

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)

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Item 4 (b) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN: Other proposals

This document is a revision of INF.18. New text is underlined.

Training requirements for carriage of LNG

Transmitted by the Government of the Netherlands

I. Introduction

1. The current refrigerated liquefied gases in Table C of ADN (for example UN No. 1038, ETHYLENE, REFRIGERATED LIQUID, UN No. 1965 HYDROCARBON GAS-MIXTURE, LIQUEFIED, N.O.S., (MIXTURE XX) and 9000 AMMONIA, ANHYDROUS, DEEPLY REFRIGERATED) have to be carried in a type G vessel.

When UN No. 1972 METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID with a high methane content is allowed to be carried on inland waterways, a type G vessel will also be obligatory.

2. The master of a type G vessel has to be an expert with special knowledge of the ADN and an expert in the carriage of gases (7.2.3.15). This implies that the master has to have an expert certificate of the ADN Basic Course and a expert certificate of the Specialization course on gases. An expert certificate on gases can only be obtained by someone who has successfully passed the examination of the gas course and has produced evidence of not less than one year's work on board a type G vessel during a period of two years prior to or following the examination.

II. Issues for further deliberation

3. The number of inland vessels currently carrying gases is rather small. Therefore, the number of people with the required experience on a type G vessel to qualify for the expert certificate on gases is limited.

4. If allowed, the carriage of UN 1972 by inland waterways is expected to grow steadily in the coming years. Therefore the demand for masters with the expert certificate on gases will likely increase. It is uncertain whether there will be sufficient qualified personnel available.

5. A shortage of qualified personnel could hamper the carriage of UN 1972 on inland waterways and the introduction of natural gas as an alternative fuel for industry and power stations.

III. Proposal

6. To facilitate the introduction of the carriage of UN 1972, it is proposed to exempt the requirement for on-board experience on type G vessels to receive an expert certificate on gases when UN 1972 is carried.

This exemption would be in force until 1 January 2021.

This relatively long period is chosen because there are currently no vessels in existence for the carriage of UN 1972. These have still to be built. It will take some years before a considerable number of ships for the carriage of UN 1972 will be operational.

The proposed period allows for the increase of qualified personnel in line with growth of the carriage of UN No. 1972.

7. This temporary deviation will have a limited effect on safety since the handling of refrigerated liquefied gases and the hazards involved are very different in comparison with other gases. Therefore, experience with the carriage of gases is less relevant for the carriage of their liquefied counterparts.

8. Add to ADN 1.6.7.2.2.2:

Paragraph	Subject	Time limit and comments
<u>"8.2.1.5</u>	<u>Carrying UN No.1972</u>	<u>Until 1 January 2021: an exemption of the requirement for work experience on board a type G-vessel for receiving an expert certificate on gases (ADN 8.2.1.5) when carrying UN No. 1972 only. The text "Only valid when UN No. 1972 is carried" shall be written on the Certificate."</u>
