



Economic Commission for Europe**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)

Thirty-ninth session

Geneva, 24–28 January 2022

Item 6 of the provisional agenda

Reports of informal working groups**Minutes of meeting of the twenty-first meeting of the Group of Recommended ADN Classification Societies****Submitted by the Group of Recommended ADN Classification Societies*.** **

Date: 20 October 2021, 09:30 – 16:30 hrs

Location: online — meeting via Microsoft Teams

Attendees:

- Bureau Veritas (BV): Mr. Mr. Guy Jacobs
- Croatian Register of Shipping (CRS): Mr. Ivan Bilić Prečić (chairman), Mr. Miso Macura
- Det Norske Veritas (DNV): Mr. Torsten Dossdahl
- Lloyds Register (LR): Mr. Bas Joormann, Mr. Karel Vinke
- Registro Italiano Navale (RINA): Mr. Patrizio Di Francesco
- Russian Maritime Register of Shipping (RS): Mr. Sergey Legusha
- Russian River Register (RRR): Mr. Michael Kozin
- Shipping Register of Ukraine (SRU): Mr. Mykola Slozko

ADN Safety Committee:

- Mr. Henk Langenberg (chairman of ADN Safety Committee)

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** In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20) para 20.51).



- Mr. Manfred Weiner (Germany, observer)
- Mr. Niels Remers (Netherlands, observer)

EBU/ESO:

- Mr. Michael Zevenbergen

Not attending (with notices):

- Mr. Pavlos Safralis (RINA)
- Mr. Raffaele Cocito (BV)

I. Opening

1. The chairman welcomes the participants for this online meeting.

II. Minutes of meeting twenty first meeting, action points — document 21 IG 10

2. The list of action points was discussed.

A. Propylene Oxide (All / LR) — document 17 IG 02a + document 22 IG 02a

3. Mr. Vinke (LR) introduces the document. The document should be considered as a guidance and should be submitted by the ship owner for each ship on which it is carried. Several questions are raised and some modifications are proposed. Mr. Vinke (LR) will update the document accordingly.

B. Working group on 9.3.4 — (point 22 of report ECE/TRANS/WP.15/AC.2/74; informal documents INF 10 and INF 25 of thirty-sixth session) + ECE/TRANS/WP.15/AC.2/2021/18; II(b)) (LR)

4. Mr. Joormann (LR) gives an update on the project. Project has started a bit later than expected due to the funding. Netherlands Organisation for Applied Scientific Research (TNO <https://www.tno.nl/en/>) has organised a meeting on 26 October to give a status overview to all participants. It's expected that TNO will submit a formal document for discussion at the January session. The statistics and proposals for larger cargo tanks will be ready. The part on new calculation methods isn't finalised yet. In the submitted document also the further planning will be mentioned. (Action LR)

C. High velocity valves related to higher temperatures (BV) — document 19 IG 02h

5. Mr. Di Francesco (RINA) has tried to investigate with some other manufacturers but didn't get any reply from them. Mr Jacobs (BV) suggests keeping the topic open and keep on trying to find info. (Action RINA / BV)

D. List and Inspection of NON-electrical equipment (action RINA) — document 17 IG 04I (Rev 3)

6. The revised document (Rev. 3) has been submitted and explained by Mr. Di Francesco (RINA). He mentions that it makes no sense to make an extensive list as it's also up to the surveyor how to survey the equipment on board. The document can be used as a guidance but doesn't need to be further worked on. By issuing of relevant certificates or survey statements it is confirmed compliance of the equipment. Topic is closed.

E. Deflagration, detonation and steady burning (action BV/All) — document 17 IG 04u, document 20 IG 02i, informal document INF 22 of the thirty-fifth session

7. Mr. Jacobs (BV) reports no progress on this topic. Will be kept on the agenda. Mr. Remers (NL) will submit his comments and suggestions, Mr. Jacobs will then update the document accordingly. (Action BV)

F. Compliance with the EN ISO/IEC 17020:2012 — document 19 IG 03 b (distributed for nineteenth session), point 24 and 25 at the report of thirty-sixth session + ECE/TRANS/WP.15/AC.2/2021/18; II(h) (action All)

8. As the question is a bit unclear no answer has been given yet. Mr. Weiner explains that an amendment to Chapter 1.15.3.8 may be desirable to make it more in line with the common practice within the class societies. Mr. Langenberg explains that showing compliance is only necessary when applying for recognition the first time, and there's no need to repeat this when a society is recognised. An amendment of 1.15.4 (Obligations of recommended classification societies) would be a better idea in which a regular update of compliance with the standards is shown. LR will make a draft proposal. (Action LR)

G. Deepwell pumps in cargo tanks of gas tankers, attestation for zone 0 (action RINA and LR) — actual no document

9. Mr. Di Francesco (RINA) prepared a document in which alternative ways of accepting such pumps is described. This is the only way to solve this as certification of pumps for Zone 0 isn't possible. It was noted that the standard IEC 60079-10 refers to explosion zones only regarding atmospheric conditions having on mind that atmospheric conditions include variations above and below reference levels of 101.3 kPa (1013 mbar) and 20° C (293 K), provided that the variations have a negligible effect on the explosion properties of the flammable substances. Topic is closed.

III. Items from last ADN Safety Committee session (document ECE/TRANS/WP.15/AC.2/2021/18)

A. Classification of Zones according to 1.2.1 of ADN; Report of ADN Safety Committee — informal document INF.16 of the thirty-eighth session (Germany) and document ECE/TRANS/WP.15/AC.2/78 (III (a))

13. Mr. Vinke (LR) explains the present way of working and surveying of equipment. Only equipment which is part of the ship is taken into account.

14. Mr. Zevenbergen (EBU/ESO) expresses the idea of EBU that equipment which may cause a spark or ignition should be taken into account.

15. Mr. Di Francesco (RINA) points at the definition on non-electrical equipment in the ISO 80079-36 standard. Loose equipment can't be verified by the class society at their surveys.

16. Mr. Weiner (DE) points at the definition in the ADN. Mobile devices which can cause ignition should be considered as well.

17. Mr. Remers (NL) points at the transitional provisions on 9.3.x.53.1, and stresses there are different provisions for the different parts of the requirement (type and location versus temperature class and explosion group). There is no transitional provision for type and location. Question is clear if non-electrical equipment needs a transitional provision too?

18. Mr. Dosdahl (DNV) points at the transitional provision on the zones (1.2.1) of the vessel and states there's no need for a transitional provision on the equipment itself.

19. Mr. Weiner (DE) and Mr. Remers (NL) were of the opinion, that the transitional provision for zone 1 does not mean that no zone 1 has to be classified, but that during the transitional period the borders of zone 1 may differ from the definition in 1.2.1 ADN. In their view provisions of ADN 2017 on this item remain applicable during the transition period.

20. It's concluded that no transitional provisions for non-electrical equipment are needed as this indeed is covered by the transitional provisions of zones (1.2.1). No transitional provisions for Zone 0. There are transitional provisions for Zones 1 and 2 (after 31 December 2034).

21. The existing transitional provisions for electrical equipment are considered to be valuable and need to remain. The document from RINA (Rev 3) has been distributed (see also 2d). Topic is closed.

B. Interpretation of 9.3.3.12.2 — document 20 IG 02m and point 3 a. of the eighteenth meeting of the Group of Recommended ADN Classification Societies + document ECE/TRANS/WP.15/AC.2/2021/10 + document 22 IG 03b — Interpretation of 9.3.3.12.2 (Ventilation systems of void spaces)

22. Mr. Bilic-Prcic (CRS) introduces the document doc 22 IG 03b — Interpretation of 9.3.3.12.2 (Ventilation systems of void spaces). It will be applicable on all tanker types. As this is in the rules of all class societies and is common good shipbuilding practice transitional provisions aren't necessary.

23. The document will be updated accordingly and submitted to the ADN Safety Committee until 29th October 2021. Topic is closed.

C. Electric propulsion installations and energy storage: Proposal for an assessment of the need for additional ADN provisions for the safe transport of dangerous goods with vessels using electric propulsion installations — document ECE/TRANS/WP.15/AC.2/2021/6 (CCNR) + document 22 IG 03c — Electric propulsion systems and energy storage

24. The document 22 IG 03c — Electric propulsion systems and energy storage has been introduced. It's considered not necessary to amend the ADN on the principle of electrical propulsion. An introduction on battery containers is given, and when installing these on ADN certified ships an amendment of the ADN needs to be discussed in the ADN Safety Committee. This could be of relevance for dry cargo only.

25. As class societies aren't the appropriate party to address this, it needs to be initiated by EBU with support of the class societies.

26. Mr. Weiner (Germany) pointed out, that the exemption for containers containing batteries described in document doc 22 IG 03c — Electric propulsion systems and energy storage, as they are a dangerous good UN 3536, should be reconsidered and that possible interaction between such battery containers and cargo containers in the cargo hold has to be reflected.

27. Topic will be discussed again if considered necessary.

IV. Technical issues

28. No new issues

V. Any other business

A. UN 3082 — ... (Bilge water, contains sludge)

29. Topic has already been solved and can be closed.

B. LR raises a question on Multilateral Agreement 18

30. The topic has been discussed already during the twenty-first meeting. By derogation from subsection 3.2.3.1, Column (16) and Chapter 9.3 of the Regulations annexed to ADN, tank vessels, whose substance list includes substances assigned to explosion group II B but which are equipped with flame arresters for explosion group II B3, may continue to be equipped with flame arresters for explosion group II B3 for the carriage of those dangerous goods of their substance list that are assigned to explosion group II B, until the renewal of the Certificate of Approval after 31 December 2018.

31. The discussion was triggered by an Owner who claimed that when a vessel had to renew ADN Certificate of Approval during class renewal survey (special survey) after 31 December 2018, during which the explosion protection was set on IIB3 under M 018, the same vessel could operate with IIB cargoes until next renewal of ADN Certificate of Approval (class renewal survey (special survey)) after 31 December 2021.

32. Multilateral Agreements have precedence over the text of the ADN. M 018 has precedence over the ADN in the period between 31 December 2018 till 31 December 2021. After 31 December 2021, ADN 2021 returns into force in this particular case. Topic can be closed.

C. FuelsEurope question regarding vessel's substance list and the transport documents — document 22 IG 05c — FuelsEurope Compliance of Substance List and Transport Documents

33. The document doc 22 IG 05c — FuelsEurope Compliance of Substance List and Transport Doc has been introduced. A discussion is held on the asterisk positions in the table C.

34. Mr. Dosdahl (DNV) mentions that it's unclear why there seem to be a problem now as the flow chart is already been used for many years. The confusion at the operator's side arises when other product names then mentioned in the cargo list are being used.

35. A further discussion with Fuels Europe seems to be necessary. Mr. Vinke (LR) will take this action.

D. Other issues:

36. Mr. Langenberg, as an observer, mentions that a topic on the agenda could be "exchange of experiences between class societies" as this is mentioned in the ADN.

37. Mr. Remers (NL) informs about the informal working group for loading on top. A request to the class societies will be raised on including a note in the last column that the product can be loaded on top. Mr. Vinke (LR) confirms this is possible. It means that a note in column 20 of Table C needs to be introduced. This note can then be taken as a similar note or remark in the product lists.

VI. Date and location of the next meeting

38. Wednesday, 16 March 2022 in Zagreb.

VII. Closing
