
Economic Commission for Europe**Inland Transport Committee****30 July 2013****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-third session**

Geneva, 26-30 August 2013

Item 4 (b) of the provisional agenda

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

**ADN - definitions of cargo tanks
(see ECE/TRANS/WP.15/AC.2/2013/10)****Transmitted by the Recommended ADN Classification Societies****1. Pressure cargo tank**

A cargo tank designated for a working pressure ≥ 400 kPa. A pressure cargo tank is independent. In principle, it is installed so as not to be submitted to stresses resulting from hull deformations. It has to be built according to applicable codes.

2. Closed cargo tank

A cargo tank connected to the outside atmosphere through a device preventing unacceptable overpressure or vacuum.

3. Open cargo tank with flame arrester

A cargo tank connected to the outside atmosphere through a device fitted with flame arresters.

4. Open cargo tank

A cargo tank connected to the outside atmosphere.

5. Independent cargo tank

A cargo tank which is permanently built-in, but which is independent from the vessel's structure.

6. Integral cargo tank

A cargo tank which is part of the vessel's hull structure and which is submitted to the same requirements as the vessel's structure itself.

7. Cargo tank with walls distinct from outer hull

An integral cargo tank the bottom and side walls of which do not form the outer hull of the vessel or an independent cargo tank.
