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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-fifth session**

Geneva, 25–29 August 2014

Item 3 (c) of the provisional agenda

**Interpretation of the Regulations annexed to ADN****New transitional provision for 1.6.8 – Training of masters****Transmitted by the Government of Germany<sup>1,2</sup>****I. Introduction**

1. As proposed by the Dutch delegation, the following new transitional provision has been agreed (section 1.6.8) for ADN 2015:

"Until 31 December 2018, the expert on the carriage of gases (as referred to in 8.2.1.5) does not have to be the responsible master (as referred to in 7.2.3.15) but can be any member of the crew when the type G tank vessel is only carrying UN No. 1972. In this case, the responsible master shall have attended the specialization course on gases and shall also have followed an additional training on the carriage of liquefied natural gas (LNG) in accordance with 1.3.2.2."

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2012-2016 (ECE/TRANS/224, para 94, ECE/TRANS/2012/12, programme activity 02.7, (A1b)).

<sup>2</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2014/33.

## II. Interpretation

2. It is not clear how attendance in the specialization course on gases can be proven to the authorities carrying out checks. To date, certificates of attendance for the training course have not been required in ADN.
3. Currently, records of training are kept by the employer in accordance with 1.3.3 of ADN and are thus not available on board. Moreover, a specific problem arises if the employer of the master is a temporary employment agency based in a country that is not a Contracting Party to ADN (e.g. Cyprus).
3. For Germany, on whose territory the longest section of the Rhine, and thus the longest section for LNG transport operations, is located, it is important that masters are able to **actively** prove their additional qualification in the case of checks. For this reason, the German delegation would like to ask the Safety Committee to discuss the interpretation of this issue and include a corresponding recommendation for action in the report of the twenty-fifth session.
4. It would be conceivable that masters carry with them both a training certificate from a recognized training body and a certificate from the employer on the training received. To make this possible, Contracting Parties would first have to exchange views on the training bodies recognized by them and a certificate of employment would have to be available on board.
5. The general requirement that these certificates have to be in an official language of the country of origin and also, if that language is not English, French or German, in English, French and German would have to be maintained.