

Economic Commission for Europe

Inland Transport Committee

2 December 2014

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)**

Twenty-sixth session

Geneva, 27-30 January 2015

Agenda item 4 (e)

Implementation of ADN:

Matters related to classification societies

**Minutes of the eighth meeting of the Recommended ADN
Classification Societies**

Transmitted by the Recommended ADN Classification Societies

Doc. 8.IG.04 (Agreed version)

Group of ADN Recommended Classification Societies

Minutes of Meeting of 8th meeting

Date: 22-10-2014

Place: Novotel Brainpark, Rotterdam

Attendees:

- Bureau Veritas: Robert Broere, Guy Jacobs
- DNV-GL: Torsten Dossdahl, Ihno Herbst
- Lloyd's Register: Bas Joormann (chairman), Herbert Kaptein
- RINA: Patrizio di Francesco, Paul Wylock
- Russian Maritime Register of Shipping: Sergey Legusha
- Russian River Register: Mikhail Kozin
- Shipping Register of Ukraine: Mykola Slyozko

- Observer from the ADN Safety Committee: Jean-Paul de Maat

1. Opening

The chairman welcomes all participants.

Mr. Di Francesco introduces himself.

An additional technical issue 4f concerning the issuance of the product lists is included in the agenda on request of Mr. Dossdahl.

2. Minutes of meeting October 2013 (doc 7.IG.06)

The minutes have already been agreed upon, and only the status of the action points is discussed. Action points 3a, and 4f are closed. Action point 4d is on the agenda again.

3. Items from last ADN Safety Committee meeting (August 2014)

3a. Reference to the ADN in the class rules

Mr. Jacobs has drafted a document with all articles listed in it (doc 8.IG.yy, later renumbered 8.IG.06). It is decided that all societies fill in 'their' column and send the results to LR. LR will make a complete document and will send it to the ADN Safety Committee (**action all**).

3b. List of interpretations

It is decided that the interpretations which have been agreed upon between the classification societies would be collected and be sent to the ADN Safety Committee (**action LR**).

3c. Prove evidence of complying with EN/ISO 17020:2012

It is decided that each society will inform the ADN Safety Committee about compliance with this requirement (**action all**).

3d. Safe Haven

The document provided by LR is discussed, but it is concluded that this isn't the right approach. LR will make a new document for further discussion and to be sent to the ADN Safety Committee (**action LR**).

3e. Stability software

This item will be discussed at the afternoon session with the European Barge Union and the software manufacturers. A separate report of that session will be made and send to the ADN Safety Committee (**action LR**).

3f. Inspection reports

As no information about this has been received from the French delegation, the item isn't discussed. The group waits for any action from the correspondence group leader

4. Technical issues.

4a. UN1280 Propylene Oxide

Mr. Jacobs has sent in 2 documents (doc 8.IG.vv and 8.IG.ww, later renumbered 8.IG.07 and 8.IG.08) on this subject.

It is decided that comments on the Cargo Handling Plan will be sent to BV (**action all**). Mr. Jacobs will make a final document for discussion with the Dutch and German authorities (**action BV**).

4b. Dynamic acceleration coefficient on cargo tanks

Mr. Jacobs has sent in a document with some questions on this topic (doc 8.IG.xx, later renumbered 8.IG.05).

Mr. Joormann explains that the values for the acceleration forces on the LNG storage tanks as discussed in the CCNR were taken as quite high to avoid discussion in the CCNR. The storage tanks for fuel used on the different vessels all comply with these high values.

However the mentioned forces of 1g and 2g are too much for application on cargo tanks. According Mr. Kaptein 0.5g can be taken as deceleration at collisions. All agree.

4c. Update on pressure drop calculations

Mr. Jacobs reports that there are no new developments on this issue. He will remind the specialists involved to comment on the outstanding items (**action BV**).

4d. Cargo heating systems

The issues raised in the LR document are explained by Mr. Kaptein (doc 7.IG.05).

The questions in the document are discussed, but not everyone has had the opportunity to discuss this with their specialists. Mr. Kozin agrees that direct heating should be avoided. Mr. Di Francesco states that RINA uses the requirements of the IBC Code. Mr. Slyozko agrees with the proposal of LR.

Both Mr. Doslahl and Mr. Jacobs will discuss the questions with their specialists and inform LR (**action BV and DNV-GL**).

4e. Definition of vapour return line in connection with 7.2.4.16.12

Mr. Doslahl explains that the question was raised by the German authorities. In doc ADN 27 with the agreed changes of the ADN only the first part of the text concerning the vapour return line was proposed to be changed. This doesn't seem right. At the discussion it was concluded that this only isn't right in the German language version.

Mr. Doslahl will inform the German authorities that the German text should be adopted (**action DNV-GL**).

4f. Issuance of product lists

Mr. Doslahl explains that the issuance of the product lists after class renewal leads some time to hard discussion with owners which had received a new list just prior to the change of the ADN (see ADN 1.16.1.2.5). They don't understand why they should get once more the same product list only with a new issue date. Mr Doslahl asked the specialists for their experience with this theme.

Mr. Joormann explains that at LR in the first half year after the change of the ADN all LR classed vessels will receive a new product list. For vessels who have received a new list just before the ADN changes a reduced fee will be charged when a new list is issued. Still it's considered that there should be another way to deal with this.

It is agreed that a proposal will be made by DNV-GL for discussion in the ADN Safety Committee (**action DNV-GL**).

5. Any other business

There are no other issues.

6. Next meeting.

Next meeting will be held on Wednesday March 18th 2015.
The place will be determined by the new chairman BV.