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## Economic Commission for Europe

### 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-second session  
Geneva, 21-25 August 2023

## 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-second session

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## Contents

	<i>Page</i>
I. Attendance.....	5
II. Organizational matters .....	5
III. Adoption of the agenda (agenda item 1) .....	5
IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 2) ...	5
A. Work of the Inland Transport Committee .....	5
B. Work of the Sub-Committee on the Transport of Dangerous Goods.....	6
V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3).....	6
A. Status of ADN.....	6
B. Special authorizations, derogations and equivalents.....	7
1. Requests for a recommendation on the use of hydrogen fuel cells for the propulsion of a vessel .....	7
2. Request for a recommendation on the use of methanol as fuel for the propulsion of a tank vessel .....	7
3. Conclusion.....	7
C. Interpretation of the Regulations annexed to ADN.....	8
1. Lists of interpretations of the classification societies .....	8
2. Berthing outside the berthing areas specifically designated by the competent authority	8
3. ADN degassing regulations and the necessity to introduce the term "venting of cargo tanks" into the ADN .....	8
4. Proposal on transitional provisions of gas detectors.....	8
D. Training of experts.....	9
1. Report on the twenty-fifth meeting of the informal working group on the training of experts.....	9
2. Proposal for dealing with substantive questions during the ADN Safety Committee sessions.....	9
3. Corrections to the catalogue of questions.....	9
E. Matters related to classification societies.....	9
VI. Proposals for amendments to the Regulations annexed to the ADN (agenda item 4).....	9
A. Work of the RID/ADR/ADN Joint Meeting .....	9
B. Other proposals .....	10
1. Proposal for a correction to 1.10.3 of ADN .....	10
2. Transport of Carbon Dioxide (CO <sub>2</sub> ), refrigerated, liquid .....	10
3. Corrections to the French version of the ADN .....	10
4. Correction of paragraph 9.3.3.40.2.16 (e) .....	10
5. Proposal for correction of paragraph 7.2.2.19.3 .....	10
6. Correction of terminology – Pump room .....	10
7. Amendment to paragraph 9.3.x.51 (c).....	11
8. Correction of terminology – "Chambre des pompes" .....	11

9.	Correction of terminology – "Dossier du bateau" .....	11
10.	Amendment to 7.2.3.20.1 of the French version of ADN 2023 .....	11
11.	8.1.6.2 of ADN: Checking and inspection of equipment - Hose assemblies.....	11
12.	Correction to paragraph 9.3.3.25.12.....	11
13.	Correction to paragraph 8.2.2.3.1.1 .....	11
14.	Correction of terminology – "Push(er) barge".....	12
15.	5.4.1.1 of ADN: General information required in the transport document.....	12
16.	Amendment to the definition of "Safety valve" in 1.2.1 of ADN and consequential amendments.....	12
17.	Correcting a non-existing reference in "Special provisions for wastes" .....	12
18.	Correction to 9.3.2.22.4 (b) of ADN — Vacuum valve with detonation-proof flame arrester.....	12
19.	Maximum contents (as mentioned in 7.2.4.1.1 of ADN) of cargo samples on board of "supply vessels or other vessels delivering products for the operation of vessels" (as mentioned in 7.2.4.1.3 and 7.2.4.1.4 of ADN) .....	12
20.	Degassing and berthing .....	12
21.	ADN Checklist .....	13
22.	The reclassification of UN No. 1918, ISOPROPYLBENZENE (cumene) and substances containing cumene at or above 0.1 per cent .....	13
23.	Definition of "Inspection body" .....	13
24.	Opening of openings .....	13
25.	Proposal for amending 7.1.5.0.2.....	14
26.	Corrections to ADN 2023.....	14
27.	Degree of filling and filling ratio.....	14
28.	ADN 2023: Entries for UN 1012 in Tables A, B and C .....	14
29.	Amendment to 1.4.3.3 ADN and 1.4.3.7.1 ADN - Safety obligations of the main participants .....	14
VII.	Reports of informal working groups (agenda item 5) .....	15
A.	Minutes of the twenty-fifth meeting of the Group of Recommended ADN Classification Societies.....	15
B.	Correspondence group on fumigated cargo .....	15
C.	Report of the second meeting of the informal working group on loading and unloading instructions.....	15
D.	Report on the first meeting of the informal working group on certificates and other shipboard documents in electronic form .....	15
E.	Draft agenda of the thirteenth meeting of the informal Working Group "Substances" .....	16
VIII.	2030 Agenda for Sustainable Development (Circular economy, sustainable use of natural resources and Sustainable Development Goals) (agenda item 6).....	16
IX.	Programme of work and calendar of meetings (agenda item 7).....	16
X.	Any other business (agenda item 8) .....	16
A.	Request for consultative status .....	16
B.	Transport of liquefied hydrogen in tank vessels .....	17
C.	Tributes to Mr. Henk Langenberg (Netherlands).....	17

XI.	Adoption of the report (agenda item 9) .....	17
Annexes		
I.	Proposed corrections to the Regulations annexed to ADN (Corrections requiring acceptance by Contracting Parties).....	18
II.	Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2025	19
III.	Corrections to ECE/TRANS/325 (ADN 2023 publication) (Corrections not requiring acceptance by Contracting Parties).....	22

## 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-second session in Geneva from 21 to 25 August 2023, with Mr. H. Langenberg (Netherlands) as Chair and Mr. B. Birkhuber (Austria) as Vice-Chair.
2. Representatives of the following countries took part in the work of the session: Austria, Belgium, , France, Germany, Luxembourg, Netherlands, 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 Barge Union (EBU), European Chemical Industry Council (Cefic), European Skippers Organisation (ESO), Federation of European Tank Storage Associations (FETSA), FuelsEurope, Grain and Feed Trade Association (GAFTA), International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA), and Recommended ADN Classification Societies.

## II. Organizational matters

*Informal document:* INF.18 (Secretariat)

5. Following the recovery from the impact of the COVID-19 pandemic, the Safety Committee session was again organized as in-person meetings only, following the time schedule as suggested in informal document INF.18.
6. Due to an unusual large number of documents submitted to the secretariat, some documents listed under agenda item 4. (b) in the English language could not be translated into French. Most of the French speaking delegations expressed their disappointment on the unavailability of the French translations and, therefore, it was decided to defer the final consideration of these documents and their adoption to the next session.
7. In order to avoid forecasting problems in the future, it was agreed that the secretariat will send an email to all delegations 15 weeks before the session, requesting information on the language and number of documents they plan to submit.

## III. Adoption of the agenda (agenda item 1)

*Documents:* ECE/TRANS/WP.15/AC.2/85 and Add.1

*Informal document:* INF.1 (Secretariat)

8. The Safety Committee adopted the agenda prepared by the secretariat, as amended by informal document INF.1 to take account of informal documents INF.2 to INF.32.

## 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.9/Rev.1 (Secretariat)

9. The Safety Committee was informed that the eighty-fifth session of the Inland Transport Committee (ITC) was held in Geneva from 21-24 February 2023 (see report ECE/TRANS/328). It noted the continued work on the implementation of the ITC strategy until 2030 including the next steps set out in document ECE/TRANS/2023/3. The Safety Committee also noted that the amendments to its Rules of Procedure have been adopted by

ITC as contained in annex V to ECE/TRANS/2023/9 and as published at the ITC website at: <https://unece.org/transport/terms-reference>.

10. The Safety Committee welcomed the presentation in informal document INF.9 on the development of the ITC Strategy on reducing greenhouse gas emissions in inland transport. It noted with interest the strategic objectives and action plan based on the legal instruments administered by ITC as well as the list of milestones and priorities to help deliver on climate goals and to assist in mitigating and adapting to climate change, as outlined in document ECE/TRANS/2023/21.

11. The Safety Committee supported the development of the proposed ITC Strategy and recalled, as a contribution to the biennial report of ITC, the positive outcome of its workshop on sustainable development and climate change from the perspective of the transport of dangerous goods on inland waterways, held during its previous session (see report ECE/TRANS/WP.15/AC.2/84, paras. 56-67). It also noted that under agenda item 3.(b) three official requests for recommendation on the use of hydrogen fuel cells for the propulsion of the vessel and one for recommendation on the use of methanol for the propulsion of a tank vessel (see paras. 14-20 below). It was recalled that according to the discussions at previous sessions on the 2030 Agenda for Sustainable Development, documents on environmental protection and safety should be discussed hand in hand, but for the transport of dangerous goods the safety has as usually the highest importance. The representative of CCNR also recalled the important work done in this respect of the European Committee for drawing up Standards in the field of Inland Navigation (CESNI).

## **B. Work of the Sub-Committee on the Transport of Dangerous Goods**

12. The representative of Germany recalled that the Sub-Committee on the Transport of Dangerous Goods had recently deferred its discussion on amendments to 5.5.4 of the Model Regulations to insert new paragraphs 3 and 4 on the explosion-proof design of the equipment (such as data loggers, sensors and cargo tracking devices) on containers with the argument that such devices were only relevant for maritime transport and the IMDG code (see report ST/SG/AC.10/C.3/124, paras. 92-93). The Safety Committee was reminded that according to 5.5.4.1 (c) of ADN, such equipment must be "safe" for use in the dangerous environments to which it may be exposed. It was noted that, at its next session, the Sub-Committee should also take into account the importance for ADN and inland navigation of the new provisions proposed for 5.5.4.3 and 5.5.4.4.

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

### **A. Status of ADN**

13. The Safety Committee noted no new information on the status of the ADN and that the number of Contracting Parties to ADN remained at eighteen.

## B. Special authorizations, derogations and equivalents

### 1. Requests for a recommendation on the use of hydrogen fuel cells for the propulsion of a vessel

*Documents:* ECE/TRANS/WP.15/AC.2/2023/32 (Netherlands)  
ECE/TRANS/WP.15/AC.2/2023/33 (Netherlands)  
ECE/TRANS/WP.15/AC.2/2023/34 (Netherlands)

*Informal documents:* INF.3, INF.4, INF.5, INF.6, INF.22, INF.24, INF.27, INF.29 and INF.30 (Netherlands)

14. The Safety Committee welcomed the presentations by the vessel owners on their specific projects (see informal documents INF.27, INF.29 and INF.30). Some delegates raised concerns on the vent mast of the fuel cell room in the case of an incident with ignited releases and the possible impact on loaded dangerous goods containers. Others requested to consider a separator of safety barrier between the hydrogen storage containers and the dangerous goods cargo area.

### 2. Request for a recommendation on the use of methanol as fuel for the propulsion of a tank vessel

*Document:* ECE/TRANS/WP.15/AC.2/2023/35 (Netherlands)

*Informal documents:* INF.7 and 28 (Netherlands)

15. The Safety Committee welcomed the presentations in informal document INF.28 and the technical details provided in informal document INF.7.

### 3. Conclusion

16. The Safety Committee confirmed that again the interactions or possible reactions of methanol and dangerous cargo need to be consider, in particular also in case of fire. Other safety measures stipulated in the ADN applicable to the vessel concerned need to be fulfilled such as crew training, prevention of fire risk, fire detection, engine room and bunkering procedures.

17. The Safety Committee also confirmed that according to 1.1.1.3 no specific safety marking measures (e.g. marking with blue cones) need to be taken during the journey for the carriage of methanol or hydrogen as a fuel for the propulsion of the vessel.

18. The Safety Committee welcomed the four requests by the Netherlands for recommendation on the use of hydrogen fuel cells or methanol as fuel for the propulsion of their vessels. Recalling the positive outcome of the workshop on sustainable development and climate change held during the previous session, it considered it as an important and innovative step forward to greening the inland navigation. It noted that requests have already been submit to CCNR for a derogation to Rhine vessel inspection regulations (RVIR).

19. As a general approach, the Safety Committee waits for the recommendation of the vessels by CCNR or the European Commission (three out of the four vessels have already a recommendation from CCNR). Then the ADN Administrative Committee needs to grant the recommendation for the transport of dangerous goods in the vessels. Thus, the Safety Committee agreed to consider in the meantime mainly the potential interactions or possible reactions of the alternative fuels for the propulsion of the vessel with dangerous goods carried by the vessel, including the safety measures necessary to reduce at outmost the risks for the crew, the vessel and the environment during the transport as well as the operations of loading and unloading.

20. In this respect, the Safety Committee would need the list of sustances expected to be potentially carried by the tank vessel concerned and invited the vessel owners to provide that list, that was provided during the session and in addition to informal document INF.28. It was agreed to consider this subject in detail at the January 2024 session on the basis of new documents by the Netherlands in view of giving its recommendation to the ADN Administrative Committee for a final decision. For this purpose, other delegations were

requested to send to the Dutch delegation their questions on the derogations within three weeks (15 September 2023), after which they will receive answers before 13 October 2023.

## **C. Interpretation of the Regulations annexed to ADN**

### **1. Lists of interpretations of the classification societies**

*Informal document:* INF.12 (Recommended ADN Classification Societies)

21. Upon requests at previous sessions, the Safety Committee noted the list of interpretations provided by the Classification Societies which was based on former discussions and underlined their importance for the coordinated enforcement of ADN at national levels. A number of delegates preferred to transform some of the interpretations into amendments aimed at clarifying the text of the Regulations annexed to the ADN in the different official languages. The representative of the Recommended ADN Classification Societies invited all delegates to send him their written comments. He volunteered to prepare for the next session in January 2024, an official document with draft amendments taking into account the comments received.

### **2. Berthing outside the berthing areas specifically designated by the competent authority**

*Informal document:* INF.13 (Germany)

22. The Safety Committee noted the request in informal document INF.13 on the interpretation of 7.1.5.4.3 and 7.2.5.4.3 on provisions to keep in certain areas distance from various structures or infrastructures. It was noted that the term "civil engineering structures" was not defined and that this issue should be dealt with on a national basis taking into account the local situation or guidelines. The ADN provides in 7.1.5.4.4 and 7.2.5.4.4 the possibility to take local circumstances into account. It was also mentioned that the minimum distance could be subjected to the approval by the competent authority and that it could be difficult for the authorities to ensure availability during weekends and be a burden for shipmasters to be aware of all the different local rules.

### **3. ADN degassing regulations and the necessity to introduce the term "venting of cargo tanks" into the ADN**

*Informal document:* INF.19 (EBU/ESO)

23. The Safety Committee noted the questions of interpretation in informal document INF.19 and confirmed for question 2 on 7.2.3.7.1.3, that degassing is allowed underway and while berthed in the case the concentration of flammable gases and vapours released by the cargo is less than 10% of the lower explosion limit (LEL). On questions 1 and 3, the Safety Committee agreed that the provisions on "degassing" of vessels or cargo tanks were clear in the Regulations annexed to the ADN and do not cause interpretation issues. It preferred not to express an opinion on the interpretation of the corresponding provisions in the Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI). It was agreed to resume consideration at its next session based on a more detailed document by EBU/ESO, keeping in mind that CDNI objective was environmental protection while ADN's was safety during transport of dangerous goods.

### **4. Proposal on transitional provisions of gas detectors**

*Informal document:* INF.21 (EBU and ESO)

24. The Safety Committee agreed on the importance to clarify the provisions in ADN on the use on vessels of gas detectors or safety equipment in general. It noted some comments in particular on the need and principles to update references to standards and corresponding transitional periods, even in the case these updated standards do not necessarily result in an increased safety performance. The representative of Germany informed the Safety Committee about the existing and longstanding informal working group under the RID/ADR/ADN Joint Meeting. The Safety Committee preferred to avoid safety gaps in the Regulations annexed to the ADN and to consider the updating of the reference to each single



standard one by one. It agreed resume consideration at its next session based on an official document by EBU/ESO.

## **D. Training of experts**

### **1. Report of the twenty-fifth meeting of the informal working group on the training of experts**

*Document:* ECE/TRANS/WP.15/AC.2/2023/20 (CCNR)

25. The Safety Committee welcomed the report of the twenty-fifth meeting of the informal working group (IWG) on the training of experts (ECE/TRANS/WP.15/AC.2/2023/20). It noted the recommendation that some questions should be put on hold and also noted the outcome of discussions on asynchronous e-learning systems and synchronous training methods. The next meeting of the IWG was scheduled to take place in Strasbourg from 19-21 March 2024.

26. It was noted that similar discussions took place during the recent meeting in May of the IWG on e-learning under the RID/ADR/ADN Joint Meeting. Interested delegates were invited to participate in the forthcoming session of the RID/ADR/ADN Joint Meeting in September 2023.

### **2. Proposal for dealing with substantive questions during the ADN Safety Committee sessions**

*Document:* ECE/TRANS/WP.15/AC.2/2023/31 (CCNR)

27. On the proposal on how to deal with substantive questions during the sessions, the Safety Committee agreed to go forward according to the proposed steps listed in paragraphs 7 to 10 of document ECE/TRANS/WP.15/AC.2/2023/31.

### **3. Corrections to the catalogue of questions**

*Informal document:* INF.15 (Austria)

28. The Safety Committee adopted the three corrections to the catalogue of questions proposed in paragraphs 2, 3 and 4 of informal document INF.15. It was also agreed to defer the question in paragraph 5 to the IWG on the training of experts.

29. On the work of the IWG the Safety Committee underlined the importance of statistics on examinations carried out by contracting parties.

## **E. Matters related to classification societies**

30. 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**

*Documents:* ECE/TRANS/WP.15/AC.1/166, annex  
ECE/TRANS/WP.15/AC.1/168, annex II  
ECE/TRANS/WP.15/260, annex  
ECE/TRANS/WP.15/262, annex  
ECE/TRANS/WP.15/AC.1/2023/23 and Add.1

31. The Safety Committee took note of the draft amendments to RID/ADR/ADN adopted by the Joint Meeting and by the Working Party on the Transport of Dangerous Goods

(WP.15) at its autumn 2022 and spring 2023 sessions. The Safety Committee also noted that at the next autumn 2023 session, the RID/ADR/ADN Joint Meeting will consider proposals of harmonization with the twenty-third revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, as contained in ECE/TRANS/WP.15/AC.1/2023/23 and Add.1.

32. The secretariat was asked to consolidate into a single document all the harmonization amendments that should be reflected in the Regulations annexed to ADN for detailed consideration at the next session in January 2024.

## **B. Other proposals**

### **1. Proposal for a correction to 1.10.3 of ADN**

*Document:* ECE/TRANS/WP.15/AC.2/2023/14 (Secretariat)

33. The Safety Committee adopted the correction of the note in 1.10.3 of ADN (see annex I).

### **2. Transport of Carbon Dioxide (CO<sub>2</sub>), refrigerated, liquid**

*Document:* ECE/TRANS/WP.15/AC.2/2023/15 (EBU/ESO)

34. The Safety Committee adopted the amendment proposed in document ECE/TRANS/WP.15/AC.2/2023/15, as amended (see annex II).

### **3. Corrections to the French version of the ADN**

*Document:* ECE/TRANS/WP.15/AC.2/2023/16 (Recommended ADN Classification Societies)

35. The Safety Committee adopted the proposals 1 to 4 to correct the French version of ADN (see annex I). It was agreed to consider the corrections to part 9 of ADN (proposals 5 to 7) at a later session. The Sub-Committee on the Transport of Dangerous Goods might consider to correct in a similar manner the twenty-third revised edition of the Model Regulations.

### **4. Correction of paragraph 9.3.3.40.2.16 (e)**

*Document:* ECE/TRANS/WP.15/AC.2/2023/17 (Recommended ADN Classification Societies)

36. The Safety Committee adopted the corrections proposed in paragraph 4 of document ECE/TRANS/WP.15/AC.2/2023/17 (see annex III).

### **5. Proposal for correction of paragraph 7.2.2.19.3**

*Document:* ECE/TRANS/WP.15/AC.2/2023/18 (Recommended ADN Classification Societies)

37. Following a reservation raised by the representative of Austria, the Safety Committee agreed to come back to this subject at the next session on the basis of a new document by the Recommended ADN Classification Societies.

### **6. Correction of terminology – Pump room**

*Document:* ECE/TRANS/WP.15/AC.2/2023/19 (Recommended ADN Classification Societies)

38. The Safety Committee adopted the proposed amendments to the English versions of ADN (see annex II).

**7. Amendment to paragraph 9.3.x.51 (c)**

*Document:* ECE/TRANS/WP.15/AC.2/2023/21 (Recommended ADN Classification Societies)

39. The Safety Committee considered the proposed amendment to 9.1.x.51 (c) to the French and German version of the ADN, but preferred to adopt the alignment of the English version by inserting the word "on board" (see annex II).

**8. Correction of terminology – "Chambre des pompes"**

*Document:* ECE/TRANS/WP.15/AC.2/2023/23 (Recommended ADN Classification Societies)

40. The Safety Committee adopted the amendments proposed to the French version of the ADN (see annex II).

**9. Correction of terminology – "Dossier du bateau"**

*Document:* ECE/TRANS/WP.15/AC.2/2023/24 (Recommended ADN Classification Societies)

41. The Safety Committee preferred to adopt the replacing of 'dossier de bateau' by 'dossier du bateau' in the French version of the ADN (see annex II). On the proposed deletion in 1.2.1 of the definitions "Dossier de citerne" and "Tank record", the Safety Committee preferred that the RID/ADR/ADN Joint Meeting consider this at a future session.

**10. Amendment to 7.2.3.20.1 of the French version of ADN 2023**

*Document:* ECE/TRANS/WP.15/AC.2/2023/25 (CCNR)

42. The Safety Committee adopted the amendments proposed to the French text of the ADN (see annex II).

**11. 8.1.6.2 of ADN: Checking and inspection of equipment - Hose assemblies**

*Document:* ECE/TRANS/WP.15/AC.2/2023/26 (Germany)

43. The Safety Committee adopted the proposed amendments to updated the reference to standard ISO 13765:2018 on hoses and hoses assemblies (see annex II).

44. The representative of Austria informed the Safety Committee that standard ISO 27126:2021 cover also thermoplastic hoses.

**12. Correction to paragraph 9.3.3.25.12**

*Document:* ECE/TRANS/WP.15/AC.2/2023/28 (Recommended ADN Classification Societies)

45. The Safety Committee adopted the proposal to amend the third paragraph of 9.3.3.25.12 (see annex II).

**13. Correction to paragraph 8.2.2.3.1.1**

*Document:* ECE/TRANS/WP.15/AC.2/2023/29 (Recommended ADN Classification Societies)

46. The Safety Committee adopted the amendments proposed to the last indent of 8.2.2.3.1.1 (see annex I).

**14. Correction of terminology — "Push(er) barge"**

*Document:* ECE/TRANS/WP.15/AC.2/2023/30 (Recommended ADN Classification Societies)

47. The Safety Committee adopted the proposed corrections to harmonize in the text of ADN the terminology of "pushed barge(s)" (see annex III).

**15. 5.4.1.1 of ADN: General information required in the transport document**

*Document:* ECE/TRANS/WP.15/AC.2/2023/27 (Germany)

48. The Safety Committee adopted the amendments proposed in paragraph 4 of document ECE/TRANS/WP.15/AC.2/2023/27 (see annex II).

**16. Amendment to the definition of "Safety valve" in 1.2.1 of ADN and consequential amendments**

*Document:* ECE/TRANS/WP.15/AC.2/2023/36 (EBU/ESO)

49. Some delegations who took the floor supported the proposed amendments in view of a more technology neutral definition of "safety valve".

50. Referring to paragraph 6 above, the Safety Committee did however not adopt the amendments and agreed to defer the final consideration of the document and its adoption to the next session.

**17. Correcting a non-existing reference in "Special provisions for wastes"**

*Document:* ECE/TRANS/WP.15/AC.2/2023/37 (EBU/ESO)

51. The representative of Belgium raised a concern on the proposed correction and volunteered to prepare a revised proposal for consideration at the next session.

**18. Correction to 9.3.2.22.4 (b) of ADN — Vacuum valve with detonation-proof flame arrester**

*Document:* ECE/TRANS/WP.15/AC.2/2023/38 (EBU/ESO)

52. The representative of EBU/ESO offered to prepare a new document for the next session.

**19. Maximum contents (as mentioned in 7.2.4.1.1 of ADN) of cargo samples on board of "supply vessels or other vessels delivering products for the operation of vessels" (as mentioned in 7.2.4.1.3 and 7.2.4.1.4 of ADN)**

*Document:* ECE/TRANS/WP.15/AC.2/2023/40 (EBU/ESO)

53. The representative of Belgium raised concerns on the total quantity of sample material to be stored on board and possible risks. It was agreed that increasing the sample size could be possible if a limit is set on the maximum quantity of sample material to be kept onboard. The representative of EBU/ESO agreed to review his proposal and to come back at the next session with a new document.

**20. Degassing and berthing**

*Document:* ECE/TRANS/WP.15/AC.2/2023/43 (Belgium, Netherlands and CCNR)

54. The Safety Committee deferred consideration of the document to the next session (see para. 6 above).

**21. ADN Checklist**

*Document:* ECE/TRANS/WP.15/AC.2/2023/44 (Netherlands)

*Informal documents:* INF.2 (Netherlands)  
INF.17 (Germany)  
INF.25 (FuelsEurope)

55. Referring to paragraph 6 above, the Safety Committee agreed to defer consideration of the documents to the next session and invited all delegates to send in the meantime their additional comments to the representative of the Netherlands (niels.remers@rivm.nl).

**22. The reclassification of UN No. 1918, ISOPROPYLBENZENE (cumene) and substances containing cumene at or above 0.1 per cent**

*Document:* ECE/TRANS/WP.15/AC.2/2023/45 (FuelsEurope)

56. Several delegations were of the opinion that, whenever a change in classification occurs, it takes time to be reflected in the relevant body of regulations. It was mentioned that a multilateral agreement might not be ideal in this situation as it would impact existing fleets. It was therefore decided that the subject substances could continue to be transported under the provisions of the current entries in Table C of ADN 2023.

57. It was agreed to follow the usual procedure for amending the Regulations annexed to the ADN, as the informal working group on substances took on the task of discussing FuelsEurope's proposals for new entries in Table C of ADN, for entry into force in 2025, during its next meeting (see informal document INF.26).

58. The Safety Committee noted that provisions in 7.2.1.21 allowed for the use of a safer vessel and that consignors could use 2.1.2.8 with the authorization of the Competent Authority, but only for substances listed in Table A of Chapter 3.2. The Chair of the informal working group on substances suggested that work on 2.1.2.8 could be done to extend the provisions to substances in Table C of Chapter 3.2.

59. The representative of Belgium asked the Safety Committee's opinion on how to deal with substances with CMR properties listed in the EU regulation on the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH) that are not yet incorporated into ADN. It was suggested that the representative of Belgium presents information on these substances at the next session for consideration by the Safety Committee.

**23. Definition of "Inspection body"**

*Document:* ECE/TRANS/WP.15/AC.2/2023/46 (France, Germany and the Netherlands)

60. The Safety Committee deferred consideration of the document to the next session (see para. 6 above).

**24. Opening of openings**

*Document:* ECE/TRANS/WP.15/AC.2/2023/47 (Germany)

*Informal document:* INF.32 (Germany)

61. The Safety Committee welcomed the amendments proposed in document ECE/TRANS/WP.15/AC.2/2023/47 and the detailed justification in informal document INF.32. It noted general support on the document. Following an in-depth discussion during an informal meeting led by Germany, the Safety Committee agreed on most of the proposed paragraphs, including the removal of the square brackets in paragraph 7. It decided to defer to its next session in January 2024 only the consideration of 7.2.4.22.1, 7.2.4.22.6, 7.2.4.22.8, 7.2.4.22.10, 7.2.4.22.14, 7.2.4.23.1.1, 7.2.4.23.2.3, 7.2.4.23.2.4 and 7.2.4.23.2.6.

62. The representatives of Germany offered to come up with a further document taking into account the comments received.

**25. Proposal for amending 7.1.5.0.2**

*Informal document:* INF.8 (France)

63. The Safety Committee noted the initial purpose of informal document INF.8 and welcomed the offer by the representative of France to submit a new document to the next session.

**26. Corrections to ADN 2023**

*Informal document:* INF.10 (Germany)

64. The Safety Committee noted the diverse corrections to ADN 2023 and the notes by the secretariat that some of the corrections should be brought to the attention of the RID/ADR/ADN Joint Meeting and other would be discussed at the next session. The representative of Germany volunteered to follow up accordingly on the proposed corrections.

**27. Degree of filling and filling ratio**

*Informal document:* INF.11 (CCNR)

65. The Safety Committee noted with interest the advanced information on "degree of filling" and "filling ratio" which is expected to be discussed in September at the forthcoming session of the RID/ADR/ADN Joint Meeting. It was agreed to resume discussion on this subject at the next session awaiting the outcome of the Joint Meeting.

**28. ADN 2023: Entries for UN 1012 in Tables A, B and C**

*Informal document:* INF.14 (Germany)

66. Following the discussion on the best way forward for the proposed corrections, the Safety Committee preferred to consider them as a proposal for amendments to ADN 2023. The representative of Germany offered to prepare an official document for the next session.

**29. Amendment to 1.4.3.3 ADN and 1.4.3.7.1 ADN - Safety obligations of the main participants**

*Informal document:* INF.20 (EBU/ESO)

67. The Safety Committee noted concerns by some delegations as a result of the presented statistics of the Platform Zero Incidents, on the spilling of substances and exposure to deck crew, which leads in certain cases to serious injury during the loading and unloading operations of vessels. In most cases, deck crew connect and disconnect the blind flange of the loading/unloading arms and in the shown cases are confronted with unintended released amounts of product.

68. EBU/ESO asked the filling industry to help solve the problems to which they cannot protect the deck crews and suggested some best practises in the form of end-valves in loading arms and hoses and connecting/disconnecting together with the filler/unloader operator. The filling/unloading industry indicated to be willing to help but doubted whether an amendment of Chapter 1.4 of ADN would help.

69. While some delegates were of the opinion that these incidents were not in the scope of ADN, others disagreed since these incidents during the loading process could have a negative impact on the vessel, the crew and the environment. It was stated that some of these incidents needed to be notified to the competent authority according to procedure specified in 1.8.5.

70. The Safety Committee agreed on the need to closer consider this subject and invited its members to provide more detailed information at further sessions.

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

### **A. Minutes of the twenty-fifth meeting of the Group of Recommended ADN Classification Societies**

*Document:* ECE/TRANS/WP.15/AC.2/2023/22 (Recommended ADN Classification Societies)

71. The Safety Committee noted the outcome of the twenty-fifth meeting of the Group of Recommended ADN Classification Societies. It also noted that the group intended to meet again on 25 October 2023. On paragraph 13 of ECE/TRANS/WP.15/AC.2/2023/22, the representative of Germany recalled that, according to the Regulations annexed to ADN it is mandatory to mention a non-compliance with construction requirements in the inspection report. The representative of the Recommended ADN Classification Societies reported on the ongoing discussions and offered to come back at the next session with a document on the results and the different options to solve this issue, including a proposal for amendments to the ADN.

72. Upon the question by representative of EBU/ESO on the group's outcome on high velocity vent valves related to higher temperatures, it was confirmed that the group has not yet concluded the discussion on this subject, awaiting the final results of an ongoing risk assessment. The Safety Committee agreed to resume discussion at its next session.

### **B. Correspondence group on fumigated cargo**

*Document:* ECE/TRANS/WP.15/AC.2/2023/39 (Germany)

*Informal document:* INF.23 (GAFTA)

73. The Safety Committee welcomed the work progress made by the correspondence group on fumigated cargo as reflected in document ECE/TRANS/WP.15/AC.2/2023/39 and informal document INF.23. It was agreed that responsibilities of the cargo fumigation still need to be clarified and good communication between the different stakeholders in the transport chain need to be ensured. The Safety Committee agreed to resume discussion at a future session on the basis of an updated document from the correspondence group. The representative of the Netherlands offered to assist Germany in the drafting of a new document for consideration at a further session.

### **C. Report of the second meeting of the informal working group on loading and unloading instructions**

*Document:* ECE/TRANS/WP.15/AC.2/2023/41 (Netherlands)

74. The Safety Committee welcomed the outcome of the recent meeting of the informal working group on loading and unloading instructions. It noted in paragraph 8 of the document the ongoing discussion on the different tasks and responsibilities during the operations as well as the revision of the relationship of the calculation with the loading and unloading instructions. On the request for advice in paragraphs 15 and 16 of the document, it was agreed that, due to the complexity of the different cases of operations, further discussions were needed. The group was encouraged to go forward and report back at the next session.

### **D. Report on the first meeting of the informal working group on certificates and other shipboard documents in electronic form**

*Document:* ECE/TRANS/WP.15/AC.2/2023/42 (Netherlands)

75. The Safety Committee noted the report on the second meeting of the informal working group and welcomed the group's stepwise approach and the proposed amendments to Chapter 8.1. The Safety Committee also noted the ongoing discussion on the signature and

validity of electronic documents issued by the competent authority or third parties. The possibility to use and set up in future an electronic system for the exchange and storage of such documents was mentioned. Based on all the comments made by the delegations, the representative of the Netherlands informed the Safety Committee that it would organize another meeting of the informal working group were all the issues addressed could be discussed. The Safety Committee encouraged the group to continue its work and to report back at its next session.

76. The Safety Committee adopted the amendments proposed in paragraphs 10 and 11 of document ECE/TRANS/WP.15/AC.2/2023/42 (see annex II).

#### **E. Draft agenda of the thirteenth meeting of the informal working group on substances**

*Informal document:* INF.26 (Germany)

77. The Safety Committee took note of the draft agenda for the thirteenth meeting of the informal working group on substances as presented in the informal document. The dates for the next meeting are 13-14 September 2023.

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

78. The Safety Committee noted the outcome of discussions at the Spring 2023 session of the RID/ADR/ADN Joint Meeting upon the request by ITC on its subsidiary bodies activities contributing in particular to the United Nations 2030 agenda on sustainable development through effective impacts of new requirements and technical innovations in the regulations on the transport of dangerous goods. It welcomed the information on the UNECE website on the sustainable development goals (SDGs) and their related targets, specifically those addressing the regulatory work on dangerous goods and the implementation activities of the subsidiary bodies of the ECOSOC Committee of Experts (CE) and those of the ITC/WP.15 available at:

<https://unece.org/transport/dangerous-goods/unece-bodies-dealing-transport-dangerous-goods>

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

79. The Safety Committee noted that its next session would be held in Geneva from 22-26 January 2024 and that the thirty-first session of the ADN Administrative Committee was scheduled to take place on 26 January 2024. Delegates were reminded that both sessions would again be organized as in-person meetings only. The deadline for the submission of official documents for these sessions is 27 October 2023.

80. It was recalled that the Safety Committee, at its forty-third session, would resume its consideration of proposals for amendments submitted for entry into force on 1 January 2025.

### **X. Any other business (agenda item 8)**

#### **A. Request for consultative status**

*Informal document:* INF.16 (UNISTOCK)

81. The Safety Committee noted the information transmitted by the European Association of Professional Portside Storekeepers for Agribulk Commodities (UNISTOCK Europe) and



wondered if the request was done for regular participation in the sessions of the Safety Committee or for participation during the work in-session and in the informal working group on the topic of fumigated cargo.

82. Thus, the Chair suggested to defer the decision on the request to the next session and invited UNISTOCK to participate in that session and to present the activities of their organization.

## **B. Transport of liquified hydrogen in tank vessels**

*Informal document:* INF.31 (Belgium)

83. The Safety Committee welcomed the intention of the Belgian delegation to submit to the next session a more detailed document on the application according to 1.5.2 to transport liquified hydrogen in tank vessels. It noted that in a further step the informal working group on substances could consider the risk of carrying hydrogen in cryogenic tanks and the Recommended ADN Classification Societies might consider possible technical solutions.

84. It was also noted that in accordance with 1.5.2.2.2, the competent authority issuing the special authorization, shall consider the application from the technical and safety points of view.

## **C. Tributes to Mr. Henk Langenberg (Netherlands)**

85. The Safety Committee was informed that Mr. Henk Langenberg, who had chaired for a long time period the Safety Committee as well as the Administrative Committee, would retire by the end of the year and would no longer attend the sessions. The Safety Committee expressed its deep appreciation and gratitude for his work and leadership as Chair of both committees. His capacity to ensure fair and open discussions and to direct them to find agreement through consensus was particularly highlighted. The Safety Committee acknowledged his longstanding commitments with a long applause and wished him a long and happy retirement.

## **XI. Adoption of the report (agenda item 9)**

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

## Annex I

[Original: English and French]

### **Proposed corrections to the Regulations annexed to ADN (Corrections requiring acceptance by Contracting Parties)**

**1. Chapter 1.10, 1.10.3, Note**

*For Article 4, paragraph 1 of the Agreement read Article 6 of the Agreement*

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/14)*

**2. Volume I, Table of contents, 5.5.3**

*Not applicable to English*

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/16)*

**3. Part 1, Chapter 1.2, 1.2.3**

*Not applicable to English*

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/16)*

**4. Part 5, Chapter 5.5, 5.5.3, title**

*Not applicable to English*

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/16)*

**5. Part 8, Chapter 8.1, 8.1.2.3 (u), first indent**

*Not applicable to English*

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/16)*

**6. Part 9, Chapter 9.1, 9.1.0.31.1, third sentence**

*Not applicable to English*

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/16)*

**7. Part 9, Chapter 9.3, 9.3.x.31.1**

*Not applicable to English*

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/16)*

**8. Chapter 8.2, 8.2.2.3.1.1, last indent**

*For stability booklet according to 9.3.13.3 read stability booklet according to 9.3.x.13.3*

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/29)*

## Annex II

[Original: English and French]

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

#### Table of contents

8.1.8 Replace "pump-room" by "pump room".

(Reference document: ECE/TRANS/WP.15/AC.2/2023/19)

#### Chapter 1.2

1.2.1 In the definition for *Cargo pump-room* replace "pump-room" by "pump room".

(Reference document: ECE/TRANS/WP.15/AC.2/2023/19)

1.2.1 Amendment to the definition for *Vessel record* not applicable to English.

(Reference document: ECE/TRANS/WP.15/AC.2/2023/24 as amended)

#### Chapter 1.6

1.6.7.2.2.2 In the transitional provision for 8.1.6.2, second column, replace "ISO 13765:2018" by "EN 13765:2018".

(Reference document: ECE/TRANS/WP.15/AC.2/2023/26)

1.6.7.2.2.2 Replace "pump-room" by "pump room" and "pump-rooms" by "pump rooms", wherever it appears.

(Reference document: ECE/TRANS/WP.15/AC.2/2023/19)

1.6.7.2.2.2 Amendment to transitional provision for 9.3.1.17.6 and 9.3.3.17.6, not applicable to English.

(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)

#### Chapter 3.2

3.2 Replace "pump-room" by "pump room" and "pump-rooms" by "pump rooms", wherever it appears.

(Reference document: ECE/TRANS/WP.15/AC.2/2023/19)

3.2.3.1, Explanations concerning Table C, column (14) Amendment not applicable to English.

(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)

3.2.3.1, Explanations concerning Table C, column (20), Remark 39 (c) Amendment not applicable to English.

(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)

#### Chapter 3.2, Table C

Heading of column 14 Amendment not applicable to English.

(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)

For UN No. 2187, add remark 42 in column 20.

(Reference document: ECE/TRANS/WP.15/AC.2/2023/15)

## Chapter 3.2

3.2.3.1, Explanations concerning Table C, Column (20) At the end of remark 42 add three new sentences to read as follows:

"In the case of UN No. 2187 'CARBON DIOXIDE, REFRIGERATED LIQUID', this provision applies when the possibility of solidification shall be avoided. To ensure the product remains in the liquid phase, the temperature shall be kept at 15 °C above the solidification temperature at the required pressure during the transport.

The transport document shall contain a notice on the avoidance of solidification of the product."

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/15 as amended)*

3.2.3.3 column (14) and 3.2.3.4 F, column (14) Amendment not applicable to English.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)*

3.2.3.3 and 3.2.4.3, Column (20): Amend remark 42 to read as follows:

"Remark 42: Reference shall be made in column (20) to remark 42 for UN No. 1038 ETHYLENE, REFRIGERATED LIQUID, for UN No. 1972 METHANE REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID, with high methane content and for UN No. 2187, CARBON DIOXIDE, REFRIGERATED LIQUID."

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/15)*

## Chapter 5.4

5.4.1.1.1 Add a new subparagraph (j) to read as follows:

"(j) If column (11) in Table A of Chapter 3.2 contains the additional requirement "ST01", confirmation of stabilization (see 7.1.6.11)."

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/27)*

5.4.1.1.2 Add a new subparagraph (h) to read as follows:

"(h) The information required in column (20) of Table C, remark 3, remark 17, remark 22, remark 39 (b) or remark 42, respectively."

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/27)*

## Chapter 7.2

7.2 Replace "pump-room" by "pump room" and "pump-rooms" by "pump rooms", wherever it appears.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/19)*

7.2.3.2, heading Amendment not applicable to English.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)*

7.2.3.2 Amendment not applicable to English.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)*

7.2.3.20.1 Amendment not applicable to English.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/25)*

7.2.4.13.1 Amendment not applicable to English.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)*

## Chapter 8.1

8.1 Replace "pump-room" by "pump room" and "pump-rooms" by "pump rooms", wherever it appears.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/19)*

8.1.2.1 (l) Amend to read as follows:

"(l) For vessels which required repair of explosion-protected installations and equipment and autonomous protection systems, the certificate referred to in 8.1.7.3."

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/42)*

8.1.2.4 Amend to read as follows:

"The instructions in writing referred to in 5.4.3 shall be made available to the master before loading. They shall be kept readily available in the wheelhouse.

On board dry cargo vessels, the transport documents shall be made available to the master before loading and on board tank vessels they shall be made available to him after loading and before the journey commences."

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/42)*

8.1.6.2, first sentence Replace "ISO 13765:2018" by "EN 13765:2018".

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/26)*

## **Chapter 8.6**

8.6 Replace "pump-room" by "pump room" and "pump-rooms" by "pump rooms", wherever it appears.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/19)*

## **Chapter 9.1**

9.1.0.40.2.1 Amendment not applicable to English.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)*

## **Chapter 9.3**

9.3 Replace "pump-room" by "pump room" and "pump-rooms" by "pump rooms", wherever it appears.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/19)*

9.3.x.40.2.1 Amendment not applicable to English.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)*

9.3.x.51 (c) Insert "on board" after "surface temperatures within the assigned zones".

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/21 as amended)*

9.3.2.17.7 and 9.3.3.17.7 Amendment not applicable to English.

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/23)*

9.3.3.25.12 In the third paragraph, delete "9.3.3.25.2 (g)".

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/28)*

**Annex III**

[Original: English and French]

**Corrections to ECE/TRANS/325 (ADN 2023 publication)  
(Corrections not requiring acceptance by Contracting Parties)****1. Chapter 9.3, 9.3.3.40.2.16 (e)***For*

in accordance with 9.3.1.28, 9.3.2.28 and 9.3.3.28.9.3.3.40.3 The two hand fire-extinguishers

*Read*

in accordance with 9.3.1.28, 9.3.2.28 and 9.3.3.28.

9.3.3.40.3 The two hand fire-extinguishers

*(Reference document: ECE/TRANS/WP.15/AC.2/2023/17)***2. Chapter 8.1, 8.1.2.6***For* pusher barges *read* pushed barges*(Reference document: ECE/TRANS/WP.15/AC.2/2023/30)***3. Chapter 9.3, 9.3.4.3.1.2.2.1.3, twice***For* push barge *read* pushed barge*(Reference document: ECE/TRANS/WP.15/AC.2/2023/30)***4. Chapter 9.3, 9.3.4.3.1.4.1***For* push barge *read* pushed barge*(Reference document: ECE/TRANS/WP.15/AC.2/2023/30)***5. Chapter 9.3, 9.3.4.3.1.4.1 (Table)***For* push barge *read* pushed barge*(Reference document: ECE/TRANS/WP.15/AC.2/2023/30)***6. Chapter 9.3, 9.3.4.3.1.5.3***For* push barge *read* pushed barge*(Reference document: ECE/TRANS/WP.15/AC.2/2023/30)***7. Chapter 9.3, 9.3.4.4.6.1***For* push barge *read* pushed barge*(Reference document: ECE/TRANS/WP.15/AC.2/2023/30)***8. Chapter 9.3, 9.3.4.4.7***For* push barge *read* pushed barge*(Reference document: ECE/TRANS/WP.15/AC.2/2023/30)***9. Chapter 9.3, 9.3.4.4.8.1***For* push barge *read* pushed barge*(Reference document: ECE/TRANS/WP.15/AC.2/2023/30)*