



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-seventh session**

Geneva, 24–28 August 2020

Item 4 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
other proposals****Proposal for a correction to the definition of “Membrane tank”****Transmitted by the Government of France^{*,**}***Summary***Executive summary:** France wishes to bring a minor editorial correction to the definition of “Membrane tank” in the French version of amendments to the Annexed Regulations of ADN which will enter in force on 1st January 2021**Action to be taken:** Paragraph 8**Related documents:** ECE/TRANS/WP.15/AC.2/2020/11 (English and French)
ECE/TRANS/WP.15/AC.2/74/Add.1 (English and French)**Introduction**

1. When considering the English versions of the related documents, the definition for “Membrane tank” is the following, resulting from the informal working group which held its works in English:

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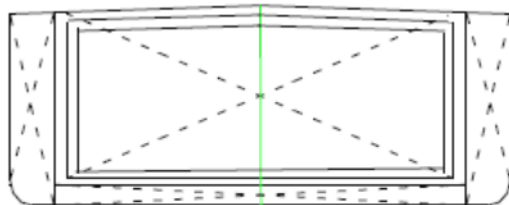
** In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37).

“*Membrane tank* means a cargo tank which consists of a thin liquid-tight and gastight layer (membrane) and insulation supported by the adjacent inner hull and inner bottom structure of a double hull vessel.”

2. In this definition, the word “adjacent” applies both to the inner hull and the inner bottom.

3. This definition is consistently supplemented with the drawing which is added to the Sketch section:

“



Type G Cargo tanks design 2
Type of cargo tank 4”.

Necessity to correct the French version

4. In the French version of the related documents, with the same amendment to the sketch section, the definition of “Membrane tank” is the following:

« *Citerne à membrane* : Une citerne à cargaison constituée d’une mince couche (membrane) étanche aux liquides et aux gaz et d’une isolation supportée par la coque intérieure adjacente et la structure de fond intérieure d’un bateau à double coque. ».

5. In this version, the word “adjacente” applies only to the inner hull, and not to the inner bottom structure.

6. This is the reason why it would be necessary to correct the French version of the definition as follows:

« *Citerne à membrane* : Une citerne à cargaison constituée d’une mince couche (membrane) étanche aux liquides et aux gaz et d’une isolation supportée par la coque intérieure adjacente et la structure de fond intérieure **adjacente** d’un bateau à double coque. ».

Action to be taken

7. The objective of such a correction is to make consistent the definition in the two languages, English (which has been the working language of the informal working group) and French, without any substantive consequence.

8. The Safety Committee and the Secretariat are asked to consider the proposal in paragraph 6 above-mentioned, and to take the action as appropriate.