



# Economic and Social Council

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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)

##### Twenty-fifth session

Geneva, 25–29 August 2014

Item 4 (b) of the provisional agenda

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

### Definition of safe haven

#### Transmitted by the Recommended ADN Classification Societies<sup>1,2</sup>

##### *Summary*

<b>Executive summary:</b>	The classification societies currently have no rules for certification of "safe havens" on board tank vessels. It is not realistic to develop rules on certification of safe havens in time for ADN 2015.
<b>Action to be taken:</b>	Discuss this issue once again at the next session of the ADN Safety Committee and consider establishing an informal working group to define criteria for the design of safe havens.
<b>Related documents:</b>	ECE/TRANS/WP.15/AC.2/2014/25 (EBU), January 2014, ECE/TRANS/WP.15/AC.2/50, Report of the twenty-fourth session, January 2014, ECE/TRANS/WP.15/AC.2/42, Report of the twentieth session, January 2012.

<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2012-2016 (ECE/TRANS/224, para 94, ECE/TRANS/2012/12, programme activity 02.7, (A1b)).

<sup>2</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2014/32.

1. During the discussion on proposal 2 in document ECE/TRANS/WP.15/AC.2/2014/25 regarding the definition of "safe area" and "safe haven" at the last session of the ADN Safety Committee, representatives of the Recommended ADN Classification Societies pointed out that the classification societies currently have no rules for certification of safe havens on board tank vessels.
2. As the requirements for such safe havens touch on numerous different regulatory areas, not least health and safety, and numerous different technical requirements, the classification societies requested the Safety Committee to set up an informal working group to define criteria for the design of a safe haven. They proposed that at least representatives of shipowners, government safety organizations and classification societies should participate in this informal working group.
3. The representatives of the classification societies also pointed out that for the development of new rules, e.g. for a safe haven, the different procedures (planning, internal application and authorization of the project, development of the new rules, verification and entry into force) of each classification society had to be settled. These procedures need time and therefore it is unrealistic to think that rules for the certification a safe haven could be available for ADN 2015.
4. Unfortunately, the Recommended ADN Classification Societies could not find any reflection of this discussion in the report of the twenty-fourth session of the ADN Safety Committee and therefore ask that this matter be discussed once again at the next session of the ADN Safety Committee.

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