
Economic Commission for Europe

29 August 2012

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-first session

Geneva, 27–31 August 2012

Item 8 of the provisional agenda

Special authorizations, derogations and equivalents

**Proposed text of derogations regarding the use of LNG
for propulsion**

Note by the secretariat

Attached is the proposed text of possible derogations for three vessels regarding the use of LNG for propulsion.

Draft

Decision of the ADN Administrative Committee relating to the tank vessel *Damen River Tanker 1145 Eco Liner*

Derogation No. 2/2012 of 31 August 2012

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*, ID number 54314 and BV register number 20629A, 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 certificate of approval according to the Rhine Vessel Inspection Regulations, based on recommendation 9/2012 of the CCNR.
2. A HAZID study by the recognized classification society ¹ 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.

¹ “Assessment of hazard identification study chemical tanker design Ecoliner”, dated 23 April 2012 (available in informal document INF.13 submitted to the twenty-first session of the ADN Safety Committee).

Draft

Decision of the ADN Administrative Committee relating to the tank vessel *I-Tanker 1401*

Derogation No. 3/2012 of 31 August 2012

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *I-Tanker 1401*, ID number 54309, 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 certificate of approval according to the Rhine Vessel Inspection Regulations, based on recommendation 2/2012 of the CCNR.
2. A HAZID study by the recognized classification society ² 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.

² Report No. ROT/11.M.0090 Issue 2, dated 23 May 2011 (available in informal document INF.3 submitted to the twentieth session of the ADN Safety Committee).

Draft

Decision of the ADN Administrative Committee relating to the tank vessel *I-Tanker 1402*

Derogation No. 4/2012 of 31 August 2012

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *I-Tanker 1402*, ID number 54310, 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 certificate of approval according to the Rhine Vessel Inspection Regulations, based on recommendation 3/2012 of the CCNR.
2. A HAZID study by the recognized classification society ³ 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.

³ Report No. ROT/11.M.0090 Issue 2, dated 23 May 2011 (available in informal document INF.4 submitted to the twentieth session of the ADN Safety Committee).