
Economic Commission for Europe

Inland Transport Committee

9 January 2020

English

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-sixth session**

Geneva, 27-31 January 2020

Item 6 of the provisional agenda

Reports of informal working groups

9th January 2020**Minutes of Meeting of the 18th meeting of the Group of ADN Recommended Classification Societies**

Date: 23 October 2019, 9:30 - 16:00

Location: DNV GL Maritime Head Office, Hamburg, Germany

Attendees:

- BV: Mr. Jean-Michel Chatelier, Mr. Guy Jacobs
- DNV-GL: Mr. Torsten Dossdahl (chairman)
- LR: Mr. Bas Joormann, Mr. Karel Vinke
- SRU: Mr. Mykola Slozko
- CRS: Mr. Ivan Bilić Prečić

ADN Safety Committee:

- Mr. Henk Langenberg (chairman ADN Safety Committee),
- Mr. Manfred Weiner (Germany, observer)

Not attending (with notices):

- 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 17th meeting, action points (doc 17.IG.10)

The list of action points was discussed.

- a. Propylene Oxide (LR) – document: doc 17 IG 02a (distributed for 17th meeting)

No comments have been submitted up to the session and the members decided that comments have to be sent to the chairman. They will be collected

During the discussion about the reason for this document the group came to the conclusion that the remark 12 p) of the additional requirements / remarks in ADN 3.2.3.1 should be changed in that way that a Cargo Handling Manual for Propylene Oxide has to be mandatory.

The document remains on the agenda for the next meeting.

Action point is still open (**action All**).

- b. Sliding seals (BV) – no document
BV will try to submit a document for the next meeting.
Action point is still open (**action BV**).
- c. Working group on 9.3.4. (BV) no document
BV gave a short overview about the progress at the development of the new software tool and informed that a first short presentation of the new tool seems to be possible at the next meeting.
With reference to this work Mr. Joormann informed the group that LR had a meeting with TNO and there they came to the conclusion that due to increased size of the vessels the available collision energy to be considered in ADN 9.3.4 is much larger than at that time as this chapter was developed. Therefore, they concluded that the chapter 9.3.4 has to be updated. Mr. Joormann will ask the Safety Committee to put a presentation of TNO on the agenda for this theme. BV is further working on finalisation of the software.
Action point is still open (**action BV / LR**).
- d. Using LNG boil off as fuel (LR).
The group had once more a short discussion about the use of boil off for propulsion. As a result, BV offered to submit an INF document with explanations for the next ADN Safety Committee meeting.
Action point is still open (**action BV**).
- e. Stability, transitional provisions – document: doc 17 IG 02 f (distributed for 17th meeting)
The documents was discussed and the group agreed on it.
It was decided that BV will submit an official paper to the ADN Safety Committee (**action BV**).
- f. Competent authority – no document
At the beginning the group had a short discussion about Competent Authorities in ADN and got the information that the Netherlands will develop a new set up for the Competent Authorities. Further the group discussed the question whether devices with an approval from another country than an ADN Member state can be accepted and came to the conclusion if this Authority is accepted according the mentioned standards in ADN the devices can be used at vessels with an ADN approval certificate. To collect all facts for further handling in this group, CRS offers to develop a discussion paper for the technical

matters in connection with these questions **(action CRS)**.

- g. Tanks larger than 1.000 m³ (BV) – no document
At the discussion came up that more and clients asking for bigger cargo tanks with more than 1.000 m³. Mr. Joormann will ask TNO to include this theme in the presentation discussed under TOP 2 c) and the group decided to collect arguments for further discussion **(action All)**.
- h. High velocity valves related to higher temperatures (BV) – doc 16.IG.4f (distributed for 16th meeting)
Mr. Weiner informed the group that CEFIC has tested such devices for higher temperatures and that the group could contact Mr. Akkermann from BASF for further information. He further explains that ADN 1.5.3 could eventually solve this problem.
Mr. Doslahl agreed to contact Mr. Akkermann and to ask him for further information **(action DNV GL)**.
- i. Pushed boats and convoys (DNV GL) – doc 18 IG 02i
The document was discussed and the group agreed that the document will be submitted to ADN Safety Committee as an official document **(action DNV GL)**.
- j. Sampling device on board of tankers Type N (BV) – doc 17 IG 04j (distributed for 17th meeting)
The paper was discussed and LR was the opinion that the wording “steady burning” is a wrong translation in the English version and the better translation could be “endurance burning”. LR will collect more information and the paper will be further discussed at the next meeting **(action LR)**.
- k. List and Inspection of NON-electrical equipment (BV) – doc 17 IG 04i (distributed for 17th meeting)
It was decided that all members of the group will study this paper again for the next meeting and will collect further examples. It was decided that it will be developed as a guidance paper for the surveyors and it is not planned to submit this document to the ADN Safety Committee as an official document amending the ADN regulations **(action all)**.

During the further discussion the following was noticed:
ADN paragraph 8.1.2.9 contains obviously a mistake; “8.1.2.1 (b), 8.1.2.1 (g), 8.1.2.4 *and* 8.1.2.5 do not apply ...”. 8.1.2.5 does not exist and should be deleted!

The group also notes that the last sentence in 8.1.2.2 does not seem to be correct either. In the opinion of the group it is not correct that all documents listed under 8.1.2.2 shall bear the stamp of the competent authority. The group is the opinion that this is only the case for the

documents mentioned under 8.1.2.2 (e) to (h).

1. Protection wall (BV) – doc 17 IG 04n
(distributed for 17th meeting)
At the discussion the group came to the conclusion that existing vessels do not need a protection wall, they can use the transition provisions and can use devices without “limited explosion risk”. In the opinion of the group this approach is not safe but it has to be accepted

because it is regular content of actual ADN regulation.
Point will be closed.

- m. ADN 9.3.2.12.4 (b) (i) (BV) – doc 17 IG 04o
(distributed for 17th meeting)
Point will be closed, solved with paper INF 18 of the 35th meeting of ADN Safety committee. See also TOP 3 k).
- n. Transition provision, correction English version (BV) – doc 17 IG 04p
(distributed for 17th meeting)
Point will be closed, solved with paper INF 20 of the 35th meeting of ADN Safety committee. See also TOP 3 l).
- o. Model of certificate of approval, correction (DNV GL / BV) – doc 17 IG 04q, (distributed for 17th meeting)
Point can be closed, will be further handled by French Delegation. See also TOP 3 j).
- p. Deflagration, detonation and steady burning (action BV) – doc 17 IG 04u, (distributed for 17th meeting)
BV will send an official document to the ADN Safety Committee **(action BV)**.

3. Items from last ADN Safety Committee meeting (report WP.15/AC.2/72)

- a. Interpretation of 9.3.3.12.2 – point 21 and INF 28 of 35th meeting of ADN Safety Committee
Group discussed interpretations of the ADN Safety Committee and agreed that the interpretation mentioned under second bullet point is not acceptable for the classification societies because
 - the class rules requires a ventilation pipe
 - an opened hatch cover is an undefined opening (situation) with respect to stability calculations
- b. About classification of Zones – Zone 1 – point 26 – doc 18 IG 03b
The group came to the conclusion that option 3 of the document is the preferred solution.

BV will send an official document to the ADN Safety Committee **(action BV)**.

- c. Content of vessel record – point 32 and 33
The group noticed the conclusions of the last ADN Safety Committee meeting that the vessel record is not a subject of the ADN survey and decided to close this matter, as the Group did not see any point in continuing work on a document the content of which was not considered legally binding and the content and meaning of which could not be agreed in the ADN Safety Committee.
Point will be closed.
- d. Using LNG boil off as fuel – point 34, 1st point
Handled under TOP 2 d) **(action BV)**.
- e. Deflagration, detonation and steady burning – point 34, 4th point
Handled under TOP 2 p) **(action BV)**.
- f. Actual status of approval of loading instruments – point 35
Group will send a final statistic to ADN Safety Committee **(action DNV GL)**.
In this document it will be mentioned that the use of loading computers is not mandatory according ADN and that as alternative an approved stability documentation with all relevant loading cases is also sufficient.
- g. Pushed boats and convoys – point 36
Handled under TOP 2 i) **(action DNV GL)**.
- h. Transitional provisions about explosion group / subgroup – point 37
Group noticed that an official document to this matter will be prepared by the Netherlands' delegation.
Actual no further action necessary.
- i. Sources of energy and electrical installations of pumps – point 49
The group discussed this item and is the opinion that the pump and the engine can be arranged in the same room but the second pump with their engine have to be arranged in another room.
Actual no further action necessary.
- j. Corrections to inconsistencies in the models for certificates of approval – point 51 and 52
This point can be closed – see also TOP 2 o).
As a result of the discussion about this point Mr Joormann asks the Chairman of the ADN Safety Committee to remind the use of the current version of the ADN Certificate of Approval as it is not yet used by all Contracting States.

- k. Corrections to 9.3.x.12.4 (b) (i) – point 60
This point can be closed – see also TOP 2 m).
- l. Corrections to the transition provision for 9.3.1.17.4 and 9.3.3.17.4 – point 61
This point can be closed – see also TOP 2 n).

4. Technical issues

- a. Vessel record (LR) – *INF 4 of 35th meeting ADN Safety Committee*
This point can be closed – see also TOP 3 c).

- b. Assigned Zones (BV) – *doc 18 IG 04b*

Document was discussed with the following conclusions:

to 1. The “assigned zones onboard” are not the “cargo area”. The zones are defined in ADN 1.2.1 Definitions – Zones

to 4. The “onshore assigned zone” will be defined by the port operator for the concrete situation in the port.

to 5. a) to 5 e) wording in ADN need not to be changed

to 6. a) and 6 b) wording in ADN need not to be changed

to 7. In the English version of 9.3.2.51 c) the word “on board” has to be added as follows: “: ... then the corresponding surface temperatures within the assigned zones **on board** shall not exceed 135 °C (T4), 100 °C (T5) or 85 °C (T6) respectively ... “.

to 8. Similar corrections are necessary for the English version of 7.2.3.51.5 and 9.3.X.53.1:

7.2.3.51.5 – “When the list of substances on the vessel according to 1.16.1.2.5 contains substances for which the temperature classes T4, T5 or T6 are indicated in column (15) of Table C of Chapter 3.2, the corresponding surface temperatures within the assigned zones **on board** shall not exceed 135 °C (T4), 100 °C (T5) or 85 °C (T6), respectively.”

9.3.x.53.1 – “... If the list of substances on the vessel according to 1.16.1.2.5 is going to include substances for which temperature classes T4, T5 or T6 are indicated in column (15) of Table C of Chapter 3.2, then the corresponding surface temperatures within the assigned zones **on board** shall not exceed 135 °C (T4), 100 °C (T5) or 85 °C (T6).

If the list of substances on the vessel according to 1.16.1.2.5 is going to include substances for which temperature classes T1 or T2 are indicated in column (15) of Table C of Chapter 3.2, then the corresponding surface temperatures within the assigned zones **on**

board shall not exceed 200 °C.”

- c. ADN 2019 interpretations and questions (LR) – *doc 18 IG 04c*
Document was discussed and the following was agreed as common point of view:
- to 1. Question already solved with point 27 of report of 35th meeting ADN Safety Committee
 - to 2. Arrangement of pumps not considered as an opening.
 - to 3. Agreed
 - to 4. Not finally discussed; LR will develop a proposal for the next meeting (**action LR**).
 - to 5. Agreed
 - to 6. Agreed

to 7. Agreed, anchor equipment will not be used during loading and unloading and therefore regulated with ADN 9.3.X.10.3

to 8. Agreed

to 9. According LR's statement the gas sensors according 9.3.X.12.4 are actually not available. LR will develop a document with a proposal to change the response time of the sensors (**action LR**).

to 10. Agreed

- s. Protection wall and Service space (BV) – *no document*
Discussion about the question, if the protection wall is arranged from side to side, are the points 9.3.X.16.2 and 9.3.X.17.2 further valid. BV will come back to this point at the next meeting (**action BV**)

Question: Is it allowed to install the service space for the inerting facilities out of the cargo area? No result. Will be hold on the agenda for the next meeting (**action BV**).

5. Any other business

It was pointed out again that the regular participation of all recognised classification societies in the meetings of this group is mandatory on the basis of the criteria for recognition.

6. Next meeting

Next meeting will be held on Wednesday 25 March 2020 in Hamburg and will start at 9:30 a.m.