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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)

Thirty-seventh session  
Geneva, 25-29 January 2021

### **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 thirty-seventh session\***

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## I. Attendance and organizational matters

1. As a result of the coronavirus pandemic and the measures implemented by the United Nations Economic Commission for Europe and ADN Contracting Parties to protect public health, such as travel restrictions, it was decided to postpone the thirty-seventh session 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) (ADN Safety Committee). The session, initially scheduled from 24-28 August 2020, was therefore held from 25-29 January 2021 in place of the thirty-eighth session. Official documents submitted to the August 2020 session remained on the agenda.
2. In addition, owing to a combination of COVID-19 response measures, financial constraints triggered by the United Nations liquidity crisis, ongoing renovation work at the Palais des Nations under the strategic heritage plan and technical constraints related to the limited number of meeting rooms available for hybrid meetings, the share of meetings with interpretation allocated to UNECE was limited to only one per day for the last quarter of 2020 and the first quarter of 2021.
3. Taking into account those factors, the quarantine and travel restrictions in force, and after consultation with the secretariat and conference services of the United Nations Office at Geneva (UNOG), it decided to adapt the format of the thirty-seventh session.
4. The Safety-Committee acknowledged the efforts by the secretariat for having again set up a virtual workspace (<https://wiki.unece.org/display/adnsc/>) for the exchange of comments in writing on all documents listed on the agenda for the session.

### Attendance

5. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, France, Germany, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Slovakia and Switzerland.
6. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission and the European Union.
7. The following non-governmental organizations were also represented: European Barge Union (EBU), , European Chemical Industry Council (Cefic), 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.2/75/Rev.1 (Secretariat)  
ECE/TRANS/WP.15/AC.2/75/Add.1/Rev.1 (Secretariat)

*Informal document:* INF.1 (Secretariat)

8. The Safety Committee adopted the agenda prepared by the secretariat, as amended by informal document INF.1 to take account of informal documents INF.1 to INF.28.

## III. Election of officers for 2021 (agenda item 2)

9. On the proposal of the representative of France, the Safety Committee re-elected Mr. H. Langenberg (Netherlands) as chair and Mr. B. Birkhuber (Austria) as vice-chair, for its sessions in 2021.

## **IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 3)**

### **A. Work of the Inland Transport Committee**

10. The Safety Committee was informed that the eighty-third session of the Inland Transport Committee (ITC) will be held in Geneva from 23 to 26 February 2021. It was noted that, in addition to questions relating to its work and that of its subsidiary bodies, ITC will have the opportunity to resume consideration of the revised Terms of Reference (see agenda item 8, para. 89 below) and consider the implementation of its strategy until 2030 as presented in informal document INF.19 at the November 2020 session of the Working Party on the Transport of Dangerous Goods (WP.15). The annotated provisional agenda (ECE/TRANS/303/Add.1) as well as the documentation for the ITC session are available at the UNECE secretariat's website<sup>1</sup>.

### **B. Intervention by the Danube Commission**

*Informal document:* INF.26 (Danube Commission)

11. The Safety Committee welcomed the efforts by the Danube Commission to facilitate as much as possible the navigation on the Danube with respect to the restrictions due to the COVID-19 pandemic measures, in particular recommending the member states of the Danube Commission to sign the multilateral agreements for the extension of the validity of certificates of approval and the expert certificates of ADN.

12. The representative of Germany underlined the need to extend the existing multilateral agreement under ADN (e.g. M026, M027) or to establish new ones because business as usual is not expected to be back in the short-term period. The Safety Committee endorsed that position.

13. The representative of the European Union announced that a new regulation (Omnibus II) was in the process of development and dealing with the extension of validity of driver licences, roadworthiness of road vehicles and validity of certificates for transport of goods other than dangerous goods. Discussions are ongoing on whether to include dangerous goods in the scope of Omnibus II, but it was pointed out that it is done at the UN level on the basis of multilateral agreements, countries not member States of the European Union are also covered.

## **V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 4)**

### **A. Status of ADN**

14. The Safety Committee took note that the number of contracting parties remained unchanged.

15. Proposed amendments contained in ECE/ADN/54 were communicated to Contracting Parties on 1 July 2020 for acceptance (C.N.273.2020.TREATIES-XI-D-6) and were deemed accepted on 1 October 2020 for entry into force on 1 January 2021 (C.N.461.2020.TREATIES-XI-D-6).

16. Proposed amendments contained in ECE/ADN/54/Add.1 were communicated to Contracting Parties on 1 September 2020 for acceptance under depositary notification

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<sup>1</sup> <https://unece.org/transport/events/itc-inland-transport-committee-83rd-session>

C.N.367.2020.TREATIES-XI-D-6 and were deemed accepted on 1 December 2020, for entry into force on 1 January 2021.

17. Proposed correction contained in ECE/TRANS/WP.15/AC.2/25 was communicated to Contracting Parties on 16 July 2020 for acceptance (C.N.309.2020.TREATIES-XI-D-6). Correction was deemed to be accepted on 14 October 2020 (C.N.504.2020.TREATIES-XI-D-6).

18. Proposed corrections contained in ECE/ADN/54/Corr.1, were communicated to Contracting Parties on 1 October 2020 for acceptance (C.N.420.2020.TREATIES-XI-D-6). As no objections were received by 30 December 2020, they were deemed accepted on 1 January 2021.

## B. Special authorizations, derogations and equivalents

### Announcement of a request for a derogation for the construction of a LNG bunkering vessel with tanks bigger than 1000 m<sup>3</sup>

*Informal documents:* INF.17 and Add.1 (Belgium)

19. The representative of Belgium announced their interest to submit in future a derogation request for the construction of an LNG bunkering vessel with larger cargo tanks. Some delegations suggested to build the vessel in compliance with the requirements for maritime navigation or to request a derogation based on technical innovation in accordance with 1.5.3.2. It was also recommended that a risk impact assessment should be conducted, mainly because safety concerns were higher for inland navigation due to passage through densely populated areas. While larger cargo tanks vessels reduce the probability of accidents due to fewer vessels circulating at any given time, their impact in the case of an accident on neighbouring vessels, facilities, population and environment would be considerable.

20. Regarding the request to establish an informal working group, the Safety Committee felt that this was premature. The Safety Committee suggested requesting the Recommended ADN Classification Societies to investigate the technical aspects of such vessels with larger cargo tanks taking also into account ES-TRIN<sup>2</sup> and CESNI<sup>3</sup> requirements.

## C. Interpretation of the Regulations annexed to ADN

### 1. 1.6.7.2.2.1 compared to 1.6.7.2.2.2 and 9.3.3.8.1 of ADN – Continuation of class

*Document:* ECE/TRANS/WP.15/AC.2/2020/9 (Germany)

21. The representative of Germany suggested postponing the discussion of the document to the next session of the Safety Committee.

### 2. Paragraphs 9.3.x.13.3 of ADN – Stability booklet

*Document:* ECE/TRANS/WP.15/AC.2/2020/15 (Germany)

22. The representative of Germany raised concern on the differences in the text of ADN in English, French and German. The Safety Committee agreed on the need to align 9.3.x.13.3 in all languages to avoid discrepancies. The representative of Germany offered to do some research on the intentions of the original proposal and to submit a justification document for further consideration at the next session. The representative of the Netherlands recalled that requirements for stability have only been introduced in ADN temporarily until such requirements were developed on a more general inland navigation platform, and wondered

<sup>2</sup> European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN, [www.cesni.eu/en/types/technical-requirements/](http://www.cesni.eu/en/types/technical-requirements/))

<sup>3</sup> Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure – CESNI ([www.cesni.eu](http://www.cesni.eu))

whether the developed requirements for all inland navigation vessels were, at the present time, of a sufficient safety level so to remove the specific requirements in ADN.

**3. 3.2.3.2 ADN, Table C, UN No. 1999**

*Document:* ECE/TRANS/WP.15/AC.2/2020/26 (Germany)

23. The Safety Committee noted the inconsistency in ADN for UN No. 1999 and invited the informal working group on substances to review the entry in Table C column (17) and to report back to the Safety Committee with a proposal for amendments, if appropriate.

**4. 1.2.1 of ADN – Classification of zones**

*Document:* ECE/TRANS/WP.15/AC.2/2020/29 (Germany)

24. The representative of Germany raised concern on an interpretation issue of the rules on the construction of type G tank vessels for the transport of LPG not equipped in Zone 0 with pumps covered by an ATEX approval. The representative of the Recommended ADN Classification Societies clarified that the approval for vessels that entered into service after 2019 was granted according to the ADN regulations in force at the time of approval. He added that for vessels in service, transitional provisions have been inserted for non-electrical and mechanical parts meaning that those vessels could remain in use until 2034. He reported that for maritime vessels the submerged pumps were approved for Zone 1 and that this discrepancy (with ADN provisions) has already been discussed in the meetings of the informal working group of Recommended ADN Classification Societies and will be further discussed at its next meeting on 17 March 2021.

25. The Safety Committee decided to continue discussion on the subject at its next session based on the feedback of the group.

**5. Non-measurable substances for which a toximeter is required**

*Document:* ECE/TRANS/WP.15/AC.2/2020/31 (EBU/ESO)

26. The Safety Committee noted the dilemma of EBU/ESO on the lack of measuring methodology or suitable measurement equipment to detect toxic vapours or gases. As the informal working group on substances has the expertise to deal with this subject, the Safety Committee requested the group to consider, as far as possible, the list of substances concerned including alternatives methods that would ensure the same level of safety.

**6. Approval of classification societies – Interpretation of 1.15.1 and 1.15.3.8**

*Document:* ECE/TRANS/WP.15/AC.2/2020/32 (France)

27. The representative of France presented possible interpretations of 1.15.1 and 1.15.3.8. The representatives of Germany, the Netherlands, Romania and the Russian Federation were of the opinion that the “International Agreement” stipulated in 1.15.1 ADN shall be an agreement on the same level and of same nature as the ADN Agreement. The representative of the European Union informed the Safety Committee that, according their legal office, the EU directives constitute an international agreement.

28. It was suggested to discuss the interpretation of 1.15.1 and 1.15.3.8 at the forthcoming meeting of the EU expert group on the transport of dangerous goods and to resume consideration on this subject at a further session of the Safety Committee.

29. The representative of Switzerland and CCNR underlined that not all Contracting Parties to the ADN are member states of the European Union and do have a different position on the interpretation. It was also noted that criteria for recommending Classification Societies for countries of the Rhine Commission may differ from those of ADN and should also be considered in future discussions. In the absence of a common understanding, the Safety Committee preferred to postpone consideration of this subject at a further session, if necessary.



## 7. Expert Specialization Certificates - Interpretation of Chapter 8.2

*Document:* ECE/TRANS/WP.15/AC.2/2020/33 (France)

30. The Safety Committee endorsed the position of France on the possible recognition of marine certificates for gas or chemical tankers issued under the STCW<sup>4</sup> as equivalent only to certificates of special knowledge for experts under 8.2.1.5 and 8.2.1.7. of ADN.

31. The Safety Committee agreed that there is no need to clarify or amend the ADN in this respect.

## 8. Certificate of special knowledge of ADN – section 8.6.2

*Document:* ECE/TRANS/WP.15/AC.2/2020/34 (France)

32. The Safety Committee noted the information by France about the new layout of their national certificate of special knowledge of ADN in line with the model of certificates used for ADR drivers. It was confirmed that the correct reference to use in the "Basic certificate" section is 8.2.1.3.

## 9. Renewal of the certificate of approval – section 1.16.10 of the annexed Regulations

*Document:* ECE/TRANS/WP.15/AC.2/2020/35 (France)

33. The Safety Committee confirmed that the competent authority defines the documents for the periodic inspection and renewal of the certificate of approval usually on the basis of updated versions of the documents required in 1.16.5.

## 10. Interpretation of 9.3.3.12.2

*Document:* ECE/TRANS/WP.15/AC.2/2021/10 (Recommend ADN Classification Societies)

34. The Safety Committee clarified that, contrary to the regulations annexed to the ADN, interpretations are considered as recommendations on issues discussed during the sessions and are meant to guide the competent authorities in their decisions on specific questions. It was also clarified that interpretation issues resulting in a subsequent amendment to the ADN regulations are in principle not published. In the case of interpretations which do not require an amendment to the ADN, the Safety Committee may consider publishing in some cases its interpretations on the UNECE website, subject to a specific decision.

35. The secretariat reminded the Safety Committee about the new structure and layout of the UNECE website, especially the page dedicated to interpretations, and invited all members to send their feedback of possible improvements on the design and contents of the page.

36. On document ECE/TRANS/WP.15/AC.2/2021/10, the Recommend ADN Classification Societies were invited to develop, if appropriate, a proposal for amendments for consideration by the Safety Committee at a further session.

## 11. Sub-section 8.1.2.2 of ADN – Documents which must be carried on board dry-cargo vessels - Anti-explosion protection

*Informal document:* INF.3 (Germany)

37. The Safety Committee was in favour of going forward with solutions based on substances to be transported. The representative of Germany volunteered to prepare, jointly with the Netherlands and EBU/ESO a proposal for amendments to ADN (see paras. 11 and 12 of informal document INF.3) and the possibility of including a reference to the definition of protected area for dry-cargo vessels in 8.1.2.2.

38. The Safety Committee agreed to resume discussion on this subject at the next session based on a proposal by Germany.

<sup>4</sup> STCW means International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended.

**12. Sub-section 9.3.x.0 of ADN – Construction materials for life boats and addition of the use of materials in the cargo area of tank barges**

*Informal documents:* INF.5 (Germany)  
INF.22 and INF.23 (EBU/ESO)

39. The Safety Committee noted general caution on the use, on tank vessels carrying dangerous goods, of equipment made of aluminium alloys. The representative of Austria clarified that life boats made of aluminium alloys were allowed outside of the cargo area, but if they were in the cargo area the ignition risks shall be taken into account in the case of transport of flammable goods. The Safety Committee requested EBU/ESO to prepare jointly with Germany a proposal of amendments to update the tables listing the materials authorized for the construction of certain items used in the cargo area in Chapter 9.3 of ADN and to clarify which safety provisions should apply when life boats made of aluminium alloys are kept in the cargo area.

40. The representative of CCNR suggested that, in line with the wording of ES-TRIN, the words "ship's boat" should be used instead of "vessel's boat" in 9.3.1.0.5, 9.3.2.0.5 and 9.3.3.0.5.

41. The representative of the Russian Federation underlined that construction materials for equipment used in the cargo area should not be easily flammable and that the ADN Regulations should clearly reflect this principle. The Safety Committee agreed on the need to clarify and to further discuss this subject at its next session on the basis of a proposal by Germany.

**13. Carriage of fumigated bulk cargoes in cargo holds and fumigated cargo holds of dry-cargo vessels**

*Informal document:* INF.7 (Germany)

42. The Safety Committee welcomed the information by Germany and agreed on the potential risk of the carriage of bulk cargoes in cargo holds containing non-dangerous goods (e.g. agricultural goods), which were fumigated before the loading on inland navigation vessels. The representative of the Netherlands suggested that fumigation of (non-dangerous) goods during the voyage should be prohibited because of national occupational health legislation. The handling and transport of such fumigated goods in cargo holds of dry-cargo vessels resulted in some serious incidents and caused risks for the vessel crew.

43. The representative of EBU/ESO reported to have been closely involved in a severe incident. He added that according to the current provisions the transport would have been safe. Therefore, he questioned that the ADN would be the right place to address the safety of non-dangerous goods as crews are not ADN experts and ADN is generally not applicable for the transport of agricultural products.

44. The representative of Belgium raised a study reservation on the transport of fumigated goods in smaller vessels and the possible need to insert a derogation for such vessels.

45. The representative of Germany volunteered to prepare for the next session a proposal of amendments to improve the level of safety provisions for fumigated cargo, including the marking and information in the transport document.

**14. Interpretation of intermediate survey and inspection of documents 8.1.7.2**

*Informal document:* INF.20 (EBU/ESO)

46. The Safety Committee clarified that the more stringent inspection requirements originated from the approach to adapt the ADN regulations to the ATEX provisions<sup>5</sup>. It was recalled that the level and frequency of inspections is in general under the responsibility of the competent authority and the inspector performing the inspection, in respect of the

<sup>5</sup> Directive 2014/34/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to equipment and protective systems intended for use in potentially explosive atmospheres

situation on board and, if applicable, of the manufacturer's instructions for certain equipment. The representative of EBU/ESO was invited to prepare a document on the details of the extent of inspections for consideration at the next session.

**15. Unclarity in the application of the transitional provisions in 8.1.2.3 for carrying documents (tank barges)**

*Informal document:* INF.24 (EBU/ESO)

47. The Safety Committee agreed on the need to amend the transitional provision in 8.1.2.3 (u) and requested EBU/ESO to submit an official document for the next session.

**16. Additional stability criteria for particular substances in the vessel substance list**

*Informal document:* INF.27 (CCNR)

48. The Safety Committee welcomed informal document INF.27 and agreed that there is no need to supplement the vessels substance list with additional stability criteria for particular substances as the stability calculator is commonly used.

**17. The use of cofferdams as ballast tank – ADN 7.2.3.20**

*Informal document:* INF.21 (EBU/ESO)

49. The representative of Germany recalled that as a follow-up of the Waldhof incident the safety requirements on stability became more stringent in 2013. It was confirmed that up to date the cofferdam are commonly considered in the stability programs and calculations. The proposal received some support and the representative of EBU/ESO volunteered to prepare a proposal of amendments for the next session taking into account the historical reasons and all aspects of the use of cofferdam as ballast tank on the vessel stability and safety.

**D. Training of experts**

**1. Report on the twenty-first meeting of the informal working group on the training of experts**

*Informal document:* INF.19 (CCNR)

50. The Safety Committee took note of the outcome of the virtual meeting of the informal working group on the training of experts and concluded the following:

(a) on multilateral agreement M027: The Safety Committee recalled the need to extend the multilateral agreements due to the ongoing situation of the COVID-19 pandemic (see para. 12 above);

(b) on the possibility to organize refresher and specialization courses in a virtual or hybrid form (paragraph 25): The Safety Committee agreed that a decision on this issue is premature and should be considered carefully as it would have a long-term impact;

(c) on all other questions: The Safety Committee agreed to resume discussion on the remaining issues at its next session.

**2. Directive of the Administrative Committee on the use of the catalogue of questions for the ADN expert examination (Chapter 8.2)**

*Informal document:* INF.12 (CCNR)

51. Due to time constraints, the Safety Committee preferred to postpone consideration of this subject to its next session in August 2021.

### **3. Catalogue of questions 2021**

*Informal documents:* INF.9, INF.10 and INF.11 (CCNR)  
INF.13, INF.14 and INF.15 (CCNR)

52. As the work of the informal working group was delayed due to COVID-19 measures, the Safety Committee adopted on exceptional basis the proposed updates (only available in French and German) of the catalogue of questions 2021 on the basis of informal documents INF.9, INF.10 and INF.11.

53. The English and Russian versions would be submitted for translation and be published with delay. The representative of the Russian Federation endorsed that procedure.

### **4. Corrections of the catalogue of questions - general**

*Informal document:* INF.16 (Austria)

54. The Safety Committee welcomed the proposed corrections, but preferred to postpone, due to time constraints, their consideration to its next session.

## **E. Matters related to classification societies**

55. As no document had been submitted under this agenda sub-item, no discussion took place on this subject.

## **VI. Proposals for amendments to the Regulations annexed to the ADN (agenda item 5)**

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

#### **1. Amendments and corrections relevant to ADN**

56. The additional list of proposed amendments and corrections to ADR adopted for entry into force on 1 January 2021 which are contained in ECE/TRANS/WP.15/249/Corr.1 and ECE/TRANS/WP.15/249/Add.1, relevant for ADN, were consolidated in ECE/TRANS/WP.15/AC.2/2020/38.

57. The Safety Committee may wish to refer to the consolidated list of amendments to ADN adopted for entry into force on 1 January 2021 (ECE/ADN/54) which was notified to ADN Contracting Parties on 1 July 2020 and was accepted on 1 October 2020 and entered into force on 1 January 2021.

58. Proposals for additional amendments aimed at bringing ADN into line with other international agreements on the carriage of dangerous goods, as well as corrections, for entry into force on 1 January 2021 were presented in documents ECE/ADN/54/Add.1 and ECE/ADN/54/Corr.1 which were adopted by silence procedure. Proposed amendments were communicated to Contracting Parties on 1 September 2020 in accordance with the procedure outlined in article 20, paragraph 5 (a) of ADN, and entered into force on 1 January 2021, i.e. one month after acceptance by Contracting Parties.

59. Proposed corrections were communicated to Contracting Parties on 1 October 2020 (date of acceptance of the amendments in ECE/ADN/54) for acceptance in accordance with the usual procedure and they became effective on 1 January 2021.

#### **2. Classification of UN 1872 LEAD DIOXIDE**

*Informal document:* INF.18 (Germany)

60. The Safety Committee adopted the proposed consequential amendment to ADN for the entry into force on 1 January 2023, subject to the adoption by the Safety Committee of the original amendment adopted by the RID/ADR/ADN Joint Meeting that will be submitted to the Safety Committee at its January 2022 session.

## B. Other proposals

### 1. Fire-extinguishing installation on board push only barges (not motorized)

*Document:* ECE/TRANS/WP.15/AC.2/2020/24 (Austria)

61. The Safety Committee adopted the amendments proposed in paragraph 7 with additional changes (see annex I). The Safety Committee endorsed the interpretation of the word “space” used in 9.3.x.40.1 to mean “enclosed spaces or the deck areas located fore and aft of the cargo area, but not the entire deck”.

### 2. 3.3.1 Special Provision 386 - Correction

*Document:* ECE/TRANS/WP.15/AC.2/2020/25 (Germany)

62. The representative of Germany noted that the correction proposed in the document was adopted by silence procedure and was deemed to be accepted on 14 October 2020 (see para. 17 above).

### 3. Register of certificates for experts, register of certificates of approval, 1.10.1.6 and 1.16.15.1 of ADN

*Document:* ECE/TRANS/WP.15/AC.2/2020/27 (Germany)

63. The document did not receive the support of the Safety Committee. To ensure a good communication between the Contracting Parties to the ADN, members have instead been invited to regularly review the entries of their competent authorities published at the UNECE website<sup>6</sup> and, if appropriate, to notify the secretariat about updates, in accordance with 1.8.2. The Safety Committee welcomed the information by the representative of Belgium on the existence of other databases in the European Union but noted that not all Contracting Parties to the ADN do have access to these databases.

64. Upon the request of Germany, ADN Contracting Parties being also an EU member State have been invited to provide feedback on how their government is legislating the personal information protection requirements from the EU.

### 4. 9.3.3.12.8 of ADN

*Document:* ECE/TRANS/WP.15/AC.2/2020/28 (Germany)

65. The Safety Committee adopted the proposed amendments (see annex I).

### 5. Proposal of amendments

*Document:* ECE/TRANS/WP.15/AC.2/2020/30 (Danube Commission)

66. The Safety Committee noted some concerns mainly due to the lack of justification on the proposed amendments. The representative of the Danube Commission volunteered to review the document and to submit a new proposal for the next session. The Safety Committee also recalled the principle of providing a clear and visible indication in the proposal of amendment of the modified text to facilitate its review.

### 6. Spring-loaded low-pressure valve

*Documents:* ECE/TRANS/WP.15/AC.2/2020/36 (Netherlands)

ECE/TRANS/WP.15/AC.2/2021/3 (Germany)

*Informal document:* INF.25 (EBU/ESO)

67. The Safety Committee considered documents ECE/TRANS/WP.15/AC.2/2020/36 and ECE/TRANS/WP.15/AC.2/2021/3 and noted the supporting informal document INF.25.

68. The representative of Belgium was of the opinion that the installation of low-pressure valves was mandatory.

<sup>6</sup> <https://unece.org/country-information-competent-authoritiesnotifications-according-194>

69. The Safety Committee agreed that the installation of low-pressure valves or additional vacuum valves is not a mandatory requirement. The representative of Germany underlined the need to clarify the provisions on degassing of vessels at the reception facilities.

70. The Safety Committee agreed to have a final review of the proposals its next session.

#### **7. Loading and unloading instructions**

*Document:* ECE/TRANS/WP.15/AC.2/2020/37 (Netherlands)

71. The representative of FuelsEurope raised concerns on the determination of the vapour density e.g. in the case of loading of complex mixtures. The Safety Committee clarified that in general data on the vapor density is provided by the consignor or is available in the safety data sheet.

72. The Safety Committee agreed to set up an informal working group to further develop the proposed amendments and to submit a new proposal to the next session.

#### **8. Proposal for a correction to the definition of “Membrane tank”**

*Document:* ECE/TRANS/WP.15/AC.2/2020/39 (France)

73. The Safety Committee noted that the proposed amendments have been part in the amendments adopted to ADN through the silence procedure and entered into force on 1 January 2021.

#### **9. Addition to 1.16.1.4.2 of the date of application of transitional provisions and consequential amendments**

*Document:* ECE/TRANS/WP.15/AC.2/2021/1 (Austria)

74. It was clarified that in paragraph 13 of the document, it should read "the certificate of approval under No. 13". The Safety Committee adopted the proposed amendments as amended (see annex I).

#### **10. Addition to the definitions in 1.2.1**

*Document:* ECE/TRANS/WP.15/AC.2/2021/2 (Austria)

75. The Safety Committee agreed with the proposed amendments to 1.2.1. As the amendments relate to common texts in RID/ADR/ADN, the Safety Committee requested the secretariat to submit the amendments for consideration at the next session of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15/AC.1).

#### **11. 3.2.1 of ADN – Table A**

*Document:* ECE/TRANS/WP.15/AC.2/2021/4 (Germany)

76. The Safety Committee adopted the amendments proposed for UN Nos. 1408, 1694, 1950, 3206 and 3408 (see annex I). The informal working group on substances was requested to verify all existing entries for which no packing group is assigned but still require the use of blue cones. It was decided to postpone the adoption of the proposal amendments for UN Nos. 3473 and 3540 until such verification is conducted.

#### **12. 7.1.4.4.4 of ADN – Prohibition of mixed loading, examples of stowage and segregation of containers**

*Document:* ECE/TRANS/WP.15/AC.2/2021/5 (Germany)

77. The Safety Committee agreed on the short option for the amendment proposed for letter Z and adopted the proposal as amended, including an adapted wording for letter R (see annex I).

**13. Electric propulsion installations and energy storage: Proposal for an assessment of the need for additional ADN provisions for the safe transport of dangerous goods with vessels using electric propulsion installations**

*Document:* ECE/TRANS/WP.15/AC.2/2021/6 (CCNR)

78. The Safety Committee invited the Recommended ADN Classification Societies to address at their March meeting the conclusions listed in paragraphs 24 to 29 of the document and to report back at the forthcoming session. It was noted that CESNI is doing some ongoing work which should be taken into account in order to avoid duplication.

79. Depending on the results, the Safety Committee will consider the possibility to establish a working group on the basis of draft terms of references.

**14. Harmonisation of terminology used in 8.1.2.2 (f) and 8.1.2.3 (s) of ADN 2019 – additional documents to be carried on board of dry cargo vessels and tank vessels**

*Document:* ECE/TRANS/WP.15/AC.2/2021/7 (CCNR)

80. The Safety Committee supported the work done by CCNR but recognized that there might be other places in the ADN regulations where changes are also necessary. Members were invited to send their comments to the representative of CCNR. It was agreed to resume consideration at the next session on the basis of a new document by CCNR taking into account all comments received.

**15. Tables A and C of ADN – Entries for UN No. 1010 BUTADIENES**

*Document:* ECE/TRANS/WP.15/AC.2/2021/8 (Germany)

*Informal document:* INF.28 Cefic)

81. The Safety Committee adopted the amendments proposed in ECE/TRANS/WP.15/AC.2/2021/8, as amended (see annex I).

82. The representative of Cefic proposed in informal document INF.28 some further amendments to UN No. 1010. The Safety Committee recommended that Cefic address this subject at the forthcoming session of the Joint Meeting WP.15/AC.1 in March 2021 to solve the issue through a multi-lateral agreement, subject to a further consideration by the ECOSOC Subcommittee of experts on the transport of dangerous goods.

**16. Correction to 8.1.2.9**

*Document:* ECE/TRANS/WP.15/AC.2/2021/9 (Recommended ADN Classification Societies)

83. The Safety Committee adopted the proposed changes (see annex I).

**17. Corrections**

*Informal document:* INF.8 (Secretariat)

84. The Safety Committee adopted the proposed corrections (see annexes II and III)

## **VII. Reports of informal groups (agenda item 6)**

### **Minutes of the 19th and 20th meeting of the Group of Recommended ADN Classification Societies on 13 August 2020 and on 29 October 2020 respectively**

*Informal documents:* INF.4 and INF.6 (Recommended ADN Classification Societies)

85. The Safety Committee welcomed the outcome of the nineteenth and twentieth meeting of the group. The next meeting of the group is scheduled to be held on 17 March 2021.

86. Upon the request of Germany, the Safety Committee invited the Recommended ADN Classification Societies to provide, for the next session in August, more detailed information on items 5 to 8 listed in the annex of informal document INF.6.

## **VIII. Programme of work and calendar of meetings (agenda item 7)**

87. The twenty-fifth session of the ADN Administrative Committee will take place on 29 January 2021 starting at noon.

88. The Safety Committee noted that its next session would be held in Geneva from 23-27 August 2021 and that the twenty-sixth session of the ADN Administrative Committee was scheduled to take place in Geneva on 27 August 2021. The deadline for the submission of documents for these sessions is 28 May 2021. Updated information on the status of the forthcoming sessions will be published in due time on the UNECE website.

## **IX. Any other business (agenda item 8)**

### **A. Rules of procedures for the Safety Committee**

*Informal document:* INF.2 (Austria, Germany, Netherlands)

89. As a follow-up of the discussions of ITC and WP.15 (see para. 10 above), the Safety Committee considered the options for the draft rules of procedures for the ADN Safety Committee. It was agreed to go forward with the first option to set up proper rules of procedures for the Safety Committee and to establish a correspondence group to further develop a proposal for consideration at the next session.

90. The representative of FuelsEurope preferred to keep the current conditions of participation for non-governmental organizations (either with or without the consultative status with ECOSOC) in the sessions.

### **B. Informal working group on "loading on top in barges"**

91. The representative of the Netherlands announced that the informal working group will convene again virtually or in person in the next few months and volunteered to report back on the outcome at the next session.

## **X. Adoption of the report (agenda item 9)**

92. The Safety Committee adopted the report on its thirty-seventh session on the basis of a draft prepared by the secretariat.



## Annex I

[Original: English and French]

## Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2023

### Chapter 1.6

1.6.7.2.2.2 Insert two new transitional provisions to read as follows:

1.6.7.5.1 (d)	Note of the transitional provisions actually applied	Renewal of the certificate of approval after 31 December 2022
1.16.1.4.2 (e)	Date of application of the transitional provisions in the annex to the certificate of approval in the event of modification	Renewal of the certificate of approval after 31 December 2022

(Reference document: ECE/TRANS/WP.15/AC.2/2021/1)

1.6.7.5.1 (d) Amend the beginning to read as follows:

“The application of this sub-section, including the transitional provisions actually applied, shall be entered...”. Remainder unchanged.

(Reference document: ECE/TRANS/WP.15/AC.2/2021/1)

### Chapter 1.16

1.16.1.4.2 Insert a new subparagraph (e) to read as follows:

“(e) In a derogation to subparagraphs (a) to (d), the date of presentation for first inspection for obtaining a certificate of approval after the conversion of an existing type of tank vessel, a type of cargo tank or a cargo tank design to another type or design at a higher level.”.

(Reference document: ECE/TRANS/WP.15/AC.2/2021/1)

### Chapter 3.2, Table A

For UN No. 1408, in column (6) insert “802”.

(Reference document: ECE/TRANS/WP.15/AC.2/2021/4)

For UN No. 1694, in column (6) delete “302” and insert “802”.

(Reference document: ECE/TRANS/WP.15/AC.2/2021/4)

For UN No. 1872, in column (6) delete “802” and in column (9) delete “EP”.

**Note from the secretariat:** Consequential amendment subject to the adoption of the amendment adopted by the Joint Meeting for UN No. 1872, that will be submitted to the Safety Committee at its January 2022 session.

(Reference document: informal document INF.18)

For UN No. 1950, in column (10) insert “VE04”.

(Reference document: ECE/TRANS/WP.15/AC.2/2021/4)

For UN No. 3206, in column (6) delete “183” and insert “182”.

(Reference document: ECE/TRANS/WP.15/AC.2/2021/4)

For UN No. 3408, in column (6) insert “802”.

(Reference document: ECE/TRANS/WP.15/AC.2/2021/4)

**Chapter 3.2, Table C**

For UN No. 1010, 1,2-BUTADIENE, STABILIZED, REFRIGERATED, amend column (2) to read: “BUTADIENES (1,2-BUTADIENE), STABILIZED, REFRIGERATED”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/8)*

For UN No. 1010, 1,3-BUTADIENE, STABILIZED, REFRIGERATED, amend column (2) to read: “BUTADIENES (1,3-BUTADIENE), STABILIZED, REFRIGERATED”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/8)*

For UN No. 1010, BUTADIENES STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, having a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/l (contains less than 0.1% 1,3-butadiene):

amend column (2) to read: “BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 40% butadienes (contains less than 0.1% 1,3-butadiene).”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/8)*

For UN No. 1010, BUTADIENES STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, REFRIGERATED, having a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/l (contains less than 0.1% 1,3-butadiene):

amend column (2) to read: “BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, REFRIGERATED, containing more than 40% butadienes (contains less than 0.1% 1,3-butadiene).”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/8)*

For UN No. 1010, BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, having a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/l, (with 0.1% or more 1,3-butadiene):

amend column (2) to read: “BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 40% butadienes (contains 0.1% or more 1,3-butadiene).”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/8)*

For UN No. 1010, BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, REFRIGERATED, having a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/l, (with 0.1% or more 1,3-butadiene):

amend column (2) to read: “BUTADIENES, STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, REFRIGERATED, containing more than 40% butadienes (contains 0.1% or more 1,3-butadiene).”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/8)*

**Chapter 7.4**

7.1.4.4.4 Amend the legend to “Examples of stowage and segregation of containers” under R to read as follows:

“R Container (e.g. reefer) with electrical equipment which do not fulfil the requirements in 7.1.4.4.4 (a).”.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/5 as amended)*

7.1.4.4.4 Amend the legend to “Examples of stowage and segregation of containers” under Z to read as follows:

“Z Electrical installations and equipment which do not fulfil the requirements in 7.1.4.4.4 (a).”

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/5)*

### **Chapter 8.1**

8.1.2.9 Amend the beginning to read as follows:

“8.1.2.9 8.1.2.1 (b), 8.1.2.1 (g) and 8.1.2.4 do not apply to oil separator vessels...”.  
Remainder unchanged.

*(Reference document: ECE/TRANS/WP.15/AC.2/2021/9)*

### **Chapter 9.3**

9.3.3.12.8 Amend to read as follows:

“9.3.3.12.8 9.3.3.12.6 does not apply to open type N.”

*(Reference document: ECE/TRANS/WP.15/AC.2/2020/28)*

9.3.x.40.1 In the Russian version, replace “mean of propulsion” by “means of propulsion”.

9.3.3.40.1 At the end of the first indent, add the following text:

“When an unmanned pushed barge has only one energy source and the second energy source needs to be supplied by another manned vessel, the approval certificate shall indicate under number 13, Additional obligations, that: “When dangerous goods are carried, the fire extinguishing system shall be permanently supplied with energy by another vessel alongside its own energy source.””

*(Reference document: ECE/TRANS/WP.15/AC.2/2020/24 as amended)*

## **Annex II**

[Original: English and French]

### **Proposed corrections to the Regulations annexed to ADN (Corrections requiring acceptance by Contracting Parties)**

**1. Chapter 3.2, 3.2.3.3, Scheme B, Columns 2, 3, 4, 5 and 6**

*For P<sub>d50</sub> read P<sub>v50</sub>*

*(Reference document: informal document INF.8)*

**2. Chapter 7.2, 7.2.3.29.1, first indent**

*For Outboard motors read Petrol operated outboard motors*

*(Reference document: informal document INF.8)*

## **Annex III**

[Original: English and French]

### **Corrections to ECE/TRANS/301 (ADN 2021 publication) (Corrections not requiring acceptance by Contracting Parties)**

#### **Chapter 8.2, 8.2.2.4, heading**

*For* Planning of refresher and specialization courses *read* Planning of basic and specialization courses

*(Reference document: informal document INF.8)*

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