



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-fourth session**

Geneva, 26-30 August 2024

Item 5 of the provisional agenda

Reports of informal working groups**Minutes of the twenty-seventh meeting of the Group of
Recommended ADN Classification Societies****Transmitted by the Recommended ADN Classification Societies*****

Date: 27 March 2024, 9.30-11.30

Location: Online

Participants:

- Bureau Veritas (BV): Mr. Guy Jacobs
- Croatian Register of Shipping (CRS): Mr. Ivan Bilić-Prčić, Mr. Vedran Klisarić
- Det Norske Veritas (DNV): Mr. Torsten Dosdahl
- Lloyds Register (LR): Mr. Ad Bus, Mr. Bas Joormann (chairman), Mr. Karel Vinke
- Registro Italiano Navale (RINA): Mr. Pavlos Safralis
- Russian River Register (RCS): Mr. Michael Kozin
- Russian Maritime Register of Shipping (RS): Mr. Sergey Legusha
- Shipping Register of Ukraine (UR): Mr. Mykola Slozko
- Belgium delegation (observer): Mr. Didier Delaere
- German delegation (observer): Mr. Manfred Weiner

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

1. Opening

1. The Chairperson opens the meeting and welcomes the participants.

2. Minutes of the twenty-sixth meeting, status of open action points (doc 24.IG.10)*(a) Propylene Oxide (action LR).*

2. As the item isn't considered to be necessary it's decided to stop this. Item closed.

(b) Risk assessment high jets (action RINA).

3. The workshop has been held and the results in the documents HVV_ADN and Hazid_HVV are discussed. Mr. Weiner asks about the common practice nowadays when cargoes with high temperatures are being transported. This needs to be checked, but Mr. Vinke states that the temperature of the vapours is lower than the temperature of the liquid, and so no real issues have been identified. Mr. Vinke will contact the European Barge Union (EBU) to investigate which products are being transported with those high temperatures (**action LR**).

4. Mr. Weiner also suggest to discuss the relation between liquid and vapour temperature with the ADN working group on substances. RINA will contact the Chairperson of this group on this topic (**action RINA**). Mr. Doslahl mentions that also the gap widths should be further evaluated in the report. For products which are being transported at higher temperatures the Maximum Experimental Safe Gap (MESG) needs to be determined at 60 degrees and at the real transport temperature. It's decided that all societies will review the document and send their comments to RINA for an update of the document (**action All**). RINA will update the document and make a proposal for the ADN Safety Committee (**action RINA**).

(c) List of interpretations (action CRS)

5. The list had already been prepared, but final submission was pending as there was the opportunity for delegation of member states to react. Mr. Weiner requests for another short period to review the document as he was not sure about this approach. He will send his comments to CRS and after receiving them CRS will update the document and submit it to the ADN Safety Committee (**action CRS**).

(d) Update ADN 9.3.4 (action LR).

6. Mr. Joormann informs the group that an update of the proposal is being prepared in cooperation with Netherlands Organization for Applied Scientific Research (TNO). Also the table with the maximum displacement as described in the document 27IG.yy from BV will be updated up to 30.000 ton. LR will organise a meeting with participants in the project to discuss the possible impact of this proposal on the design of the ships (**action LR**).

(e) Definition of engine rooms (doc 26IG.02) (action BV).

7. The topic has already been closed as the proposal was adopted at the January 2024 session of the ADN Safety Committee.

(f) Prepare a document on sampling devices (3c minutes) (action LR)

8. The view of the class societies has already been discussed and agreed upon previously. Belgium also shares the view that the sampling device should be on board when a closed sampling device is mentioned on the Certificate of Approval. Mr. Weiner mentions that when a proposal for a change of the ADN will be made also the financial and operational impact for barge operators should be included in such proposal. It is mentioned by various participants that ships with closed sampling devices on the Certificate of Approval are already equipped with the device.

9. After some discussion it is still considered helpful when a document with explanation on this topic will be made for further discussion (**action LR**).

3. Open action points from the January 2024 session of the ADN Safety Committee (report ECE/TRANS/WP.15/AC.2/88)

VI-E1, 1.15.3.8 of ADN: Classification societies – quality assurance systems

10. The Chairperson reminds the group on the request from the ADN Safety Committee to submit an official document with current evidence of certification in accordance with standard EN ISO/IEC 17020:2012 (except 8.1.3) (**action All**).

4. Update proposal on recognition (action BV / LR)

11. Mr. Joormann gives an update on the status. Topic is still pending, but a document with more explanation and a possible proposal for an amendment to the ADN will be submitted (**action LR / BV**). Mr. Delaere explains the Belgium point of view and the issue the Belgium authorities have with audits at class societies. Mr. Joormann explains how this is organised in The Netherlands and believes that a similar approach can also be arranged with other authorities like Belgium and Luxembourg. It is also suggested that Belgium can join the audits of other competent authorities, although this might be somewhat unpractical to organise.

5. Technical issues

Type G tanker without a deck (doc 27IG.02 LR)

12. Mr. Joormann introduces the subject. All agree that from a technical or safety point of view a deck on a Type G tanker may not be necessary. However, the text in the ADN leads to uncertainty. It is decided that a document will be submitted to the ADN Safety Committee to clarify the topic. LR will discuss with the Dutch delegation to cooperate on this topic (**action LR**).

6. Any other business

Question on e-signatures (doc ECE/TRANS/WP.15/AC.2/2024/14, item 8)

13. The Chairperson draws the attention to the request from the Dutch delegation to inform how societies are dealing with this. Mr. Dosdahl mentions that the IMO has a guideline for the issue of electronic certificates (FAL.5, Circular 39 rev 2). Mr. Joormann will inform the Dutch delegation accordingly. LR will participate in the ad-hoc working group on the electronic certificates.

7. Next meeting

14. The next meeting will be held on Wednesday, 23 October 2024. Most likely this will be an online meeting.

8. Closing

15. The Chairperson thanks all participants for a fruitful discussion and closes the meeting.
