
Economic Commission for Europe

23 August 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 Type I-Tanker 1401

**Transmitted by the Central Commission for the Navigation of the
Rhine (CCNR)**

The Secretariat is pleased to distribute for information the annexed recommendation drawn up by the Inspection Regulations Working Group pursuant to Article 2.19 of the Rhine Vessels Inspection Regulations (RVIR).

CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE
RECOMMENDATION TO INSPECTION BODIES
RELATING TO THE RHINE VESSELS INSPECTION REGULATIONS

RECOMMENDATION No. 2/2012
of 24 February 2012

TYPE I-TANKER 1401

The motor tanker "Type I-Tanker" (yard no. 1401 of Peters Shipyard Kampen, European vessel identification number to be obtained), 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 authorized 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 13458-2 : 2002. 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 re-commissioning 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 crewmembers 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, is 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.

(The technical data on which this recommendation is based are in document RV/G (11) 68 rev. 3.)

Attachments (all in one document):

- Annex 1: Report No. ROT/11.M.0090 Issue 2, dated May 23rd 2011
- Annex 2: Overview of deviations from the IGF Code (IMO Resolution MSC.285(86), June 1st 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: General information liquefied natural gas system on board of the type I-tanker 1401

Annexes are located on website under
and
RV 2012 EN rv12_17en_2
RVG 2012 EN rvg12_38en_2
JWG 2012 EN jwg12_36en_2

Les annexes sont enregistrées sur le site sous
et
RV 2012 EN rv12_17en_2
RVG 2012 EN rvg12_38en_2
JWG 2012 EN jwg12_36en_2

Die Anlagen stehen auf der Website unter
und
RV 2012 EN rv12_17en_2
RVG 2012 EN rvg12_38en_2
JWG 2012 EN jwg12_36en_2

De bijlagen staan op de website onder
en
RV 2012 EN rv12_17en_2
RVG 2012 EN rvg12_38en_2
JWG 2012 EN jwg12_36en_2
