

**Economic and Social Council**

Distr.: General
1 November 2013
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-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**

**Transitional provisions regarding stability of tank vessels,
ADN 1.6.7.2.2.2****Transmitted by the Government of Germany^{1, 2}***Summary*

Executive summary: At its twenty-third session, at the request of Germany, the Safety Committee amended the transitional provisions regarding the stability of tank vessels. The German delegation was asked to look again at the amendments to the transitional provisions regarding the construction rules in part 9.

Action to be taken: Restriction and deletion of transitional provisions.

Related documents: ECE/TRANS/WP.15/AC.2/2013/15
ECE/TRANS/WP.15/AC.2/48, point 4, paras. 46–48

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.2/2014/22.



Proposal

1. It is proposed that the following amendments be made to the transitional provisions in the table at paragraph 1.6.7.2.2.2 relating to subsections 9.3.X.13 and 9.3.X.14:

1.6.7.2.2.2 *Table of general transitional provisions: Tank vessels*

<i>Paragraphs</i>	<i>Subject</i>	<i>Time limit and comments</i>
9.3.1.13.1 9.3.3.13.1 9.3.3.13.3 para. 2	Stability (general)	<u>For proof of stability in damaged condition:</u> N.R.M. Renewal of the certificate of approval after 31 December 2044
<u>Justification</u>	From a technical safety standpoint vessels whose stability is not proved cannot be permitted to sail on a regular basis. No one knows of any vessel that is unable to produce such proof. The problems of providing proof of stability in damaged condition are well known and this transitional provision should therefore be maintained. The current following transitional provision relating to damage to certain vessels is included here.	
9.3.3.13.3 para. 2	Stability (general)	N.R.M. from 1 January 2007, Renewal of the certificate of approval after 31 December 2044
<u>Justification</u>	In the version of ADN in force from 1 January 2011, this paragraph applied only to the damaged condition of vessels with independent cargo tanks or with double-hull constructions with cargo tanks integrated in the frames of the vessel. In the version of ADN in force from 1 January 2013, this paragraph applies also to intact stability. There should be no exceptions to this requirement for intact stability. The provision regarding stability in damaged condition should be maintained and is incorporated in the line above in ADN 1.6.7.2.2.2.	
9.3.1.14 9.3.3.14	<i>Stability (intact)</i>	N.R.M. Renewal of the certificate of approval after 31 December 2044
<u>Justification</u>	9.3.1.14 and 9.3.3.14 refer only to intact stability. There should no longer be any exceptions to this provision.	
9.3.2.14.2	<i>Stability (intact)</i>	N.R.M. Renewal of the certificate of approval after 31 December 2044
<u>Justification</u>	This paragraph provides a method of calculating intact stability that should be used by all classification societies.	

Feasibility

2. These amendments to the construction rules in part 9 take account of the fact that, for existing vessels, no proof of stability in damaged condition can be provided. No one knows of any vessel that is unable to provide proof of intact stability.
