
Economic Commission for Europe**Inland Transport Committee**

16 July 2021

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-eighth session**

Geneva, 23–27 August 2021

Item 2 of the provisional agenda

Matters arising from the work of United Nations bodies or other organizations

Documents and other records on board in electronic form**Submitted by the Central Commission for the Navigation of the Rhine (CCNR)****Introduction**

1. The CCNR adopted in 2021 a resolution (2021-I-10) amending the Rhine Police Regulation (RheinSchPV) authorising the use of certificates and other documents in electronic form on board (§ 1.10 and Annex 13 Rhine Police Regulation).
2. At its spring meeting, the CCNR Committee on Dangerous Good concluded that the ADN needs to anticipate this development and hence actions need to be taken to assess whether and under which conditions documents required under ADN can be authorized to be present in electronic form.

CCNR activities to authorize the use of electronic documents on board

3. In the Mannheim Declaration of 17 October 2018 entitled "150 Years of the Mannheim Act - the driving force behind dynamic Rhine and inland navigation", section 5 calls on the CCNR to "promote the further development of digitalisation, automation and other modern technologies and thus contribute to the competitiveness, safety and sustainability of inland navigation".
4. The development of digitalisation in Rhine navigation leads to the gradual dematerialisation of documents and other records to be carried on board.
5. In inland waterway transport, the term dematerialisation can be defined as the replacement of paper carriers (certificates and other paper documents) by computerised data sets when issued and when presented in case of control. In practice, the implementation can be variable, depending on whether documents or the data contained in the document are to be dematerialised.
6. § 1.10 refers to its Annex 13 of the Police Regulation (RPR) which contains a complete list of the certificates and other documents to be carried on board. Other regulatory texts, such as the Rhine Vessel Inspection Regulations (RVIR), the European Standard of Technical Regulations for Inland Navigation Vessels (ES-TRIN), the Regulation annexed to the European Agreement on the Transport of Dangerous Goods (ADN), the Regulation for Rhine navigation personnel (RRNP) and the Convention on the Collection, Discharge and

Acceptance of Waste in Rhine and Inland Navigation (CDNI) also contain provisions on these documents.

7. The amendment is intended to specify the conditions under which the handing over or making available in electronic form of certain documents to be carried on board is permitted, even if their dematerialisation is not yet foreseeable.

8. The amendment is expected to enter into force on 1 June 2022. Further amendments are to be expected as soon as the electronic format for boatmasters' and ship's documents is progressively introduced.

Provisions on documents and other records on board in ADN

9. The CCNR Police Regulation Committee assessed together with the CCNR Committee on Dangerous Goods which documents under ADN are required to be present on board and which of these elements can be present in an electronic form.

10. The Committees concluded that with exception of the transport documents in 8.1.2.1 (b) ADN and the copy of the ADN with the latest version of its annexed Regulation in 8.1.2.1 (d), all documents need to be present in a physical form (paper).

11. There has been a discussion on the provision in 5.4.0.2 on the use of electronic data processing and electronic data interchange regarding the applicability. The CCNR Committee on Dangerous Goods concluded that this provision is only applicable to the documents mentioned in chapter 5, namely the transport document.

Conclusion

12. The CCNR's proposal has several objectives. The first objective is to send a strong signal to inland navigation by creating the possibility of handing over certain documents to be carried on board in electronic format. It is an important step if, analogous to documents in paper form, documents to be carried on board can now simply be handed over in electronic form, without further authentication.

13. Another objective pursued by the present amendment proposal is to facilitate the work of the trade, but also of the authorities responsible for implementing the legislation, i.e. the issuing authorities and the control authorities.

14. Finally, documents according to ADN also serve the purpose of contributing to the safe management of accidents and incidents. Electronic documents could be retrieved by control and emergency forces without boarding the ship.

Proposal

15. The Safety Committee could discuss whether the use of electronic documents on board should be authorized under ADN.

16. If the Safety Committees agrees on the authorization of electronic documents in general, an informal working group could be set up to determine which documents are suited for dematerialisation and under which conditions.

17. The CCNR Secretariat could present draft Terms of Reference for such an informal working group for such an informal working group.