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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-sixth session

Geneva, 27–31 January 2020

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Other proposals**

1.2.1 of ADN – Sampling devices

**Transmitted by the Governments of Germany and the United
Kingdom*, ****

Related documents:	Informal document INF.28 of the thirty-fifth session ECE/TRANS/WP.15/AC.2/72, para. 20
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Introduction

1. On the basis of a proposal from Austria, the Safety Committee had decided that the type approval currently required for sampling devices (see definitions 1.2.1 of ADN) should no longer be required. At previous meetings of the Safety Committee, the delegation of Germany had also reported difficulties related to this requirement.

I. Requests for amendments and explanatory statements

2. In 1.2.1 of ADN, the definition for “*Connection for a sampling device*” is to be deleted.
3. The requirement for a type approval was not found to be relevant. According to the information available to us, no contracting party to ADN has issued such type approvals. In

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addition, there are no criteria that could be applied for such approval. As far as Germany knows, the standard published in 2005 has not been applied. In practice, the connections are designed and manufactured individually for each vessel and no safety issues have been brought to our attention.

4. The construction requirement that the connection is to be fitted with a shut-off device may be moved to Part 9 of ADN. The service requirement 7.2.4.16.11 of ADN already refers to Part 9 of ADN with regard to the device, although no “connection closure” is mentioned in the sentences quoted.

5. In 1.2.1 of ADN, in the definitions for “*Closed-type sampling device*” and “*Partly closed-type sampling device*”, the last sentence is to be deleted.

6. The requirement for a type approval was not found to be relevant. According to the information available to us, no contracting party to ADN has issued such type approvals. In addition, there are no criteria that could be applied for such approval. We are not aware of any other standards for sampling devices specific to inland navigation vessels that could be referred to.

In 7.2.4.16.11

“The connection closure” is to be replaced with “The shut-off device”. After the word “connection”, “for a sampling device” is to be added.

Instead of “connection closure”, “shut-off device” is to be used, taken from the current definition. This makes it possible to know immediately what is being shut off and it helps to clarify the requirement.

The word “can” (to convey a physical possibility of opening) is to be replaced with “shall” (the legal admissibility of opening). This is in line with the German [and French] versions.

In 9.3.1.21.1 (g), 9.3.2.21.1 (g) and 9.3.3.21.1 (g)

Add the following new second sentence:

“The connection shall be fitted with a shut-off device resistant to the internal pressure of the cargo tank.”

The requirement appearing in the deleted definition “Connection for a sampling device” is to be moved without modification to Part 9.

II. Safety

7. The previous practice of waiving the type approval requirement and using connections and individualized sampling devices has not given rise to any problem of safety.

III. Implementation

8. The request involves no change in terms of shipbuilding or the organization of the transport.
