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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-third session
Geneva, 26–30 August 2013

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-third 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.2/48/Add.1.

³ For practical reasons, annex IV has been published as an addendum with the symbol ECE/TRANS/WP.15/AC.2/48/Add.2.

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-third session in Geneva from 26 to 30 August 2013. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Netherlands, Romania, Russian Federation, Serbia, 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: Conservation of Clean Air and Water in Europe (CONCAWE), 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) and Recommended ADN Classification Societies.

2. The Safety Committee was informed that for health reasons, its Chairman, Mr. H. Rein (Germany), would not be able to attend. The Committee wished him a rapid recovery, and the session was chaired by the Vice-Chairman, Mr. B. Birkhuber (Austria).

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/47 and Add.1

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

3. The Safety Committee adopted the agenda prepared by the secretariat as amended by informal document INF.1/Rev.1 to take account of informal documents INF.1 to INF.35.

III. Matters arising from the work of United Nations bodies or other organizations (agenda item 2)

Informal document: INF.6 (Secretariat)

4. The Safety Committee noted that CCNR was making efforts to find a replacement for Mr. D.M. Saha, who had just resigned. On behalf of the Committee, the Chairman warmly thanked Mr. Saha for his accomplishments and the CCNR secretariat in general for its contribution to the work of the Committee and for its efforts to ensure that its contribution would continue.

IV. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3)

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

Derogations for tank vessels allowing them to use liquefied natural gas for propulsion on a trial basis

Informal documents: INF.10 (CCNR) (I-Tanker 1403)
INF.14 (CCNR) (I-Tanker 1404)
INF.15 and INF.16 (CCNR) (Damen River Tanker 1145 Ecoliners)
INF.34 and INF.35 (Netherlands)

6. The Safety Committee noted that, following discussions at the previous session and at the request of the Administrative Committee (ECE/ADN/22, para. 9), CCNR had adopted recommendations to allow the use of four vessels. Hazard assessment reports had already been submitted for the vessels in question (informal document INF.3 submitted to the twentieth session of the Safety Committee for the I-Tanker series and INF.13 submitted to the twenty-first session for the Damen River Tanker 1145 Ecoliner series).

7. As the representative of the Netherlands had requested that a recommendation be issued to the Administrative Committee to approve the proposed derogations, some delegations regretted that no related official document accompanied with justifications or basic documentation had been submitted. They wished to postpone the decision until the next session.

8. The representative of the Netherlands had prepared draft decisions for consideration by the Administrative Committee contained in informal documents INF.34 for the I-Tankers, and INF.35 for the Damen River Tanker 1145 Ecoliners.

9. The Safety Committee decided to recommend that the Administrative Committee adopt the decisions proposed in INF.34, if it agreed to take the decisions based on an informal document available in English only.

10. The Safety Committee did not recommend the adoption of the decisions proposed in INF.35 because it wanted the representative of the Netherlands to submit a proposal explaining that the two vessels were of identical construction to that of a vessel which had already been granted a temporary derogation, and making available references to the hazard study justifying the request.

Informal document: INF.2/Rev.1 (Netherlands) (Chemgas 851 and Chemgas 852)

11. The Safety Committee took note of the draft request for derogation. It would be considered once the assessment had been performed by TNO and CCNR had issued a recommendation.

12. The Safety Committee was informed of plans to apply for derogations for the use of liquefied natural gas for the propulsion of push boats (one for pushing coal barges (INF.27) and one container vessel to be retrofitted (INF.28)). The representative of the Netherlands was invited to take into account the comments made when preparing such requests.

C. Interpretation of the Regulations annexed to the ADN

1. Refrigerated containers (“Reefers”)

Informal document: INF.4 (Germany and Netherlands)

13. The Safety Committee noted that it was not clear whether the electrical equipment of refrigerated containers met the explosion protection requirements of ADN.

14. The Safety Committee asked the informal working group on protection against explosion on board tank vessels to examine the questions raised in this document and to report back to it.

2. Docking using magnetic devices (“Dock Lock System”)

Informal document: INF.26 (Netherlands)

15. The Safety Committee was informed about new technologies for the docking of bunkering vessels against a receiving vessel using a fixed electrical installation with mechanical arms equipped with magnetic panels.

16. The Safety Committee confirmed that the provisions of 7.2.5.3 are still applicable if this new technology is used.

17. As concerns other relevant provisions, the representative of the European Union suggested that those in 7.2.4.76 would perhaps also be relevant. The representative of Austria also referred to question 3 in the ADN checklist.

3. Periodic inspections

Informal document: INF.17 (Austria)

18. The representative of the Recommended ADN Classification Societies said that in principle the Recommended ADN Classification Societies inform the competent authority which issued the vessel certificate whenever they discover a real problem with a vessel. He will consult all the classification societies concerned to obtain confirmation.

19. In general, the delegations that took the floor considered that the competent authority should react in this case by taking measures going as far as withdrawing the certificate if the class has been withdrawn, but that it is necessary to examine the situation on a case by case basis. The provisions of 1.8.1.3, 1.16.12 and 1.16.13 already constitute a series of measures that it is possible to use.

D. Training of experts

1. Report of the 11th meeting of the informal working group on the training of experts (Strasbourg, 20 and 21 March 2013)

Document: ECE/TRANS/WP.15/AC.2/2013/17 (CCNR)

20. The Safety Committee took note of the report and approved the continuation of the work and the convening of the next meeting in Strasbourg on 19 and 20 March 2014.

21. The Safety Committee decided to delete nine questions from the catalogue of questions pending their correction (see annex III) (paragraph 8 of the report).

22. For the proposed amendments that the informal working group would like to draw up (paragraph 12 of the report), the Vice-Chairman suggested that it might be more realistic to aim for them to enter into force on 1 January 2017 instead of 1 January 2015.

23. As for the mention of the word “passed” in the certificate of participation in training courses, it was confirmed that the courses in question were refresher courses for which a test must be held upon completion, and were not basic training courses for which examinations had to be held outside the framework of the training courses (paragraph 21 of the report).

24. For questions relating to the format of the expert certificate, it was noted that, although there was no consensus on the suggested “credit card” format, certain countries

had apparently deviated from the format required under 8.6.2 (e.g. orange colour). The informal working group was asked to look into such divergences.

2. Training of instructors

Informal document: INF.23 (Ukraine)

25. Several delegations welcomed the proposal to ensure that instructors were given adequate training. Some did fear, though, that the proposed measures would give rise to additional work and significant cost for administrations, and would prefer to draw up recommendations setting minimum criteria and standards for the approval of instructors. It was agreed that the informal working group on the training of experts should be asked to consider the issue.

3. Status of training and exams in conformity with Chapter 8.2 of the Regulations annexed to ADN

Document: ECE/TRANS/WP.15/AC.2/2013/25 (Informal working group on the training of experts)

26. The Committee noted with interest the measures taken by various Contracting Parties to implement the provisions of Chapter 8.2 of the Regulations annexed to ADN.

27. As only eight Contracting Parties had provided information, it would be useful if the other nine responded to the questionnaire, thus providing the informal working group with a better basis for its work.

E. Matters related to classification societies

1. Minutes of the fifth meeting of the Recommended ADN Classification Societies

Informal document: INF.11 (Recommended ADN Classification Societies)

28. The Safety Committee took note of the minutes of the meeting and, in particular, that proposed amendments may be transmitted at the January 2014 meeting after the next meeting of Recommended ADN Classification Societies, to be held on 22 October 2013 in Rotterdam.

2. Calculation software for loading

Informal document: INF.30 (EBU)

29. The EBU wished to be shown the approved list of calculation softwares, as the vessels concerned had to be fitted with authorized software by 31 December 2014 in particular cases (see 1.6.7.2.2.4).

30. The representative of the Recommended ADN Classification Societies indicated that few software manufacturers had submitted applications for approval of their products and he thought it would be tricky to provide lists mentioning particular manufacturers to the detriment of others who had not thought to submit an application.

31. It was recalled that the Safety Committee had, at its previous session, expressed the hope that the Recommended ADN Classification Societies would turn their attention without delay to standardization issues in relation to calculation software for use in loading (see ECE/TRANS/WP.15/AC.2/46, para. 75).

3. Request by the German subsidiary of Registro Italiano Navale (RINA)

32. Following the request by RINA (see ECE/TRANS/WP.15/AC.2/46, paras. 26–28), the representative of Germany said that he would shortly provide the Safety Committee with the necessary documentation and organize a meeting of the Committee of Experts on 28 and 29 November 2013.

33. He pointed out that the request concerned not just the German subsidiary, but RINA as a whole.

V. Proposals for amendments to the Regulations annexed to ADN (item 4 of the agenda)

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

1. Spring 2013 session of the Joint Meeting

Document: ECE/TRANS/WP.15/AC.1/130, Annex II (Report of the Joint Meeting on its spring 2013 session)

34. The Safety Committee adopted the amendments proposed by the Joint Meeting concerning the Regulations annexed to ADN and not only RID or ADR, with different wording for 1.6.1.28 (see annex I).

35. For the amendments concerning references to standards, it was agreed to come back to the matter during consideration of document ECE/TRANS/WP.15/AC.2/2013/18 under item 4 (b) of the agenda. Careful consideration should also be given to the need for transitional measures when references were modified. Some delegations wondered whether it would be preferable to give dynamic rather than static references (i.e. not to give the year of publication) when standards were cited as examples.

36. It was confirmed that the Recommended ADN Classification Societies would have to prove to the ADN Administrative Committee that they fulfil the requirements of standard EN ISO IEC 17020:2012 (with the exception of section 8.1.3).

37. The amendments in square brackets (concerning special provision 580) remained in square brackets since they would have to be confirmed by the Joint Meeting at its autumn 2013 session (see ECE/TRANS/WP.15/AC.1/130, paras. 41–44).

2. Draft amendments to ADR adopted by the Working Party on the Transport of Dangerous Goods at its ninety-fourth session

Document: ECE/TRANS/WP.15/219, annexes I and II (Report of the Working Party)

38. The Safety Committee noted that some of the amendments adopted by the Working Party (new NOTE on the definition of bulk containers and amendments to 5.3.2.2.1) were also relevant in the context of the Regulations annexed to ADN and therefore adopted them (see annex I).

B. Other amendment proposals

1. Amendment to 7.2.4.10.1

Document: ECE/TRANS/WP.15/AC.2/2013/11 (EBU)

39. The proposal was adopted with some modifications (see annex I).

40. It was noted that the German version of the Regulations annexed to ADN contained references to the local competent authority (for example, paras. 7.1.6.1.4, 7.2.3.7.3 and 7.2.4.10.1), whereas the other versions mentioned only the competent authority, except in 7.1.6.1.4. As there was no definition of local competent authority in 1.2.1 and the definition of competent authority in 1.2.1 provided that the authority should be designated in accordance with domestic law for the application of each provision of the Regulations, the term “local” was superfluous.

41. Those delegations that wished to introduce the idea should draft a proposal to that effect, including a definition.

2. Flame arresters with a fixed or spring-loaded plate stack

Document: ECE/TRANS/WP.15/AC.2/2013/12 (Belgium)

42. The proposal to align the French, English and Russian versions of 9.3.2.22.5 (a) (iii) and 9.3.3.22.5 (a) (iii) with the German version was adopted (see annex I).

3. Standardized vessel checklist

Documents: ECE/TRANS/WP.15/AC.2/2013/13 and ECE/TRANS/WP.15/AC.2/2013/14 (Informal working group on the standardized vessel checklist)

43. The Safety Committee adopted the proposed amendment to 1.8.1.2.1 with some modifications (see annex I).

44. The Committee also adopted the proposed checklist with some modifications (two new columns for, firstly, the identification numbers of the topic of the check, on the left, and the relevant paragraphs of the Regulations, on the right) (see annex IV).

45. It was mentioned that the information should be provided in at least two languages, that is, the language used in the country of the check and, if that language is not French, English or German, in one of those three languages, as appropriate (see also document ECE/ADN/2013/1, transmitted to the Administrative Committee).

4. Adaptation of the transitional provisions in 1.6.7.2.2.2 to the new 2013 requirements of 7.2.3.20 and 9.3.X.13 relating to the intact stability of tank vessels

Document: ECE/TRANS/WP.15/AC.2/2013/15 (Germany)

46. The proposed amendments concerning the transitional measures relating to 7.2.3.20 were adopted, it being specified, however, that during the voyage the cofferdams could be filled with ballast water only when the cargo tanks were empty (see annex I).

47. Opinions diverged, however, concerning the transitional measures proposed for provisions 9.3.X.13 relating to intact stability, which called for the renewal of the certificate of approval after 31 December 2017 instead of 31 December 2044. Some delegations considered that more information should be provided on the number of vessels in question and that it should be proven that such vessels had stability problems. Others agreed with the German Government that measures should be taken rapidly to prevent incidents similar to the *Waldhof* accident from recurring on existing vessels.

48. It was decided to place the proposed amendments in square brackets pending confirmation at the next session. The delegations concerned were requested to submit detailed arguments, in the light of the discussions, so as to facilitate a decision.

5. Carriage of liquefied natural gas (LNG)

(a) *Proposals from the second meeting of the Informal working group on the carriage of UN No. 1972*

Document: ECE/TRANS/WP.15/AC.2/2013/27 (Netherlands)

Informal document: INF.20 (Netherlands)

49. The Safety Committee considered the informal working group's proposals point by point and adopted them with some modifications (see annex I).

50. In respect of the requirements concerning training (para. 9 of the report), some delegations would have liked to see a more detailed training programme specifically for the carriage of LNG. Other delegations pointed out that, under ADN, LNG was like any other liquefied gas cargo, the only difference being the very low temperature. They did not think that training in the use of the vapour phase as fuel for propulsion of the vessel, not currently authorized under ADN, was part of the training required for carriage. The Safety Committee decided to request the informal working group on training of experts to consider the matter and, if necessary, to include specific questions on the carriage of LNG in the catalogue of questions.

51. The representative of the Recommended ADN Classification Societies pointed out, in respect of the requirements for water-spray systems in 9.3.1.21.11, and specifically the outflow of 300 litres per square metre and per hour, that the outflow given in 9.3.1.28 was 50 litres per square metre and per hour; consistency between 9.3.1.21.11 and 9.3.1.28 should therefore be checked.

52. The representative of Switzerland wished for more details on the safety of shore connections of loading and unloading pipes, both landward and vessel sides. It was pointed out that the landward side requirements came under the competence of the national authorities and could not be discussed in the framework of ADN. It was suggested that he discuss the matter with the representative of the Netherlands and, if the vessel side requirements did not seem adequate, draw up specific proposals for the next session.

53. The representative of Switzerland hoped that the Recommended ADN Classification Societies would provide their regulations on the carriage of LNG, if such already existed, for instance those for maritime carriage that could be used in the context of ADN. The Safety Committee asked the classification societies to provide this information for the next meeting.

54. On-board documentation of the heat transmission coefficient (9.3.1.27.9) was not currently a requirement, and the representative of EBU was therefore asked to check whether a transitional period would be necessary and, if so, submit a proposal to the next session.

(b) *Training for carriage of LNG*

Informal document: INF.18/Rev.1 (Netherlands)

55. As carriage of LNG was not yet allowed, the representative of the Netherlands feared it would be difficult to find enough boatmasters who had the expert certificate on gases or the required experience to qualify for it. He therefore proposed a derogation to allow persons who passed the examination but did not have experience on a type G vessel to qualify.

56. Several delegations were not in favour of such a derogation, arguing that, on the contrary, that kind of carriage did require appropriate experience, and that, under 8.2.1.9, it would be possible to call on experts in maritime carriage. It was suggested that other

solutions could be considered, such as temporary permission where a boatmaster did not have the certificate but other crew members did.

57. The representative of the Netherlands was asked to come back to the matter at the next session in the light of the discussions.

6. Provisions regarding the escape device

Document: ECE/TRANS/WP.15/AC.2/2013/16 (Austria)

58. It was noted that the word “ambient-air-dependent” should be removed from the German version of the definition of respiratory devices and as a result the representative of Austria withdrew his proposal.

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

Document: ECE/TRANS/WP.15/AC.2/2013/18 (Germany)

59. The proposals by Germany were adopted subject to verification of points 6, 14, 15 and 16 (see annex I).

8. UN No. 1280 PROPYLENE OXIDE – handling plan in accordance with additional requirement 12 for column (20) of Table C

Document: ECE/TRANS/WP.15/AC.2/2013/21 (Germany)

60. Those delegations from countries with experience of applying approval procedures to handling plans were asked to provide the information requested to the representative of Germany.

9. Balancing pressure during loading (7.2.4.16.9)

Document: ECE/TRANS/WP.15/AC.2/2013/22 (EBU)

61. The proposal to divide the subsection was adopted with some amendments (see annex I).

62. The proposal to replace the word “sufficient” with the word “required” in the English, French and Russian versions was not adopted because the indications in columns (6) and (7) of Table C give minimum requirements but do not require a specific type of vessel inasmuch as other vessel types may be used in accordance with 7.2.1.21. The German version of ADN should be corrected, however.

10. Deletion of explanatory note 40 (3.2.3.1, 3.2.3.3, 3.2.4.3) and of reference in Table C under UN No. 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE; LIQUID, N.O.S. (HEAVY HEATING OIL)

Document: ECE/TRANS/WP.15/AC.2/2013/23 (EBU)

63. The proposal by EBU was adopted (see annex I).

64. A representative of CONCAWE informed the Safety Committee about the work currently under way to identify the pollutant properties of the various heavy heating oils.

11. Flame arresters only when explosion protection is required

Documents: ECE/TRANS/WP.15/AC.2/2013/26 and Corr.1 (EBU)

65. The Safety Committee noted that the issue raised by EBU concerned only the carriage of heavy heating oils. It therefore requested EBU to reformulate its proposal to

address the problem in a comment in the relevant entry in Table C rather than by means of amendments to the general provisions.

12. Operation of Inland AIS stations during loading, unloading and gas-freeing of ADN tank vessels

Informal document: INF.8 (CCNR)

66. The Safety Committee was generally in favour of the proposal by CCNR, which was asked to submit an official proposal, taking account of the comments made.

13. Explanations of entries in Table C

Informal document: INF.9 (Germany)

67. The Safety Committee requested the informal working group on substances to draft proposals for the inclusion of explanations on the use of parentheses and asterisks in columns 5 to 18 of Table C.

14. Definitions of cargo tanks

Informal document: INF.12 (Recommended ADN Classification Societies)

68. The proposed definitions of different types of cargo tanks had been prepared in response to a document by France (ECE/TRANS/WP.15/AC.2/2013/10) considered at the last session. The representative of the Recommended ADN Classification Societies will prepare an official proposal for the next session taking account of the comments made on the informal document.

15. Definitions of shore and vessel gas piping

Informal document: INF.13 (Recommended ADN Classification Societies)

69. The proposal to simplify the different definitions of gas piping was supported in principle. The representative of the Recommended ADN Classification Societies will prepare an official proposal with all the consequential amendments to be made to the body of the Regulations.

16. Corrections to Table C, UN No. 1005

Informal document: INF.19 (Germany)

70. Danger 2.1 has to be added to column (5) in the English and Russian versions of the Regulations (see annex II). The secretariat was asked to prepare a corrigendum for these two versions.

17. Refrigeration systems for Type C and N vessels

Informal document: INF.21 (Recommended ADN Classification Societies)

71. The Safety Committee shared the opinion of the Recommended ADN Classification Societies that there is a need to develop provisions for refrigeration systems on board Type C and Type N vessels, and asked them to submit a proposal at the next session.

18. Access to cofferdams (9.3.2.20.1, 9.3.3.20.1)

Informal document: INF.22 (Recommended ADN Classification Societies)

72. The Safety Committee asked the Recommended ADN Classification Societies to submit an official proposal to resolve the problem raised, accompanied by relevant transitional provisions.

19. Correction of 5.4.1.1.19

Informal document: INF.24 (Belgium)

73. The Safety Committee asked the representative of Belgium to submit an official proposal for the next session.

20. Gas free cargo tank

Informal document: INF.25 (Belgium and Netherlands)

74. The question will be examined by an informal working group to be organized by the Netherlands.

21. Transitional provisions for 9.3.3.118 in table 1.6.7.2.2.2

Informal document: INF.29 (Secretariat)

75. The Safety Committee noted that the French version has the date of 31 December 2018, in conformity with the proposal of the informal working group on transitional measures in document ECE/TRANS/WP.15/AC.2/2009/28, but that date of 31 December 2038 appears in the English, German and Russian versions. It is necessary to research the origin of this difference in order to make the appropriate correction at the next session.

22. Rincing of the eyes and face

Informal document: INF.31 (EBU)

76. The Safety Committee saw no problem with the use of diphoterine for rincing the eyes and face in place of water. The problem could be resolved by deleting the mention of "à grande eau" in 7.2.4.60 of the French version since paragraphs 9.3.X.60 do not specify what rincing agents have to be used. EBU may wish to submit a proposal to this effect for the next session.

77. In the course of the discussion, it was also pointed out that paragraphs 9.3.X.30 do not require that the special equipment foreseen is fixed, so moveable equipment was possible.

VI. Reports of informal working groups (agenda item 5)

A. Informal working group on substances

Document: ECE/TRANS/WP.15/AC.2/2013/24 (CCNR)

78. The Safety Committee approved the conclusions of the informal working group and requested it and the delegations concerned to follow up as necessary.

79. The Safety Committee noted that the English and French versions of 7.2.5.0.1 needed to be aligned with the German and Russian versions as a matter of urgency for safety reasons and therefore requested the Administrative Committee to approve a

correction to the authentic French reference text and the secretariat to publish a correction to the English and French versions once the correction had been legally deemed accepted (see annex II).

Informal document: INF.5 (CCNR)

80. The Safety Committee took note of the report of a meeting initiated by the informal working group on designations used in Table C. It approved the continuation of work on entries with particulars concerning the initial boiling point and the vapour pressure in the name; classification as a floater; and replacing the term “boiling point” by “initial boiling point”. The informal working group was requested to draft official proposals for the next session.

B. Informal working group on means of evacuation

1. Report of the informal working group

Document: ECE/TRANS/WP.15/AC.2/2013/28 (Netherlands)

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

81. The informal working group’s proposals were adopted with some modifications and other corresponding amendments (see annex I), although some delegations would have liked to have had more discussion on the issue, given the significant effect that the new provisions would have on vessel owners and administrations, because, for example, of the proposed definition of “safe haven”, as pointed out by EBU and CEFIC. They were requested to draft specific official proposals for the next session if there were particular points that they wished to amend.

2. Issues related to the group’s work

(a) Checklist

Document: ECE/TRANS/WP.15/AC.2/2013/19 (CEFIC)

82. The amendments to the checklist resulting from the new requirements for means of evacuation were adopted (see annex I).

(b) Obligations of participants

Document: ECE/TRANS/WP.15/AC.2/2013/20 (CEFIC)

83. The Safety Committee adopted the amendments to 1.4.2.3.1 (d) and 1.4.3.3 (x) to take account of the obligations resulting from the new requirements for means of evacuation (see annex I).

C. Informal working group on explosion protection on tank vessels

Informal document: INF.7 (CCNR)

84. The Safety Committee noted that proposals would be drafted on the rearrangement of explosion protection on tank vessels. At the request of the informal working group, the informal working group on substances was asked to consider the matter of subdivisions in explosion group II B and the assignment of subdivisions II B1, II B2 and II B3 to the different entries in Table C.

85. The Safety Committee noted that the work was not yet complete and requested the informal working group to continue its work.

D. Other informal working groups

86. The reports of other informal working groups had been considered under other agenda items:

- Report of the informal working group on the training of experts, see paragraphs 20-24.
- Report of the informal working group on the carriage of UN No. 1972, see paragraphs 49-54.

VII. Programme of work and calendar of meetings (item 6 of the agenda)

87. The Safety Committee noted that the next session would be held in Geneva from 27 to 31 January 2014, and that the deadline for submission of documents is 28 October 2013.

88. The Safety Committee will have to finalise all the amendments that are required for entry into force on 1 January 2015 and will have to submit the draft to the Administrative Committee which will meet on 31 January 2014.

89. The secretariat was asked to consolidate in a single document for submission to the Administrative Committee all the draft amendments adopted in 2012 and 2013 that have not yet been approved by the Administrative Committee.

VIII. Any other business (item 7 of the agenda)

90. No issue was brought to the attention of the Safety Committee under this item.

IX. Adoption of the report (item 8 of the agenda)

91. The Safety Committee adopted the report of its twenty-third 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.2/48/Add.1)

Annex II

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

A. Correction to the publication (not requiring acceptance by Contracting Parties)

3.2.3.2, Table C, UN No. 1005, column (5) *For 2.3+8+N1 read 2.1+2.3+8+N1*

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

3.2.3.2, Table C, UN No. 9005, column (11) *For 97 read 95*

7.2.5.0.1 *For 20% higher than the lower explosion limit read higher than 20% of the lower explosion limit*

Annex III

Corrections to the Catalogue of Questions

Delete the following questions: 110 05.0-14, 110 07.0-38, 120 06.0-11, 120 06.0-64, 120 08.0-09, 130 03.0-25, 130 06.0-53, 130 06.0-55 and 130 06.0-56.

(see ECE/TRANS/WP.15/AC.2/48, para. 21)

Annex IV

Model standardized vessel checklists

(see document ECE/TRANS/WP.15/AC.2/48/Add.2)
