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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-eighth session

Geneva, 23–27 August 2021

Item 5 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: 18 March 2021, from 09:30 to 16:30

Location: online – meeting via Microsoft Teams

Attendees:

- Bureau Veritas (BV): Mr. Mr. Guy Jacobs, Mr. Raffaele Cocito
- Croatian Register of Shipping (CRS): Mr. Ivan Bilić Prcić (Chair)
- Det Norske Veritas (DNV): Mr. Torsten Dosdahl
- 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. Niels Remers (Netherlands, observer)

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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. Henk Langenberg (Chair of the ADN Safety Committee)

Not attending (with notices):

- Pavlos Safralis (RINA)

I. Opening

1. The Chair welcomes the participants for this online meeting and introduced two new participants, Mr. Cocito from BV and Mr. Remers from the Netherlands delegation.

II. Minutes of the twentieth meeting, action points - doc 20 IG 10

2. The list of action points was discussed.

(a) Propylene Oxide (All / LR) – doc 17 IG 02a

3. LR will work further on it and will prepare an example of the manual for discussion at the next meeting. (Action LR)

(b) Working group on 9.3.4 - (point 22 of report ECE/TRANS/WP.15/AC.2/74; INF.10 and INF.25 of thirty-sixth session of the ADN Safety Committee) (LR)

4. LR gives an update. The Netherlands Organisation for Applied Scientific Research (TNO <https://www.tno.nl/en/>) will start with the project for updating 9.3.4. including the possible use of larger cargo tanks. The project is funded by the industry. The kick-off meeting was held on 1 April 2021 with all parties involved. It is planned to finalise the project in November 2021 in order to submit the proposal for the ADN Safety Committee in January 2022. (Action LR)

(c) High velocity valves related to higher temperatures (BV) - document 19 IG 02h

5. BV explains the situation that an equivalence should be looked for. Testing at higher temperature is not possible according to information received from Protego. LR suggests to find a solution in an operational procedure when products with these temperatures are being transported. RINA will approach a second manufacturer for advice and will submit a document to BV and LR as proposal for the next meeting. (Action BV + RINA)

(d) Sampling device on board of tankers Type N (LR) – doc 17 IG 04j

6. LR proposes to cancel this item as the European Barge Union (EBU) is working at this moment also on a proposal on this topic. LR is involved in these discussions. (Action point is closed)

(e) List and Inspection of NON-electrical equipment (RINA) – doc 17 IG 04l

7. RINA introduces the document. Mr. Remers provides some additional items which could be included on this list. However, the purpose of the list for the use by classification societies is unclear. (Action RINA)

(f) Deflagration, detonation and steady burning (BV/All) – doc 17 IG 04u, doc 20 IG 02i, INF.22 of thirty-fifth session of the ADN Safety Committee

8. BV introduces the issue and explains there's a difference in deflagration and detonation, having on mind that detonation is more severe than deflagration. This leads to uncertainties. DNV proposes to update the document according the ADN 2021. Mr. Remers also suggests some improvements in the document. BV will take care of this, and the revised document with the question on deflagration and detonation will be submitted to the ADN Safety Committee after agreement by email in this group. (Action BV)

(g) ADN 2019 interpretations and questions – doc 18 IG 04c point 4 - LR will develop a proposal for the next meeting (LR)

9. As the ADN 2019 has been improved with respect to the explosion safety requirements and those changes have been introduced in the new ADN 2021, the interpretations from the ADN 2019 do not need to be discussed anymore. (Action point is closed)

(h) Compliance with the EN ISO/IEC 17020:2012 –doc 19 IG 03 b (distributed at 19th meeting), points 24 and 25 of the report of the thirty-sixth session of the ADN Safety Committee (All)

10. As it is not clear at this moment what is expected now, it is decided that Mr. Langenberg informs the group after the meeting of the EU Expert Group on Transport of dangerous goods. It is indicated that a reaction at the ADN Safety Committee meeting will be sufficient.

(i) Deepwell pumps in cargo tanks of gas tankers, attestation for zone 0 (action All) – actual no document

11. There was no new information submitted and the group decided to wait for the further discussion of document ECE/TRANS/WP.15/AC.2/2020/29 from Germany at the ADN Safety Committee. The item remains on the agenda. (action All) – note from doc 20 IG 10

12. There are existing pumps and available certificates for pumps for chemical tankers. As it is unclear if the pumps available for gas tankers comply with the requirements for Zone 0, this issue has to be investigated. Also, a proposal for a change of ADN to accept pumps according the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) can be considered. (Action RINA and LR)

III. Items from last ADN Safety Committee session (doc ECE/TRANS/WP.15/AC.2/76)

(a) Classification of Zones according to 1.2.1 of ADN; Report of ADN Safety Committee – document ECE/TRANS/WP.15/AC.2/2020/29 (Germany) and document ECE/TRANS/WP.15/AC.2/76

13. Further discussion, Mr. Weiner’s question during ADN Safety Committee regarding discussion of ECE/TRANS/WP.15/AC.2/2020/29 on Classification of Zones reflects the statement given by Mr. Vinke, that for non-electrical and mechanical equipment and their installations a transitional provision is given until 2034.

14. According to Mr. Weiner’s opinion, this statement is not right. The transitional provision in 1.6.7.2.2.2 for 9.3.x.53.1 ADN covers only “Type and location of electrical installations and equipment”.

15. There is no transitional provision for non-electrical equipment and installations. The problem raised in document ECE/TRANS/WP.15/AC.2/2020/29 remains open. The missing transitional provision and the need to probably change installations on board immediately must be addressed in August again.

16. Mr. Vinke explains that the previously given interpretation has been used for many years. In the past non-electrical equipment has never been considered. The rest of the group agrees, and it is noted that they do not agree with the view of Mr. Weiner. No further action is considered necessary. (Action point is closed)

(b) Interpretation of 9.3.3.12.2 – doc 20 IG 02m and point 3 a. of the 18th meeting of the Group of Recommended ADN Classification Societies

17. On document ECE/TRANS/WP.15/AC.2/2021/10, the Recommended ADN Classification Societies were invited to develop, if appropriate, a proposal for amendments for consideration by the Safety Committee at a further session.

18. The Classification Societies discussed already these interpretations at their 18th meeting with the result that the Group has reservations to follow the interpretation of the ADN Safety Committee under second bullet point that "... hatch covers can be used as an appropriate "ventilation system" ", because:

- the class rules require a ventilation pipe for void spaces and
- an opened hatch cover is an undefined opening (situation) with respect to stability calculations.

19. The previous interpretation of the classification societies is still valid. So, no further action is considered necessary. (Action point is closed)

(c) Derogation for the construction of an LNG bunkering vessel with tanks bigger than 1000 m³ - doc ECE/TRANS/WP.15/AC.2/76 and doc INF.17 and Add.1 of the thirty-seventh session of the ADN Safety Committee (Belgium)

20. Regarding the request to establish an informal working group, the Safety Committee felt that this was premature. The Safety Committee suggested requesting the Recommended ADN Classification Societies to investigate the technical aspects of such larger vessels taking also into account ES-TRIN¹ and CESNI² requirements.

21. As this will be part of the project on updating ADN 9.3.4. and the owner of this particular ship is also involved in that project, no further discussion now is considered necessary. (Action point is closed)

(d) Competent authority (action CRS) – doc 19 IG 2f rev.1 and annex of informal document INF.6 of the thirty-seventh session of the ADN Safety Committee

22. Further discussion is made on Mr. Weiner's question during ADN Safety Committee on the last sentence in items 5 to 8 (8-11):

"In other cases, they shall be of a type approved by the competent authority for the use prescribed." - These are cases where the relevant parts have been replaced or modified before 2001 for the last time. The group wondered if there is still untouched equipment or installation on duty older than 20 years.

23. CRS gives an introduction. No further action is considered necessary. (Action point is closed)

(e) 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 – doc ECE/TRANS/WP.15/AC.2/2021/6 (CCNR)

24. The Safety Committee invited the Recommended ADN Classification Societies to address at their March meeting the conclusions listed in paragraphs 24 to 29 of the document and to report back at the forthcoming session. It was noted that CESNI is doing some ongoing work which should be taken into account to avoid duplication.

Note: Depending on the results, the Safety Committee will consider the possibility to establish a working group on the basis of draft terms of references.

25. As this topic has already been addressed in CESNI resulting in technical requirements in ES-TRIN, it is considered not necessary to have additional requirements in the ADN so far to avoid possible duplication of requirements. When further discussions will be held in the CESNI-PT working group the possible involvement of ADN will be taken into account when deemed necessary. (Action point is closed)

¹ European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN, www.cesni.eu/en/types/technical-requirements/)

² Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure – CESNI (www.cesni.eu)

IV. Technical issues

26. No new issues are raised.

V. Any other business

(a) UN 3082 – ... (BILGE WATER, CONTAINS SLUDGE)

27. During the last meeting, the Group of ADN Recommended Classification societies decided to ask the single Authorities of involved ADN member states for their interpretation of the transport of this product.

28. LR informs that this issue has been discussed with the Dutch Shipping Inspectorate and if bilge boats could carry UN 3082 bilge water before 1.1.2009, they are allowed to carry all three new positions under UN 3082 regarding Sludge until 31 December 2038.

29. DNV has discussed this item with the German authorities and got the information that if the regular transport of UN 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. or UN 3257 HEATED LIQUID, N.O.S. or substance number 9001 can be proven for a particular vessel for the period before 31.12.2008, then UN 3082 in connection with sludge can be entered in the vessels product list. A written statement about this approach is currently not available.

30. It is noted that the group has its concerns about the different approach.

(b) LR raises a question on Multilateral Agreement 18

31. It is decided that the Dutch authorities will take a look and answer within next weeks.

VI. Date and location of the next meeting

32. The next meeting is scheduled to be held on 20 October 2021 in Zagreb

VII. Closing

33. The twenty-first meeting is closed.
