

---

**Economic Commission for Europe**

27 July 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**

---

## **Recommendation Damen River Tanker 1145 Eco Liner**

### **Transmitted by the CCNR**

Please find attached the recommendation 9/2012. It is based on the initial proposal from the Dutch delegation (see document RV/G (12) 51 = JWG (12) 53).

The Secretariat had received comments from the Belgian, German and Swiss delegation. The Dutch delegation responded to these comments and amended the proposal accordingly (see document RV/G (12) 66 = JWG (12) 68). The attached recommendation contains these amendments. The CCNR Secretariat will inform the Secretariat for the ADN accordingly.

CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE

RECOMMENDATION TO INSPECTION BODIES RELATING TO THE RHINE  
VESSELS INSPECTION REGULATIONS

RECOMMENDATION No. 9/2012  
of 13 July 2012

Damen River Tanker 1145 Eco Liner

The motor tanker “Damen River Tanker 1145 Eco Liner” (ID number 54314 and BV register number 20629A), type C tanker as referred to in the ADN, is herewith authorised to use liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to article 2.19 (3) the vessel is authorised to deviate from the articles 8.01 (3), 8.05 (1), 8.05 (6), 8.05 (9), 8.05 (11) and 8.05 (12) until 30.06.2017. The use of liquefied natural gas is deemed sufficiently safe if the following conditions are met at all times:

1. The vessel is constructed and classed under the supervision and in accordance with the applicable rules of a recognized classification society, which has special rules for liquefied natural gas installations. The class shall be maintained.
2. The liquefied natural gas propulsion system shall be annually surveyed by the classification society which has classed the vessel.
3. A full HAZID study by the classification society which has classed the vessel (see **annex 1**), has been carried out.
4. The liquefied natural gas 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**.
5. The two liquefied natural gas storage tanks shall comply with the requirements of the European standard EN 13530. The tanks shall be connected to the vessel in a way that they remain attached to the vessel under all circumstances.
6. The bunkering of liquefied natural gas shall be done according to the procedures laid down in **annex 3**.
7. The maintenance of the liquefied natural gas propulsion system shall be carried out in accordance with the manufacturer’s instructions. The instructions are to be carried on board. Before recommissioning after a substantial modification or repair, the liquefied natural gas propulsion system shall be examined by the classification society which has classed the vessel.
8. All crew members shall be trained on the dangers, the use, the maintenance and the inspection of the liquefied natural gas propulsion system according to the procedures laid down in **annex 4**.
9. A safety rota shall be provided on board the vessel. The safety rota describes the duties of the crew and includes a safety plan.
10. All data related to the use of the liquefied natural gas propulsion system shall be collected by the carrier and shall be kept for at least five years. The data shall be sent to the competent authority on request.

11. An annual evaluation report that includes all collected data shall be sent to the secretary of the CCNR for distribution amongst the member states. The evaluation report shall contain at least the following information:

- a) system failure;
- b) leakage;
- c) bunkering data (liquefied natural gas);
- d) pressure data;
- e) abnormalities, repairs and modifications of the liquefied natural gas system including the tanks;
- f) operation data;
- g) inspection report by the classification society which has classed the vessel.

**Attachments:**

- Annex 1: HAZID Study for Damen River tanker 1145 – Eco Liner
- Annex 2: Overview of deviations from the IGF Code (IMO Resolution MSC.285(86), June 1<sup>st</sup> 2009)
- Annex 3: Liquefied natural gas bunkering procedure
- Annex 4: Description of the training of the crew on board of liquefied natural gas driven inland waterway vessels
- Annex 5: Description of project Damen River Tanker 1145 Eco Liner

Annexes are located on website under  
and

RV 2012 EN rv12\_37en\_2  
RVG 2012 EN rvg12\_67en\_2  
JWG 2012 EN jwg12\_69en\_2

Les annexes sont enregistrées sur le site sous  
et

RV 2012 EN rv12\_37en\_2  
RVG 2012 EN rvg12\_67en\_2  
JWG 2012 EN jwg12\_69en\_2

Die Anlagen stehen auf der Website unter  
und

RV 2012 EN rv12\_37en\_2  
RVG 2012 EN rvg12\_67en\_2  
JWG 2012 EN jwg12\_69en\_2

De bijlagen staan op de website onder  
en

RV 2012 EN rv12\_37en\_2  
RVG 2012 EN rvg12\_67en\_2  
JWG 2012 EN jwg12\_69en\_2

---