
Economic Commission for Europe

English

Inland Transport Committee**29 May 2015****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)****Twenty-seventh session**

Geneva, 24-28 August 2015

Agenda item 3 (e)

Implementation of ADN: Matters relating to Classification Societies

Minutes of the ninth meeting of the Recommended ADN Classification Societies

Transmitted by the Recommended ADN Classification Societies

Date: March, 18, 2015 from 10.30 to 17:00

Place: Bureau Veritas

Mechelsesteenweg 128 - 136

2018 Antwerpen (Belgium)

Attendees:

- Bureau Veritas (BV) : Robert Broere, Jean-Michel Chatelier, Guy Jacobs
- DNV-GL : Torsten Dosdahl, Ihno Herbst
- Lloyd's Register : Bas Joormann
- RINA : Patrizio Di Francesco, Paul Wylock
- Russian Maritime Register of Shipping : Sergey Legusha
- Russian River Register : Mikhail Kozin
- Shipping Register of Ukraine: Mykola Slozko
- Observer from the ADN Safety Committee: Manfred Weiner (Germany)

Agenda:

1. Opening:

The Chairman, Mr Chatelier (Bureau Veritas), welcomes the participants.

The Informal Group adopts the agenda.

Legend: (8.IGxx): Papers from 8th meeting.

2. Items from ADN Safety Committee meeting:

(1) Reference to the ADN in the class rules (8.IG.04 / 3a) (action all)

The references have to be sent at the latest on 15 May to Bureau Veritas, in charge to make a synthesis and sent it to the Safety Committee.

(2) List of interpretation (8.IG.04 / 3b) (9.IG.02) (action LR)

The Safety Committee has requested that Recommended ADN Classification Societies should maintain a list of any interpretations of ADN which they have agreed on which should be published on the UNECE website (see ECE/TRANS/WP.15/AC.2/52, para. 17).

A preliminary document has been presented by Mr Joormann. All agree that the document must include some additional explanations; a copy/paste of the MoM is not sufficient. A reference to the Report of the Safety Committee that has validated the interpretations proposed by the Informal Group has also to be included.

Mr. Joormann will prepare a revised document and sent it to the IG for agreement. The agreed document will be sent to the Safety Committee before 29 May 2015.

The group was of the opinion, that if delegations in the ADN Safety Committee do not give comments on the interpretations in the MoM, the interpretations should be considered as confirmed.

(3) Safe haven – participation to working group (8.IG.04 / 3d) (action all)

Mr. de Maat (Netherlands) had sent to all the Recommended ADN Classification Societies an invitation for a meeting about the Safe Haven question. All members of the Informal Group agree to participate to the first meeting of the Informal Working Group “Safe Haven”.

(4) Stability software (9.IG.04)

During the last meeting of the Safety Committee (Jan 2015) the document INF.36 has been transmitted by the Recommended ADN Classification Societies Bureau Veritas, DNV-GL and Lloyd’s Register, and by the European Barge Union (EBU) and the European Skippers Organization (ESO).

At the request of the Safety Committee a new document ("Additional information to document INF.36 dated 29 January 2015") including statistics about the vessels concerned have been sent by the Informal Group on 5 March 2015 to the Members of the Safety Committee. From the Classification Societies' point of view, no problem would occur with the limit date.

The Dutch delegation is preparing a Multilateral Agreement.

The Informal Group has been informed that the German delegation is not ready to adopt quickly a Multilateral Agreement; they consider that the information given by the classification societies is not sufficient and should be more detailed, i.e. information about the number of vessels concerned, their current status in view to proof of stability and a detailed work plan of the classifications societies for the fleet in question.

In reaction some classes reported, that about 90 % of the Type C Tankers for the time being might have an insufficient stability handbook with regard to 9.3.X.13 in ADN 2015. It was also said that classification societies already informed vessel owners about the necessary steps for the revision of the stability handbooks, but that they did not receive any reaction.

The German Delegation will answer officially to the latest e-mail transmitted by Mr Joormann of LR.

(5) Stability software - INF 30 harmonization for all SC (in particular § 37) (9.IG.05)

The main topic of this item is to determine if the Winel devices are weathertight or watertight.

Taking into account the situation of the fleet, all agree that the unique position is the following:

- For new vessel: a Winel is considered as weathertight.
- For existing vessel: a Winel is equivalent to watertight.

A regular maintenance of the devices by the crew is mandatory and the devices have to be surveyed each 2.5 years by the class society. The question remains open about the type of tests.

3. Technical issues:

(6) UN No. 1280 Propylene Oxide (8.IG.04/4a)–Waiting for comments (action all)

RINA agrees with the proposition made by BV (8 IG 07; 8 IG 08).

LR will send quickly its remarks.

(7) Pressure drop calculation (8.IG.04/4c) (action BV)

BV makes a short presentation in view to remind the topic. The most problematic item is the density of the mixture air-gas.

BV has to organize a meeting with the experts of the Classification Societies; an analysis of a practical example would be foreseen.

(8) Cargo heating systems (8.IG.04/4d) – Waiting for comments from BV and DNV-GL

BV gives its point of view on the document submitted by LR (during the last meeting):

For new vessel, the BV rules require an exchanger.

For existing vessel, it is not required to adapt the vessel because from the classification society's point of view, an existing vessel (CAC) has to be according to the rules in force at the moment of the construction.

(9) Intact stability for tankers with side compartments as ballast (cargo tank < 0,7 B) (action BV) (9.IG.09)

DNV-GL agrees with the proposition if the problem of existing vessels has been taken into account.

BV will prepare a revised document and sent it to the Informal Group for agreement. The agreed document will be sent to the Safety Committee before May, 29, 2015.

(10) Criteria for intermediate stage of flooding (action BV) (9.IG.10)

All agree with the proposal.

BV will prepare a revised document and sent it to the Informal Group for agreement. The agreed document will be sent to the Safety Committee before 29 May 2015.

(11) Compressed air installation on deck (action BV) (9.IG.11)

All agree with the proposal.

BV will prepare a revised document and sent it to the Informal Group for agreement. The agreed document will be sent to the Safety Committee before 29 May 2015.

(12) Transitional provision 1.6.7.5 (WP15/AC2/16/INF23, and INF23.rev1) (action BV) (9.IG.12)

All agree with the proposal.

BV will prepare a document and sent it to the IG for agreement. The agreed document will be sent to the Safety Committee before 29 May 2015.

(13) Equipment of vessels carrying products for which explosion protection is not required (9.IG.13)

According to 9.3.x.52 it could be considered that on board all tankers certified safe type electrical appliances are required, even if the product list does not include substances for which protection against explosion is NOT required in column (17) of Table C of Chapter 3.2.

Would it be allowable to modify 9.3.x.52.1 (a), (b), (c), (d), and (e) with the introduction of a text similar as that for the non-electrical device (9.3.x.22.5) : “Insofar as anti-explosion protection is prescribed in column (17) of Table C of Chapter 3.2,”.

The question would be submitted in due time to the Working Group « Explosion protection on tank vessels».

(14) Pressure vessels / ECE/TRANS/WP.15/AC.2/2015/8 (9.IG.14).

All agree with the proposition.

(15) Type approved Flame Arrester Plate Stack (action all) (9.IG.15).

In the definition of the “sampling opening”, it is indicated that “the flame arrester plate stack shall be of a type approved by the competent authority ...”.

The Informal Group was asked by the German delegation (INF.3, 26th session ADN Safety Committee) how the Classification Societies check if this type approval is given and which technical standard the Recommended ADN Classification Societies require for such arrester plate stacks. Each Classification Societies is examining the question.

(16) Flexible connections fitted with sliding seals (9.3.3.25.2(h)) (9.IG.16).

A proposal to modify the transitional provision of 9.3.3.25.2 (h), considering that the text of ADN 2011 (and 2013, 2015) is not correct.

Mr. Weiner indicates that it is not a mistake by the ADN. It is based on the document AC.2/2010/7. The case would have been of special interest by the Dutch delegation in the Safety Committee.

The Chairman concludes the discussion considering that this is not a topic of the meeting; if there is a problem with a specific vessel, it must be solved locally with the Authority of the Contracting Party concerned.

(17) Cofferdams on board tanker of Type G (action BV) (9.IG.17)

BV will prepare a document of clarification/modification and sent it to the Informal Group for agreement. The agreed document will be sent to the Safety Committee before 29 May 2015.

For the short time, a Recommendation would be necessary if a Type vessel has only a cofferdam and not the required A60-bulkhead.

4. Any Other Business

The deadline for the submission of documents for the next session of the Safety Committee is 29 May 2015.

The next meeting of the Informal Group is scheduled to be held on 14 October 2015 at the office of Bureau Veritas in Antwerp.

5. End of the Meeting
