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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)

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Item 5 (b) of the provisional agenda:
Proposals for amendments to the Regulations annexed to ADN: Amendments for entry into force on 1 January 2013

Carriage in cargo tanks (7.2.1.21)

Transmitted by the Government of Austria[1] [2]

Introduction

1. According to the explanations concerning Table C contained in 3.2.3 and the models for the certificates of approval contained in 8.6.1.3 and 8.6.1.4, the following types of cargo tanks exist: (1) Independent cargo tanks; (2) Integral cargo tanks; and (3) Cargo tank wall distinct from the hull.

2. The drawings of the vessel types in 1.2.1 show that in Type N tank vessels all three types of cargo tanks are used and can thus appear in the certificate of approval.

3. Since Type C tank vessels must be of the double-hull type, only cargo tank types 1 (independent cargo tank) and 2 (integral cargo tank) are used in the certificate of approval.

4. In Type G tank vessels only cargo tank type 1 (independent cargo tank) is used.

[1] Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2010/24.

[2] In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/2010/8, programme activity 02.7 (b) and ECE/TRANS/208, para. 106).

5. According to the provisions contained in 7.2.1.21 it is possible to use other vessel types. However, there are no provisions for the use of other cargo tank types. For example, it should also be possible to carry a substance, which according to Table C may be carried in a Type N tank vessel with cargo tank type 2 (integral cargo tank), in type N tank vessels with cargo tank type 1 (independent cargo tank) or 3 (cargo tank wall distinct from the hull), since these cargo tank types offer a higher level of safety.

6. In addition when using other vessel types, it should be possible to use other cargo tank types. Currently, according to 7.2.1.21, in the event of carriage of substances in a vessel type other than that indicated in Table C, "all other conditions of carriage required for these substances in Table C of Chapter 3.2" must be met. For this reason it is, for example, not clear whether an environmentally hazardous substance which according to Table C must be carried in a Type N vessel with cargo tank type 3 (cargo tank with walls distinct from the outer hull) may also be carried in a Type C vessel with cargo tank type 1 (independent cargo tank) or 2 (integral cargo tank). From a technical point of view, this would certainly be feasible, since these Type C vessels offer a higher level of safety.

7. The following table provides an overview of what possibilities for the use of alternative constructions would be technically feasible, which are already covered by ADN and which still need to be added.

Cargo tank type required by Table C	*Cargo tank types according to certificate of approval*	*Alternative regulation*
Type N, cargo tank type 1 (independent cargo tank)	Type C, cargo tank type 1 (independent cargo tank)	7.2.1.21.2, 7.2.1.21.3, 7.2.1.21.4
	Type G, cargo tank type 1 (independent cargo tank)	7.2.1.21.2, 7.2.1.21.3, 7.2.1.21.4
Type N, cargo tank type 2 (integral cargo tank)	Type N, cargo tank type 1 (independent cargo tank)	*Addition required (see proposal for 7.2.1.21.7)*
	Type N, cargo tank type 3 (cargo tank with walls distinct from the outer hull)	*Addition required (see proposal for 7.2.1.21.7)*
	Type C, cargo tank type 1 (independent cargo tank)	*Addition required (see proposal for 7.2.1.21.7)*
	Type C, cargo tank type 2 (integral cargo tank)	7.2.1.21.2, 7.2.1.21.3, 7.2.1.21.4
	Type G, cargo tank type 1 (independent cargo tank)	*Addition required (see proposal for 7.2.1.21.7)*

Cargo tank type required by Table C	*Cargo tank types according to certificate of approval*	*Alternative regulation*
Type N, cargo tank type 3 (cargo tank with walls distinct from the outer hull)	Type N, cargo tank type 1 (independent cargo tank)	*Addition required (see proposal for 7.2.1.21.8)*
	Type C, cargo tank type 1 (independent cargo tank)	*Addition required (see proposal for 7.2.1.21.8)*
	Type C, cargo tank type 2 (integral cargo tank)	*Addition required (see proposal for 7.2.1.21.8)*
	Type G, cargo tank type 1 (independent cargo tank)	*Addition required (see proposal for 7.2.1.21.8)*
Type C, cargo tank type 1 (independent cargo tank)	Type G, cargo tank type 1 (independent cargo tank)	7.2.1.21.5
Type C, cargo tank type 2 (integral cargo tank)	Type C, cargo tank type 1 (independent cargo tank)	*Addition required (see proposal for 7.2.1.21.7)*
	Type G, cargo tank type 1 (independent cargo tank)	*Addition required (see proposal for 7.2.1.21.7)*

Proposal

8. In 7.2.1.21 additional provisions should be inserted as follows:

"7.2.1.21.7 A substance which according to column (8) of Table C of Chapter 3.2 must be carried in cargo tank type 2 (integral cargo tank), may also be carried in a cargo tank type 1 (independent cargo tank) or cargo tank type 3 (cargo tank with walls distinct from the outer hull) of the vessel type prescribed in Table C or a vessel type prescribed in 7.2.1.21.2 to 7.2.1.21.5, provided that all other conditions of carriage required for this substance by Table C of Chapter 3.2 are met.

7.2.1.21.8 A substance which according to column (8) of Table C of Chapter 3.2 must be carried in cargo tank type 3 (cargo tank with walls distinct from the outer hull), may also be carried in a cargo tank type 1 (independent cargo tank) of the vessel type prescribed in Table C or a vessel type prescribed in 7.2.1.21.2 to 7.2.1.21.5 or in a Type C vessel with cargo tank type 2 (integral cargo tank), provided that at least the conditions of carriage concerning the prescribed N type are met and all other conditions of carriage required for this substance by Table C of Chapter 3.2 or 7.2.1.21.2 to 7.2.1.21.5 are met."

Justification

9. The proposed addition would fill a gap in the ADN provisions and ensure that the provisions are interpreted in the same way by all classification societies. The proposed addition does not involve any modifications in Table C or in the models for the certificates of approval. If additions to the lists of substances of individual tank vessels should become possible, these may be made at the request of the owner.