ENTRY INTO FORCE: 29 February 2008, in accordance with article 11(1).


TEXT:


**Note:** The Agreement was adopted on 26 May 2000 at Geneva on the occasion of the Diplomatic Conference for the Adoption of a European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN) organized jointly by the Economic Commission for Europe and the Central Commission for the Navigation of the Rhine (CCNR). Accordingly, pursuant to its Article 10, the Agreement would be opened for signature in Geneva from 26 May 2000 until 31 May 2001 at the Office of the Executive Secretary of the Economic Commission for Europe by Member States of the Economic Commission for Europe whose territory contains inland waterways, other than those forming a coastal route, which form part of the network of inland waterways of international importance as defined in the European Agreement on Main Inland Waterways of International Importance (AGN), Geneva, 19 January 1996.

<table>
<thead>
<tr>
<th>Participant</th>
<th>Signature</th>
<th>Approval(AA), Acceptance(A), Accession(a), Ratification, Definitive signature(s)</th>
<th>Participant</th>
<th>Signature</th>
<th>Approval(AA), Acceptance(A), Accession(a), Ratification, Definitive signature(s)</th>
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<td>29 Jan 2001</td>
<td>24 May 2007</td>
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</table>

**Declarations and Reservations**

*(Unless otherwise indicated, the declarations and reservations were made upon definitive signature, ratification, acceptance, approval or accession.)*

**AUSTRIA**

The Agreement applies to the Danube (including the Vienna Danube channel), the March, the Enns and the Traun, as well as their arms, side-channels, ports and branches. The Agreement shall not apply to the following:

1. The New Danube (bypass channel) from the inlet (km 1,938.06) to Weir II (km 1,918.30);
2. Greiffenstein barrage weir: the section of the old Danube arm above the sill (km 1,948.89, right bank);
3. Altenwörth barrage weir: the section of the old Danube arm above the sill (km 1,979.55, left bank);
4. Melk barrage weir: the section of the left-bank old Danube arm above the sill (km 2,037.30, left bank), as well as the section of the Melk old Danube arm above the sill (km 2,035.70, right bank);
5. Abwinden barrage weir: the section of the old Danube arm above the sill (km 2,120.40, left bank);
6. The Enns from km 2.7;
7. The Traun from km 1.8;
8. The March from km 6;
9. Any other waters to which reference has not been made.

**BELGIUM**

In accordance with the revised Convention on the Navigation of the Rhine (and of article 14, paragraph 3 (b), of the Agreement ADN, the competencies of the State Parties to this Convention in respect of regulations concerning the transport of the dangerous goods on the Rhine are exercised jointly in the framework of the Central Commission for the Navigation of the Rhine. Therefore, the provisions of the Agreement ADN and its annexes as well as their amendments must be implemented in the Rhine regulations by the Central Commission in accordance with the above-mentioned Convention. The Member State of the Central Commission undertakes, in this context, to assist in taking the necessary measures for the implementation of this agreement on the Rhine.

**FRANCE**

… the French Republic, with reference to Article 14, paragraph 3, sub b, declares that the implementation of the Agreement on the Rhine and the Moselle is subject to compliance with the procedures set out in the statutes of the Central Commission for the Navigation of the Rhine.

**GERMANY**

“With reference to Article 14, paragraph 3, sub-paragraph b, of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), the Government of the Federal Republic of Germany declares that the implementation of the Agreement on the Rhine is subject to compliance with the procedures set out in the statutes of the Central Commission for the Navigation of the Rhine (CCR), and its implementation on the Moselle is subject to compliance with the procedures set out in the statutes of the Moselle Commission.”

**LUXEMBOURG**

[The] Government of the Grand Duchy of Luxembourg, on signing this Agreement, declares that the obligations arising therefrom in no way affect the commitments assumed by Luxembourg by virtue of its membership in the European Union.

**NETHERLANDS**

"With reference to Article 14, paragraph 3, sub b, of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways, the kingdom of the Netherlands declares that the implementation of the Agreement on the Rhine, Waal and Lek is subject to compliance with the procedures set out in the statutes of the Central Commission for the Navigation of the Rhine."

**SWITZERLAND**

This Agreement shall not extend to:
(a) the Rhine upstream of the highway overpass in Rheinfelden;
(b) lakes Constance, Léman, Majeur and Lugano.

The implementation of this Agreement on the Rhine downstream of the "Mittlere Rheinbrücke" in Basel is subject to compliance with the procedures set out in the statutes of the Central Commission for the Navigation of the Rhine. Accordingly, the provisions of the Agreement and its annexes as well as the ad hoc amendments must be implemented in accordance with the Revised Convention on the Navigation of the Rhine, signed in Mannheim on 17 October 1868 by the Grand Duchy of Baden, Bavaria,