



**BUREAU  
VERITAS**

*Move Forward with Confidence*

# Inland Navigation News Letter



## Editorial

Dear readers,

As we enter the last quarter of this year, Bureau Veritas is pleased to present its most recent developments in terms of communication tools, rules, and representation and co-operation in R&D, as well as its contribution to the development of remarkable inland navigation vessels.

DNI is committed to leading the way in innovation and to supporting new types of businesses, irrespective of where they are in the world. The rapid pace of development in today's industry demands a speedy and effective response in order to maximise opportunity and profit, which is why DNI continues to invest in resources and knowledge.

We already know that 2017 will not be easy for the maritime and offshore industry. In the inland navigation sector, however, there are still plenty of opportunities arising from possible developments involving unexploited waterways, lakes, estuaries and even inshore waters, with the potential to reduce transportation costs or enhance the supply chain.

Whatever your project, we are ready to assist you in providing the right solution,

Truly Yours,  
Eric Lallemand / Jean Michel Chatelier  
Director / Deputy Director



### “Lapresta”, an impressive inland asphalt carrier

“Lapresta”, a new BV-class asphalt tanker owned by Asphatrans, a joint venture between CFT and Reederei Jaegers, entered service at the beginning of September 2016. Taking its name from an historical asphalt mine in Switzerland, “Lapresta” is an exceptional vessel in many respects. With its length overall of 135 m, breadth of 17.5 m and depth of 7.79 m, the vessel has a deadweight of around 7,400 tons. This is the largest inland navigation asphalt carrier classed with Bureau Veritas, and may even be the largest in the world.

The vessel has been built as an ADN Type C tanker, double hull with independent tanks. Set by groups of two, each independent cargo tank has a capacity of 760 m<sup>3</sup>. Exceeding the typical maximum capacity of 380m<sup>3</sup>, the vessel was designed bearing in mind alternative construction criteria according to ADN 9.3.4.

Last but not least, the vessel has been designed for the navigation notation “IN(2)”, meaning that it is suitable to sail with a maximum significant wave height of 2 m, the highest value foreseen in our Inland Rules.

With its particular hull and tank dimensions, the design of the vessel, successfully validated by Bureau Veritas, represented a major challenge, notably the bottom structure supporting the cargo tanks foundation, bearing in mind the static and dynamic load considerations which had to be addressed in order to achieve the IN(2) notation.

All the best and “bon vent”, “Lapresta”! ■

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## 5 KEY FONCTIONS



### Digital transformation

The Marine & Offshore sector is changing: clients are asking for partners rather than for classifiers only. They expect excellence in delivered services, and many of them are digitizing. Digital transformation is one of the growth initiatives of the BV Group's 2020 strategic plan, and there is a vast range of digital initiatives currently being developed by our Marine & Offshore Division.

For example, Bureau Veritas has launched the "My Veristar" mobile application which allows marine professionals, managers and owners to control their fleets, class and statutory actions, and to plan their surveys and remain informed about the status of their vessels. This application is user-friendly, and our clients can see a statutory fleet overview and timeline, vessel profile, news and updates, as well as being able to request surveys, audits or attestations. My Veristar provides easy access to vessel data and documents and survey reports, and facilitates the identification and contacting of relevant Bureau Veritas personnel in office worldwide. It also provides notifications about forthcoming class items and simplifies the request process. When a request for survey on an in-service vessel is made through the My Veristar app, the appropriate BV surveyor will be appointed. He will synchronize the assigned jobs via the BV system to the smart phone, using another specific app (My Jobs) designated for

surveys. Our surveyor will select the relevant survey codes and generate the checklist accordingly. The Owner/Captain will first sign the Request For Survey electronically through the app before starting the survey. The survey items will be reported live on board with or without remarks. Most recently, our surveyors are able to perform the report via mobile phone. The new mobile application for reporting, "Connected Surveyor", was launched a few months ago. The vessel's Planned Inspection Items may also be handled through the mobile app. After the survey, a timesheet will be generated to calculate the service time of BV surveyors and, finally, a ship status report, with all updated information, is provided to the owner/captain. Using these mobile tools significantly reduces the reporting time.

Bureau Veritas has also developed an "Online scheduling" application which facilitates the creation of an integrated scheduling solution which manages client requests and provides real-time surveyor assignment in different areas. All surveyors have their agendas filled, thus providing a clear global visibility.

All mobile applications and services have already been tested in many countries and will be delivered to our clients throughout this year. For more information please contact [dni.mo@bureauveritas.com](mailto:dni.mo@bureauveritas.com) ●

### NEWS



### New office in Grand Duchy of Luxembourg

Bureau Veritas is to open an office in Luxembourg in the Port of Mertert, the country's largest inland navigation harbour. This development is in line with the desire of both the Maritime and Inland Navigation Authorities in Luxembourg to continue the development of their respective registers, and to remain close to their areas of activity while maintaining the highest standards in terms of safety and environmental protection.

BV is committed to helping and supporting owners as much as possible while remaining in line with the requirements of all applicable rules and regulations, and the new office, which is 3 km from the registry administration at Grevenmacher, will enable it to do that.

Feel free to contact [eric.lallemand@be.bureauveritas.com](mailto:eric.lallemand@be.bureauveritas.com),  
+32 475 46 87 93 ●



## Inland Navigation Management R&D activities

The main focus of the DNI RDT Department is on the development and maintenance of inland Rules. Class Rules, including guidance notes and other rule notes, constitute the technical reference for all classification activities. Their development requires dedicated R&D activities to be carried out as part of internal or co-operative research. They may be carried out within funded programmes such as those initiated by the European Union.

Co-operative research includes, at national or international level, different stakeholders within the marine industry, including a variety of different authorities, universities and research institutes, as well as classification societies.

Research carried out in co-operation with universities is developed through supervision of master theses, joint research projects and scholarships.

In addition to the University of Liège, its established partner, BV Inland Navigation Management has extended its co-operation to the following university institutions:

→ EMSHIP, the European Erasmus Mundus Master in integrated advanced ship design organized by the following European universities:

- University of Liège, Belgium
- Ecole centrale de Nantes, France
- University Galati Dunarea de Jos, Romania
- West Pomeranian University of Technology, Szczecin, Poland
- University of Rostock, Germany
- University of Genova, Italy

→ University of Belgrade, Serbia, and

→ University of Wuhan, China. ■

## News from ADN

1. During the ADN Safety Committee meeting in August, it was decided to postpone until January 2019 implementation of the modified explosion protection concept on inland waterway vessels (as in the document WP15/AC2/29/INF.13). The proposal could be further discussed during the session of August 2017.

2. The concept of an explosion group for non-electrical equipment was introduced in ADN 2017 without transitional provisions. Column 16 of Table C has been amended to take into account this new concept. This could have an influence on the List of Products but also on the Pressure Drop Calculation (maximum loading rate). The autonomous protective systems (flame screen, safety valves) may have to be replaced by ones containing higher properties (for example IIB instead of IIB3).

Due to those difficulties, a Multi-Lateral Agreement is in preparation and is expected to be issued shortly. This Agreement would make it possible to defer the application of any new requirements until January 2019.



NEWS

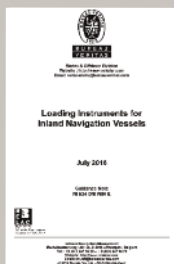
3. To adjust the ADN to include the use of LNG as fuel, the ADN Safety Committee has decided to supplement those articles which prohibit the use of fuels with a flashpoint below 55°C and introduce an exemption covering the use of LNG with a dynamic reference to Chapter 30 and Annex 8 of ES-TRIN ●



## 1000 ton Floating Gantry

Bureau Veritas has assigned class with the notation Special Service / Floating Gantry to a vessel designed by Belgian operator Sarens. The FFI (Floating Foundation Installer) is to operate in the construction project for the new Champlain Bridge in Montreal, Canada. The vessel consists of two barges, connected using an overhead gantry, which will be used to lift and install modules weighing up to 1,000 tons. Each barge is composed of standard modular units. The vessel, with a length of 62 metres length and a breadth of 47 metres, will pick up, transport and accurately position the footings of the bridge in their definitive locations in the riverbed. To minimize the

effect of the current during the installation of the footings, a shell will be installed upstream, also using the floating gantry for its placement. The construction drawings and design calculations were reviewed taking due account of torsional effects due to eventual asymmetrical environmental loads such as the river current, waves and wind acting on the vessel structure as well as on the cargo during the different stages of the lifting manoeuvres. Unpredictability of the cargo and imperfections in the construction were also taken into account in the design calculations and review process. ■



## Guidance note NI 634 – Loading Instruments for Inland Navigation Vessels

Bureau Veritas has published a new guidance note providing indications for the assessment and certification of loading instruments installed on board inland navigation vessels, developed to help loading officers, masters and other crew members to assess the stability and strength of the vessel in any given condition. The guidance note contains approval and certification guidelines covering:

- approval procedure
- system specification
- functional requirements, and
- acceptable tolerances.

The electronic version of NR 634 Loading Instruments for Inland Navigation Vessels is available on the marine website [www.veristar.com/Publications](http://www.veristar.com/Publications) ●



## Spanish version of the class Rules

In line with the development of inland navigation activities in Latin America, Bureau Veritas is pleased to inform the fluvial transport industry that a Spanish-language version of the Rules for classification of inland navigation vessels (NR217) is now available. The documents are available in electronic format either at [dni.rdt@bureauveritas.com](mailto:dni.rdt@bureauveritas.com) or at the nearest BV office or the website [www.veristar.com](http://www.veristar.com). We hope this new publication will be helpful to our Spanish-speaking clients! ●

## Meet us at Navegistic!

Bureau Veritas of Paraguay and Argentina, together with Inland Navigation Management (DNI), will participate in the 5th meeting of Navegistic, the international exhibition and conference for logistics, transport, harbours and navigation, taking place in Asunción, Paraguay, on October 19/21. Whatever your main activity, feel free to visit us at stand G42 during the event and to attend the lecture about inland navigation on Thursday 20th in the Conference room. ●



## NEW COMERS

**Mr. Noufal Najeeb** has joined the Plan Approval Office (APO) for machinery and electricity matters. He holds a Bachelor's Degree in Naval Architecture and Ship Building from Cochin University of Science and Technology, Cochin, India, and Advanced Master in Ship Design from the EMSHIP programme in Liege, Nantes and Galați. He previously worked as a surveyor for Nippon Kaiji Kyokai (ClassNK).

**Ms. Lina Suárez Téllez** has joined the Fleet Management Unit (FMU). She holds a Degree in Architecture from Universidad Piloto de Colombia (UPC) and a Master Degree in Naval Architecture (DPEA) from ENSA, Nantes. She previously worked for Cotecmar Shipyard in Cartagena, Colombia, as a designer in the Naval Architecture Division. ●