

## Economic Commission for Europe

### Inland Transport Committee

14 January 2016

#### 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-eighth session

Geneva, 25 - 29 January 2016

Item 5 (b) of the provisional agenda

#### Proposals for amendments to the Regulations annexed to ADN

#### Other proposals

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## Regulatory framework for LNG deployment

### Submitted by the Central Commission for the Navigation of the Rhine

1. At its plenary session in June 2015, the Central Commission for the Navigation of the Rhine (CCNR) adopted an amendment to the Rhine Police Regulations (RPR) (Resolution 2015-I-7). These regulations determine the operational requirements, including during the bunkering, applicable to ships using Liquefied Natural Gas (LNG) as a fuel which came into force on 1st December 2015.
2. To give effect to these requirements, the CCNR has published in October 2015 edition 1.0 of the standard for a liquefied natural gas (LNG) bunker checklist truck to ship. This standard, available in French, German, Dutch and English, is based on that published by the International Association of Ports and Harbours (IAPH) and already used by a number of river/sea ports. It comprises the checklist required by the Rhine Police Regulations (RPR) on the one hand and guidelines on the other hand, aiming to expand on the content of this list and to assist the boatmaster in completing it.
3. At its plenary session in June 2015, the CCNR also adopted an amendment of the Regulation for Rhine Navigation Personnel (RNP) (Resolution 2015-I-7) to come into force on 1 July 2016. The RNP includes a new Chapter 4bis on “Additional provisions concerning the expertise of crew members of inland navigation vessels fueled by liquefied natural gas (LNG)”. This Chapter includes requirements on stipulating that skippers and crew members involved in the bunkering procedure shall be subject to an obligation of expertise, and on laying down the content of training courses and examinations.
4. At its plenary session in December 2015, the CCNR adopted an amendment of the Rhine Vessel Inspection Regulation (RVIR) (Resolution 2015-II-22) to come into force on 1<sup>st</sup> December 2016. The RVIR includes a new Chapter 8ter including special provisions applicable to craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than below 55° C, as well as an Annex T regarding supplementary provisions on liquefied natural gas (LNG).
5. These same requirements as in the RVIR are included in the European Standard for Technical Requirements for Inland Navigation (ES-TRIN) adopted by the European Committee for drawing up standards in the field of inland navigation (CESNI) in November 2015.

6. At its plenary session in December 2015, the Central Commission for the Navigation of the Rhine (CCNR) adopted another amendment to the RPR (Resolution 2015-II-15) in order to establish a link between the RPR and the RVIR as well as the RNP regarding the vessel's papers and other documents (§1.10 RPR). This amendment will enter into force on 1<sup>st</sup> December 2016.

7. According to the CCNR regulations, a vessel is only allowed to use LNG as fuel, if it fulfils the requirements not only of the RVIR or ES-TRIN, but also the relevant requirements of the RPR and the RVIR.

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