



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.15/AC.2/23
31 January 2007

Original: ENGLISH

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)

REPORT OF THE JOINT MEETING OF EXPERTS ON ITS ELEVENTH SESSION*
(23-24 January 2007)

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* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/23.

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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) held its eleventh session in Geneva from 23 to 24 January 2007. Representatives of the following countries took part in the work of the session: Austria; Belgium; Bulgaria; France; Germany; Netherlands; Russian Federation; Switzerland. A representative of the European Commission also took part in the session. The following intergovernmental organizations were also represented: Central Commission for the Navigation of the Rhine (CCNR); Danube Commission. The following non-governmental organizations were also represented: International Association of Classification Societies (IACS), European Chemical Industry Council (CEFIC) and European Barge Union (EBU).

II. ADOPTION OF THE AGENDA

Documents: ECE/TRANS/WP.15/AC.2/22 and -/Add.1

2. The Joint Meeting adopted the agenda as prepared by the secretariat.

III. ELECTION OF OFFICERS

3. On the proposal of the representative of France, Mr. H. Rein (Germany) was elected Chairman.

IV. STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAYS (ADN)

Informal documents: INF.2 (Germany and Netherlands)
INF.3 (Secretariat)

4. The Joint Meeting noted that, since the last session, Bulgaria had acceded to ADN, which brought the total number of Contracting States to 5 (Austria, Bulgaria, Hungary, Netherlands and Russian Federation).

5. The representatives of France and Germany informed the Joint Meeting that it could be expected that their respective countries would ratify ADN in the second half of 2007, which meant that the conditions for entry into force of ADN (seven Contracting States) would be likely to be met before the end of the year.

6. The Joint Meeting was also informed that the European Commission had prepared a new draft directive which would replace existing ADR and RID framework directives (94/55/EC and 96/49/EC). This single directive applicable to inland transport of dangerous goods would make applicable, by reference, the annexes A and B of ADR, RID, and the Regulations annexed to ADN to domestic and intracommunity traffic in the European Union as from 1 January 2009. The representative of the European Commission indicated that the adoption of this directive by the European Parliament and the Council of the European Union was one of the priorities of the

German presidency, and that, should this goal not be achieved by 30 June 2007, the Government of Portugal, which would assume the next presidency, indicated that it would also give priority to the quick adoption of this new directive.

7. The Chairman indicated that a special meeting of the CCNR Committee on the Transport of Dangerous Goods had been held on 22 January to discuss these new developments and a possible road map for future work, on the basis of a document prepared by the Governments of Germany and the Netherlands as reproduced in informal document INF. 2. He said that the majority of the CCNR member States was in favour of a quick unification of law applicable to transport of dangerous goods on the Rhine, and therefore would support switching from the ADNR regime to the ADN regime as from 2009. Nevertheless, the delegation of Switzerland had expressed the wish that ADNR would continue to apply in parallel to ADN during a transitional period of five to ten years. Some CCNR member States had recognised that implementation of ADN as from 1 January 2009 under the European directive might cause some administrative problems at the beginning, and had suggested eventually postponing the application of ADN under the new European directive to 1 January 2011. During this period, both ADNR and ADN could apply.

8. The representative of Austria expressed concern at this latest suggestion, and he explained that this would imply that the profession in his country would have to apply, during this period, at least three different legal regimes for intracommunity traffic: ADNR for transport on the Rhine, ADN for transport in the Netherlands, Austria, Hungary and Bulgaria, and national law for transport in countries which are not yet Parties to ADN such as Slovakia and Romania. Special problems might arise on sections where the Danube is the borderline between ADN and non-ADN countries. The Chairman said that it might be considered if such a decision were taken for the European directive, to apply the transitional measure only to CCNR member States.

9. Notwithstanding this discussion on the applicability of different legal regimes, it was recalled that, according to article 11 (1) of ADN, the annexed Regulations would become applicable only one year after the entry into force. As a consequence, one of the first tasks of the Safety Committee and the Administrative Committee, to be established under articles 17 and 18 of ADN, would be to replace the original annexed Regulations of 2000 by the updated Regulations which, at present, and until 31 December 2008, are those contained in the "ADN 2007" published by the United Nations under symbol ECE/TRANS/190.

10. If ADN entered into force before 31 December 2007, this updating should be done at the latest six months before the date of applicability of the annexed Regulations, because of the procedure of amendments provided for in Article 20. The Administrative Committee should also adopt separately, before 30 June 2008, an additional set of amendments which should enter into force on 1 January 2009. The secretariat could then prepare the consolidated 2009 edition of ADN which would be published before the end of 2008.

11. If ADN entered into force in 2008 only, the annexed Regulations would become applicable after 1 January 2009, which could cause a problem of simultaneous application of the European directive. The procedure for updating the annexed Regulations would then depend on the exact date of entry into force of ADN (same procedure of separate adoption of ADN 2007

and a 2009 set of amendments as described in paras. 9 and 10 above, if entry into force in early 2008; direct adoption of consolidated "ADN 2009" if entry into force in late 2008).

12. It was also recalled that, in accordance with the resolution adopted on 25 May 2000 by the Diplomatic Conference for the adoption of ADN, the Joint Meeting of Experts on the Regulations annexed to ADN would be expected to play the role of the ADN Safety Committee. The Administrative Committee would have to be established as a separate body.

13. It was also noted that, upon entry into force of ADN, the activities related to ADN would be likely to increase significantly. It would be necessary to update immediately the annexed Regulations and to discuss and solve practical problems of implementation. Many technical issues, such as those concerning construction and equipment of vessels, which were previously mainly discussed by CCNR, whose decisions were later endorsed by the Joint Meeting, would now have to be discussed by the Joint Meeting acting as the Safety Committee. The Administrative Committee would have to formally adopt amendment proposals developed by the Joint Meeting, but would also have to discuss administrative issues such as recognition of classification societies, equivalences, etc. Therefore the Joint Meeting agreed that a total of 10 meeting days per year (twice five days with back-to-back sessions of the Joint Meeting and of the Administrative Committee, as relevant) instead of the 5 meeting days presently allocated to the Joint Meeting would be needed as from 2008. The Inland Transport Committee should be informed accordingly.

14. The representative of Switzerland suggested that, for the same total of meeting days, the sessions should be organized three times a year. This proposal was not accepted since such arrangements would increase the delegate travel costs, might cause problems of organization for the secretariat, and would not leave sufficient time for delegations to prepare proposals between sessions.

15. The representative of Germany agreed to prepare an informal document that would draw the attention of the Inland Transport Committee to the expected road map and the impact of the entry into force of ADN on the programme of work.

V. PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN

Informal document: INF.1 (Austria)

16. The representative of Austria drew the attention of the Joint Meeting to mistakes in the model for a certificate of approval for tank vessels (8.6.1.3). The Joint Meeting agreed that the proposed corrections should be made (see annex).

VI. MATTERS RELATING TO THE RECOGNITION OF CLASSIFICATION SOCIETIES

Document: ECE/TRANS/WP.15/AC.2/2007/1 (Report of the Meeting of experts for the recognition of classification societies)

Informal document: INF.4 (Russian Federation)

17. The Joint Meeting took note of the report of the Meeting of Experts which met in Bonn on 22 and 23 June 2006 to consider the application of the Russian Maritime Register of Shipping, and of the conclusion that, subject to the submission of additional information listed in the report, the Meeting of Experts was of the opinion that this classification society could be recommended to the Administrative Committee for recognition.

18. The Joint Meeting noted that the requested information had been provided (see also INF.4), and therefore one of the first task of the Administrative Committee at its first session will be to endorse the provisional list of classification societies to be recommended for recognition: Lloyds Register of Shipping; Bureau Veritas; Germanischer Lloyd; Russian Maritime Register of Shipping; and Russian River Register.

19. Following the request by the representative of the Russian Federation to speed up the consideration of this application, the representatives of Austria, France and Germany volunteered to check the material provided by the Russian Maritime Register of Shipping and to inform this classification society within one month if they felt that the information was still not fully satisfactory and had to be supplemented.

20. In response to questions raised by the representative of IACS, the Joint Meeting confirmed that:

- (a) The list of recommended classification societies drawn up by the Administrative Committee could also be used for recognition of classification societies under the ADN European directive;
- (b) Classification societies which are not IACS members may participate in the discussions of the Joint Meeting or of the Administrative Committee either through another non-governmental organization in consultative status or governmental delegations.

VII. PROGRAMME OF WORK AND CALENDAR OF MEETINGS

21. The Joint Meeting noted that, irrespective of the previous debates on the likelihood of entry into force of ADN in 2007 and its consequences on the programme of work, the next session had been scheduled for 21-25 January 2008.

22. The Joint Meeting would have to discuss proposals for amendments for entry into force on 1 January 2009 resulting from the work of the RID/ADR/ADN Joint Meeting regarding in particular the harmonization with the UN Recommendations on the Transport of Dangerous Goods, 15th revised edition.

23. Proposals of amendments resulting from the work of the CCNR on updating ADNRR were also expected, in particular regarding new provisions concerning the carriage in tank vessels of substances pollutant to the aquatic environment.

VIII. ANY OTHER BUSINESS

Document: ECE/TRANS/WP.15/190/Add.1 (Mandate and Rules of procedures of the UNECE Working Party on the Transport of Dangerous Goods (WP.15))

24. The Joint Meeting noted that the mandate of WP.15 covered transport of dangerous goods by all modes of inland transport, and that sessions of the Joint Meeting had to be considered as special sessions of WP.15 organized jointly with the CCNR, and possibly the Danube Commission, to address matters related to the Regulations annexed to ADN.

25. The Joint Meeting noted that WP.15 had adopted Rules of procedure, but that Rule 42 specifying that these rules would apply *mutatis mutandi* to the proceedings of the Joint Meeting had been left in square brackets since some of these rules might have to be adapted to the specific context of the Joint Meeting work. This issue could be considered at the next session.

IX. ADOPTION OF THE REPORT

26. The Joint Meeting adopted, by correspondence, the report on its eleventh session and the annex thereto on the basis of a draft prepared by the secretariat circulated by e-mail to participants after the session.

Annex

TEXTS ADOPTED BY THE JOINT MEETING OF EXPERTS

Corrections to “Model for a certificate of approval for tank vessels”

Sampling device:

Replace:

“closedyes/no¹²

partly closedyes/no¹²”

with:

“possibility of connectingyes/no¹²”

In the table on page 3 of the model, replace

“closed sampling device” and “partly closed sampling device”

with:

“sampling device, possibility of connecting”

Water-spray system:

Add an additional line as follows:

“internal pressure alarm 40 kPa.....yes/no¹²”

Inerting facility:

Add a new line “inertisation system yes/no¹²”

after the line “Cargo refrigeration system”

In the table on page 3 of the model, add a new line:

“inertisation system”

after the line “Cargo refrigeration installation”

Construction rules of column 20:

Add a new line at the end of No. 8 of the model certificate:

“Built according to the construction rules of the remarks of column 20 of Table C, Chapter 3.2”

In the table on page 3 of the model, add a new line at the end:

“Built according to the construction rules of the remarks of column 20 of Table C, Chapter 3.2”

The corrected 8.6.1.3 reads as follows:

“8.6.1.3 Model for a certificate of approval for tank vessels**1**

Competent authority:

Space reserved for the emblem and name of the State

Certificate of approval No.:

1. Name of vessel
2. Official number
3. Type of vessel
4. Type of tank vessel
5. Types of cargo tanks
 1. Pressure cargo tanks^{1 2}
 2. Closed cargo tanks^{1 2}
 3. Open cargo tanks with flame arresters^{1 2}
 4. Open cargo tanks^{1 2}
6. Types of cargo tanks
 1. Independent cargo tanks^{1 2}
 2. Integral cargo tanks^{1 2}
 3. Cargo tank wall distinct from the hull^{1 2}
7. Opening pressure of high-velocity vent valves/safety valves k/Pa^{1 2}
8. Additional equipment:
 - Sampling device
 - possibility of connecting..... yes/no^{1 2}
 - sampling opening yes/no^{1 2}
 - Water-spray system yes/no^{1 2}
 - internal pressure alarm 40 kPa..... yes/no^{1 2}
 - Cargo heating system:
 - possibility of cargo heating from shore yes/no^{1 2}
 - cargo heating installation on board yes/no^{1 2}
 - Cargo refrigeration system yes/no^{1 2}
 - Inertisation system..... yes/no^{1 2}
 - Cargo pump-room below deck yes/no¹
 - Pressure relief device yes/no¹
 - in
 - Gas supply/return line according to
 - pipng and installation heated yes/no^{1 2}
 - Built according to the construction rules
 - of the remark(s) of column 20
 - of Table C, Chapter 3.2
9. Electrical equipment:
 - Temperature class:
 - Explosion group:
10. Loading rate: m³/h
(see loading instructions)

¹ Delete as appropriate.² If the tanks are not all of the same condition, see page 3.

2

11. Permitted relative density:
12. Additional observations
.....
13. The validity of this certificate of approval expires on (date)
14. The previous certificate of approval No. was issued on
by (competent authority)
15. The vessel is approved for the carriage of dangerous goods listed in the attestation
attached to this certificate following:
- inspection on¹ (date).....
 - certification by a recognized classification society¹
 - Name of the classification society¹..... (date)
16. Subjected to permitted equivalence:¹
.....
.....
17. Subject to special authorizations:¹
.....
18. Issued at: on
(place) (date)
19. (Stamp)
(competent authority)
-
(signature)

¹ Delete as appropriate

Extension of the validity of the certificate of approval

20. The validity of this certificate is extended under Chapter 1.16 of ADN
Until
(date)
21. on
(place) (date)
22. (Stamp)
(competent authority)
-
(signature)

[illegible]