
Economic Commission for Europe

22 July 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-fifth session

Geneva, 25 - 28 August 2014

Item 3 (e) of the provisional agenda

Implementation of ADN:

Matters related to classification societies

Minutes of the seventh meeting

Transmitted by the ADN Recommended Classification Societies

Date: 20-3-2014, Place: Lloyd's Register office, Rotterdam

Attendees:

Bureau Veritas: Robert Broere

DNV-GL: Torsten Dossdahl, Ihno Herbst

Lloyd's Register: Matthijs Breel (part), Bas Joormann (chairman), Herbert Kaptein, Karel Vinke

RINA: Massimo Volta

Russian Maritime Register of Shipping: Sergey Legusha

Russian River Register: Mikhail Kozin

Shipping Register of Ukraine: Mykola Slyozko

1. Opening

The chairman welcomes all participants.

The observer from the ADN Safety Committee, Mr. De Maat, will not participate this time.

Mr. Volta from RINA will join the meeting as observer as RINA has applied for ADN recognition and likes to be involved in the cooperation between the class societies as soon as possible.

2. Minutes of meeting October 2013 (doc 6.IG.06)

The minutes have already been agreed upon, and only the status of the action points is discussed.

Action BV under item 4 is completed.

Action LR under item 5a is done, but not completely finalised yet.

Action BV under item 5b is on the agenda.

Action BV under item 5c is on the agenda.

Action DNV-GL under item 5d is still open, but will be done soon.

Action BV under item 5e is still going on.

Action all under 5i is completed.

Action LR under item 6 is on the agenda.

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

3a. Clarification transitional provisions (doc WP.15/AC.2/2014/12): Mr. Broere explains the work he has undertaken on this subject. An updated document will be sent to the ADN Safety Committee ([action BV](#))

3b. Rules for the carriage of LNG (doc WP.15/AC.2/2014/50): Russian River Register has draft rules and Shipping Register of Ukraine has no rules. All other societies have rules based on the IGC Code. There is no need for specific rules for LNG as in the present requirements already cold gases are included.

The statement under no. 39 of the report is considered to be observed in specific cases only. For a normal tank configuration with domes above the main deck this issue is not observed either.

4. Technical issues.

4a. Hull side reinforcements in case of single hull (9.3.1.11.2a): In this article a face plate made of flat steel is required. Mr. Broere asks if a flanged plate will also be acceptable. All agree that this is acceptable as long as the buckling requirements are fulfilled. Additionally, the acceptance of openings in web frames are discussed. These should most likely be avoided, but if they are really necessary sufficient strength of the web should be calculated.

4b. Transitional provisions of 9.3.x.40.2: Mr. Broere asks if the transitional provisions are also applicable to the other spaces. All agree that this is the case.

4c. Distance of 80 cm in 9.3.2.11.8: Mr. Broere asks if additional reinforcements are required if the distance is already 80 cm. All agree that this is not necessary as in this article already independent tanks are mentioned.

4d. Cargo heating systems (doc 7.IG.05): Mr. Kaptein introduces the document which has been written in order to find a common way of looking at the cargo heating systems. Mr. Broere believes that article 9.3.2.42 is a general regulation and that it is up to the classification societies to set up detailed requirements.

The questions listed in the document are discussed, but as the questions are very detailed, it is decided that the document will be discussed by all societies with their experts and will be put on the agenda next time again (**action all**).

4e. Change of explosion class IIB (doc 7.IG.04): The issue is introduced by Mr. Vinke. As the ADN now states that the gap in IIB is 0.5 – 0.9 mm. The flame arresters that are most common on board are IIB-3 (0.65 mm gap). A discussion on transitional provisions is held, and it is decided that Mr. Vinke will discuss this issue in the working group on explosions.

4f. Use of membrane tanks for transport of LNG (doc 7.IG.02): Mr. Joormann introduces the document which has been written as the use of these tanks on IWW vessels is expected. Both Mr. Dossdahl and Mr. Broere do not have any technical objections against the use of these tanks, but they consider it necessary that a

proposal needs to be sent to the ADN Safety Committee in which the equivalence is shown (**action LR**).

4g. Flame arresters on cofferdams (doc 7.IG.03): Mr. Broere introduces the document which has been written based on previous discussions. Mr. Kaptein considers the cofferdam as having another function to the side tanks and therefore believes a flame arrester on the cofferdam will be useful. After some discussion it is decided not to submit the document to the ADN Safety Committee as a change of the requirements is not deemed necessary.

5. Any other business

Mr. Vinke gives a short update on the working group on explosions.

Mr. Joormann proposes to change the name of the group according to the change of name of the group of EU recognised societies. All agree that the word 'informal' will be deleted from the name.

The chairman for 2015 will be BV.

6. Next meeting.

The next meeting will be held on Wednesday October 22nd in Rotterdam.
