
Economic Commission for Europe**Inland Transport Committee**

7 January 2021

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, 25-29 January 2021

Item 4(b) of the provisional agenda

Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): special authorizations, derogations and equivalents

Announcement of a request of a derogation for the construction of a LNG Bunkering vessel with tanks bigger than 1000m³**Transmitted by the Government of Belgium****I. Introduction**

1. On 28/10/2019, a request was sent to the Belgian authority to ask for a derogation at the ADN Administrative Committee for the construction and operation of a LNG bunkering vessel with tanks bigger than 1000 m³. However, the working document ECE/TRANS/WP.15/AC.2/2020/22 and the informal document INF.2 have been withdrawn from the agenda of the thirty-sixth session.
2. On 23/12/2020, a new request was sent to the Belgian authority to ask for a similar derogation at the ADN Administrative Committee.
3. Currently the ADN prescribes in 9.3.4.1.1 that the maximum allowable cargo tank volume is 1.000 m³. The owner currently wants to construct an 8.000 m³ LNG bunkering vessel. Different options were compared and two options to construct the ship with 2 x 2 x 2.000m³ Type C Bi-Lobe PUF insulated tanks or 4 x 2.500m³ MarkIII membrane tanks have several advantages over the option to have 8 x 1.000 m³ tanks. Crash worthiness of the wing construction is calculated in accordance to ADN subsection 9.3.4. It would even be possible to construct a vessel for inland navigation with 4 x 4.500m³ tanks, thus reaching a maximum volume of 18.000m³ LNG. A 135m vessel can never contain 18 x 1.000m³ tanks because every single tank causes additional volume loss.
4. According to IMO regulation, the vessel can be built without any regulatory restriction on the volume of the tanks.
5. A technical file was sent to the Belgian authority by the owner and is annexed to this announcement. This technical file can be further explained during the 37th session of the ADN Safety Committee.
6. Referring to the report of the thirty-sixth session of the ADN Safety Committee under item V.E.2, proposal for an update of 9.3.4 (alternative constructions) of the ADN, the Belgian delegation is of the opinion that a detailed technical and economic justification is hereby presented to the Safety Committee.

II. Proposal for next steps

7. The Belgian delegation requests the ADN Safety Committee to evaluate this announcement and the annexed technical file. With a view to request a derogation to the Administrative Committee, the Belgian delegation will introduce a new working document for one of the following sessions. Based on the result of the evaluation by the Safety Committee, the Belgian delegation will also provide with this new working document the necessary (technical) annexes.

8. The Belgian delegation also kindly requests the ADN Safety Committee to set up a new informal working group with the classification societies to develop a proposal to update 9.3.4 of the ADN. A study of the derogation in advance within the informal working group can also ease the proceedings in the ADN Safety Committee.
