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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

Geneva, 26-30 August 2024

Report of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee) on its forty-fourth session*

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I. Attendance

1. The 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) held its forty-fourth session in Geneva from 26 to 30 August 2024, with Mr. B. Beldman (Netherlands) as Chair and Mr. B. Birklhuber (Austria) as Vice-Chair.
2. Representatives of the following countries took part in the work of the session: Austria, Belgium, Germany, Kingdom of the Netherlands, Luxembourg, Romania, Russian Federation and Switzerland.
3. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission.
4. The following non-governmental organizations were also represented: European Association of Trade in Cereals, Oilseeds, Rice, Pulses, Olive Oil, Oils and Fats, Animal Feed and Agrosupply (COCERAL); Association of professional portside storekeepers in the food and feed chain (UNISTOCK); European Barge Union, European Skippers Organisation (EBU/ESO); European Bulk Oil Traders' Association (EBOTA); European Chemical Industry Council (Cefic); Federation of European Tank Storage Associations (FETSA); FuelsEurope; Grain and Feed Trade Association (Gafta) and Recommended ADN Classification Societies.

II. Organizational matters

Informal document: INF.11 (Secretariat)

5. The Safety Committee noted that the session was again organized as in-person meetings following the format as suggested in informal document INF.11.
6. A member of the secretariat informed the Safety Committee that Mr. Yuwei Li, former director of the UNECE Sustainable Transport Division recently took his retirement and that Mr. Dmitry Mariyasin, Deputy Executive Secretary of UNECE, took over the officer in charge of the Sustainable Transport Division.
7. The Safety Committee was also informed that UNECE has recently endured some copyright infringements and that, pending the issuance of detailed guidance, the unauthorized use of images, or any other copyrighted material without prior and appropriate consent of the copyright owner is strictly forbidden and contrary to the rules and regulations of the Organization. Thus, all delegates were invited, when submitting their proposals, not to include unauthorized images or any other copyrighted material without prior and appropriate consent of the copyright owner.
8. The secretariat also announced its intention to circulate a note verbal to the ADN Contracting Parties reminding them about their obligation to notify certain information to the UNECE secretariat.

III. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/89 (Secretariat)
ECE/TRANS/WP.15/AC.2/89/Add.1 (Secretariat)

Informal document: INF.1 (Secretariat)

9. The Safety Committee adopted the agenda prepared by the secretariat, as amended by informal document INF.1 to take account of informal documents INF.1 to INF.22.

IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 2)

A. Work of the Inland Transport Committee

Informal document: INF.19 (Secretariat)

10. The Safety Committee was informed that the eighty-sixth session of the Inland Transport Committee (ITC) was held in Geneva from 20-23 February 2024 (see report ECE/TRANS/344).¹ It noted the outcome of the ITC on the implementation of the Inland Transport Committee's revised Terms of Reference and its strategy until 2030.

11. The Safety Committee welcomed the adoption by ITC of its strategy on reducing greenhouse gas emissions in inland transport, as reflected in documents ECE/TRANS/2024/3, ECE/TRANS/2024/4 and ECE/TRANS/2024/5 and endorsed the ITC request to align its programme of work accordingly (ECE/TRANS/344, para. 15). The adoption of the strategy marked a milestone in the efforts of decarbonizing transport, as now all three pillars of transport globally (air, inland and maritime transport) can be addressed within the United Nations framework, with an aspirational vision and a clear path forward. The ITC Decarbonization Strategy complements the 2023 International Maritime Organization (IMO) Strategy on Reduction of GHG emissions from ships and the long-term aspirational goal of net zero carbon emissions from aviation by 2050 by the International Civil Aviation Organization (ICAO). Delegates were invited to consider among others the milestones under actions 1, 6, 26 and 31 of the initial ITC Climate Action Plan in document ECE/TRANS/2024/3.

B. Summary of amendments to the technical requirements for the use of alternative fuels in inland waterway vessels to be included in the draft of ES-TRIN 2025

Informal document: INF.2 (CCNR)

12. The Safety Committee noted in informal document INF.2 a summary of the amendments to the new draft edition 2025 of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN), approved by the Working Group CESNI/PT on:

- the requirements for storage and use of methanol,
- the update of general requirements in particular the scope of application and the risk assessment,
- the update of definitions (including a definition of swappable tank), and
- the minor revision of existing rules for storage and use of liquefied natural gas (LNG) and fuel cells.

13. The Safety Committee welcomed the information and agreed to discuss at its forthcoming session in January 2025 the best way forward to align the references to ES-TRIN in the ADN as well as how to deal with the one year gap between the entering into force of the ADN and ES-TRIN.

¹ <https://unece.org/info/Transport/Inland-Transport-Committee/events/385922>

V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3)

A. Status of ADN

14. The Safety Committee took note that the number (18) of contracting parties remained unchanged.

B. Special authorizations, derogations and equivalents

1. Requests for a recommendation on the use of hydrogen fuel cells or methanol as fuel for the propulsion of a vessel

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 and INF.6 of the thirty-second session of the Administrative Committee (Netherlands)
INF.8 of the thirty-second session of the Administrative Committee (CCNR)

15. Recalling the presentations by the vessel owners on their specific projects at the previous session and according to the agreed upon procedure, the representative of the Netherlands provided further detailed information on the specific projects (see informal documents INF.2, INF.3, INF.4, INF.5, INF.6 and INF.8 of the thirty-second session of the Administrative Committee).

16. During the discussion of document ECE/ADN/2024/3, it was clarified that the reporting intervals were adapted to the usual sessions of the ADN Safety and Administrative Committees. It was also agreed that the Safety Committee would need to consider in the future new ADN provisions on the minimum safety distances between the venting pipe of the hydrogen fuel cells system, the storage of hydrogen in MEGCs and the nearest placing of dangerous goods containers. It was also clarified that the pressure in the MEGCs is usually the same for an installation on a vessel, but may vary according the propulsion method.

17. On document ECE/ADN/2024/4, the Safety Committee noted that the tanks of methanol used for the propulsion were located among the cargo tanks. It was confirmed that the fuel tanks were designed according to the same safety standards as the cargo tanks, and that these fuel tanks were under inert conditions at all times.

18. Following the discussion, the ADN Safety Committee endorsed the requests in documents ECE/ADN/2024/3, ECE/ADN/2024/4, ECE/ADN/2024/5, ECE/ADN/2024/6 and ECE/ADN/2024/7 and recommended the ADN Administrative Committee to grant a derogation for the use of hydrogen fuel cells or methanol as fuel for the propulsion of the vessels.

2. Alternative fuel systems — A framework for considering requests for derogations

Document: ECE/TRANS/WP.15/AC.2/2024/54 (Netherlands)

19. The Safety Committee noted the information by the Netherlands that further projects for alternative fuel systems could be expected in near future. Recalling the ITC decarbonisation strategy and its request on the need to reduce greenhouse gas emissions in the transport sector, it welcomed the initiative by the Netherlands in document ECE/TRANS/WP.15/AC.2/2024/54 to develop a framework document to assist competent authorities of other ADN Contracting Parties as well as the vessel owners in their administrative process for a derogation request to the ADN Administrative Committee to

grant the recommendation for the transport of dangerous goods in the vessel. Some delegates preferred not to limit the scope of the framework document to only alternative fuel systems but to broaden it to all innovations (e.g. transport of ammonia or large batteries). It was also mentioned the need to further clarify the terms “trial certificate of approval” and “limited period” in 1.5.3.2 of the Regulations annexed to the ADN.

20. The representative of CCNR offered to present at the next session their internal process for derogations or authorizations by CCNR. The Chair explained to keep clearly separated the tasks on the development of the framework document and those on the related amendments to the Regulations annexed to the ADN.

C. Interpretation of the Regulations annexed to ADN

1. List of interpretations of the classification societies

Document: ECE/TRANS/WP.15/AC.2/2024/44 (Recommended ADN Classification Societies)

Informal document: INF.4 (Germany)

21. Some delegates expressed their preference to restructure the list of interpretations according to the format presented at the UNECE website². The ADN Safety Committee noted the comments by Germany in informal document INF.4. Following the discussion, the representative of the Recommended ADN Classification Societies invited all delegates to send their written comments on the listed interpretations by the end of September 2024 at the latest, and volunteered to come back at the next session with a new official document taking into account the feedback received.

2. Students candidates for ADN examination with the age of less than 18 years

Document: ECE/TRANS/WP.15/AC.2/2024/55 (Belgium)

22. Most representatives who took the floor agreed on the principle to allow candidates with the age of less than 18 years to take the ADN courses and examination, but can use their certificate only after having reached the age of eighteen. Others recommended to consider a guideline on a minimum age for the training of ADN experts as well as the validity of the 5 years period in such cases and to also address similar issues with respect to the training of dangerous goods advisers.

23. The ADN Safety Committee invited the informal working group on the training of experts to consider the afore mentioned recommendations and to provide some guidance at the next session, if possible.

3. 9.2.0.31 of ADN - Rules for construction applicable to seagoing vessels, engines

Informal document: INF.5 (Germany)

24. Having in mind the recent ITC decarbonization strategy, most representatives supported the initiative by Germany to review the provisions in 9.2.0.31 of ADN to include greener propulsion engines and auxiliary systems in particular those using LNG.

4. Proposal for improving the safety of sampling of phenol

Informal document: INF.12 (EBU/ESO)

25. Most delegates who took the floor preferred to avoid at all sampling of such substances and to even forbid the sampling for quality checks if not safe. The representative of EBU/ESO invited all delegates to send their written comments and offered to submit for the next session a proposal for a new special provision to avoid regular sampling of phenols.

² See https://unece.org/interpretations#accordion_8

5. High velocity vent valve / pressure relief valve opening value assignment according to the formula for column (10) as referred to in 3.2.3.3. and 3.2.4.3

Informal document: INF.15 (FuelsEurope)

26. The Chair of the informal working group on substances highlighted the historical background of the formula. In the absence of related safety issues and the considerable amount of related work, some delegates preferred to be cautious in developing new provisions on this subject. The ADN Safety Committee agreed to further discuss this subject at a future session on the basis of an official document by FuelsEurope including more detailed expertise, possible solutions and the extent of the expected work.

6. 2.1.2.8 - Discrepancies in the classification principles according to 2.1.3

Informal document: INF.16 (FuelsEurope)

27. Some representatives agreed on the need to review the provisions in 2.2 of ADN. Others raised concerns about contradictions in the document and preferred to resume consideration of this subject at the next session on the basis of an updated official document by FuelsEurope.

7. "HGK/Seafar" project on the use of remote control technology on inland waterway vessels transporting goods that fall under the scope of the ADN – Phase 2 and 3a

Document: ECE/TRANS/WP.15/AC.2/2024/48 (EBU/ESO)

Informal documents: INF.8 (Germany) and INF.21 (EBU/ESO)

28. The ADN Safety Committee welcomed the information provided in the presentation (informal document INF.21) in response to the questions raised in informal document INF.8. It noted general support on the project aimed to use remote control technology on inland waterway vessels and recalled its preference expressed at its previous session to wait in a first step for appropriate regulations for inland navigation in general, before using this technology for vessels carrying dangerous goods. This would also allow to learn from the experience of the activities and work done at CCNR when developing the necessary amendments to the ADN. It was also reminded to further clarify the responsibilities of the vessel master and the remote operation centre, in particular for phase 3a. The Belgian representative pointed out that alternative fuels were not yet regulated for inland navigation in general, but recommendations were now being adopted under ADN. He urged for a similar treatment.

29. The Safety Committee acknowledged the fast evolution of current remote control technologies and agreed to further discuss this important subject at its next sessions. Since the Safety Committee could only express the importance and expected that the Regulations annexed to the ADN were applied in all of the Contracting Parties, EBU/ESO was invited to develop a first set of draft amendments or to identify at least those parts of the Regulations annexed to the ADN which needed to be amended or supplemented by a set of new provisions, taking into account existing standards used by the industry and the outcome of the work done by CCNR and CESNI.

D. Training of experts

1. Report of the twenty-seventh meeting of the informal working group on the training of experts

Document: ECE/TRANS/WP.15/AC.2/2024/38 (CCNR)

30. The Safety Committee noted the report of the informal working group on the training of experts. Some delegates expressed their concern about the lack of notifications by some ADN Contracting Parties of statistical data on their examinations organized under their responsibility. Others underlined the need to go forward with step by step approach as outlined in paragraph 36 of report ECE/TRANS/WP.15/AC.2/2024/38.

31. The UNECE secretariat recalled its intention to circulate a note verbal on the obligations of Contracting Parties to notify certain information to the ADN Administrative Committee (see para. 8 above), including also a request to notify examination statistics.

2. Updating of the 2025–2026 work schedule of the informal working group on the training of experts

Document: ECE/TRANS/WP.15/AC.2/2024/37 (CCNR)

32. The Safety Committee welcomed the updated work schedule of the informal working group on the training of experts for the biennium 2025–2026. It was noted that the work on substantive questions on “gas” was completed and work on the “chemical” questions was still in progress.

33. Interested delegates were invited to participate in the forthcoming informal working group meeting, scheduled to be held in Strasbourg on 10-12 September 2024.

3. Report of the seventh meeting of the informal working group on e-learning

Document: ECE/TRANS/WP.15/AC.1/2024/38 (Germany and IRU)

34. The Safety Committee noted the report of the informal working group on e-learning, which will be presented to the RID/ADR/ADN Joint Meeting at its forthcoming session on 10-13 September 2024. It was agreed to wait for the outcome of the deliberations at the Joint Meeting in particular the text kept in square brackets and its recommendations on the best way forward.

35. The Safety Committee invited the informal working group on the training of experts to already follow up with the the Joint Meeting recommendations at its forthcoming meeting in September 2024.

36. The Safety Committee recommended to discuss further steps at its next session in January 2025 aimed at finalising a first set of amendments to the Regulations annexed to the ADN during the August 2025 session.

E. Matters related to classification societies

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)
INF.17 (Shipping Register of Ukraine)

37. Following a general exchange of views on the evidences provided by the classification societies, the Safety Committee agreed that most documents needed additional information such as:

(a) the scope of certification should include a clear indication of inland navigation activities and the regulatory framework (e.g. ADN, ES-TRIN);

(b) an evidence that the classification society is covered by a still valid certificate according EN ISO/IEC 17020:2012;

(c) an evidence that the classification society has experts in at least two contracting parties (see 1.15.3.6 of ADN);

(d) a translation of the certificate into English in the case of the original certificate is not in English.

38. On document ECE/TRANS/WP.15/AC.2/2024/63, the representative of the Russian Federation informed the Safety Committee that, since the certificate has a limited validity (6 September 2024), the updated certificate would be submitted to the next session.

39. In the absence of a representative of Bureau Veritas, the Safety Committee agreed to defer consideration of document ECE/TRANS/WP.15/AC.2/2024/66 to the next session.

40. Following the discussion, the Safety Committee welcomed the initiative by Belgium and Luxembourg 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. The list will be presented at the forty-sixth session of the ADN Safety Committee (August 2025) on the basis of an official document.

41. The Safety Committee agreed that, after the list of requirements is accepted, the classification societies will be given a reasonable period of time to present the documentation to the Safety Committee. It was noted that the intention of this exercise was not to remove at the present time classification societies from the list of Recommended ADN Classification Societies but to harmonize procedures and conditions of recognition and to assist classification societies in their obligation to notify their compliance with 1.15.3 of ADN. Thus, it was agreed to also review and clarify in near future the provisions in 1.15.3 of ADN during the forty-sixth session, if possible.

42. The Safety Committee welcomed the submission by the Croatian Register of Shipping of document ECE/TRANS/WP.15/AC.2/2024/68 and accepted it as the evidence of certification in accordance with 1.15.3 of ADN.

43. The Safety Committee noted no change in the list of classification societies recognised by ADN Contracting Parties which can be found at the following link: <https://unece.org/classification-societies>.

VI. Proposals for amendments to the Regulations annexed to ADN (agenda item 4)

A. Work of the RID/ADR/ADN Joint Meeting

1. Amendments for entry into force on 1 January 2025

44. The Safety Committee noted that the consolidated list of amendments to ADN adopted for entry into force on 1 January 2025 (ECE/ADN/70) have been notified to ADN Contracting Parties on 1 July 2024. Proposals for additional harmonization amendments aimed at bringing ADN into line with other international agreements on the carriage of dangerous goods, as well as corrections, resulting from the present session and adopted by the ADN Administrative Committee for entry into force on 1 January 2025 will be presented in documents ECE/ADN/70/Add.1 and ECE/ADN/70/Corr.1. Proposed amendments have to be communicated to Contracting Parties no later than 1 September 2024 in accordance with the procedure outlined in article 20, paragraph 5 (a) of ADN, to ensure their entry into force on 1 January 2025, i.e. one month after acceptance by Contracting Parties. Proposed corrections have to be communicated to Contracting Parties on 1 October 2024 at the latest (date of acceptance of the amendments in ECE/ADN/70) for acceptance in accordance with the usual procedure so that they can become effective by 1 January 2025.

2. Additional harmonization amendments for entry into force on 1 January 2025

Documents: ECE/TRANS/WP.15/AC.2/2024/35 (Austria)
ECE/TRANS/WP.15/AC.2/2024/50 (CCNR)
ECE/TRANS/WP.15/AC.2/2024/57 (Secretariat)

Informal document: INF.14 (EBU/ESO)

45. Referring to the work of the RID/ADR/ADN Joint Meeting at its spring 2024 session (ECE/TRANS/WP.15/AC.1/172 and Add.1) and the outcome of the Working Party on the Transport of Dangerous Goods (WP.15) at its 115th session in April 2024, the Safety

Committee adopted, for entry into force on 1 January 2025, the amendments deemed necessary for harmonization with RID and ADR proposed in document ECE/TRANS/WP.15/AC.2/2024/57 (see annex I).

46. The Safety Committee also adopted the amendments aimed at harmonizing the provisions with RID/ADR and related to the “degree of filling” and “filling ratio” proposed in document ECE/TRANS/WP.15/AC.2/2024/35 and the new entries to Table A with the information for columns (8) to (13) as proposed in document ECE/TRANS/WP.15/AC.2/2024/50, as well as consequential amendments proposed in paragraph 4 of the document and orally for UN No. 1835, packing group II and UN No. 3423 (see annex I).

47. Following the discussion on the amendments proposed in informal document INF.14, the ADN Safety Committee agreed that further clarifications to the proposed options were needed and to further discuss those at a future session on the basis of an official document by EBU/ESO. The representative of EBU/ESO clarified that the transport of gases in the gaseous phase, which is not practice yet, should not be confused with empty gas barges (cargo tanks, discharged) because after discharge gas always remains in the gaseous phase in the cargo tanks. An empty vessel is not applicable with respect to the degree of filling of a cargo tank.

3. Corrections to previously adopted amendments (ECE/ADN/70)

Documents: ECE/TRANS/WP.15/AC.2/2024/39 (CCNR)
ECE/TRANS/WP.15/AC.2/2024/40 (Germany)

48. The Safety Committee adopted the proposed corrections to ECE/ADN/70 in documents ECE/TRANS/WP.15/AC.2/2024/39 (CCNR) and ECE/TRANS/WP.15/AC.2/2024/40 (Germany) (see annex II). It considered that such errors or omissions should be corrected as soon as the corresponding amendments entered into force and suggested that the Administrative Committee should call for the correction procedure to begin as soon as the amendments would be deemed to be accepted (in principle, on 1 October 2024).

4. Report of the informal working group on references to the competent authority

Informal document: INF.11 of the autumn 2024 session of the RID/ADR/ADN Joint Meeting (Switzerland)

49. The Safety Committee noted the information in informal document INF.11 of the forthcoming RID/ADR/ADN Joint Meeting in September on the need to review the ADN provisions with respect to the references to the competent authority in particular those in 1.6.7, 1.15, 1.16 and Parts 7 to 9 of ADN. It was agreed to have a more detailed discussion at the next session, awaiting the outcome of the next meeting of the informal working group scheduled to be held on 24 September 2024. Interested delegates were invited to participate in that meeting.

B. Other proposals

1. The reclassification of UN No. 1918, ISOPROPYLBENZENE (Cumene) and substances containing Cumene at or above 0.1 percent

Document: ECE/TRANS/WP.15/AC.2/2024/41 (FuelsEurope)

50. The Safety Committee adopted the amendments to UN Nos. 1918, 1223 and 1307 proposed in paragraphs 8 and 9 of document ECE/TRANS/WP.15/AC.2/2024/41 (see annex III).

2. The harmonization of data in Column (12) of Table C for positions that are marked with a star and filling of cargo tanks in 7.2.4.21

Documents: ECE/TRANS/WP.15/AC.2/2024/42 (FuelsEurope)
ECE/TRANS/WP.15/AC.2/2024/43 (FuelsEurope)

51. On document ECE/TRANS/WP.15/AC.2/2024/42, most representatives were of the opinion that the actual density needs to be communicated by the filler, while the representative of EBU/ESO advised to be cautious about the proposal to include the density in the transport document, since the transport document is generally not yet issued when loading starts.

52. On the proposed amendments in document ECE/TRANS/WP.15/AC.2/2024/43, some representatives supported in principle the need to clarify the provisions in 7.2.4.21 of ADN but agreed that the proposal as drafted needed some improvements. Following the discussion, the representative of FuelsEurope volunteered to combine both proposals taking account of the comments received and to come back at the next session with a new document.

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

Document: ECE/TRANS/WP.15/AC.2/2024/46 (EBU/ESO)

53. Most representatives who took the floor did not support the amendments as drafted. Other representatives were of the opinion that this administrative issue would hopefully be resolved by the future exchange of documents in electronic form and preferred to wait for the outcome of the discussions in the informal working group on certificates and other shipboard documents in electronic form (see paras. 73-76 below).

4. "HGK/Seafar" project on the use of remote technology on inland vessels transporting goods that fall under the scope of the ADN — Phase 3 b

Document: ECE/TRANS/WP.15/AC.2/2024/47 (EBU/ESO)

54. Document ECE/TRANS/WP.15/AC.2/2024/47 was withdrawn by the authors.

5. Escape devices supplied with compressed air

Document: ECE/TRANS/WP.15/AC.2/2024/49 (EBU/ESO)

55. While some representatives supported the additional amendment to 1.3.2.2.4, others believed that such escape devices supplied with compressed air were already covered by the current definition. In this case, some representatives were of the opinion that a clear distinction should be made between a "breathing apparatus (self-contained)" and an "escape device supplied with compressed air" both in terms of definition and use. It was noted that these escape devices were also subject to the usual maintenance and inspection procedures. The representative of EBU/ESO offered to review the proposal and to come back, if necessary, with an updated document at the next session.

6. Proposal to add again "ANHYDROUS" to the Proper Shipping Name in the first entry of ID No. 9000 AMMONIA, DEEPLY REFRIGERATED in Table C

Document: ECE/TRANS/WP.15/AC.2/2024/51 (EBU/ESO)

56. The Safety Committee adopted the proposed amendment to ID No. 9000 in Table C of Chapter 3.2 and, as a consequential amendment, also to Tables A and B (see annex III).

7. Proposal for amendments concerning the reference to the Convention for Safe Containers and the IMDG code

Document: ECE/TRANS/WP.15/AC.2/2024/56 (Belgium)

57. The Safety Committee adopted the amendments proposed in paragraph 7 of document ECE/TRANS/WP.15/AC.2/2024/56 (see annex III). On the amendments proposed in paragraphs 8 and 9, the representative of Belgium volunteered to review the proposal taking into account the feedback received and to come back with a new document at the next session.

8. Corrections to Chapter 3.1 and Table C

Document: ECE/TRANS/WP.15/AC.2/2024/58 (Belgium)

58. The Safety Committee did not adopt the amendments proposed in paragraphs 12 and 13 to re-insert remark 29 in Table C and preferred to await the advice of the informal working group on substances on the amendments proposed in paragraphs 8 and 10. It was agreed to resume consideration of this subject at the next session.

9. Proposal for amendments to 1.4.3.3 and 1.4.3.7.1 of ADN — Safety obligations of the main participants

Document: ECE/TRANS/WP.15/AC.2/2024/59 (EBU/ESO)

Informal document: INF.18 (FETSA)

59. The Safety Committee welcomed the information and statistical data in document ECE/TRANS/WP.15/AC.2/2024/59. Some representatives supported in principle the proposal but further work was necessary, others proposed to include an additional question to the ADN checklist. On the proposal in informal document INF.18, the Safety Committee felt it too premature to establish a new informal working group. It was agreed to resume discussion on this subject at the next session on the basis of new document jointly prepared by EBU/ESO and FETSA.

10. Proposal for amendments to 9.3.2.21.7 and 9.3.3.21.7 of ADN regarding pressure alarm on type C- and type N-vessels

Document: ECE/TRANS/WP.15/AC.2/2024/60 (EBU/ESO)

60. In general there was support for the safety proposal to avoid opening of the high velocity vent valve. Because of its relevance, it was suggested to include, in addition to toxic substances and substances with CMR-properties, all products that have to be filled in a closed way. While some delegates felt that the additional alarm would only be a visual and audible warning without resulting in an automatic action, others were of the opinion that the alarm would induce a shutdown procedure on the shoreside. The representative of EBU/ESO indicated that the proposal addressed an adapted setting of the existing pressure alarm and not a new alarm.

61. It was agreed that the proposal needed some further improvements and clarification to which substances the new requirements would apply. Cefic, EBU/ESO and FuelsEurope offered to come back with a joint proposal at the next session and to take account of the comments received.

11. Proposal for changing the explosion group for UN No. 3295 HYDROCARBONS, LIQUID, N.O.S. (1-OCTENE) in Table C

Document: ECE/TRANS/WP.15/AC.2/2024/61 (EBU/ESO)

62. The Safety Committee adopted the proposed amendment (see annex III).

63. The Chair of the informal working group on substances informed the Safety Committee that further work on UN No. 3295 was in progress within his group and that a proposal for an additional amendment might come up in near future. Interested delegates were invited to attend the next meeting of the informal working group scheduled to be held in Strasbourg on 10-12 December 2024.

12. Proposal for changing the explosion group for UN No. 2370 1-HEXENE in Table C

Document: ECE/TRANS/WP.15/AC.2/2024/62 (EBU/ESO)

64. The Safety Committee adopted the proposed amendment (see annex III). It was recalled that the consignor has the obligation to provide the necessary information.

13. Proposal for a new entry of UN No. 1300 Turpentine Substitute in Table C - Annex to document ECE/TRANS/WP.15/AC.2/2024/10

Informal document: INF.7 (Cefic)

65. The Safety Committee adopted the proposed correction to document ECE/ADN/70 ensuring that the proposal for a new entry in Table C would be correct when entering into force on 1 January 2025.

14. Add H₂O (water) as a suitable firefighting medium in engine rooms, boiler rooms and pump rooms in 9.1.0.40.2.1 and 9.3.x.40.2.1 of ADN and for systems protecting objects according to 9.1.0.40.2.16 and 9.3.x.40.2.16 of ADN

Informal document: INF.13 (EBU/ESO)

66. The Safety Committee noted no objection to the proposal in informal document INF.13 and invited EBU/ESO to submit it as an official document for consideration at the forthcoming session.

15. ADN Checklist

Informal document: INF.20 (Cefic)

67. The Safety Committee noted the contribution in informal document INF.20 on the ADN checklist and recalled the work done by Belgium and the Netherlands as presented at the previous session.

68. The representatives of Belgium, the Netherlands and Cefic were invited to further develop the checklist together with the input by EBU/ESO and FETSA (see para. 59 above) and to come up with an updated document for consideration at the next session.

VII. Reports of informal working groups (agenda item 5)

A. Minutes of the twenty-seventh meeting of the Group of Recommended ADN Classification Societies

Document: ECE/TRANS/WP.15/AC.2/2024/36 (Recommended ADN Classification Societies)

69. The Safety Committee noted the outcome of the twenty-seventh meeting of the Group of Recommended ADN Classification Societies at its meeting held on 27 March 2024. It welcomed the information that the classification societies were in the process of adjusting their practice in line with the forthcoming version of ADN 2025. It noted that the sampling devices referred to in paragraph 8 were related to portable devices only. The Belgian representative explained that in the past in his country the closed sampling devices have been required on board the vessel, but that currently such devices were no longer required on board the vessel. It is common practice that the surveyor brings his own sampling device to connect it to the sampling connection or opening. The representative of Germany expressed concerns that the report item on "High jet valves suitable for higher temperatures" was of great importance for transport safety and should be resolved as soon as possible.

70. It was remarked that sometimes the reports of the informal working group's meetings were difficult to understand and that having access to background documents and more explanations included in the report could help.

71. The Safety Committee noted that the next online meeting of the informal working group was scheduled to be held on 23 October 2024. All Contracting Parties were invited to participate in the meeting of the informal working group and governmental delegations were requested to coordinate their attendance as observers.

B. Report of the fourth meeting of the informal working group on loading and unloading instructions

Document: ECE/TRANS/WP.15/AC.2/2024/52 (Netherlands)

72. The Safety Committee noted the report of the fourth meeting of the informal working group and welcomed the good progress of work made by the group. It was confirmed that the loading and unloading instruction should be a single, practical document aimed to determine the maximum safe flow rates for all cargoes on the vessel. It underlined the importance of the vessel bound data listed in paragraph 4 of the group's report. The Safety Committee encouraged the informal working group to resume its work and to come up with a complete set of amendments at its next session.

73. Interested delegates were invited to participate in the next meeting of the informal working group scheduled to be held in The Hague on 17-18 September 2024.

C. Report of the fourth meeting of the informal working group on certificates and other shipboard documents in electronic form

Document: ECE/TRANS/WP.15/AC.2/2024/53 (Netherlands)

74. The Safety Committee welcomed the outcome of the fourth meeting of the informal working group held on 10-11 April 2024. It adopted the amendments proposed in paragraphs 15 to 19 of report ECE/TRANS/WP.15/AC.2/2024/53 (see annex III).

75. On the proposal to include subparagraph (i) in paragraph 18, it was noted that would be part of a further amendment in future following the outcome of discussion at the forthcoming RID/ADR/AND Joint Meeting.

76. Following the discussion on step 3 documents (paras. 20-23 of the report), the representative of Belgium announced the intent of policy makers to have, by 2032, only documents (including the certificate of approval and ADN specialized knowledge certificate) in electronic form. Since some representatives are of the opinion that it would result in a serious amount of work and would imply the establishment of a database, the work should be followed up in a new informal working group. The representative of Belgium was requested to come up at a future session with draft terms of reference and necessary provisions and technical requirements to facilitate the work of a new informal working group on the dematerialization of step 3 documents.

77. The Safety Committee agreed with the group's conclusion in paragraph 21.(c) that, for the time being, these documents could not be issued electronically with a high level of confidence in the authenticity. It acknowledged the good work done by the informal working group and thanked all members for their contributions.

D. Report on a second face-to-face meeting of the correspondence group on fumigated cargo

Informal document: INF.6 (Germany on behalf of the Chair of the correspondence group)

78. The Safety Committee welcomed the report on the second meeting of the correspondence group on fumigated cargo held on 4-5 June 2024.

79. The representative of the Danube Commission acknowledged having received a formal letter from Germany to inform the technical working group of the Danube Commission on this important subject at their next session. He mentioned his intention to encourage all members of the technical working group to participate in the ADN Safety Committee and its correspondence group on fumigated cargo.

80. The Safety Committee also welcomed the data in informal document INF.6 and invited all delegates to provide similar incidents data on other regions, if available, and in particular with respect to the different scenarios listed in paragraph 24 of the document.

81. The Safety Committee noted that the next online meetings of the correspondence group were scheduled to be held on 9 and 14 October 2024. Interested delegates were invited to participate.

VIII. 2030 Agenda for Sustainable Development (Circular economy, sustainable use of natural resources and Sustainable Development Goals) (agenda item 6)

Informal document: INF.22 (Secretariat)

82. The Safety Committee noted a further evaluation of the contributions by its representatives on the interlinkage of their work to the United Nations Sustainable Development Goals (SDGs). Delegations welcomed the useful information and encouraged the secretariat to keep the Safety Committee regularly updated.

83. Delegates were reminded that more detailed information on SDGs was available on the UNECE website³ and were invited to continue inserting in their future proposals information on the link of their proposal to the Sustainable Development Goals and targets, if applicable.

IX. Programme of work and calendar of meetings (agenda item 7)

84. The Safety Committee noted that its next session would be held in Geneva from 27-31 January 2025 and that the thirty-third session of the ADN Administrative Committee was scheduled to take place on 31 January 2025. The deadline for the submission of official documents for these sessions is 1 November 2024.

85. It was recalled that the Safety Committee, at its forty-fifth session, would resume its considerations of proposals for amendments submitted for entry into force on 1 January 2027.

X. Any other business (agenda item 8)

A. Establishing a correspondence group on the subject of "tank washing"

Document: ECE/TRANS/WP.15/AC.2/2024/45 (EBU/ESO)

86. The Safety Committee noted the information provided by the representative of EBU/ESO to regulate in the ADN the tank washing process and to establish, if necessary, a correspondence group. Some representatives raised doubts on the need to develop such requirements in the framework of ADN and preferred to keep these covered by general safety requirements for transport of non-dangerous goods in cargo-tanks. Others were of the opinion that the recent discussion on tank washing were closely linked to the deliberations on the new provisions for "opening of openings" only.

87. The Safety Committee agreed to resume consideration of this subject at its next session on the basis of a more detailed document by EBU/ESO. All delegates were invited to send their comments to EBU/ESO on the question to which extent the Regulations annexed to the ADN would need to be updated or supplemented.

³ https://unece.org/transport/dangerous-goods/ecosoc-bodies-dealing-chemicals-safety#accordion_8
<https://unece.org/transport/dangerous-goods/unece-bodies-dealing-transport-dangerous-goods>

B. Degassing of cargo tanks during sailing (under closed conditions)

Informal document: INF.10 (EBU/ESO)

88. Due to lack of time, the Safety Committee did not consider informal document INF.10 and invited EBU/ESO to submit it as an official document for consideration at the next session.

XI. Adoption of the report (agenda item 9)

89. The Safety Committee adopted the report on its forty-fourth session on the basis of a draft prepared by the secretariat.

Annex I

[Original: English and French]

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2025

(see ECE/ADN/70/Add.1)

Annex II

[Original: English and French]

Proposed corrections to the amendments to the Regulations annexed to ADN for entry into force on 1 January 2025

(see ECE/ADN/70/Corr.1)

Annex III

[Original: English and French]

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2027

Chapter 3.2, Table A

For ID number 9000, first entry, amend column (2) to read as follows:
“AMMONIA, ANHYDROUS, DEEPLY REFRIGERATED”.

(Reference document: ECE/TRANS/WP.15/AC.2/2024/51, consequential amendment)

Chapter 3.2, Table B

For ID number 9000, amend column “Name and description” to read as
follows: “AMMONIA, ANHYDROUS, DEEPLY REFRIGERATED”.

(Reference document: ECE/TRANS/WP.15/AC.2/2024/51, consequential amendment)

Chapter 3.2, Table C

Amendments are replacing those in [ECE/TRANS/WP.15/AC.2/88, Annex IV](#). (Reference document: [ECE/TRANS/WP.15/AC.2/2024/41](#))

For UN No. 1223 KEROSENE, amend column (2) to read as follows: “KEROSENE (containing less than 0.1 % cumene)”.

Amend the following entries to read as follows:

| (1) | (2) | (3a) | (3b) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | (20) |
|------|---|------|------|-----|--------------|-----|-----|-----|-----|------|------|------|------|------|------------------|------------------|------|--------------------|------|---------------|
| 1307 | XYLENES (mixture containing less than 0.1% cumene, with melting point ≤ 0° C) | 3 | F1 | II | 3+N2 | N | 3 | 3 | | | 97 | | 3 | Yes | T1 ¹² | IIA | Yes | PP, EX, A | 1 | |
| 1307 | XYLENES (mixture containing less than 0.1% cumene, with melting point ≤ 0° C) | 3 | F1 | III | 3+N2 | N | 3 | 3 | | | 97 | | 3 | Yes | T1 ¹² | IIA | Yes | PP, EX, A | 0 | |
| 1307 | XYLENES (mixture containing less than 0.1% cumene, with 0° C < melting point ≤ 13° C) | 3 | F1 | III | 3+N2 | N | 3 | 3 | 2 | | 97 | | 3 | Yes | T1 ¹² | IIA | Yes | PP, EX, A | 0 | 6: +17 °C; 17 |
| 1918 | ISOPROPYLBENZENE (cumene) | 3 | F1 | III | 3+N2+ CMR | N | 2 | 3 | | 10 | 97 | 0,86 | 2 | Yes | T2 ¹² | IIA ⁸ | Yes | PP, EP, EX, TOX, A | 0 | |

Add the following new entries:

| (1) | (2) | (3a) | (3b) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | (20) |
|------|---|------|------|-----|----------------|-----|-----|-----|-----|------|------|--------|------|------|------------------|-------------------|------|--------------------|------|---------------|
| 1223 | KEROSENE (containing 0.1 % of cumene or more) | 3 | F1 | III | 3+N2+ CMR+F | N | 2 | 3 | | 10 | 97 | ≤ 0,83 | 2 | Yes | T3 | IIA ⁷⁾ | Yes | PP, EP, EX, TOX, A | 0 | 14 |
| 1307 | XYLENES (mixture containing 0.1 % of cumene or more, with melting point ≤ 0° C) | 3 | F1 | II | 3+N2+ CMR | N | 2 | 3 | | 10 | 97 | | 2 | Yes | T1 ¹² | IIA | Yes | PP, EP, EX, TOX, A | 1 | |
| 1307 | XYLENES (mixture containing 0.1 % of cumene or more, with melting point ≤ 0° C) | 3 | F1 | III | 3+N2+ CMR | N | 2 | 3 | | 10 | 97 | | 2 | Yes | T1 ¹² | IIA | Yes | PP, EP, EX, TOX, A | 0 | |
| 1307 | XYLENES (mixture containing 0.1 % of cumene or more, with 0° C < melting point ≤ 13° C) | 3 | F1 | III | 3+N2+ CMR | N | 2 | 3 | 2 | 10 | 97 | | 2 | Yes | T1 ¹² | IIA | Yes | PP, EP, EX, TOX, A | 0 | 6: +17 °C; 17 |

Chapter 3.2, Table C (cont'd)

For ID number 9000, first entry, amend column (2) to read as follows:
“AMMONIA, ANHYDROUS, DEEPLY REFRIGERATED”.

(Reference document: ECE/TRANS/WP.15/AC.2/2024/51)

For UN No. 2370, 1-HEXENE, amend column (16) to read “II B (II B1)”.

(Reference document: ECE/TRANS/WP.15/AC.2/2024/62)

For UN No. 3295, HYDROCARBONS, LIQUID, N.O.S. (1-OCTENE),
amend column (16) to read "II B (II B1)".

(Reference document: ECE/TRANS/WP.15/AC.2/2024/61)

Chapter 7.1

7.1.3 Insert a new 7.1.3.2 to read as follows:

“7.1.3.2 Large containers, portable tanks, MEGCs and tank-containers which meet the definition of "container" given in the CSC (1972), as amended, or in IRS 50591 (Roller units for horizontal transshipment – Technical conditions governing their use in international traffic)¹ and IRS 50592 (Intermodal Transport Units (other than semi-trailers) for vertical transshipment and suitable for carriage on wagons – Minimum requirements)² published by UIC may not be used to carry dangerous goods unless the large container or the frame of the portable tank, MEGC or tank-container satisfies the provisions of the CSC or of IRS 50591 and IRS 50592 of UIC.”

Footnotes 1 and 2 read as follows:

¹ *First edition of IRS (International Railway Solution) applicable as from 1 June 2020*

² *Second edition of IRS (International Railway Solution) applicable as from 1 December 2020*

Renumber existing footnote 1 as 3.

(Reference document: ECE/TRANS/WP.15/AC.2/2024/56, paragraph 7)

7.1.3 Replace “7.1.3.2 to 7.1.3.14 (Reserved)” by “7.1.3.3 to 7.1.3.14 (Reserved)”.

(Reference document: ECE/TRANS/WP.15/AC.2/2024/56, paragraph 7)

Chapter 7.2

7.2.3.7.1.6 and 7.2.3.7.2.6 Add a new paragraph at the end to read as follows:

"The gas-free certificate may be issued electronically in PDF format according to standard ISO 32000-1, accompanied by an advanced electronic signature according to Regulation (EU) 910/2014, or at least equivalent."

(Reference document: ECE/TRANS/WP.15/AC.2/2024/53)

Chapter 8.1

8.1.2.1 Amend subparagraph (e) to read as follows:

“(e) The inspection certificate of the insulation resistance of the electrical installations and equipment prescribed in 8.1.7.1, the certificates prescribed in 8.1.7.2 concerning the inspection of all installations, equipment and autonomous protection systems and the conformity of the documents required in 8.1.2.2 (e) to (h) and 8.1.2.3 (r) to (v) with the circumstances on board and the certificate attesting the reusability of repaired explosion protected installations and equipment and autonomous protection systems prescribed in 8.1.7.3;”

8.1.2.1 Add a new paragraph at the end to read as follows:

“The documents listed in subparagraphs (e), (f) and (k) may be kept on board electronically in PDF format according to standard ISO 32000-1, accompanied by an advanced electronic signature according to Regulation (EU) 910/2014, or at least equivalent.

The book according to paragraph (g) may be kept on board electronically if:

- The access to the book is protected by means of a log in;
- It is possible to identify who added entries in the book; and
- The entries in the book shall be tamperproof.”

(Reference document: ECE/TRANS/WP.15/AC.2/2024/53)

8.1.2.2 Add a new subparagraph (i) to read as follows:

“(i) The instructions and the list and procedure for carriage under temperature control prescribed in 7.1.7.4.1 (b) and (c).”

(Reference document: ECE/TRANS/WP.15/AC.2/2024/53)

8.1.2.2 Add a new paragraph at the end to read as follows:

“The documents listed in subparagraphs (c), (d), (e), (f), (g) and (h) may be kept on board electronically in PDF format according to standard ISO 32000-1, accompanied by an advanced electronic signature according to Regulation (EU) 910/2014, or at least equivalent.”

(Reference document: ECE/TRANS/WP.15/AC.2/2024/53)

8.1.2.3 Add a new paragraph at the end to read as follows:

“The documents listed in subparagraphs (e), (f), (h), (j), (o), (p), (r), (s), (t), (u), (v), (w) and (x) may be kept on board electronically in PDF format according to standard ISO 32000-1, accompanied by an advanced electronic signature according to Regulation (EU) 910/2014, or at least equivalent.”

(Reference document: ECE/TRANS/WP.15/AC.2/2024/53)
