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**Economic Commission for Europe****Inland Transport Committee**

19 December 2018

**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-fourth session**

Geneva, 21-25 January 2019

Item 4 (e) of the provisional agenda

**Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): matters related to classification societies**

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**Minutes of Meeting of the sixteenth meeting of the Group of Recommended ADN Classification Societies****Transmitted by the Chairman of the Group of Recommended ADN Classification Societies**

Date: 24 October 2018, 10.00-15.00

Location: 'SS Rotterdam', Rotterdam, The Netherlands

## Attendees:

- BV: Mr. Jean-Michel Chatelier, Mr. Guy Jacobs
- DNV-GL: Mr. Torsten Dosdahl
- LR: Mr. Matthijs Breel, Mr. Bas Joormann (chairman), Mr. Karel Vinke
- SRU: Mr. Mykola Slozko
- ADN Safety Committee: Mr. Benjamin Beldman (The Netherlands, observer)

## Not attending (with notices):

- CRS: Mr. Ivan Bilic
- RINA: Mr. Pavlos Safralis
- RMR: Mr. Sergey Legusha
- RRR: Mr. Michael Kozin

**1. Opening**

The chairman welcomes the participants. Some additional technical issues have been submitted for agenda item 4.

**2. Minutes of Meeting fifteenth meeting, action points (doc 15.IG.10)**

The list of action points is discussed.

- a) Propylene Oxide (LR). The specific manual for IWW vessels is still to be made based on the manuals for seagoing vessels. Action point is still open (**action LR**);
- b) Sliding seals (BV). Action point is still open (**action BV**);

c) Working group on 9.3.4. (BV). BV is working on a proposal for another calculation method. But this is to be considered in relation to an entire update of 9.3.4. BV is encouraged to work further on this. Action point is still open (**action BV**);

d) Pressure drop calculations (LR). LR explains the working method on the approval of these calculations. The submitted report is being approved, independent of the number of tanks which has been calculated. A mixture of 50 % air and vapour as prescribed in the ADN is being used. The vapour densities in the report are being used. DNV-GL has the same approach. BV issues a curve with relation between vapour density and loading rates. It's discussed if the calculation is helpful for the owner at all. According LR the results give a safe value in all circumstances. The Dutch delegation will consider submitting a discussion document on this topic to the ADN Safety Committee (action Mr. Beldman);

e) Using LNG boil off as fuel (LR). The IGC Code of the IMO has requirements for the use of boil off. Also the IGF Code has some requirements in this respect. It's concluded that the requirements of IGC Code can be used. BV will submit a document with explanation for the ADN Safety Committee (**action BV**).

### 3. Items from last ADN Safety Committee meeting (report ECE/ADN/47)

- a) Item IV-A-1 (10), Provide evidence on references to the AND;
- b) Item IV-A-1 (11), Participate in Informal Working Group.

These comments are discussed and the colleagues from RMR are asked to take appropriate action as demanded by the ADN Safety Committee (action **RMR**).

### 4. Technical issues

a) Competent authority (LR). It was discussed during the last ADN Safety Committee at the discussion about the minutes of meeting of the classification societies. BV will contact the German delegation and offer the help with this topic (**action BV**);

b) Battery powered ships (LR). It's explained by Mr. Beldman that the ADN Safety Committee will be interested in new developments, but first the general technical issues need to be discussed in the CESNI-PT working group. No action required yet;

c) Explosion Group (BV). The document 16.IG.4c is discussed, but the conclusion in the document is agreed upon where flame arrestors in exhaust systems are not used on gas tankers and explosion protection in Table C for gases are inserted for sake of completeness;

- d) Interpretations ADN 2019 (BV). The document 16.IG.4d is discussed.

On the first item (9.3.x.53.1) it's unclear how to use the transitional agreement in the ADN, and it's therefore agreed to use MO 18 and the transitional dispositions on 9.3.x.20.4 and 9.3.x.21.1 (until 2024) for the time being until a decision on this has been made by the ADN Safety Committee meeting. Mr. Beldman will discuss this bilateral with the other member states (**action Mr. Beldman**).

On the second item it's agreed that for temperature class T3 the maximum temperature is 200 degrees.

On the third item it's decided that including remark 12 for entries with T3 in column 15 isn't necessary.

On the fourth item (UN2057) it's decided that a document will be submitted for clarification at the ADN Safety Committee (**action BV**).

On the fifth item it's agreed that these need to be considered as new entries.

On the sixth item BV will contact the chairman of the Working Group on Substances about this (**action BV**).

On the seventh item it's agreed that the interpretation is right. BV will make a document for the ADN Safety Committee (**action BV**).

e) Tanks larger than 1.000 m<sup>3</sup> (BV). This is discussed, and in general there seems to be no objection against larger cargo tanks. The new calculation method according 9.3.4. will be presented first at the next meeting of the classification societies, and this is considered as a starting point for further update of 9.3.4;

f) High velocity valves related to higher temperatures (BV) (document 16.IG.4f).

The issue is clear, and it's discussed if this really is a problem in practice. It's a common understanding that testing and certification of the P/V valves at higher reference temperatures is required to establish a maximum temperature the P/V valve is suitable to be used for. If it is not possible to fulfil together the two prescriptions of ADN (i.e. install a High Velocity Vent Valve and test according to ISO 16852), alternative disposition is considered as acceptable (same level of safety) if this is in compliance with a other relevant regulation (for example, shore regulation) and if this is also validated by the manufacturer of the high velocity vent valve.

## **5. Any other business**

Mr. Jacobs reminds on the request of the ADN Safety Committee to give an update of the status of the approval of the Computer Loading Instruments. LR will update the previous end document with the status per 1 January 2019 and submit that as an INF document (action LR).

## **6. New chairman and next meeting**

DNV-GL will be the chairman for 2019, and probably also 2020.

Next meeting will be held on Wednesday 27 March in Hamburg.

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