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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-seventh session
Geneva, 24-28 August 2015

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-seventh session¹

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Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1	4
II. Adoption of the agenda (agenda item 1)	2-3	4
III. Matters arising from the work of United Nations bodies or other organizations (agenda item 2).....	4-5	5
IV. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3).....	6-37	5
A. Status of ADN.....	6	5
B. Special authorizations, derogations and equivalents.....	7-12	5
1. Multilateral agreements	7	5
2. Use of LNG as fuel for the Argos-GL tank vessel	8	5
3. Use of membrane tanks for the carriage of LNG on the tank vessel Argos-GL	9-12	6
C. Interpretations of the Regulations annexed to ADN	13-23	6
1. Obligations of the loader and unloader, 1.4.3.3 (s) and 1.4.3.7.1 (j)	13-14	6
2. Technical requirements related to gas detectors and toximeters, 1.2.1 ..	15	6
3. National interpretations in the Netherlands	16-19	6
4. Cofferdams on board Type G tank vessels	20	7
5. Interpretation of paragraph 1.6.7.4.1	21	7
6. Stability software.....	22-23	7
D. Training of experts.....	24-31	8
1. Report on the 14th meeting of the informal working group on the training of experts.....	24-28	8
2. Work programme of the informal working group on the training of experts	29-30	8
3. Examination statistics.....	31	8
E. Matters related to classification societies.....	32-37	8
1. Minutes of the 9th meeting of the Recommended ADN Classification Societies.....	32	8
2. Certification in accordance with EN ISO/IEC 17020:2012.....	33-36	9
3. Registro Italiano Navale (RINA).....	37	9
V. Proposals for amendments to the Regulations annexed to ADN (agenda item 4) ...	38-69	10
A. Work of the RID/ADR/ADN Joint Meeting	38	10
B. Other proposals	39-69	10
1. Provisions concerning pressurized tanks, fittings and piping in fire extinguishing systems.....	39	10
2. Table 7.2.4.77 on possible means of evacuation in the event of an emergency	40	10

3.	Transitional provision for 9.3.X.51.3 (temperature class and explosion group).....	41-42	10
4.	Examples of types of training certificates	43	10
5.	Corrections to the German version of 9.3.2.22.4 and 9.3.3.22.4	44-45	11
6.	Indications concerning inerting facilities in 8.6.1.3 and 8.6.1.4.....	46	11
7.	Definition of liquefied natural gas (LNG) (German version).....	47	11
8.	Proposal for an exemption from the requirement of 7.2.4.25.5 to return gas/air mixtures ashore during loading operations of heavy heating oil	48-51	11
9.	Alarm signal required by 9.1.40.2.3	52	11
10.	Device to shut down the shore facility	53	12
11.	Intact stability of Type N tankers using double hull compartments for ballast.....	54	12
12.	Intermediate stage of flooding (9.3.x.13.3)	55	12
13.	Compressed air installation on deck.....	56	12
14.	Transitional provisions concerning the modification of a tank vessel in 1.6.7.5.1 (c)	57	12
15.	Technical vessel certificate	58	12
16.	Construction materials.....	59	13
17.	Sampling	60-61	13
18.	Inspection procedure, issuance of certificates of approval and classification of vessels	62-69	13
VI.	Reports of informal working groups (agenda item 5)	70-82	14
A.	Informal working group on degassing of cargo tanks.....	70-74	14
B.	Informal working group on explosion protection on tank vessels	75-76	14
C.	Informal working group on means of evacuation	77-79	15
D.	Informal working group on substances.....	80-82	15
VII.	Programme of work and calendar of meetings (agenda item 6).....	83-84	16
VIII.	Any other business (agenda item 7)	85-87	16
A.	Docking systems using magnetic devices (Dock Lock System).....	85	16
B.	Request for consultative status by the European Bulk Oil Traders' Association (EBOTA)	86	16
C.	Tribute to Mr. Christopher Smith	87	17
IX.	Adoption of the report (agenda item 8)	88	17
Annexes			
I.	Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2017		18
II.	Amendments to the Regulations annexed to ADN – German version only		19

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-seventh session in Geneva from 24 to 28 August 2015, with Mr. H. Rein (Germany) as Chairperson and Mr. B. Birkhuber (Austria) as Vice-Chairperson. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Netherlands, Romania, Russian Federation, Slovakia and Switzerland. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission (DC) and the European Union. The following non-governmental organizations were also represented: European Barge Union (EBU), European Bulk Oil Traders' Association (EBOTA), European Chemical Industry Council (CEFIC), European River Sea Transport Union (ERSTU), European Skippers Organisation (ESO), Federation of European Tank Storage Associations (FETSA), FuelsEurope, International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA) and Recommended ADN Classification Societies.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/55 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.21.

3. The Committee noted the following in respect of a number of issues pending since the previous session, as mentioned in the report ECE/TRANS/WP.15/AC.2/54:

Paragraph 7: A meeting of the informal working group on the use of LNG as fuel for the propulsion of vessels would be organized by the Netherlands as soon as the final legislative proposals from the CCNR were available. The final report would be submitted to the next session;

Paragraph 8: The representative of the Netherlands would verify whether it was still necessary to mention the special authorizations in respect of UN Nos. 2187 and 3298;

Paragraphs 12 and 13: Further consideration of certification of the qualifications of persons responsible for carrying out various tasks under ADN seemed necessary. Germany, EBU and ESO would revisit the issue in January 2016 so that any amendments could be made for ADN 2019;

Paragraphs 15 and 16: Germany would return to the question of trans-shipment operations at the next session;

Paragraph 23: The document on the carriage of coal would be submitted by the Netherlands at the next session;

Paragraphs 40 and 41: The issue raised in paragraph 41 could be discussed at the next session;

Paragraph 45: The work concerning the issuance of a new substances list after renewal of the certificate of approval would continue.

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

4. The Safety Committee noted that the UNECE Inland Transport Committee had encouraged Member States to provide data for the accident database pilot project developed by the RID/ADR/ADN Joint Meeting in respect of incident reports involving dangerous goods under 1.8.5 of the Regulations annexed to ADN (see ECE/TRANS/248, para. 116).

5. The Safety Committee noted that the UNECE secretariat was currently conducting an assessment of the global and regional impact of the UNECE Regulations and the UN Recommendations on the Transport of Dangerous Goods. A questionnaire had been sent to all those who took part in the Committee's work, and they were requested to complete it as quickly as possible so that the responses could be analysed by a consultant in September 2015.

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

A. Status of ADN

6. The Safety Committee noted that no new depositary notifications had been filed and that the number of Contracting Parties thus remained at 18.

B. Special authorizations, derogations and equivalents

1. Multilateral agreements

7. The Safety Committee noted that three multilateral agreements (M013, M014 and M015) had entered into force since the previous session. Some delegations asked whether Belgium was intending to sign the M014 and M015 agreements on proof of sufficient intact stability, which they considered important for the Rhine fleet. The representative of Belgium said that the competence for ADN had recently been delegated to the 3 regions in Belgium. The internal procedure for the signing of the multilateral agreements by the 3 regions on behalf of Belgium is being carried out. It is expected that signing of the multilateral agreements will take place during September 2015. It was pointed out that, pursuant to 1.8.4 of the Regulations annexed to ADN, each Contracting Party must provide the UNECE secretariat with the relevant list of authorities and designated bodies competent under national law for the application of ADN.

2. Use of LNG as fuel for the Argos-GL tank vessel

Informal document: INF.4 (Netherlands)

8. The Safety Committee recommended that the Administrative Committee should adopt a decision on a derogation for the tank vessel Argos-GL, as presented in informal document INF.4, annex 1.

3. Use of membrane tanks for the carriage of LNG on the tank vessel *Argos-GL*

Informal documents: INF.6 and INF.6/Rev.1 (Netherlands)

9. This request for a derogation gave rise to long discussions. Some delegations considered that the request was not complete because on the one hand it did not clearly spell out whether it concerned a request for a type G vessel or type C vessel and on the other hand because it did not mention the measures that assured equivalence in terms of safety. Other delegations supported the request for the derogation since the technology behind membrane tanks had proved itself in terms of safety for many years in maritime transport and for much larger volumes of cargo.

10. Finally, the representative of the Netherlands prepared a revised request for derogation (INF.6/Rev.1) to take account of the comments made which was accepted by consensus with some editorial corrections. The Safety Committee recommended that the Administrative Committee accept this derogation.

11. It was underlined that annex 2 of document INF.6 was an integral part of the derogation but that there was an error in step 13 on page 26/27 of the "Damen" report which should be corrected (replace "760 m³" by "935 m³").

12. The representative of the Netherlands indicated that the conditions provided that the vessel should only operate in the zone of Amsterdam-Rotterdam-Antwerp but that possibly he would request that this zone be extended in the future.

C. Interpretations of the Regulations annexed to ADN

1. Obligations of the loader and unloader, 1.4.3.3 (s) and 1.4.3.7.1 (j)

Document: ECE/TRANS/WP.15/AC.2/2015/11 (Germany)

Informal document: INF.10 (Germany)

13. The Safety Committee recognized that there were several inconsistencies in the sections related to the obligations of the loader and the unloader of a tank vessel that would be dealt with in an official document at the next session.

14. Germany would draw up a proposed amendment, including consequential amendments, on the basis of informal document INF.10.

2. Technical requirements related to gas detectors and toximeters, 1.2.1

Document: ECE/TRANS/WP.15/AC.2/2015/13 (Germany)

15. The Safety Committee was of the opinion that available standards, even those used for maritime transport, should be used, with references to them introduced. Further discussions could be held to decide whether the use of those standards should be made mandatory for portable appliances. The informal working group on explosion protection on board tank vessels was asked to study the matter, to identify applicable standards and to assess the impact of references to those standards.

3. National interpretations in the Netherlands

Documents: ECE/TRANS/WP.15/AC.2/2015/18 (Netherlands)

ECE/TRANS/WP.15/AC.2/2015/32 (Germany)

16. The Safety Committee accepted the interpretation of the Netherlands concerning 7.2.4.25.5 (vapour return pipes). It was also mentioned that the gas-freeing process

should at the same time cover piping and shore facilities. The interpretation did not apply to vessels with gas-free certificates or open vessels.

17. The Safety Committee considered that in principle the interpretations should be reflected in the text of the Regulations, by means of amendments. To that end, the representatives of France and the Netherlands would submit a proposal for the particular case in question.

18. The interpretation relating to the supervision of loading and unloading operations (8.6.3, question 10) was adopted as well. However, the Safety Committee considered that in that case there was no need to amend the Regulations. The amendment of 1.4.3.3 in respect of supervision, proposed by Germany, was adopted (see annex I).

19. The interpretations of the Netherlands concerning vacuum valves and pressure relief devices were not endorsed by the Safety Committee. The Netherlands would withdraw those national interpretations and at the next session would submit a proposal to amend the current texts.

4. Cofferdams on board Type G tank vessels

Document: ECE/TRANS/WP.15/AC.2/2015/27 (Recommended ADN Classification Societies)

20. The Safety Committee considered that interpretations ignoring the requirements for Class A-60 bulkheads on Type G vessels were unacceptable. As cofferdams provided fire protection, the Recommended ADN Classification Societies were invited to submit a proposal for amendments possibly establishing an equivalence between cofferdams and Class A-60 bulkheads on Type G vessels.

5. Interpretation of paragraph 1.6.7.4.1

Document: ECE/TRANS/WP.15/AC.2/2015/30 (Netherlands)

21. Some delegations opposed the interpretation proposed by the Netherlands. Specifically, they did not share the view in paragraph 5 that heavy heating oil was not subject to ADN before 1 January 2013. Even if heavy heating oil was not cited by name in Table C, UN No. 3082 appeared there as a generic entry. Thus, before 1 January 2013, the flowchart under 3.2.3.3 was applicable for the classification of heavy heating oil.

6. Stability software

Informal document: INF.18 and INF.18/Rev.1 (Recommended ADN Classification Societies)

22. The Safety Committee endorsed the interpretation proposed in paragraph 9 for goosenecks of limited diameters.

23. The Safety Committee also endorsed the interpretation proposed in paragraph 22 for automatic closing devices with floating balls, on the condition that such devices should be subject to periodic inspections every two and a half years by the corresponding classification society. It also amended paragraph 25, in accordance with informal document INF.18/Rev.1.

D. Training of experts

1. Report on the 14th meeting of the informal working group on the training of experts

Document: ECE/TRANS/WP.15/AC.2/2015/31 (CCNR)

24. The Safety Committee noted with satisfaction the report of the informal working group and the progress made in its work.

25. The Safety Committee invited the various delegations to continue to exchange information on their criteria for the recognition of training.

26. Discussions should continue concerning the format of the certificate. There was no opposition to the introduction of a credit card format, but some delegations considered that there was less risk of falsification in inland navigation than there was in road transport. Some delegations wanted to continue to allow certificates to be issued in their current format.

27. The Safety Committee endorsed the conclusion in paragraph 31 that training provided in an ADN contracting party other than that of the examination should be recognized by the State where the examination was administered.

28. The other points mentioned in the report would, if necessary, be the subject of new discussions in the group.

2. Work programme of the informal working group on the training of experts

Document: ECE/TRANS/WP.15/AC.2/2015/9 (CCNR)

29. The Safety Committee adopted the work programme of the informal working group on the training of experts.

30. The Safety Committee noted that the next session of the group would take place in Strasbourg on 14 and 15 March 2016.

3. Examination statistics

Informal documents: INF.2 (Bulgaria)
INF.5 (Netherlands)
INF.15 (Belgium)
INF.16 (France)

31. The Safety Committee noted with interest the information provided and requested the delegations to continue to provide information on the statistics of examination results.

E. Matters related to classification societies

1. Minutes of the 9th meeting of the Recommended ADN Classification Societies

Informal document: INF.3 (Recommended ADN Classification Societies)

32. The Safety Committee took note of the minutes and invited the Classification Societies to complete their work in regard to number 2. (1) and 2. (2) of the minutes as soon as possible. Questions requiring a decision by the Committee were presented in separate documents.

2. Certification in accordance with EN ISO/IEC 17020:2012

Informal documents: INF.7 (Recommended ADN Classification Societies)
INF.21 (Russian Maritime Register of Shipping)

33. The Safety Committee considered the documents provided by Bureau Veritas, Lloyd's Register of Shipping, the Russian Maritime Register of Shipping and the Shipping Register of Ukraine attesting to their certification in accordance with EN ISO/IEC 17020:2012.

34. The documents were the subject of long discussions, for example to determine whether the certifications referring to the IACS quality system certification scheme for maritime vessels could be accepted. Also, the certification of Lloyd's Register of Shipping did not specify which version of the EN ISO/IEC 17020 standard had been taken into consideration, and it was not clear from the certification whether it covered the classification society as a whole, including its foreign subsidiaries working in the field of the ADN. The certification for Bureau Veritas covered only its Belgian subsidiary. In this context, it was also recalled that a classification society must have experts in at least two countries which are Contracting Parties.

35. In conclusion, the Safety Committee asked the classification societies concerned to submit new certificates of accreditation or additional information for the next session, as follows:

- Bureau Veritas: A certificate valid for the whole of the classification society, not only its Belgian subsidiary;
- Lloyds Register of Shipping: A certificate specifying the relevant version of EN ISO/IEC 17020 and confirming that the certification covers activities in the area of inland, and not only maritime, navigation;
- Russian Maritime Register of Shipping: A certificate specifying that activities in the area of inland navigation are covered; proof that SAI Global is an accreditation body recognized by the Government of the Russian Federation.

36. Those recommended ADN Classification Societies that had not yet provided a certificate were requested to do so before the next session.

3. Registro Italiano Navale (RINA)

Informal document: INF.3 (Germany), fifteenth session of the ADN Administrative Committee

37. The Safety Committee noted that Germany had recognized the German branch of RINA pursuant to 1.15.2.4 of the Regulations annexed to ADN.

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

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

Documents: ECE/TRANS/WP.15/AC.1/138 (Report of the RID/ADR/ADN Joint Meeting at its spring 2015 session)
ECE/TRANS/WP.15/228 (Report of the Working Party on the Transport of Dangerous Goods (WP.15) on its ninety-eighth session)

38. The secretariat was asked to consolidate into a single document all the amendments adopted by the Joint Meeting and by WP.15 in 2014 and 2015 that should also be reflected in the Regulations annexed to ADN and had not yet been adopted, for consideration at the next session.

B. Other proposals

1. Provisions concerning pressurized tanks, fittings and piping in fire extinguishing systems

Document: ECE/TRANS/WP.15/AC.2/2015/8 (Germany)

39. The proposed amendments were adopted with some modifications (see annex I).

2. Table 7.2.4.77 on possible means of evacuation in the event of an emergency

Document: ECE/TRANS/WP.15/AC.2/2015/10 (Germany)

40. The proposed amendment to the table was adopted (see annex I).

3. Transitional provision for 9.3.x.51.3 (temperature class and explosion group)

Document: ECE/TRANS/WP.15/AC.2/2015/12 (Germany)

41. Several delegations thought that bringing the end of the transitional period forward to 31 December 2018 instead of 31 December 2034 would have much greater economic repercussions than were mentioned in the proposal, given that it concerned all types of vessel, including small type N supply vessels.

42. As it also seemed difficult to assess the situation in technical terms, since the vessels concerned had been constructed in line with pre-1996 requirements, the Chairperson suggested that the profession and the classification societies should provide information on the issue before a decision was taken.

4. Examples of types of training certificates

Document: ECE/TRANS/WP.15/AC.2/2015/14 (Germany)

43. The Safety Committee adopted the proposal that Contracting Parties should be asked to supply examples of certificates issued, to then be published on the UNECE website, as was the case with ADR certificates (see annex I).

5. Corrections to the German version of 9.3.2.22.4 and 9.3.3.22.4

Document: ECE/TRANS/WP.15/AC.2/2015/15 (Germany)

44. The Safety Committee noted that errors had been introduced into the German version of ADN 2015 and asked the CCNR secretariat to correct them immediately to ensure consistency with the other language versions (see annex II).

45. Following a contribution from EBU, the Chairperson said that, if the profession wished to use simpler flame arresters than those specified in the current requirements, an official proposal should be submitted with the requisite justification.

6. Indications concerning inerting facilities in 8.6.1.3 and 8.6.1.4

Document: ECE/TRANS/WP.15/AC.2/2015/16 (Germany)

46. The proposal to amend the certificates of approval was adopted (see annex I).

7. Definition of liquefied natural gas (LNG) (German version)

Document: ECE/TRANS/WP.15/AC.2/2015/17 (Germany)

47. The proposal to amend the German version was adopted (see annex II).

8. Proposal for an exemption from the requirement of 7.2.4.25.5 to return gas/air mixtures ashore during loading operations of heavy heating oil

Document: ECE/TRANS/WP.15/AC.2/2015/20 (FuelsEurope)

Informal document: INF.20 (FuelsEurope)

48. The representative of the Netherlands pointed out that his technical experts had been unable to verify the CONCAWE report forwarded by FuelsEurope in informal document INF.20 and that he was thus not in a position to accept the proposal.

49. The Chairperson said that the situation was regrettable, as following discussions at the last session all the delegations concerned had had the opportunity to consult FuelsEurope about technical questions and to provide comments on the first draft of the report.

50. It was pointed out that if the proposed exemption was not adopted in January 2016 it would take at least one year to equip ports with facilities to recover on shore the gas/air mixtures emitted by heavy heating oils during loading.

51. It was ultimately decided:

(a) To request all delegations having doubts about the technical validity of the CONCAWE risk assessment report to consult FuelsEurope to verify the information that they considered problematic;

(b) To request FuelsEurope to submit a final proposal at the next session.

9. Alarm signal required by 9.1.40.2.3

Document: ECE/TRANS/WP.15/AC.2/2015/21 (Belgium)

52. The Safety Committee considered that before taking a decision it would be appropriate to verify the provisions for fire alarms applicable more generally to all vessels with other relevant bodies dealing with technical provisions for inland navigation. The terms used ("audible" and "visible") should also be verified.

10. Device to shut down the shore facility

Document: ECE/TRANS/WP.15/AC.2/2015/22 (Belgium)

53. Belgium would submit a new proposal taking into account the comments made.

11. Intact stability of Type N tankers using double hull compartments for ballast

Document: ECE/TRANS/WP.15/AC.2/2015/23 (Recommended ADN Classification Societies)

54. It was noted that the argument applicable to Type N tank vessels would also be valid for those of Type C, and that it would be appropriate to provide for transitional measures. A new proposal would thus be submitted at the next session.

12. Intermediate stage of flooding (9.3.x.13.3)

Document: ECE/TRANS/WP.15/AC.2/2015/24 (Recommended ADN Classification Societies)

55. The Safety Committee noted that in 2012, during the revision of the requirements for the stability of tank vessels, and specifically those for intact stability in 9.3.x.13.3, the requirements in 9.3.x.13.3 for floatability after damage had disappeared, probably owing to an oversight. The Committee therefore agreed to add a paragraph 9.3.x.13.4, as proposed (see annex I). On the request of the representative of ESO, the Recommended ADN Classification Societies confirmed that this would not affect the draught of the vessel.

13. Compressed air installation on deck

Document: ECE/TRANS/WP.15/AC.2/2015/25 (Recommended ADN Classification Societies)

56. The proposal was endorsed in principle, but the Recommended ADN Classification Societies were requested to submit a new one, taking into account the comments made.

14. Transitional provisions concerning the modification of a tank vessel in 1.6.7.5.1 (c)

Document: ECE/TRANS/WP.15/AC.2/2015/26 (Recommended ADN Classification Societies)

57. The representative of the Recommended ADN Classification Societies withdrew his proposal to delete 1.6.7.5.1 (c), as the provisions relating to fire detection in that paragraph were aimed at compensating for the provision in 1.6.7.5.1 (b), which allowed the use of non-flame-retardant materials in the accommodation and wheelhouse.

15. Technical vessel certificate

Document: ECE/TRANS/WP.15/AC.2/2015/28 (Belgium)

58. The Safety Committee supported the view of Belgium that the term "vessel certificate" used in 1.16.5 was not necessarily the most appropriate term, as the term "technical certificate" was for example used in the legislation of the European Union. However, it was noted that there might be other terms, for instance taking into account paragraph 1.1.4.6.1. The representative of Belgium was thus asked to submit a new proposal taking into consideration the terminology that was possibly in use in countries other than those of the European Union.

16. Construction materials

Document: ECE/TRANS/WP.15/AC.2/2015/19 and Corr.1 (EBU, ERSTU, ESO)

59. Several delegations supported the proposed inclusion of provisions that would take account of the increasing use of modern materials on vessels, but wished to see them presented in a more user-friendly form, for instance, as a table. A new proposal would be submitted to the next session.

17. Sampling

Informal documents: INF.9 (EBU, ERSTU, ESO)
INF.13 (CEFIC)

60. The Safety Committee noted the problems mentioned in respect of sampling on board tank vessels, particularly in ensuring the quality of samples taken, as sampling devices were often contaminated by residues of the previous cargo. However, the Committee considered it primarily a practical issue, with the different parties (chemical or oil industry on the one hand and vessel operators on the other) having opposing interests; it did not think that the solution to such problems lay in legislation, as the latter was relatively clear.

61. The representative of CEFIC said he would organize a meeting of the informal working group at which the various parties could discuss the problems. The group was invited to submit proposed amendments to the Regulations annexed to ADN, if it considered that the inclusion of more detailed requirements on ways of working could address the problems.

18. Inspection procedure, issuance of certificates of approval and classification of vessels

Informal document: INF.17 (France on behalf of the informal correspondence working group)

62. The document contained various proposals drawn up by a correspondence group led by France following decisions taken at a previous session (see ECE/TRANS/WP.15/AC.2/52, paragraphs 44 and 45). The Safety Committee considered and adopted the proposals, on the condition that a few items be discussed further in the correspondence group and an official proposal submitted to the next session. The items requiring follow-up are summarized below. The other modifications adopted will be reflected in the official proposal.

63. It was also decided that the term "recognized classification society" should be used systematically, where relevant, instead of "classification society" or "recommended classification society". The Regulations would thus need to be checked throughout for consequential amendments.

64. The word "ship" in English was replaced by "vessel". In that context, the question was raised of whether barges should be mentioned in 1.2.1 and 1.6.7.2.2.5, since the word "vessel" automatically included barges; the correspondence group was asked to check on the matter.

65. The term "classification certificate" was replaced by "certificate of class" in the English version and the whole of the Regulations would need to be checked through to ensure consistent use of the term.

66. Transitional measures should be included in 1.6.7.2.1.4 to take account of dry cargo vessels.

67. The wording of 1.16.13.4 should be reviewed to make it clear at the end that it concerned the competent authority on behalf of which the classification society was acting.

68. The representative of Germany asked for the proposed wording of 8.1.8 to be reviewed. Given the footnote on page 11 of the document, it was pointed out that it should be a twelve-month, rather than a six-month, period. The secretariat drew attention to the fact that the Safety Committee had already decided to eliminate 8.1.8 and 8.1.9 for the 2017 version of ADN (see ECE/TRANS/WP.15/AC.2/2015/45 and ECE/TRANS/WP.15/AC.2/52, paragraph 46 and annex III).

69. The representative of France, on behalf of the informal correspondence working group, would draw up a new document taking account of the decisions adopted during the present session and the forthcoming deliberations of the correspondence group.

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

A. Informal working group on degassing of cargo tanks

Document: ECE/TRANS/WP.15/AC.2/2015/29 (Netherlands) (Report of the informal working group on its third session)

70. The Chairperson invited the participants to make comments about the group's proposals on the understanding that the group would continue its work and present a new proposal at the next session.

71. It was mentioned that degassing should apply to all gases contained in tanks, including asphyxiant, oxidizing or corrosive gases, and not just to flammable or toxic gases.

72. The question of certification of the condition of being gas-free by a person approved by the competent authority, under 1.1.2.5, too should be considered in more detail, in particular to clarify which competent authority would be involved in the context of international transport, and possibly to determine the duration of validity of the certificate.

73. As for the question of gas-freeing of empty cargo tanks into the atmosphere (7.2.3.7), it would be advisable to study the procedures, in particular to take into consideration possible regulations relating to the prevention of air pollution (possible filtering of exhaust gases).

74. Lastly, it was recalled that some residues were considered to be dangerous wastes and that the latest developments on that subject must be taken into consideration, for example in the framework of the Convention on the Collection, Deposit and Reception of Waste Generated during Navigation on the Rhine and Other Inland Waterways (CDNI).

B. Informal working group on explosion protection on tank vessels

Informal document: INF.8 (CCNR) (Report of the group on its eighth session)

75. The Safety Committee reviewed all the group's proposals. The group would prepare a revised version of those proposals to take the comments and decisions made into account. Some decisions of principle should also be taken into account:

- Refer primarily to international ISO and IEC standards rather than to EN standards, which could nonetheless be cited additionally if they corresponded with the ISO and IEC standards;
- Clarify which ISO/IEC standards were applicable to conformity assessment procedures (see for example document ECE/TRADE/391);
- Check which substances could be used to calibrate gas detection systems;
- Consult with the informal working group on degassing for questions relating to the taking of samples;
- In a separate document, list the proposals not directly related to explosion protection;
- Check that there was no duplication between the prescriptive formulations of some definitions and requirements in other chapters;
- Justify the capacity limits introduced in the definitions for certain residue receptacles or tanks, etc.
- Explore the issue of protection during the assembly/disassembly of the elements of flame arresters;
- Possibly transfer the provisions in 9.1.0.50 on documents to Part 8;
- Provide for transitional measures.

76. The informal working group was also requested to review the proposals of EBU and ESO related to the requirements for electrical equipment in document ECE/TRANS/WP.15/AC.2/2015/33.

C. Informal working group on means of evacuation

Informal document: INF.11 (Netherlands)

77. The Safety Committee took note of the report of the informal working group and noted that there were still issues to be addressed. The Recommended ADN Classification Societies should prepare proposals to be discussed at a second meeting of the informal group before being submitted formally to the Committee at its next session.

78. With regard to item 7 (a) of the report, the representative of Austria emphasized that a much larger number of people than the number of crew members could be aboard a vessel and that, therefore, safe havens should be designed accordingly. He suggested that, if that was not possible, the number of persons authorized to be on board at a given time should be limited on the basis of the reception capacity of the safe haven.

79. The Safety Committee invited the informal working group to study all the issues raised and, where necessary, propose a number of alternative solutions so that decisions could be taken at the next session. It hoped that technical experts of the classification societies would participate in the meeting of the informal working group.

D. Informal working group on substances

Informal document: INF.12 (CCNR)

80. As the report of the working group was available only in German, it had not been possible to take a decision on the proposals to be submitted formally at the next session. The Safety Committee had therefore decided merely to take note of the results of the

work. However, it endorsed the comments in section I (paragraphs 37 and 38) to the effect that the information in Table C concerning ammonia (UN Nos. 1005 and 2672) is correct.

81. As concerns section K which dealt with the classification of wastes, it was recalled that vessels produce two types of wastes: those linked to the remains of the cargo and wash water from the cargo tanks and those resulting from the functioning of the vessel (from the engines etc.). In this regard, the provisions of the CDNI had to be kept in mind as well as its future development. The representative of ESO was requested to provide the informal working group with information on the different products concerned, their status as waste according to the CDNI, the terminology, composition, etc.

82. The Safety Committee approved the interpretation of the informal working group on substances (section L) that there was no need for additional ventilation requirements for BK3 containers.

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

83. The next session would be held in Geneva from 25 to 29 January 2016 and on that occasion the Committee would have to finalize the draft amendments that would enter into force on 1 January 2017 and in particular the amendments proposals from the Joint RID/ADR/ADN Meeting for multimodal harmonization. The deadline for the submission of documents is 30 October 2015.

84. The following session would be held in Geneva from 22 to 26 August 2016 (deadline for the submission of documents: 27 May 2016).

VIII. Any other business (agenda item 7)

A. Docking systems using magnetic devices (Dock Lock System)

Informal document: INF.14 (Netherlands)

85. The Safety Committee considered that before adding provisions in the ADN for these systems which had already been presented at the 23rd session (ECE/TRANS/WP.15/AC.2/48, paras 15-17), these systems should be presented to competent bodies for inland navigation in general because they could be used on all sorts of vessels. Once that had been done, it should be checked whether their use on vessels for the transport of dangerous goods required modifications to the Regulations annexed to the ADN.

B. Request for consultative status by the European Bulk Oil Traders' Association (EBOTA)

Informal document: INF.19 (EBOTA)

86. The Safety Committee noted that EBOTA represented a group of petroleum companies that were interested in ADN in their role of consignors of important quantities of petroleum products in tank vessels. As the request had been made late, the representative of EBOTA was asked to provide the documentation normally required so that it could be checked whether this organization met the criteria normally required for participation as a

non-governmental organization. The request would be examined at the next session once the usual checks had been done.

C. Tribute to Mr. Christopher Smith

87. The Safety Committee was informed that this was the last session at which Mr. Smith would participate as a member of the secretariat since he would be retiring at the end of November 2015. Mr. Smith had spent nearly his entire career as a UN staff member since 1985. He joined the UNECE Transport Division in 1997 where he dealt in particular with road safety before joining the section on the transport of dangerous goods and special cargoes in 2007 where he carried out the functions of secretary of the Working Party on the Transport of Perishable Foodstuffs and as assistant secretary for activities relating to the ADN. The Safety Committee thanked him warmly for his much appreciated contribution to the work of the Group and wished him a long and happy retirement.

IX. Adoption of the report (agenda item 8)

88. The Safety Committee adopted the report of its 27th session and its annexes based on a draft prepared by the secretariat.

Annex I

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

1.4.3.3 (u) Amend to read as follows:

"(u) He shall ascertain that during the entire duration of loading a permanent and appropriate supervision is assured."

(Reference document: ECE/TRANS/WP.15/AC.2/2015/32)

9.1.0.40.2.7 (a) Insert "or, if there are no such requirements, to those of a recognized classification society" at the end.

9.3.1.40.2.7 (a) Insert "or, if there are no such requirements, to those of a recognized classification society" at the end.

9.3.2.40.2.7 (a) Insert "or, if there are no such requirements, to those of a recognized classification society" at the end.

9.3.3.40.2.7 (a) Insert "or, if there are no such requirements, to those of a recognized classification society" at the end.

(Reference document: ECE/TRANS/WP.15/AC.2/2015/8)

7.2.4.77 Amend the heading in column 4 of the table to read as follows:

"3 packing group III (UN No. 1202: second and third entries in table C), 4.1".

(Reference document: ECE/TRANS/WP.15/AC.2/2015/10)

8.2.2.8 After the title, number the text as 8.2.2.8.1.

Add a new paragraph 8.2.2.8.2 to read as follows:

"8.2.2.8.2 Contracting Parties shall provide the UNECE secretariat with an example of the national model for any certificate intended for issue in accordance with this section, along with examples of models for certificates which are still valid. A Contracting Party may additionally provide explanatory notes. The UNECE secretariat shall make the information received available to all Contracting Parties."

(Reference document: ECE/TRANS/WP.15/AC.2/2015/14)

8.6.1.3 and 8.6.1.4 On page 3, insert a row for "inerting facilities" after "cargo refrigeration installation".

(Reference document: ECE/TRANS/WP.15/AC.2/2015/16)

9.3.x.13 Add a new paragraph to read as follows:

"9.3.x.13.4 Floatability after damage shall be proved for the most unfavourable loading condition. For this purpose, calculated proof of sufficient stability shall be established for critical intermediate stages of flooding and for the final stage of flooding."

9.3.x.15.2 Add a new first paragraph to read as follows:

"For the intermediate stage of flooding the following criteria have to be fulfilled:

GZ \geq 0.03m

Range of positive GZ: 5°."

(Reference document: ECE/TRANS/WP.15/AC.2/2015/24)

Annex II

Corrections to the Regulations annexed to ADN – German version only

9.3.2.22.4 (a) third indent and 9.3.3.22.4 (b) third indent *For* Flammensperre *read*
Flammendurchschlagsicherung

(Reference document: ECE/TRANS/WP.15/AC.2/2015/15)

1.2.1 Amend the definition of liquefied natural gas (LNG) to read as follows:

"Flüssigerdgas (LNG) **: Erdgas (überwiegend Methan, CH₄), das unter Abkühlung verflüssigt wurde.

** Die Buchstaben "LNG" sind die Abkürzung des englischen Ausdrucks "Liquified Natural Gas"."

(Reference document: ECE/TRANS/WP.15/AC.2/2015/17)
