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Administrative Committee of the European Agreement
concerning the International Carriage of Dangerous
Goods by Inland Waterways (ADN)

Thirty-second session
Geneva, 30 August 2024

Report of the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways on its thirty-second session*

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I. Attendance

1. The Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) held its thirty-second session in Geneva on 30 August 2024.
2. Representatives of the following Contracting Parties took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, Czechia, France, Germany, Kingdom of the Netherlands, Luxembourg, Poland, Romania, Russian Federation and Switzerland.
3. The Administrative Committee noted that the representatives of Contracting Parties attending the session had been accredited and that the quorum of not less than half of the Contracting Parties required for the purpose of taking decisions had been reached.
4. In accordance with article 17, paragraph 2 of ADN, and following a decision by the Committee (ECE/ADN/2, para. 8), a representative of the Central Commission for the Navigation of the Rhine (CCNR) took part in the session as observer.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/ADN/71 and Add.1

5. The Administrative Committee adopted the agenda prepared by the secretariat.

III. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 2)

6. The Administrative Committee noted that the number of Contracting Parties to ADN remained at 18: Austria, Belgium, Bulgaria, Croatia, Czechia, France, Germany, Hungary, Kingdom of the Netherlands, Luxembourg, Poland, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.
7. The Committee also noted that the proposed amendments adopted by the Administrative Committee at its last session (ECE/ADN/70) had been communicated to the Contracting Parties on 1 July 2024 for acceptance under depositary notification C.N.217.2024.TREATIES-XI.D.6. Unless a sufficient number of objections was received by 1 October 2024, they would be deemed to be accepted for entry into force on 1 January 2025.

IV. Matters relating to the implementation of ADN (agenda item 3)

A. Classification societies

Compliance of the classification societies with standards ISO/IEC 17020:2012

Documents: ECE/TRANS/WP.15/AC.2/2024/63 (Russian Maritime Register of Shipping)
 ECE/TRANS/WP.15/AC.2/2024/64 (Russian Classification Society)
 ECE/TRANS/WP.15/AC.2/2024/65 (DNV SE)
 ECE/TRANS/WP.15/AC.2/2024/66 (Bureau Veritas)
 ECE/TRANS/WP.15/AC.2/2024/67 (Lloyd's Register)
 ECE/TRANS/WP.15/AC.2/2024/68 (Croatian Register of Shipping)

Informal documents: INF.9 (RINA) and INF.17 (Shipping Register of Ukraine) of the forty-fourth session of the ADN Safety Committee

8. The Administrative Committee took note of the outcome of the deliberations during the forty-fourth session of the ADN Safety Committee of the discussions in the ADN Safety Committee (see ECE/TRANS/WP.15/AC.2/90, paras. 40 and 41) and of the intention to convene an intersessional meeting to discuss in detail a full list of requirements expected to be provided by the classification societies to prove compliance with 1.15.3 of ADN.

9. It also noted that once the list of requirements had been agreed, the Classification Societies would be given a reasonable period of time to submit the documentation for consideration by the Safety Committee.

10. It was noted that the lists of recommended and recognised classification societies were available on the secretariat's website at the following address: <https://unece.org/classification-societies>.

B. Special authorizations, derogations and equivalents

Documents: ECE/ADN/2024/3 (Netherlands)
ECE/ADN/2024/4 (Netherlands),
ECE/ADN/2024/5 (Netherlands),
ECE/ADN/2024/6 (Netherlands),
ECE/ADN/2024/7 (Netherlands)

Informal documents: INF.2, INF.3, INF.4, INF.5, INF.6 (Netherlands) and INF.8 (CCNR)

11. The Administrative Committee endorsed the recommendation of the Safety Committee (see ECE/TRANS/WP.15/AC.2/90, paragraph 18) authorizing the competent authority of the Netherlands to issue, in accordance with 1.5.3.2, a temporary derogation for the following vessels:

(a) “Antonie” under derogation no. 1/2024 based on document ECE/ADN/2024/3 and informal document INF.2 on the use of hydrogen fuel cells for its propulsion (see annex I),

(b) “Chicago” under derogation no. 2/2024 based on document ECE/ADN/2024/4 and informal documents INF.3 and INF.8 on the use of methanol for its propulsion (see annex II),

(c) “FPS Waal / H2Barge2” under derogation no. 3/2024 based on document ECE/ADN/2024/5 and informal document INF.4 on the use of hydrogen fuel cells for its propulsion (see annex III),

(d) “Rhenus Mannheim” under derogation no. 4/2024 based on document ECE/ADN/2024/6 and informal document INF.5 on the use of hydrogen fuel cells for its propulsion (see annex IV),

(e) “Stolt IJssel” under derogation no. 5/2024 based on document ECE/ADN/2024/7 and informal document INF.6 on the use of methanol for its propulsion (see annex V).

12. It was recalled that the text of special authorizations, special agreements, derogations and equivalents, as well as their status, and of notifications, could be found on the secretariat's website at the following link: <https://unece.org/special-authorizations>.

C. Miscellaneous notifications

Examination statistics

Informal documents: INF.1 (Slovakia)
INF.7 (France)

13. Examination statistics were provided by the governments of Slovakia (informal document INF.1) and France (informal document INF.7). The Administrative Committee

welcomed the documents and agreed to refer this information to the informal working group on the training of experts for further consideration.

14. The Administrative Committee remarked that examination statistics were considered very useful and invited countries to submit them regularly.

15. It was also recalled that model expert certificates received by the secretariat were available on the UNECE website at: <https://unece.org/model-expert-certificates>.

16. Contracting Parties that have not yet done so, were invited to send their model expert certificates and ADN examination statistics to the secretariat

17. The Administrative Committee invited countries to check the contact information for their competent authority and if necessary to recognise classification societies from the recommended list in accordance with 1.15.2.4 of the annexed Regulations if they had not already done so.

18. It was recalled that, according to 1.16.4.3 of the Regulations annexed to ADN, the Administrative Committee is expected to maintain an up-to-date list of the inspection bodies appointed. Information received so far is available on the secretariat's website at <https://unece.org/inspection-bodies>.

19. The Administrative Committee noted the intention of the secretariat to circulate soon a Note Verbale to the ADN Contracting Parties reminding them about their obligation to notify certain information to the UNECE secretariat.

D. Other matters

20. No other matters were raised under this item.

V. Work of the Safety Committee (agenda item 4)

21. The Administrative Committee took note of the work of the Safety Committee as reflected in the report on its forty-fourth session ECE/TRANS/WP.15/AC.2/90 and adopted:

(a) Proposed amendments for the purpose of bringing the Regulations annexed to ADN in line with the amended versions of ADR and RID that should be applicable as of 1 January 2025 (see report ECE/TRANS/WP.15/AC.2/90, annex I). The secretariat was requested to publish them as an addendum to document ECE/ADN/70 (ECE/ADN/70/Add.1) and to ensure their communication to Contracting Parties no later than 1 September 2024 in accordance with the procedure outlined in article 20, paragraph 5 (a) of ADN, so that they could enter into force on 1 January 2025, i.e. one month after acceptance by Contracting Parties;

(b) All proposed corrections to the previously notified amendments to the Regulations annexed to ADN (ECE/ADN/70) (see report ECE/TRANS/WP.15/AC.2/90, annex II). As these corrections are subject to the acceptance of the amendments listed in ECE/ADN/70 and ECE/ADN/70/Add.1, the secretariat was requested to publish them as a corrigendum to documents ECE/ADN/70 (ECE/ADN/70/Corr.1) and ECE/ADN/70/Add.1 (ECE/ADN/70/Add.1/Corr.1) and to arrange for their communication to Contracting Parties on 1 October 2024 (expected date of acceptance of the amendments) for acceptance in accordance with the usual procedure for corrections so that they could become effective at the latest by 1 January 2025; and

(c) All proposed corrections to the Regulations annexed to ADN. The secretariat was requested to arrange for their communication no later than 1 October 2024 to Contracting Parties for acceptance in accordance with the usual procedure for corrections so that they could become effective at the latest by 1 January 2025.

(d) All proposed corrections to the ADN 2023 publication (ECE/TRANS/325) not requiring acceptance by Contracting Parties.

22. The Committee noted that the ADN Safety Committee had also adopted amendments to the Regulations annexed to ADN for entry into force on 1 January 2027 (see ECE/TRANS/WP.15/AC.2/90, annex III). Since additional amendments were expected to be adopted by the Safety Committee at its future sessions for entry into force on 1 January 2027, the Committee decided to consider them at a later stage.

VI. Programme of work and calendar of meetings (agenda item 5)

23. The Administrative Committee decided to hold its next session on 31 January 2025 in the format of an in-person meeting and noted that the deadline for submission of documents was 1 November 2024.

VII. Any other business (agenda item 6)

2025 edition of the ADN

24. The Committee requested the secretariat to take account of all corrections and the relevant amendments adopted at the session in the new consolidated "2025" edition of ADN which was being prepared.

VIII. Adoption of the report (agenda item 7)

25. The Administrative Committee adopted the report on its thirty-second session on the basis of a draft prepared by the secretariat and sent to delegations for approval by e-mail after the session.

Annex I

Recommendation of the ADN Administrative Committee relating to the use of hydrogen fuel system on the dry cargo vessel ANTONIE (ENI 02340008)

Derogation No. 1/2024 of 30 August 2024

The competent authority of the Netherlands is authorized to issue a trial certificate of approval for the motor vessel ANTONIE (ENI 02340008) for use of a hydrogen fuel system.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may, on a trial basis, deviate until 31 December 2028 from the requirements of paragraphs:

- 7.1.3.31, making use hydrogen as a fuel with a flash point below 55 degrees in a hydrogen propulsion system consisting of hydrogen fuel cells and hydrogen multiple element gas containers (MEGCs);
- 9.1.0.31.1, making use hydrogen as a fuel with a flash point below 55 degrees in a hydrogen propulsion system consisting of hydrogen fuel cells and hydrogen multiple element gas containers (MEGCs).

The Administrative Committee decides that the use of this hydrogen fuel system is sufficiently safe if the following conditions are met at all times:

1. The conditions as set in recommendation 8/2023 by the Central Commission for the Navigation of the Rhine (CCNR);
2. No containers carrying dangerous goods authorized by the Regulations annexed to ADN nor reefer containers may be placed in the first four rows of the cargo hold.

All information on the use of the hydrogen propulsion system needs to be collected by the ship owner and kept for at least five years. This information will be submitted to the competent authority upon request.

The ship owner shall submit an evaluation report to the competent authority at the following moments:

- 6 months after the commissioning of the ship;
- 2 years after the issue of this recommendation;
- 5 years after the issue of this recommendation.

The competent authority will submit these evaluation reports to the UNECE secretariat for information of the Administrative Committee.

These evaluation reports should at least contain the following information:

1. Failure and damage of the fuel cell system;
2. Leakage;
3. Bunkering information;
4. Repairs and alterations of the fuel cell system;
5. Operational data;
6. Incidents, including the interaction or possible interaction with dangerous goods.

Annex II

Recommendation of the ADN Administrative Committee relating to the use of methanol fuel system on the tanker vessel CHICAGO (ENI 02332788)

Derogation No. 2/2024 of 30 August 2024

The competent authority of the Netherlands is authorized to issue a trial certificate of approval for the motor tank vessel CHICAGO (ENI 02332788) for use of a methanol fuel system.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may, on a trial basis, deviate until 31 December 2028 from the requirements of paragraphs:

- 7.2.3.31, making use of methanol as a fuel having a flashpoint below 55 degrees;
- 9.3.2.31.1, making use of methanol as a fuel having a flashpoint below 55 degrees.

The Administrative Committee decides that the use of this methanol fuel system is sufficiently safe if the following conditions are met at all times:

1. The conditions as set in recommendation 1/2024 by the Central Commission for the Navigation of the Rhine (CCNR);
2. The crew should wear appropriate PP during bunkering, maintenance, and when entering the engine room after engine room alarms

All information on the use of the methanol fuel system needs to be collected by the ship owner and kept for at least five years. This info will be submitted to the competent authority upon request.

The ship owner will submit an evaluation report to the competent authority at the following moments:

- 6 months after the commissioning of the ship;
- 2 years after the issue of this recommendation;
- 5 years after the issue of this recommendation.

The competent authority will submit these evaluation reports to the UNECE secretariat for information of the Administrative Committee.

These evaluation reports should at least contain the following information:

1. Failure and damage of the methanol fuel system;
2. Leakage;
3. Bunkering information;
4. Repairs and alterations of the methanol fuel system;
5. Operational data;
6. Incidents, including the interaction or possible interaction with dangerous goods.

Annex III

Recommendation of the ADN Administrative Committee relating to the use of hydrogen fuel system on the dry cargo vessel H2BARGE2 (ENI 02326484)

Derogation No. 3/2024 of 30 August 2024

The competent authority of the Netherlands is authorized to issue a trial certificate of approval for the motor vessel H2BARGE2 (ENI 02326484) for use of a hydrogen fuel system.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may, on a trial basis, deviate until 31 December 2028 from the requirements of paragraphs:

- 7.1.3.31, making use hydrogen as a fuel with a flash point below 55 degrees in a hydrogen propulsion system consisting of hydrogen fuel cells and hydrogen multiple element gas containers (MEGCs);
- 9.1.0.31.1, making use hydrogen as a fuel with a flash point below 55 degrees in a hydrogen propulsion system consisting of hydrogen fuel cells and hydrogen multiple element gas containers (MEGCs).

The Administrative Committee decides that the use of this hydrogen fuel system is sufficiently safe if the following conditions are met at all times:

1. The conditions as set in recommendation 6/2023 by the Central Commission for the Navigation of the Rhine (CCNR);
2. No containers carrying dangerous goods authorized by the Regulations annexed to ADN nor reefer containers may be placed next to, and in the first row in front of the hydrogen installation.

All information on the use of the hydrogen propulsion system needs to be collected by the ship owner and kept for at least five years. This info will be submitted to the competent authority upon request.

The ship owner will submit an evaluation report to the competent authority at the following moments:

- 6 months after the commissioning of the ship;
- 2 years after the issue of this recommendation;
- 5 years after the issue of this recommendation.

The competent authority will submit these evaluation reports to the UNECE secretariat for information of the Administrative Committee.

These evaluation reports should at least contain the following information:

1. Failure and damage of the fuel cell system;
2. Leakage;
3. Bunkering information;
4. Repairs and alterations of the fuel cell system;
5. Operational data;
6. Incidents, including the interaction or possible interaction with dangerous goods.

Annex IV

Recommendation of the ADN Administrative Committee relating to the use of hydrogen fuel system on the dry cargo vessel RHENUS MANNHEIM I (ENI 04814490)

Derogation No. 4/2024 of 30 August 2024

The competent authority of the Netherlands is authorized to issue a trial certificate of approval of the motor vessel RHENUS MANNHEIM I (ENI 04814490) for use of a hydrogen fuel system

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may, on a trial basis, deviate until 31 December 2028 from the requirements of paragraphs:

- 7.1.3.31, making use hydrogen as a fuel with a flash point below 55 degrees in a hydrogen propulsion system consisting of hydrogen fuel cells and hydrogen multiple element gas containers (MEGCs);
- 9.1.0.31.1, making use hydrogen as a fuel with a flash point below 55 degrees in a hydrogen propulsion system consisting of hydrogen fuel cells and hydrogen multiple element gas containers (MEGCs).

The Administrative Committee decides that the use of this hydrogen fuel system is sufficiently safe if the following conditions are met at all times:

1. The conditions as set in recommendation 5/2023 by the Central Commission for the Navigation of the Rhine (CCNR);
2. No containers carrying dangerous goods authorized by the annexed Regulations to ADN nor reefer containers may be placed in the first row aft of the hydrogen installation

All information on the use of the hydrogen propulsion system needs to be collected by the ship owner and kept for at least five years. This info will be submitted to the competent authority upon request.

The ship owner will submit an evaluation report to the competent authority at the following moments:

- 6 months after the commissioning of the ship;
- 2 years after the issue of this recommendation;
- 5 years after the issue of this recommendation.

The competent authority will submit these evaluation reports to the UNECE secretariat for information of the Administrative Committee.

These evaluation reports should at least contain the following information:

1. Failure and damage of the fuel cell system;
2. Leakage;
3. Bunkering information;
4. Repairs and alterations of the fuel cell system;
5. Operational data;
6. Incidents, including the interaction or possible interaction with dangerous goods.

Annex V

Recommendation of the ADN Administrative Committee relating to the use of methanol fuel system on the tanker vessel STOLT IJSSEL (ENI 02339855)

Derogation No. 5/2024 of 30 August 2024

The competent authority of the Netherlands is authorized to issue a trial certificate of approval for the motor tank vessel STOLT IJSSEL (ENI 02339855) for use of a methanol fuel system.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may, on a trial basis, deviate until 31 December 2028 from the requirements of paragraphs:

- 7.2.3.31, making use of methanol as a fuel having a flashpoint below 55 degrees;
- 9.3.2.31.1, making use of methanol as a fuel having a flashpoint below 55 degrees.

The Administrative Committee decides that the use of this methanol fuel system is sufficiently safe if the following conditions are met at all times:

1. The conditions as set in recommendation 1/2023 by the Central Commission for the Navigation of the Rhine (CCNR);
2. The crew should wear appropriate PP during bunkering, maintenance, and when entering the engine room after engine room alarms

All information on the use of the methanol fuel system needs to be collected by the ship owner and kept for at least five years. This info will be submitted to the competent authority upon request.

The ship owner will submit an evaluation report to the competent authority at the following moments:

- 6 months after the commissioning of the ship;
- 2 years after the issue of this recommendation;
- 5 years after the issue of this recommendation.

The competent authority will submit these evaluation reports to the UNECE secretariat for information of the Administrative Committee.

These evaluation reports should at least contain the following information:

1. Failure and damage of the methanol fuel system;
2. Leakage;
3. Bunkering information;
4. Repairs and alterations of the methanol fuel system;
5. Operational data;
6. Incidents, including the interaction or possible interaction with dangerous goods.