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# **Economic and Social Council**

Inland Transport Committee

17 January 2023

**Working Party on the Transport of Dangerous Goods**

Original: English

**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)**

**Forty-first session**

Geneva, 23-27 January 2023

Item 5 (b) of the provisional agenda

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

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## **Not empty loading arms/hoses**

**Transmitted by the European Barge Union and the European Skippers Organization (EBU/ESO)**

### **Introduction**

1. EBU/ESO would like to raise awareness and re-open discussions for a problem that was already addressed at the thirty-first session of the ADN Safety Committee in August 2017, (see informal document INF.23 of the thirty-first session).
2. By bringing this document to Geneva, attention was drawn to the fact that loading arms were not being emptied and product was coming out by surprise during connection of loading arms. This represents serious health risks for the deck crew of the vessel.
3. The crewmembers are still confronted, on a daily basis, with the fact that loading arms/hose are not emptied before and/or after loading/discharging, which always leads to loss of containment, environmental spills and/or exposure to the crewmembers. This is of great concerns of the barging industry.

### **I. Incident statistics**

4. The Platform Zero Incidents (PZI) is an initiative of the inland shipping industry. It is a platform in which near misses and incidents are shared among its members, to which is often referred, to support proposals with safety figures and incidents statistics.
5. In the database of Platform Zero Incidents (PZI) there are 105 events registered of this type of incident, in which crewmembers were exposed to dangerous goods in the period of 2015 to -September 2022.
6. In 16 cases crewmembers suffered personal injuries, of which eight crewmembers needed medical treatment. In seven cases product was spilled to the water surface. This data supports the need to bring this topic back to the table.

### **II. Proposal**

7. Based on the available information, EBU/ESO is of the opinion that this is an unacceptable risk for the crewmembers which needs to be mitigated.

8. Such incidents occur as a direct or indirect consequence of insufficient draining/emptying of pipelines before and/or after previous loading/discharging operations and/or handling actions of the jetty operator.

9. Different methods are used by shore facilities to /emptying pipelines and loading arms/hoses: using (compressed) air/nitrogen, pigging and draining by vacuum.

10. EBU/ESO would like to ask the ADN Safety Committee whether there would be support for a proposal to create an informal working group with experts. Purpose and scope of this working group would be to identify safety improvements around the ship-shore interface, within the scope of ADN. This could be the subject of future amendments to legislation to integral improvement of safety and environmental impact, for the benefit of all parties involved (consignor, filler, carrier, unloader, etc.).

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