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)

Twenty-sixth session
Geneva, 27-30 January 2015
Agenda item 4 (c)
Implementation of the ADN:
Interpretation of the Regulations annexed to ADN

English ONLY

29 January 2015

Proposal for the way forward with the requirements on stability software

Transmitted by the recommended classification societies Bureau Veritas DNV-GL and Lloyd's Register, the European Barge Union (EBU), and the European Skippers Organisation (ESO)

Introduction

1. During the discussions on the requirements of stability software it was requested to come up with a proposal on the way forward with this topic.

2. The recommended classification societies Bureau Veritas, DNV-GL and Lloyd's Register together with the European Barge Union and the European Skippers Organisation have discussed this. Also the manufacturer of stability software which has already an approved software program has been contacted for discussions.

General information

3. It is estimated that about 750 ships are to be equipped with a stability software program.

4. At this moment only 1 of such program is approved by the 3 Western European classification societies Bureau Veritas, DNV-GL, and Lloyd's Register. It is expected that a second program (from another manufacturer) will be approved before March 1st 2015. A third software manufacturer is working on the development of another program and requested an approval at DNV-GL. It's expected that this will be finalised before July 1st.

5. One other manufacturer has shown interest to develop a program, but the status of this program is unclear. As the development and type approval process is quite time-consuming, it cannot be expected that this program will be available before the end of 2015.

6. It was already concluded (document INF 30) that a lot of vessels have a stability booklet which is not fully compliant with the present requirements. A start would be to update or amend these stability booklets before the stability software can be made for a specific vessel. This needs to be done by an engineering company or by the software manufacturer.

7. It makes no sense to update the stability booklet without adapting the stability software for the ship at the same time.

Procedure

8. In general it can be concluded that the procedure for each vessel would be as follows:

1. Apply for stability software at one of the software manufacturers (ship owner)
2. Check the situation on board (engineering company)
3. Check the existing stability booklet against the present requirements and the actual situation on board (engineering company)
4. Make necessary changes to the booklet in an updated version (engineering company)
5. Approve the updated stability booklet (classification society)
6. Make the stability software based on the approved stability booklet and install this on board (software manufacturer)
7. Approve the stability software (classification society at their office)
8. Verify the installed software on board (classification society)

9. This procedure will be applicable for most ships. However, in certain cases additional work needs to be done (inclining test, technical modification of the ship).

10. It is possible that an engineering company on naval architecture makes the stability booklets, and that the software manufacturer will make the software based on this booklet. However, in most cases the software manufacturer will be also the company who will make the stability booklet.

Estimated time frame

11. It is estimated that the check and update of the stability booklet will take 5 working days. This includes a check on board of the openings, as it is expected that on a lot of vessels the situation on board will not be represented in the actual stability booklet. The approval of the booklet will take 3 working days.

12. When the stability booklet is made by the software manufacturer the development of the ship specific software will take 2 working days. When the stability booklet is made by another engineering company with another program, this will take 4 working days. The approval of the ship specific software will take 2 working days. The check on board will take a half working day. These times will follow their sequence but will not be done immediately one after another. So, in total this will take between 12.5 and 14.5 working days per ship.

13. However the availability of the ship for checking on board for the actual situation will influence the total time needed.

14. Taking the number of vessels concerned into account, as well as the number of staff involved at the engineering companies, software manufacturers, and classification societies it is estimated that it will take about 5 years before all ships will be equipped with approved stability software.

Proposal

15. We ask ADN member States to agree on a multilateral agreement in which a postponement of the requirements is regulated. This multilateral agreement should come into force immediately. The updated stability booklet or stability software has to be approved not later than at the first renewal of the Certificate of Approval, starting on April 1st 2015.

16. In 5 years from that date all vessels will then comply with these requirements.

_____