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**Economic Commission for Europe****Inland Transport Committee**

14 January 2020

English

**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)****Thirty-sixth session**

Geneva, 27-31 January 2020

Item 5 (a) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN****Work of the RID/ADR/ADN Joint Meeting**

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**Proposals for amendments to the Regulations annexed to ADN – Work of the RID/ADR/ADN Joint Meeting - Harmonization****Submitted by Germany**

Related documents: ECE/TRANS/WP.15/AC.2/2020/23

**Proposal**

1. Germany proposes to the Safety Committee that the new section “**5.5.4 Dangerous goods contained in equipment in use or intended for use during carriage, attached to or placed in packages, overpacks, containers or load compartments**” be included in ADN 2021 but that the clause “and shall be safe for use in the dangerous environments to which it may be exposed” be added to (c).

2. As a consequence, (c) reads as follows:

*“(c) the equipment shall be capable of withstanding the shocks and loadings normally encountered during carriage and shall be safe for use in the dangerous environments to which it may be exposed.”.*

**Justification**

3. Where such CTUs are carried in the hold of a vessel, additional battery-powered equipment may constitute a source of ignition and cause an explosion if any other dangerous goods, in particular of classes 2 and 3, are stowed in the same hold. This issue was identified for maritime transport within the context of the deliberations on the IMDG Code.

4. It is common for containers carried by sea to be carried onwards by inland navigation vessels. In the hold of an inland navigation vessel, too, different dangerous goods and other CTUs may be stowed next to each other.

5. After the German delegation pointed to the ongoing work on Amendment 40-20 to the IMDG Code at the 35th session of the ADN Safety Committee in August 2019, “[the ADN Safety Committee] recommended to wait for the outcome of the E&T group at its

September 2019 session as the insertion of a new subparagraph 5.5.4.1 (d) might be relevant for ADN;" (see report of the 35th session, document ECE/TRANS/WP.15/AC.2/72, para. 40).

6. At its 32nd session in September 2019, the Editorial and Technical (E&T) Group of the Sub-Committee on Carriage of Cargoes and Containers (CCC) of IMO agreed to add the clause mentioned above to (c).

7. It is expected that IMO's Maritime Safety Committee (MSC) will adopt the new section 5.5.4 including this amendment to (c) at its next spring session for the 40th amendment of the IMDG Code (entry into force on 1 January 2021).

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