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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)

Twenty-seventh session
Geneva, 24–28 August 2015
Items 3 (c) of the provisional agenda
Implementation of the ADN:
Interpretation of the Regulations annexed to ADN

Stability software / Stability calculator - Revision of INF.30 (January 2015)

Transmitted by the Recommended ADN Classification Societies

A. During the 9th meeting of the Recommended ADN Classification Societies (see document INF.3 dated 29 May 2015) and during the meeting organized in Bonn by the German authorities, the qualification of some openings was discussed, i.e. the “gooseneck” and the “Winel”.

B. Consequently the harmonized interpretation included in the text of INF.30 (dated 22.01.2015/26th session-Jan 2015) has to be adapted as follows:

Item 9 - Gooseneck with limited diameter

9. This kind of opening has to be considered as an “open” type of opening. Goosenecks or other similar vent pipes having a transverse area ≤ 710 mm² could be considered as "weathertight" in the stability software, ~~even if they are not exactly as it~~. The quantity of water entering would be negligible if these kinds of openings are underwater for a short time only.

On board existing vessels and for vessels still under construction (until 31 December 2015), goosenecks or other similar vent pipes having a transverse area ≤ 7850 mm² (diameter , 100 mm) may be considered as "weathertight" in the stability software.

Item 10 - Gooseneck with unlimited diameter

No modifications.

Item 11 - Closable gooseneck

No modifications.

Items 20, 21 and 22 - Winel / Winteb automatic closing device (with a floating ball)

20. Classification societies consider this type of device as "weathertight" if they are tested according to class rules.

21. However, it is also known that for vessels which receive an approval certificate from the Netherlands, the administration has informed that these kinds of openings can be considered as watertight (see Instruction to RO No. 1. Stability for inland waterway ships Version of April 2011, §1.5). It is understood that the Netherlands authorities considers that the ingress of water would be negligible if such kind of opening is submerged.

22. ~~As DNV-GL, BV and LR do not agree with this interpretation, we ask the Safety Committee how to proceed with national instructions and how such kind of vessels will be handled if it will get in the future an ADN certificate from another ADN member state. Will they also accept the decision of the Netherlands administration?~~

From now on the Classification Societies will consider this type of device as "weathertight" and will no longer take into account the interpretation of the Netherlands authorities (paragraph 21).

For existing vessels and for vessels still under construction (until 31 December 2015), this type of device may be considered as watertight.

C. The Recommended ADN Classification Societies ask the Safety Committee to validate these modifications. After validation the "Interpretations" on the website will be updated.

Items 25 - Read out points for longitudinal strength

25. The group has decided to use in general the following simple curve for the definition of the maximum stillwater Hogging and Sagging moment curve if no additional calculations are requested by the owner. It has been decided that Shear forces for inland waterway tank vessels in general are at such a low level that they can be disregarded for the loading computer software. The simple curve can be used when the stability booklet is used. Classification societies consider using the proposed simple curve in general, but each classification society has the right to adapt this curve when she indicates insufficient longitudinal strength for a vessel at the transitional areas between cargo part and fore and / or aft ship parts.