

**Economic Commission for Europe**

**Inland Transport Committee**

**17 January 2012**

**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)**

**Twentieth session**

Geneva, 23–27 January 2012

Item 7 of the provisional agenda

**Special authorizations, derogations and equivalents**

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**Revised draft recommendation for a derogation on the use of  
LNG for propulsion for the tank vessel Argonon**

**Transmitted by the Government of the Netherlands on behalf  
of the informal working group on LNG**

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UN-ECE)

RECOMMENDATION OF THE ADMINISTRATIVE COMMITTEE RELATING TO THE ADN REGULATIONS

RECOMMENDATION No. xx/2012 of xx xx 2012

The competent Authority of The Netherlands is authorised to issue a trial certificate of approval to the motortankvessel "Argonon" (yard no. 07 KHO 169 of Trico Shipyard Rotterdam, European vessel identification number 02334277), type C tanker, for use of Gas Oil and Liquefied Natural Gas (LNG) as fuel for the propulsion installation.

Pursuant to regulation 1.5.3.2 the vessel may deviate from regulations 7.2.3.31.1 and 9.3.2.31.1 until 30-06-2017. The Administrative committee 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 RVIR, based on recommendation XXX by the CCNR.
2. The HAZID study by the recognized classification society which has classed the vessel (see annex 1) shall cover, but shall not be limited to, the following issues:
- Interaction between cargo and LNG
- Effect of LNG spillage on the construction
- Effect of cargo fire on LNG installation
- Different types of hazard posed by using LNG instead of diesel as fuel
- An adequate safety distance during bunkering operation;
3. The use of LNG as fuel is included in the dangerous goods report to Traffic management and in emergency notification;
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 annual evaluation report shall be sent to the secretariat of the UN-ECE for information of the administrative committee. The evaluation report shall contain at least the following information:
a. system failure;
b. leakage;
c. bunkering data (Diesel and LNG);
d. pressure data;
e. abnormalities, repairs and modifications of the LNG system including the tank;
f. operation data;
g. inspection report by the classification society which has classed the vessel.

Attachments:

- Annex 1. Report No. ROT/11.M.0090 Issue 2, dated May 23rd 2011
- Annex 2. recommendation XXX by the CCNR

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Deleted: [The vessel shall be constructed and classified under the supervision and in accordance with the applicable rules of an recognized classification society, which has special rules for LNG installations. The class shall be maintained]; [The LNG propulsion system shall be annually surveyed by a recognized classification society];
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Deleted: [The LNG propulsion system is in conformity with the IGF Code (IMO Resolution MSC 285(86), June 1st 2009), except for the items listed in annex 2]; [The LNG storage tanks shall comply with the requirements of EN 13458-2 (2002). The tank shall be connected to the vessel in a way that ensures that the tank shall remain attached to the vessel under all circumstances.];
The bunkering and maintenance of the LNG propulsion system shall be done according to the procedures laid down in annex 3 and 4;
All crewmembers shall be trained on the dangers, the use, the maintenance and the inspection of the LNG propulsion system according to the procedures laid down in annex 5;
A safety rota shall be provided on board the vessel. The safety rota describes the duties of the crew. The safety rota includes a safety plan;
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- Annex 3. Bunkering procedure¶  
- Annex 4. Maintenance procedure¶  
- Annex 5. Training procedure

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