



# Economic and Social Council

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## 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)**

#### Forty-second session

Geneva, 21-25 August 2023

Item 3(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**

## **Request for a recommendation on the use of methanol as fuel for the propulsion of the tank vessel "Stolt Ijssel"**

**Transmitted by the Government of the Netherlands\*\* \*\***

### **Introduction**

1. In light of the energy transition towards cleaner fuels, several vessels are now being build that use alternative fuels for their propulsion. One of these vessels is the Stolt Ijssel, which will be outfitted with a hybrid methanol/diesel generator. The methanol will be stored in swappable 30 m<sup>3</sup> tank on deck in the cargo zone.
2. The Stolt Ijssel is a motor tank vessel Type C.
3. The Stolt Ijssel received a derogation from the Central Commission for the Navigation of the Rhine (CCNR), which is presented in informal document INF.6 in the original French language. Furthermore, the CCNR is working to expand Chapter 30 and Annex 8 of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN), with regulations on the use of methanol as a fuel to allow for these kind of propulsion systems on a permanent basis.
4. As the use of methanol as a fuel is currently not allowed according to 7.1.3.31 and 9.1.0.31.1 of ADN, the Netherlands would like to request for a recommendation from the ADN Administrative Committee to issue a derogation for this vessel.

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\* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2023/35

\*\* A/77/6 (Sect. 20), table 20.6.



5. To support this request the following documents are provided in English language in informal document INF.7 of the forty-second session:
- (a) System design document ADN "Stolt Ijssel"; (see informal document INF.7, Annex I)
  - (b) Hazard Identification (HAZID) report by Lloyds Register; (see informal document INF.7, Annex II)
  - (c) General arrangement drawing; (see informal document INF.7, Annex III)
6. The concept text for a derogation is provided in the annex to this document.

## **Justification and sustainable development goals**

7. The use of alternative fuels for propulsion for inland navigation vessels is one of the steps to be taken in the general energy transition towards the use of sustainable energy. CCNR is planning on expanding Chapter 30 and Annex 8 of ES-TRIN to include methanol as a fuel. The ADN Safety Committee could decide to expand the current exception for the use of liquefied natural gas (LNG), to the other systems that are going to be included in the ES-TRIN. This derogation could provide the ADN Safety Committee with further information, which could help make that decision in the future.
8. The issuing of this recommendation is a step towards the regulation of these systems within ADN, as such this proposal could be linked to Sustainable Development Goals 7, Affordable and clean energy, to increase substantially the share of renewable energy in the global energy mix, and 13, Climate action.

## **Action to be taken**

9. The ADN Safety Committee is requested to consider the proposals and to advise the ADN Administrative Committee as it deems appropriate.

## **Annex**

### **Decision of the ADN Administrative Committee relating to the use of hydrogen fuel system on the vessel STOLT IJSSEL (62824)**

#### **Derogation No. X/2023 of 25 August 2023**

1. The competent authority of the Netherlands is authorised to issue an addition to the certificate of approval of the pusher STOLT IJSSEL (62824) for the use of a hybrid methanol/diesel generator for propulsion.
2. Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate until 30 June 2028 from the requirements of paragraphs 7.1.3.31 and 9.1.0.31.1, fuel having a flashpoint above 55 °C. The vessel is equipped with a hybrid methanol/diesel generator for powering the propulsion system.
3. The Administrative Committee decides that the use of this hybrid methanol/diesel generator is sufficiently safe if the conditions set by the Central Commission for the Navigation of the Rhine (CCNR) are met at all times.
4. The following condition shall also apply:  

All data related to the use of the hybrid methanol/diesel generator shall be collected by the carrier. The data shall be sent to the competent authority on request.