
Economic Commission for Europe**Inland Transport Committee**

16 August 2022

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)**Fortieth session**

Geneva, 22-26 August 2022

Item 5 of the provisional agenda

Reports of informal working groups.

Report of the first meeting of the informal working group on loading and unloading instructions**Transmitted by the Government of the Netherlands**

Related documents:	Informal document INF.12 of the thirty-fourth session ECE/TRANS/WP.15/AC.2/70 (Paragraphs 16-17) Informal document INF.9 of the thirty-fifth session ECE/TRANS/WP.15/AC.2/72 (Paragraphs 14-16) ECE/TRANS/WP.15/AC.2/2020/37 ECE/TRANS/WP.15/AC.2/76 (Paragraphs 71-72) ECE TRANS/WP15/AC.2/2021/26 ECE/TRANS/WP.15/AC.2/78 (Paragraphs 35-36) ECE/TRANS/WP.15/AC.2/2022/14 ECE/TRANS/WP.15/AC.2/80 (Paragraph 66)
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1. The informal working group on loading and unloading instructions held its first meeting on 22 and 23 June 2022 in a digital format. Members of the Belgian and Dutch delegation and representatives of Corporation Inland Tanker Barge Owners (Citbo), European Barge Union (EBU), European Skippers Organization (ESO), FUELSEUROPE and The Dutch Association of Tank Storage Companies (VOTOB) participated. The group made a start with the items mentioned in the terms of reference, produced during the thirty-ninth meeting of the ADN Safety Committee.

2. With regard to the review of the current status of the ADN, the members of the group identified that there was a lack of clarity as to how the loading instructions currently are drafted. It is unclear who writes the loading instructions, who makes the accompanying calculations and who is ultimately responsible for the loading and unloading instruction. This unclarity was an important agenda point.

3. Some of the unclarity regarding the loading and unloading instruction stem from the fact that the loading and unloading instruction is a document that requires “ship-construction-information”, but it is also used as an operational document. To provide more clarity, the participants proposed to make a clear distinction between the ship-based information and calculations” and the operational document.

4. It was proposed to provide this clarity by introducing a new document, which contains the ship-based information and calculations. The participants propose that this document is provided/approved by a classification society. This document could be called a “Loading and unloading capacity document”. The “Loading and unloading capacity document” contains the necessary information for the carrier to draw up the operational document; the loading and unloading instruction.

5. The loading and unloading instructions should be a purely operational document that is based on the information from the “Loading and unloading capacity document” with the ship-based information and calculations, and is provided by the carrier. The instruction should be able to be used for the substances that the ship is allowed to carry, to determine the maximum safe loading velocities. The loading and unloading instruction should be a document that is easy to use. It should be a document that facilitates the discussion between the master of the ship and the filler/unloader on the safe loading or unloading speed (i.e. indicate the maximum safe loading and unloading velocities).

6. By introducing the “Loading and unloading capacity document” and this clear distinction, the participants deem that the unclarities regarding the development and responsibilities of the loading and unloading instructions could be solved. If the Safety Committee agrees with this point of view, the informal working group could take up the task of developing amendments to incorporate this in the ADN.

7. With regard to review of 9.3.2.25.9 and 9.3.3.25.9 and the requirements/description of the calculations, the group came to the conclusion that more in-depth expertise was necessary to have a meaningful discussion on this topic. The participants noted that experts from the classification societies could perhaps shed more light on the necessity of the current factors to be considered in ADN. Both the representatives of the inland navigation industry and from the shore side installations indicated that they would like to bring more expertise to the table to facilitate this discussion during the next session of the informal working group.

8. The informal working group identified this discussion on the requirements for the calculation as the main priority of the next meeting.

Action to be taken

9. The ADN Safety Committee is requested to consider the report of the informal working group and to decide whether the described way forward as described in paragraphs 6 and 8 could be supported.
