
Economic Commission for Europe**Inland Transport Committee**

English

3 July 2017

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)****Thirty-first session**

Geneva, 28-31 August 2017

Item 5 of the provisional agenda

Reports of informal working groups

Minutes of meeting of the thirteenth meeting of the informal working group of Recommended ADN Classification Societies**Attendees:**

- Bureau Veritas: Robert Broere, Raffaele Cocito (16th), Guy Jacobs
- DNV-GL: Thorsten Bonk (16th), Torsten Dossdahl, Jan Wilkens (16th)
- Lloyd's Register: Bas Joormann (chairman), Ronald Mulder (16th), Karel Vinke (15th)
- RINA: Pavlos Safralis
- ADN Safety Committee: Benjamin Beldman (observer) (15th)

Not attending:

- RMR: Sergey Legusha
- RRR: Michael Kozin (with notice)
- URS: Mykola Slozko (with notice)

1. Opening

The chairman welcomes the participants and opens the meeting.

2. Minutes of the 12th meeting, action points

The list of action points is discussed.

(a) ISO 17020. The document prepared by BV is agreed upon. BV will submit it to the ADN secretariat (**action BV**). Mr. Beldman brings the transitional provision of 1.6.9.1 to the attention of the classification societies;

(b) Shower and eye bath. The document prepared by BV is agreed upon. BV will submit it to the ADN secretariat (**action BV**);

(c) Reference to class rules. RMR and RRR didn't submit their contribution to the common table with references to the ADN Safety Committee. RRR has informed the group that since 19-7-2016 new rules are in force, including a Part IX in which the ADN requirements are taken into account. The references to the ADN requirements are in progress;

It's decided that the chairman will send a reminder to both RMR and RRR to take appropriate action towards the ADN Safety Committee (**action LR**).

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- (d) A60 Fire protection. The document prepared by BV is agreed upon. BV will submit it to the ADN secretariat (**action BV**);
- (e) List of interpretations. The document prepared by LR is agreed upon. LR will submit it to the ADN secretariat;
- (f) Stability issues. Is discussed on 16 March;
- (g) Rapid blocking valve. The document prepared by BV is agreed upon. BV will submit it to the ADN secretariat (**action BV**);
- (h) Propylene Oxide. It's decided that this issue isn't completed yet. LR will make a proposal for the content of a PO manual (**action LR**);
- (i) Sampling opening. The document prepared by BV is discussed and agreed upon. BV will submit it to the ADN secretariat (**action BV**);
- (j) Sliding seals. This isn't prepared yet. BV will submit a document for discussion at the next meeting (**action BV**);
- (k) Working group on 9.3.4. BV is working on the validation of the developed software. As discussed previously an working group on this subject will be established. Also the Dutch Institute of Applied Science (TNO) will be invited to participate (**action BV**);
- (l) Pressure drop calculations. The document 12.IG.07 rev 1 is discussed, and it's decided that a better proposal is needed. A working group will be established. An invitation will be sent including a scope and the desired results (**action LR**);
- (m) Side struts. The document prepared by BV is agreed upon. BV will submit it to the ADN secretariat (**action BV**);
- (n) List of products, general remark. After some discussion it's decided that LR will bring this on the table in the ADN Working Group on Substances, and will support the industry in this issue (**action LR**);
- (o) Flame arrester. This item is already solved during the last meeting of the ADN Safety Committee;
- (p) Amendments ADN. This question is already answered during the last meeting of the ADN Safety Committee. Mr. Beldman informs the group about the progress of the Multilateral Agreement on the use of LNG as fuel. It's expected that this MA will be signed before the summer.

3. Items from the last ADN Safety Committee meeting

- (a) Item V-C5 (20). Is discussed on 16 March;
- (b) Item V-C6 (21). Info on status of computer loading instruments. It's decided that a common document will be submitted to the ADN Safety Committee in which the actual status of the approval of the computer loading instruments will be given. In December 2017 LR will prepare this document and will sent it to BV and DNV-GL to complete it with their information (**action LR**);
- (c) Item V-E (45). Is discussed at agenda item 2c.

4. Technical issues

- (a) Stability issues. Is discussed on 16 March;

(b) Content of vessel record. The document is discussed, and it's decided that a new document will be prepared. The intention of the ADN Safety Committee with respect to this requirement doesn't seem to be quite clear. It's also not very likely that all technical information will be available at all, specific not on dry cargo ships. LR will prepare a new document for further discussion in the ADN Safety Committee (**action LR**);

(c) Cargo heating. The document prepared by LR is explained. Both BV and DNV-GL will sent their answers to LR after discussions with their specialists. LR will make a new document for further discussion at the next meeting (**action BV, DNV-GL, LR**);

(d) Double bottom. The document submitted by BV is discussed and it's agreed that the reference in the ADN should be adjusted. BV will submit the document to the ADN Safety Committee (**action BV**);

(e) Flame arrester (question BV). This is already partly discussed at agenda item 2i. After some discussion it's decided that also other makes of flame arresters (like the 'Flammer' type) can be accepted to be used on board if they are certified according EN ISO 16852:2010.

5. Any other business

(a) LR explains the issues for the industry with respect to the changed settings of some products, like UN1267, UN1268, etc. A solution before 1 July 2017 is needed. A possible solution might be to give those 'big movers' a different position in the cargo list, and also add an addendum to the cargo list to make the transport possible. This will be further discussed in the ADN Working Group Substances (**action LR**);

(b) RINA asks some explanation on the cargo list in relation to the electrical equipment on older ships. It's explained that also the transitional provisions need to be considered for these ships, as they can have an impact on the cargo list.

6. Next meeting

The next meeting will be held on Wednesday 11 October 2017 in Rotterdam.

16 March - Stability issues

On 16 March some stability experts from BV, DNV-GL, and LR are present to discuss the various issues. This agenda item is included as there still seems to be some different approach on stability issues between the class societies. First the document submitted by LR is discussed.

(a) Still water bending moment limited curve. The simplified curve as included in the INF30 is considered generally acceptable on the basis that the maximum values are based on theoretical occurring SWBM curve. The simplified curve may be adapted at the transitional areas between aft ship and cargo area, and fore ship and cargo area by the classification society where needed. When ship owners like to have the maximum possibilities and flexibility with respect to loading, an optimized curve can be defined;

(b) Damage control plan. According BV this plan should include all openings, and should be stamped by the class society. After some discussion it's decided that the plan should include watertight boundaries, cross flooding arrangement (if applicable), all openings, including the type of opening and (water-) tightness, and to which compartments they are connected in case this is unclear. Furthermore it's considered as 'nice to have' to include the bilge/ballast system and procedures on the actions to be taken by the skipper in

case of damage. The plan is not required to be stamped/approved by the ADN regulations however; the plan will be stamped by the class society when reviewed;

(c) Application on Type N and Type G tankers. BV explains the issue which is quite complicated due to the several transitional provisions in the ADN over the years. It's decided that BV will make a document for submission to the ADN Safety Committee. In this document an explanation will be given, and also a proposal to include the damage stability in the transitional provisions (**action BV**);

(d) Watertight integrity. As the Dutch authorities have a different approach on the watertight integrity of windows, it would be a solution if they will submit their point of view to the ADN Safety Committee;

(e) Test loading conditions. BV asks if a condition which doesn't comply needs to be included in the test conditions. It's decided that it's not necessary to ask this on beforehand, but that it sure isn't a problem when one of the test conditions doesn't comply. In addition to the approval of test conditions, verification of the proper implementation of the limits may be verified during the on-board verification by the Class surveyor;

(f) Calculation of box cooler and bow thruster channel. BV asks how these spaces need to be considered as there's most of the time no info available on existing ships. It's decided that when no info is available, these spaces can be included in the remaining buoyancy of the hull;

(g) Watertightness of accommodation floor. BV states that when it's not proven if the floor is watertight, the floor is considered as being not watertight. When there's more than 500 mm water on the floor a calculation in which plastic deformation is included is acceptable;

(h) Tanks over 380 m³. It sometimes appears that on existing ships tanks are just over 380 m³. This issue has already been discussed with the Dutch authorities and found acceptable by them. It's decided that this approach is acceptable for the class societies as well;

(i) Watertightness of emergency exits. They can be considered as watertight when in the final stage of flooding they're 100 mm above the waterline;

(j) Light ship weight data on passenger ships. BV asks what needs to be included. This is outside scope of ADN and may be addressed separately;

(k) Free surface moment. The issue of the free surface moment in longitudinal direction is discussed. In case a ship owner submits GM/VCG limit curves for approval which are calculated based on the assumption of empty tanks, the classification society may detect that certain loading conditions comply with the submitted limit curves but do not comply with the ADN stability criteria when checked by direct calculation (considering transverse and longitudinal free surface moments of tank fillings). In this case the classification society may request a set of revised GM/VCG limit curves considering the following:

- (a) Partly filled cargo and consumable/ballast tanks;
 - (b) Appropriate specific gravities of tank fillings
-> In addition from DNV-GL, but not discussed in the meeting;
 - (c) Outflow of ballast water or consumables;
 - (d) Initial heel and trim of loading conditions.
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