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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)**

Thirty-second session

Geneva, 22-26 January 2018

Item 4 (c) of the provisional agenda

**Implementation of the European Agreement concerning the International Carriage  
of Dangerous Goods by Inland Waterways (ADN):  
Interpretation of the Regulations annexed to ADN****Table C and subsection 7.2.1.21 of ADN — minimum  
required type of tank vessel****Transmitted by the Government of Germany\*,\*\*****I. Provisions concerned**

Subsection 3.2.3.2, Table C, columns (6) and (7); subsection 7.2.1.21 of ADN.

**II. Question of interpretation**

1. At its twenty-third session, in August 2013, the ADN Safety Committee stated, following a discussion regarding 7.2.4.16.9, that “the indications in columns (6) and (7) of Table C give minimum requirements but do not require a specific type of vessel inasmuch as other vessel types may be used in accordance with 7.2.1.21” (ECE/TRANS/WP.15/AC.2/48, para. 62).

Other types of vessels that may be used, for example type N, closed, instead of type N,

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open, are likely to entail a more complex method of construction and more complex equipment than would be necessary for the goods to be transported.

2. When a “better” vessel type is used, must it be operated in the exact configuration prescribed for its type in the construction requirements listed in Part 9 and the operational requirements listed in Part 7 (e.g., closed cargo tanks, flame arresters), or is it possible to change certain constituent parts and equipment that are surplus to the minimum required type of tank vessel as laid out in columns (6) and (7) of Table C (e.g., dismantling the flame arresters or opening cargo tank openings)?

3. Subsections 7.2.1.21.2 to 7.2.1.21.5 are ambiguous on this point: “... provided that all conditions of carriage prescribed for tank vessels of type [XY] ... are met” (that is to say, the minimum required type of vessel).

### **III. Proposal**

4. The German delegation is of the opinion that no change may be made to a type of tank vessel that deviates from the requirements set out in columns (6) and (7) of Table C.

5. This also follows from the wording of the new provision on protection against explosions:

“When the list of substances on the vessel according to 1.16.1.2.5 contains substances for which protection against explosion is required in column (17) of Table C of Chapter 3.2 ... .”

This means that the equipment required for protection against explosions does not vary depending on the dangerous substances transported on any given voyage, but rather on the dangerous substance on the list of substances on the vessel to which the most restrictive conditions apply. So long as the list of substances on the vessel remains unchanged, no equipment may be removed or made inoperable.

6. This principle must be transposed into subsection 7.2.1.21 and applied.

7. Germany invites the Safety Committee to consider this question and would appreciate confirmation of its interpretation.

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