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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)

Forty-fourth session

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Item 4 (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)*, ****

I. Introduction

1. 8.1.2.2 of ADN specifies which documents shall be carried on board of dry cargo vessels, in addition to the documents prescribed in 8.1.2.1. In 8.1.2.2 under letter (h) the last sentence reads:

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

2. 8.1.2.3 of ADN specifies which documents shall be carried on board of tank vessels, in addition to the documents prescribed in 8.1.2.1. In 8.1.2.3 under letter (v) the last sentence reads:

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

II. Problem

3. According to 1.16.2.1 of ADN, the certificate of approval must be issued by the country in which the vessel is registered. The competent authority of the country where the

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** A/78/6 (Sect. 20), table 20.5



dry cargo vessel or tank vessel is registered should also stamp the documents required in 8.1.2.2 (e) to (h) and 8.1.2.3 (r) to (v) of ADN.

4. However, it is often the case that vessels are built or the certificate of approval is renewed in a country other than the country of registration.

5. In principle, the authority issuing the certificate of approval cannot verify the documents, as the authority was not on board during the delivery of a newly built vessel, or when the certificate of approval was issued/ renewed.

6. Furthermore, after issuing these documents, they 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.

7. In practice, this proves to be an unnecessary burden, which also appears to be only of an administrative nature.

8. EBU/ESO propose the adding of wording "or a recognized classification society" to the sentences mentioned above 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.

III. Proposal

9. In 8.1.2.2 ADN add the following text in the last sentence of letter (h) (in **bold, underlined**):

"The documents listed in and to (h) shall bear the stamp of the competent authority issuing the certificate of approval **or the stamp of a recognized classification society**".

10. In 8.1.2.3 ADN add the following text in the last sentence of letter (v) (in **bold, underlined**):

"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**".
