



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)  
(Twenty-third session, Geneva, 26-30 August 2013  
Item 3b of the provisional agenda)  
Special authorizations, derogations and equivalents

**Recommendation Damen River Tanker 1145  
Eco liner** (shipyard number 951, official ID number 55520 and register  
number xxx)

**Transmitted by the Central Commission for the Navigation of the  
Rhine (CCNR)**

The Secretariat is pleased to distribute for information the annexed recommendation drawn up by the CCNR's Inspection Regulations Working Group pursuant to Article 2.19 of the Rhine Vessels Inspection Regulations (RVIR).

**CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE**  
**RECOMMENDATION TO INSPECTION BODIES**  
**RELATING TO THE RHINE VESSELS INSPECTION REGULATIONS**

**RECOMMENDATION No. 4/2013**  
**of 11 June 2013**

Damen River Tanker 1145 Eco Liner

The motor tanker "Damen River Tanker 1145 Eco Liner" (shipyard number 951, official ID number 55520 and register number xxx), type C tanker as referred to in the ADN, is herewith authorised to use liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to article 2.19 (3) the vessel is authorized to deviate from the articles 8.01 (3), 8.05 (1), 8.05 (6), 8.05 (9), 8.05 (11) and 8.05 (12) until 30.6.2017. The use of liquefied natural gas is deemed sufficiently safe if the following conditions are met at all times:

1. The vessel is constructed and classed under the supervision and in accordance with the applicable rules of a recognized classification society, which has special rules for liquefied natural gas installations. The class shall be maintained.
2. The liquefied natural gas propulsion system shall be annually surveyed by a recognized classification society which has classified the vessel.
3. A full HAZID study by the classification society which has classed the vessel (see **annex 1**), has been carried out.
4. The liquefied natural gas propulsion system is in conformity with the IGF Code, (IMO Resolution MSC 285(86), June 1<sup>st</sup> 2009), except for the items listed in **annex 2**.
5. The liquefied natural gas propulsion system is designed such that methane emissions are kept to a minimum.
6. The two liquefied natural gas storage tanks shall comply with the requirements of the European standard EN 13530. The tanks shall be connected to the vessel in a way that they remain attached to the vessel under all circumstances. The tanks shall be marked with signs clearly identifying them as natural gas storage tanks.
7. The bunkering of liquefied natural gas shall be done according to the procedures laid down in **annex 3**.
8. The maintenance of the liquefied natural gas propulsion system shall be carried out in accordance with the manufacturer's instructions. The instructions are to be carried on board. Before re-commissioning after a substantial modification or repair, the liquefied natural gas propulsion system shall be examined by the classification society which has classed the vessel.
9. All crewmembers shall be trained on the dangers, the use, the maintenance and the inspection of the liquefied natural gas propulsion system according to the procedures laid down in **annex 4**.
10. A safety rota shall be provided on board the vessel. The safety rota describes the duties of the crew and includes a safety plan.

11. All data related to the use of the liquefied natural gas propulsion system shall be collected by the carrier and shall be kept for at least five years. The data shall be sent to the competent authority on request.
12. An annual evaluation report that includes all collected data, is sent to the secretary of the CCNR for distribution amongst the member states. The evaluation report shall contain at least the following information:
  - a) system failure;
  - b) leakage;
  - c) bunkering data (liquefied natural gas);
  - d) pressure data;
  - e) abnormalities, repairs and modifications of the liquefied natural gas system including the tanks;
  - f) operation data;
  - g) emissions data, including methane emissions;
  - h) inspection report by the classification society which has classed the vessel.

(The technical data on which this recommendation is based are in document RV (12) 37.)

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