
Economic and Social Council

Inland Transport Committee

19 January 2024

Working Party on the Transport of Dangerous Goods

Original: 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)

Forty-third session

Geneva, 22-26 January 2024

Item 5 (b) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN: other proposals

Proposal for adding "or a recognized classification society" in 8.1.2.2 and 8.1.2.3 of ADN

Submitted by the European Barge Union and the European Skippers Organization (EBU/ESO)

Introduction

1. In section 8.1.2.2 is determined which documents shall be carried on board dry cargo vessels, in addition to the documents prescribed in section 8.1.2.1. After (h) in section 8.1.2.2 the following sentence is written:

"The documents listed in (e) to (h) shall bear the stamp of the competent authority issuing the certificate of approval."

2. In section 8.1.2.3 is determined which documents shall be carried on board tank vessels, in addition to the documents prescribed in section 8.1.2.1. After (v) in section 8.1.2.3 the following sentence is written:

"The documents listed in (r) to (v) shall bear the stamp of the competent authority issuing the certificate of approval."

Problem

3. Inland vessels are registered in several countries. According to ADN 1.16.2.1, the certificate of approval must be issued by the country where the vessel is registered. The competent authority in the country where the dry cargo vessel or tank vessel is registered should also stamp the documentation that is required in 8.1.2.2 (e) to (h) or 8.1.2.3 (r) to (v).

4. However, it often happens that vessels are built, or when the certificate of approval is renewed, in a country other than where the vessel is registered.

5. The documentation according to ADN 8.1.2.2 and ADN 8.1.2.3 is often prepared by local companies and the verification of accuracy and correctness is carried out by a recognized classification society as prescribed in ADN 1.15. The recognized classification society will stamp the documentation if it is correct.

6. The authority issuing the certificate of approval cannot in principle verify the documents, as the authority was not on board during the delivery of a newbuild, or when the certificate of approval is issued / is being renewed.

7. Furthermore, after the issuing of these documents, the documents must be sent from the country where the vessel was delivered, or where these documents were renewed, to the country where the competent authority is located in order to be stamped.
8. In practise, this appears to be an unnecessary burden, which also appears to be only of an administrative nature.
9. EBU/ESO proposes the adding of wording "or a recognized classification society" to the sentence in order to avoid unnecessary verifications that cannot always be carried out by the competent authority issuing the certificate of approval. It guarantees flexibility for vessel owners without compromising on safety and/or quality.

Proposal

10. In 8.1.2.2, after (h), replace the sentence "The documents listed in (e) to (h) shall bear the stamp of the competent authority issuing the certificate of approval" with:
"The documents listed in (e) to (h) shall bear the stamp of the competent authority issuing the certificate of approval or the stamp of a recognized classification society".
 11. In 8.1.2.3, after (v), replace the sentence "The documents listed in (r) to (v) shall bear the stamp of the competent authority issuing the certificate of approval" with:
"The documents listed in (r) to (v) shall bear the stamp of the competent authority issuing the certificate of approval or the stamp of a recognized classification society".
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