
Economic Commission for Europe**Inland Transport Committee**

21 January 2011

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)****Eighteenth session**

Geneva, 24–27 January 2011

Item 9 of the provisional agenda

Any other business

ANY OTHER BUSINESS**Average of the tank vessel "Waldhof" on 13 January 2011 on the Rhine (Rhine km 555)****Transmitted by the Government of Germany**

Early in the morning of the 13th January, the German tank vessel "Waldhof" which carried about 2380 t sulphuric acid, UN 1830, capsized upstream of the Loreley rock (at Rhine kilometre 554) travelling downstream the Rhine from the chemical BASF SE plant in Ludwigshafen to Antwerp. It ran aground on its port side downstream the Loreley rock (at about kilometre 555). It was possible to stabilise the vessel against drifting. However, its bow has been sinking some centimetres per day due to a shoal below. Two of the four crew members remain missing. So far, no acid has been leaking from the vessel. After the complete closure of this stretch to commercial traffic, which stopped about 250 vessels, ships are again allowed to pass the scene of the accident separately navigating upstream since 20 January. The blockage of the river has a clear negative impact on the economy (e.g. production constraints due to lacking raw materials).

The tank vessel Waldhof which belongs to the shipping company Lehnkering Rhein-Fracht GmbH (length about 110 m, width 10.5 m, deepest draft about 3.15 m) was built in 1993 in a Dutch shipyard. It is a type C double hull ship (loading capacity of 2446 t) with 7 holds, and it is classified by Germanischer Lloyd. It has a German certificate of inspection issued 2004/2009 and a German ADN certificate of approval issued 2010. UN 1830 is included in the substances list.

The vessel is intended to be rightened after the arrival of four floating cranes. If possible, the cargo is to be unloaded. In co-operation with the office of water and shipping, a discharge of the sulphuric acid into the Rhine is considered if it turns out to be difficult to unload the cargo.

The cause of the average has not yet been disclosed. Not only technical experts for dangerous goods/tanks/chemistry are on the scene, but also members of the waterways authority, the civil protection authority, water authority, BASF SE and insurance companies.
