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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)

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Item 3 (b) of the provisional agenda

Implementation of the ADN:

Interpretation of the Regulations annexed to ADN

Cofferdams on board Type G tank vessels

Transmitted by the Recommended ADN Classification Societies¹

Provisions for Type G vessels

1. 9.3.1.11.3 (a) reads as follows:

"The hold spaces shall be separated from the accommodation and service spaces outside the cargo area below deck by bulkheads provided with a Class A-60 fire protection insulation according to SOLAS 74, Chapter II-2, Regulation 3. A space of not less than 0.20 m shall be provided between the cargo tanks and the end bulkheads of the hold spaces. Where the cargo tanks have plane end bulkheads this space shall be not less than 0.50 m."

Provisions for Type C and N vessels

2. 9.3.2.11.3 (a) and 9.3.3.11.3 (a) read as follows:

"The cargo tanks shall be separated by cofferdams of at least 0.60 m in width from the accommodation, engine room and service spaces outside the cargo area below deck or, if there are no such accommodation, engine room and service spaces, from the vessel's ends."

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2015/27.

Where the cargo tanks are installed in a hold space, a space of not less than 0.50 m shall be provided between such tanks and the end bulkheads of the hold space. In this case an end bulkhead meeting at least the definition for Class "A-60" according to SOLAS 74, Chapter II-2, Regulation 3, shall be deemed equivalent to a cofferdam. For pressure cargo tanks, the 0.50 m distance may be reduced to 0.20 m."

Discussion

3. 9.3.1.11.3 (a), 9.3.2.11.3 (a) and 9.3.3.11.3 (a) show that for independent cargo tanks, the common rule is the installation of an A-60 bulkhead at the end bulkhead of the hold space. For Type C or N tankers, an A-60 bulkhead is deemed equivalent to a cofferdam. 9.3.1.11.3 (a) does not state that a cofferdam is deemed equivalent to an A-60 bulkhead .

Question

4. Does a Type G vessel equipped with cofferdams conforming to 9.3.2.20 at the end bulkheads of the hold space need an A-60 bulkhead as required in 9.3.1.11.3 (a)?
