
Economic Commission for Europe**Inland Transport Committee**

22 July 2011

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)****Nineteenth session**

Geneva, 22–25 August 2011

Item 4 of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN

Paragraph 9.3.2.15 Stability (damaged condition)**Transmitted by the Informal Working Group of Recommended ADN Classification Societies****Introduction**

1. Paragraph 9.3.2.15 (a) currently reads as follows:

"9.3.2.15 Stability (damaged condition)

9.3.2.15.1 The following assumptions shall be taken into consideration for the damaged condition:

(a) The extent of side damage is as follows:

longitudinal extent: at least 0.10 L, but not less than 5.00 m;

transverse extent: 0.79 m;

vertical extent: from the base line upwards without limit."

2. Similar requirements (with different dimensions) exist for other ADN vessel types (9.1.0.95.1, 9.2.0.95.1, 9.3.1.15.1 and 9.3.3.15.1)

3. The regulation does not explicitly explain how to calculate the extent of side damage, whether this is from the side shell or from the maximum draught waterline.

4. In order to avoid confusion, it is proposed to give additional information on calculating the extent of side damage.

Proposal

5. Modify 9.3.2.15 to read as follows (new text underlined)

"(a) The extent of side damage is as follows:

longitudinal extent: at least 0.10 L, but not less than 5.00 m;

transverse extent: 0.79 m; inboard from the vessel's side at right angles to the centreline at the level corresponding to the maximum draught;

vertical extent: from the base line upwards without limit."

Nota:

It should be noted that the fact of considering or not the distance from the side shell has no impact for cargo tanks, as the dimensions of double hulls must be in conformity with paragraph 9.3.2.11.7 of ADN (or similar for other vessel types)

The interpretation may have an impact for the aft and fore part construction, mainly as concerns the accommodation (see below a diagram to illustrate the situation).

In the MARPOL Regulation, Annex I, regulation 24 (deterministic damage stability), the transverse extent is considered at the summer freeboard ("*inboard from ship's side at right angles to the centreline at the level corresponding to the assigned summer freeboard*")

