

**Economic Commission for Europe****Inland Transport Committee**

22 January 2020

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

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)****Thirty-sixth session**

Geneva, 27-30 January 2020

Item 4 (e) of the provisional agenda

**Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) Matters related to classification societies**

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**Actual status of approval of Loading Instruments****Transmitted by the Informal Group of ADN Recommended Classification Societies****I. Introduction**

1. For the 32<sup>nd</sup> session of the ADN Safety Committee the Group of ADN Recommended Classification Societies has submitted document WP15-AC2-32-INF11. In this document the approval process, and the status of the approval of loading instruments on board of tanker vessels was described. This document has been discussed during this session. For the 33<sup>rd</sup> session an update has been given with document WP15-AC2-33-INF08.
2. During the meeting of the Group of ADN Recommended Classification Societies in March 2018, the representative of the ADN Safety Committee has asked for an update of the status of the approval of these loading instruments. It was agreed to give an update not only for July 2018, but also for following sessions.

**II. Actual status per 22 January 2020**

3. Lloyd's Register has 675 tanker vessels in its' classification register to which this requirement applies. The number of ships which is equipped with an approved loading instrument is as follows: 2015: 32, 2016: 147, 2017: 243, 2018: 128, 2019: 146. This total of 696 loading instruments in 5 years shows that the entire LR classed fleet is now equipped with an approved loading instrument. The difference between the number of classed tankers and the number of approved loading instruments can be explained by the re-approval of loading instruments when a ships name has been changed, or after a conversion of a ship. At this moment there are no applications for approval submitted to LR. The two companies which are delivering the loading instruments don't have any running cases of LR classed ships at their desks anymore.
4. At Bureau Veritas 213 vessels are equipped with a loading instrument certified by BV, out of a total of 250 Bureau Veritas classed tankers ADN Type G, Type C and Type N double hull that potentially need to be equipped with a loading instrument. There are still 22 files in progress.

5. DNV GL has actually approved 134 loading instruments and has orders for further 31 loading instruments. For some of these orders, however, no activity on the owner's or loading computer manufacturer's side has been noticed for months. From DNV GL's fleet of actual nearly 239 tankers approximately 180 vessels could be equipped with an approved loading instrument, but it is assumed that an undefined number of owners has chosen the opportunity given in ADN that an approved stability book is also sufficient if only the load cases will be used which are defined in that book.

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