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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

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Item 4 (b) of the provisional agenda

Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): special authorizations, derogations and equivalents

Request for a derogation for Don Quichot (ENI 02336771)

Transmitted by the Government of the Netherlands ^{*,}**

I Introduction

1. The barge Don Quichot (ENI 02336771, BV Register Number 27930L) is currently under construction in the Netherlands. The ship owner intends to use this barge for the collection of vapours and gases from discharged cargo tanks of inland vessels. Taking into account recent developments, like the review of the CDNI and regional bans on degassing of discharged cargo tanks, the Dutch delegation supports the development of innovative projects for the collection of dangerous vapours and gases.

2. The barge is categorized as a type C pushed barge and therefore should fulfil the requirements set out in 9.3.2 of the Regulations annexed to ADN. Due to the special construction of the barge, it does not comply with a number of articles of the Regulations annexed to ADN. However, these deviations of the legislation will not decrease the level of

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safety on board the barge. Several additional safety measures will be implemented on board to guarantee an equivalent level of safety of a barge which fulfils the construction requirements entirely.

II. Proposal

3. Therefore, the Dutch delegation requests the ADN Administrative Committee to authorize the competent authority of the Netherlands to issue a trial certificate of approval to the barge Don Quichot. Below you can find an overview of the deviations of the Regulations annexed to ADN and the additional safety measures:

<i>Article</i>	<i>Construction</i>	<i>Safety Measure</i>
1.2.1 (Type C vessel with flush deck)	The barge is categorized as a type C vessel but fitted with a pump room extending on the main deck. The dangerous areas on the main deck surrounding the pump room are in accordance with the BV rules NR 217, part D, App1, 1.7.2. The pump room complies with the relevant ADN-requirements.	A camera system is installed on deck so there is a complete overview on board from the service spaces. Furthermore, the pump room complies with BV class rules.
9.3.2.17.2 (Entrance to spaces and openings)	The door to the service space faces the cargo area. The door opens outward in order to facilitate the ease of escape in case of emergency.	At the door a gas detection system is installed. This system is accompanied by an optical signal which signals whether the gas detection system functions well.
9.3.2.17.6 and 9.3.2.28 (Alarms, Signals and Activation of safety devices)	The ADN requires that in the wheelhouse several alarms and signals are located, as well as switches to turn on safety devices like the waterspray system. The pushed barge however is operated from the service spaces on board of the barge and not from the wheelhouse of the pushing vessel.	All relevant alarms and signals, and switches to turn on safety devices, are located in the service spaces on board of the barge.

4. Attached is in Annex I a proposed text for a possible derogation.

Annex I

Decision of the ADN Administrative Committee relating to the barge "Don Quichot"

Derogation No. xx/2017 of 27 January 2017

The competent authority of the Netherlands is authorized to issue a trial certificate of approval of the barge Don Quichot, ENI 02336771 and BV Register Number 27930L, type C as referred to in ADN.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate until 31 December 2021 from the following requirements:

1. 1.2.1, Type C: The barge does not have a flush deck, because it is fitted with a pump room extending the main deck. The barge is equipped with a camera system and the pump room complies with the BV class rules
2. 9.3.2.17.2, Entrance to spaces and openings: The door of the service area faces the cargo area and opens outwards. At the door, a gas detection system is installed accompanied by an optical signal which signals whether the gas detection system functions well.
3. 9.3.2.17.6 and 9.3.2.28, Alarms, Signals and Activation of safety devices: Alarms, signals and switches to turn on safety devices are located in the service spaces on board of the barge, because the barge is operated from these service spaces and not from the wheelhouse of the pushing vessel.

The Administrative Committee decides that the construction of this barge is sufficiently safe if the following conditions are met at all times:

1. The barge has a valid ship's certificate according to the Rhine Vessel Inspection Regulations.
 2. If an incident takes place on board, an evaluation report on the functioning of the additional safety measures shall be sent to the UNECE Secretariat for information of the ADN Administrative Committee, including operational data and the inspection report by the classification society which classed the barge.
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