

Economic Commission for Europe**Inland Transport Committee**

17 July 2019

Working Party on the Transport of Dangerous Goods

English

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)**Thirty-fifth session**

Geneva, 26 - 30 August 2019

Item 3 (e) of the provisional agenda

Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): matters related to classification societies

Actual status of approval of Loading Instruments**Transmitted by the informal group of Recommended ADN Classification Societies****I. Introduction**

1. For the thirty-second session of the ADN Safety Committee the Group of Recommended ADN Classification Societies has submitted document informal document INF.11. In this document the approval process, and the status of the approval of loading instruments on board of tanker vessels was described. This document has been discussed during this session. For the thirty-third session an update has been given in informal document INF.8.

2. During the meeting of the Group of ADN Recommended Classification Societies in March 2018, the representative of the ADN Safety Committee has asked for an update of the status of the approval of these loading instruments. It was agreed to give an update not only for July 2018, but also for following sessions.

II. Actual status per 1 July 2019

3. Lloyd's Register has 650 tanker vessels in its' classification register to which this requirement applies. The number of ships which is equipped with an approved loading instrument is as follows: 2015: 32, 2016: 147, 2017 243, 2018: 128, 2019: 67. This total of 617 ships in 4.5 years shows that the entire LR classed fleet can be equipped with an approved loading instrument at the time the transitional provision for this requirement ends.

4. From 2015 until July 1st, 2019, 183 vessels are equipped with a loading instrument certified by Bureau Veritas, out of a total of 250 Bureau Veritas classed tankers ADN Type G, Type C and Type N double hull that potentially need to be equipped with a loading instrument.

5. DNV GL has approved 125 loading instruments and has orders for 27 loading instruments. From DNV GL's fleet of actual nearly 239 tankers approximately 180 vessels could be equipped with an approved loading instrument.