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## 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)

#### Twentieth session

Geneva, 23–27 January 2012

Item 4 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN: Other proposals**

### **Interpretation of paragraph 9.3.2.15 Stability (damaged condition)<sup>1, 2</sup>**

**Transmitted by the Recommended ADN Classification Societies**

#### **I. 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).

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<sup>1</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2012/7.

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

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.

## II. Interpretation

5. Amend 9.1.0.95.1 (a) to read as follows (interpretation 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: 0.59 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."
6. Amend 9.2.0.95.1 (a) to read as follows (interpretation 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: 0.59 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."
7. Amend 9.3.1.15 (a) to read as follows (interpretation 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."
8. Amend 9.3.2.15 (a) to read as follows (interpretation 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."
9. Amend 9.3.3.15.1 (a) to read as follows (interpretation 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: 0.59 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."

### III. Justification

10. 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 of the construction, mainly as concerns the accommodation (see below a diagram to illustrate the situation).

11. In the MARPOL (International Convention for the Prevention of Pollution from Ships) according to Annex I (Regulations for the prevention of pollution by oil), Regulation 24 (Damage assumptions), the transverse extent of the side damage is considered "inboard from ship's side at right angles to the centreline at the level corresponding to the assigned summer freeboard".

In the IGC Code (International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk), and in the IBC Code (International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk), according to Chapter 2, 2.5.1, the transverse extent of the side damage has to be "measured inboard from the ship's side at right angles to the centreline at the level of the summer load line".

### IV. Transitional provisions

12. Taking into account that in this interpretation the transverse extent of the side damage will be equal or less than the actual applied extent, no need for recalculation is foreseen.

