Economic Commission for Europe

23 January 2014

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)

Twenty-fourth session
Geneva, 27–31 January 2014
Item 3b of the provisional agenda
Special authorizations, derogations and equivalents

Proposed text of derogations regarding the use of LNG for propulsion by Damen River Tankers

Transmitted by the Government of the Netherlands

Attached is the proposed text of possible derogations for two vessels regarding the use of LNG for propulsion. This derogation was also part of the agenda of the 23th session.

Decision of the ADN Administrative Committee relating to the tank vessel Damen River Tanker 1145 Eco liner 949

Derogation No. x/2014 of 31 January 2014

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *Damen River Tanker 1145 Eco liner*, (shipyard number 949, official ID number 55519), type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 3/2013 of the CCNR.

2. A HAZID study by the recognized classification society shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:

   - Interaction between cargo and LNG;
   - Effect of LNG spillage on the construction;
   - Effect of cargo fire on the LNG installation;
   - Different types of hazard posed by using LNG instead of diesel as fuel;
   - Adequate safety distance during bunkering operations.

3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;

4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;

5. An evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:

   (a) system failures;

   (b) leakages;

   (c) bunkering data (LNG);

   (d) pressure data;

   (e) abnormalities, repairs and modifications of the LNG system including the tank;

   (f) operational data;

   (g) inspection report by the classification society which classed the vessel.

Decision of the ADN Administrative Committee relating to the tank vessel Damen River Tanker 1145 Eco liner 951

Derogation No. x/2014 of 31 January 2014

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *Damen River Tanker 1145 Eco liner*, (shipyard number 951, official ID number 55520), type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 2/2013 of the CCNR.

2. A HAZID study by the recognized classification society shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:

   - Interaction between cargo and LNG;
   - Effect of LNG spillage on the construction;
   - Effect of cargo fire on the LNG installation;
   - Different types of hazard posed by using LNG instead of diesel as fuel;
   - Adequate safety distance during bunkering operations.

3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;

4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;

5. An evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:

   (a) system failures;

   (b) leakages;

   (c) bunkering data (LNG);

   (d) pressure data;

   (e) abnormalities, repairs and modifications of the LNG system including the tank;

   (f) operational data;

   (g) inspection report by the classification society which classed the vessel.

Attached documents:

- Annex 1: HAZID Study
- Annex 2: Deviations from IGF Code
- Annex 3: Bunkering procedure
- Annex 4: Crew Training
- Annex 5: Project description
- Annex 6: TNO HAZID Assessment
- Annex 7: CCNR Recommendations