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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)

#### Forty-third session

Geneva, 22–26 January 2024

Item 5 (b) of the provisional agenda

**Proposed amendments to the Regulations annexed to ADN:  
Other proposals**

### **ADN 7.1.3.31, 7.2.3.31.1: Machines, reference to ES-TRIN**

**Transmitted by the Government of Germany\* \*\***

### **Introduction**

1. Sections 7.1.3.31.1 and 7.2.3.31.1 stipulate that it is also possible to operate propulsion and auxiliary systems which meet the requirements of Chapter 30 and Annex 8, Section 1 of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN), as amended.
2. When these requirements were added to the regulations annexed to ADN, the aforementioned section of ES-TRIN contained the technical requirements applicable to propulsion and auxiliary systems or to their engines using liquefied natural gas (LNG) as fuel.
3. The 2023 edition of ES-TRIN enters into force on 1 January 2024. In this edition, Appendix 8, Section 1 now contains only definitions, but no more technical specifications. These technical requirements for engines using LNG are now set out in Annex 8, Section III, Chapter 2, “Propulsion or auxiliary systems incorporating internal combustion engines using LNG as primary fuel”. Furthermore, Section II, Chapter 2, also contains provisions on LNG fuel storage.
4. The delegation of the European Skippers Organisation (ESO) and the Group of ADN Recommended Classification Societies and the European Barge Union (EBU) had already raised this problem at the forty-first session of the Safety Committee, in its documents ECE/TRANS/WP.15/AC.2/2023/9 and INF.23. Most delegations preferred the solution consisting in referring only to Annex 8 of ES-TRIN, i.e., without exerting any influence per

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\*\* A/78/6 (Sect. 20), table 20.5.



se on the propulsion systems admissible on board vessels carrying dangerous goods. Others advocated deleting 7.1.3.31 and 7.2.3.31.1 from the ADN altogether, i.e., deleting the reference to ES-TRIN, without carrying out their own safety assessment of interactions with dangerous goods cargoes.

5. It was agreed that Germany and the Netherlands would draw up a proposed amendment along these lines for the forty-second session (or for a later session), also covering in general terms the admissibility of other fuels or types of propulsion for vessels carrying dangerous goods. For various reasons, it was not possible to draw up this joint proposal.

## **Request**

6. The sole purpose of this request is to update the reference to engines using LNG as fuel.

7. This proposal does not address the question of whether or not propulsion systems using hydrogen fuel cells, methanol or other fuels should be allowed on board vessels carrying dangerous goods.

8. Germany invites the Safety Committee to consider and validate the following proposed amendments.

9. In the second indent of 7.1.3.31 and the second indent of 7.2.3.31.1, replace the text “of Annex 8, Section 1” with “of Annex 8, Section II, Fuel storage, Chapter 1 LNG; and Section III, Chapter 2, Propulsion or auxiliary systems comprising internal combustion engines using LNG as primary fuel”.

## **Transitional measure**

10. Given that this amendment can take effect only on 1 January 2025, the reference to ES-TRIN 2023 in ADN 2023 (in particular “in its amended version”) will only lead to definitions during 2024. As a result, an enforceable provision will be missing for newly-built vessels and also for the renewal of certificates of approval.

11. Subject to approval of the above request, Germany therefore proposes to the other contracting parties the conclusion of a multilateral agreement to refer to the relevant technical requirements of ES-TRIN with effect from 2024.

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