



Economic and Social Council

Distr.: General
6 November 2012
English
Original: French

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-second session

Geneva, 21–25 January 2013

Item 5 (b) of the provisional agenda

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

Editorial changes

Transmitted by the Government of France and the Central Commission for the Navigation of the Rhine (CCNR)¹

Summary

The present document aims to consolidate the proposed amendments outlined in the reference documents shown below, for entry into force on 1 January 2015.

Executive summary:

Clarification of some expressions

Action to be taken:

Add new definitions and amend existing definitions

Related documents:

ECE/TRANS/WP.15/AC.2/2012/26

ECE/TRANS/WP.15/AC.2/44 – Report of the Safety Committee (twenty-first session)

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2013/10.

I. Introduction

1. At the twentieth and twenty-first sessions of the Safety Committee (January and August 2012), a number of issues or terminological inconsistencies were identified in the French version and, to a lesser degree, the English version of the Regulations annexed to ADN. The inconsistencies were reviewed in detail in the tables included in document ECE/TRANS/WP.15/AC.2/2012/26.

2. From that detailed review, the present document draws specific proposals for amendments to the Regulations, for entry into force on 1 January 2015, taking account of the Safety Committee's positions stated in paragraphs 23 to 25 of the document ECE/TRANS/WP.15/AC.2/44 – Report of the Safety Committee (twenty-first session).

II. Proposed amendments to the French version of the Regulations annexed to ADN

3. In line with the suggestion in paragraph 25 of document ECE/TRANS/WP.15/AC.2/44, in section 1.2.1, Definitions, delete the following definition:

“Cargo tank (condition)
discharged: empty, but containing residual cargo
empty: dry, but not gas-free
gas-free: not containing any measurable concentration of dangerous gases”

4. In section 1.2.1, Definitions, add the following definition:

“Cargo tank design

1. Pressure cargo tanks *[wording of definition to be decided with the help of recommended ADN classification societies or examine suitability of the existing definition of ‘Pressure tank’]*
2. Closed cargo tanks *[wording of definition to be decided with the help of recommended ADN classification societies]*
3. Open cargo tanks with flame arresters *[wording of definition to be decided with the help of recommended classification societies]*
4. Open cargo tanks *[wording of definition to be decided with the help of recommended ADN classification societies]*”

5. Optionally, in section 1.2.1, Definitions, add the following definition:

“Cargo tank type

1. Independent cargo tank *[existing definition from section 1.2.1]*
2. Integral cargo tank *[wording of definition to be decided with the help of recommended ADN classification societies]*
3. Cargo tank with walls distinct from the outer hull *[wording of definition to be decided with the help of recommended ADN classification societies]*”

6. By way of background documentation, and for the wording of the definitions required in paragraphs 4 and 5 above, inspiration could be taken in full or in part from the definitions given in chapter 4 of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code), published in resolution MEPC.119(52):

4.1.1 *Independent tank* means a cargo-containment envelope, which is not contiguous with, or part of, the hull structure. An independent tank is built and installed so as to eliminate whenever possible (or in any event to minimize) its stressing as a result of stressing or motion of the adjacent hull structure. An independent tank is not essential to the structural completeness of the ship's hull.

4.1.2 *Integral tank* means a cargo-containment envelope which forms part of the ship's hull and which may be stressed in the same manner and by the same loads which stress the contiguous hull structure and which is normally essential to the structural completeness of the ship's hull.

4.1.3 *Gravity tank* means a tank having a design pressure not greater than 0.07 MPa gauge at the top of the tank. A gravity tank may be independent or integral. A gravity tank shall be constructed and tested according to recognized standards, taking account of the temperature of carriage and relative density of the cargo.

4.1.4 *Pressure tank* means a tank having a design pressure greater than 0.07 MPa gauge. A pressure tank shall be an independent tank and shall be of a configuration permitting the application of pressure-vessel design criteria according to recognized standards.

7. In the captions to the 11 sketches under the entry "Type of vessel" in section 1.2.1, replace "Condition of cargo tank" by "Cargo tank design".

8. In 1.6.7.1.2 (b), replace "*d'un état de citerne à cargaison*" (a cargo tank condition) by "*d'une conception de citerne à cargaison*" (a cargo tank design) and "*état*" (condition) by "conception" (design).

[This remark does not apply to the English text.]

9. In the heading of column (7) of the tables in 1.6.7.4.2, replace "*Etat de la citerne à cargaison*" (cargo tank condition) by "*Conception de la citerne à cargaison*" (cargo tank design) (13 occurrences in ADN 2011).

[This remark does not apply to the English text.]

10. Replace the explanatory note to column (7) before table C in chapter 3.2 (subsection 3.2.3.1 in ADN 2013) by the following text:

"*Colonne (7) 'Conception de la citerne à cargaison'*

Contient des informations concernant la conception de la citerne à cargaison (voir section 1.2.1 'Définitions') :

1. *Citerne à cargaison à pression*
2. *Citerne à cargaison fermée*
3. *Citerne à cargaison ouverte avec coupe-flammes*
4. *Citerne à cargaison ouverte*

(Column (7) "Cargo tank design")

Contains information concerning the design of the cargo tank (see section 1.2.1, Definitions):

1. Pressure cargo tank
2. Closed cargo tank
3. Open cargo tank with flame arrester
4. Open cargo tank)

11. If paragraph 5 of this document is considered appropriate, replace the explanatory note to column (8) before table C in chapter 3.2 (subsection 3.2.3.1 in ADN 2013) by the following text:

“Colonne (8) ‘Type de citerne à cargaison’

Contient des informations concernant le type de la citerne à cargaison (voir section 1.2.1 ‘Définitions’) :

- 1. Citerne à cargaison indépendante*
- 2. Citerne à cargaison intégrale*
- 3. Citerne à cargaison avec parois indépendantes de la coque extérieure”*

(Column (8) “Cargo tank type”

Contains information concerning the cargo tank type (see section 1.2.1, Definitions):

1. Independent cargo tank
2. Integral cargo tank
3. Cargo tank with walls distinct from the outer hull)

12. In the heading of column (7) of table C in Chapter 3.2 (subsection 3.2.3.2 in ADN 2013), replace “*Etat de la citerne à cargaison*” (cargo tank condition) by “*Conception de la citerne à cargaison*” (cargo tank design) (48 occurrences in ADN 2011).

[This remark does not apply to the English text.]

13. In 8.2.2.3.3 and 8.2.2.3.4, replace “*avec un état de citerne à cargaison*” (with a cargo tank condition) by “*avec une conception de citerne à cargaison*” (with a cargo tank design) (in ADN 2011, one occurrence in 8.2.2.3.3 and one occurrence in 8.2.2.3.4).

[This remark does not apply to the English text.]

14. In item 5 of the Model for a certificate of approval for tank vessels in 8.6.1.3 and in item 5 of the Model for a provisional certificate of approval for tank vessels in 8.6.1.4, replace “*Etat des citernes à cargaison*” (cargo tank condition) by “*Conception des citernes à cargaison*” (cargo tank design).

[This remark does not apply to the English text.]

15. In item 5 of the Model for a certificate of approval for tank vessels in 8.6.1.3 and in item 5 of the Model for a provisional certificate of approval for tank vessels in 8.6.1.4, replace “Cargo tank designs” by “Cargo tank design”.

[This remark does not apply to the French text.]

III. Other proposed amendments

16. The tables included in document ECE/TRANS/WP.15/AC.2/2012/26 also highlighted an error in section B of 3.2.4.3:

Paragraph B reads:

“B. Column (9): Determination of state of cargo tank”

The content of paragraph B, which refers to column (9) of table C of Chapter 3.2, clearly refers to the cargo tank equipment. It is therefore proposed to replace that wording by the following:

“B. Column (9): Determination of cargo tank equipment”

IV. Conclusion

17. The Safety Committee is invited to consider these proposals and to take action, as appropriate.
