



Economic and Social Council

Distr.: General
28 October 2013

Original: English

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)

Twenty-fourth session

Geneva, 27–31 January 2014

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Other proposals**

Definitions of cargo tanks

Transmitted by the Recommended ADN Classification Societies^{1,2}

Summary

Executive summary:	The current definition of the term "cargo tank" does not include definitions of related terms used in ADN.
Action to be taken:	Amend the definition of cargo tank.
Related documents:	ECE/TRANS/WP.15/AC.2/48, para. 68 ECE/TRANS/WP.15/AC.2/2013/10 (France) Informal document INF.12 submitted at the 23 rd session.

1. Proposed definitions of different types of cargo tanks were submitted to the twenty-third session of the Safety Committee in Informal document INF.12. It was agreed that the

¹ In accordance with the programme of work of the Inland Transport Committee for 2012-2016 (ECE/TRANS/224, para 94, ECE/TRANS/2012/12, programme activity 02.7, (A1b)).

² Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2014/9.

Recommended ADN Classification Societies would prepare an official proposal for the next session taking account of the comments made on the informal document.

2. The proposal is to replace the first definition of cargo tanks by the following:

“*Cargo tank* means a tank which is permanently attached to the vessel and intended for the carriage of dangerous goods.

Cargo tank design:

(a) *Pressure cargo tank* means a cargo tank independent of the vessel’s hull, built according to dedicated recognised standards for a working pressure ≥ 400 kPa;

(b) *Closed cargo tank* means a cargo tank connected to the outside atmosphere through a device preventing unacceptable internal overpressure or underpressure;

(c) *Open cargo tank with flame arrester* means a cargo tank connected to the outside atmosphere through a device fitted with a flame arrester;

(d) *Open cargo tank* means a cargo tank in open connection with the outside atmosphere.

Cargo tank type:

(a) *Independent cargo tank* means a cargo tank which is permanently built in, but which is independent of the vessel’s structure;

(b) *Integral cargo tank* means a cargo tank which is constituted by the vessel’s structure itself and bounded by the outer hull or by walls separate from the outer hull;

(c) *Cargo tank with walls distinct from the outer hull* means an integral cargo tank of which the bottom and side walls do not form the outer hull of the vessel or an independent cargo tank.”
