.

Switzerland: Approximately 90/10 (pass/fail).

Ukraine: -

**9. Is the content of the examination individually renewed every year?**

Austria: Not always, at present. But for each examination with several candidates there are several different tests.

Belgium: Yes. Computerized selection.

Germany: An individual test is prepared for each candidate based on the ADN examination system.

Netherlands: No, several versions are used.

Romania: The content of the examination is regularly updated on the basis of CCNR.

Serbia: Each examination has different questions.

Switzerland: Yes.

Ukraine: The content of the examination is renewed for each examination.

**10. Is the catalogue of questions sent by the competent authorities to the examination authorities and/or to the authorized examination centres?**

Austria: Not applicable, as the Federal Ministry of Transport, Innovation and Technology is the only competent authority for the examinations. The catalogue of questions is published on the Internet.

Belgium: The catalogue of questions is freely available for download from the CCNR site.

Germany: The catalogue of questions is part of the ADN examination system. The person presiding over the examination has access to it.

Netherlands: The Ministry of Infrastructure and Environment sends the questions to CCV.

Romania: The catalogue of questions is sent to the examination authority.

Serbia: As soon as the authority for the transport of dangerous goods is set up it will be competent for authorizing the catalogue of questions.

Switzerland: The catalogue of questions is freely available for download from the CCNR site.

Ukraine: The questions are available as a software package and are communicated by the competent authority to the examination authorities.