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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-ninth session

Geneva, 24–28 January 2022

Item 5 (b) of the provisional agenda

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

Proposed correction to 9.3.4.3.1.2.2.1.3 of ADN

Transmitted by the Central Commission for the Navigation of the Rhine (CCNR)* **

Introduction

1. The attention of the CCNR secretariat has been drawn to a discrepancy between the German version and the French and English versions of 9.3.4.3.1.2.2.1.3 of ADN.
2. After consultation with the German delegation, the CCNR secretariat has concluded that the German text is comprehensive and that the French and English texts should be amended.

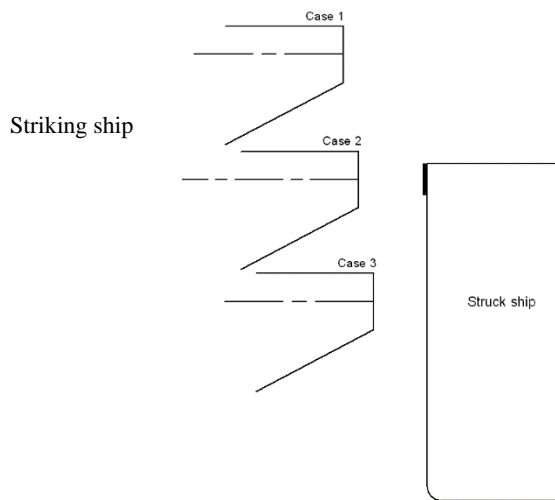
I. Content of 9.3.4.3.1.2.2.1.3 of ADN 2021

3. The text of 9.3.4.3.1.2.2.1.3 of ADN is reproduced in the table below. The secretariat also reproduces the corresponding illustrations in the present working document:

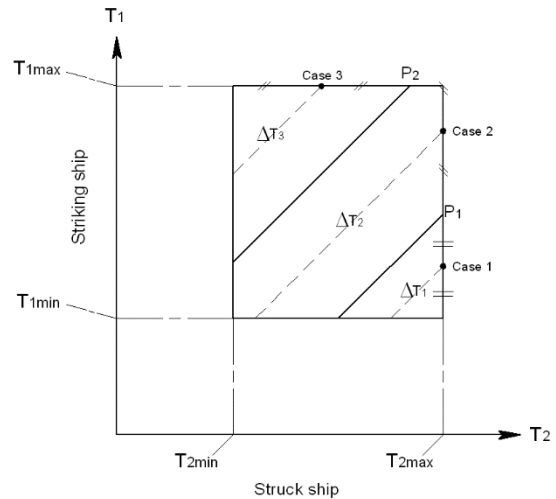
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** In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in the proposed programme budget for 2021 (A/75/6 (Sect. 20), para. 20.51).





Example of vertical collision locations



Definition of vertical collision locations

EN	FR	DE
<p>Points on each inclined line in the figure in 9.3.4.3.1.2.2.1.1 indicate the same draught difference. Each of these lines reflects a vertical collision location.</p> <p>In the example in the figure in 9.3.4.3.1.2.2.1.1 three vertical collision locations are defined, depicted by three areas.</p>	<p>Les points sur chaque ligne inclinée dans la figure de 9.3.4.3.1.2.2.1.1 indiquent la même différence de tirant d'eau. Chacune de ces lignes représente un point d'impact de collision dans le sens vertical. Dans l'exemple de la figure de 9.3.4.3.1.2.2.1.1, trois points d'impact de collision dans le sens vertical sont représentés par trois surfaces.</p>	<p>Die Punkte auf einer jeden schrägen Linie in der Abbildung in Absatz 9.3.4.3.1.2.2.1.1 zeigen dieselbe Tiefgangsdifferenz an. Jede dieser Linien stellt eine senkrechte Kollisionsstelle dar.</p> <p>In dem Beispiel in der Abbildung in Absatz 9.3.4.3.1.2.2.1.1 werden drei senkrechte Kollisionsstellen festgelegt, die durch drei Flächen graphisch dargestellt sind.</p>
<p>Point P₁ is the point where the lower edge of the vertical part of the push barge or V-bow strikes at deck level of the struck vessel.</p>	<p>Le point P₁ correspond au cas où le bord inférieur de la partie verticale de l'étrave d'une barge de poussage ou de l'étrave en forme de V d'un bateau percute l'autre bateau au niveau du pont.</p>	<p>Der Punkt P₁ ist der Punkt, in dem die untere Ecke des senkrechten Teils des Schubleichter- oder V-Bugs die Decksebene des getroffenen Schiffes berührt.</p>
<p>The triangular area for collision case 1 is bordered by point P₁. This corresponds to the vertical collision location "collision at deck level".</p>	<p>La surface triangulaire pour le cas de collision n° 1 est bordée par le point P₁. Ceci correspond au point d'impact de collision dans le sens vertical "collision au niveau du pont".</p>	<p>Die Dreiecksfläche für den Kollisionsfall 1 ist durch den Punkt P₁ begrenzt. Dies entspricht der senkrechten Kollisionsstelle „Kollision über Deck“.</p>

EN	FR	DE
		Der Punkt P_2 ist der Punkt, in dem der obere senkrechte Teil des Schubleichter- bzw. V-Bugs den oberen Teil der Bergplatte berührt. Die Fläche, die durch die Punkte P_1 und P_2 begrenzt wird, entspricht der senkrechten Kollisionsstelle „Kollision auf Höhe Deck“.
The triangular upper left area of the rectangle corresponds to the vertical collision location “collision below deck”. The draught difference ΔT_i , $i=1,2,3$ shall be used in the collision calculations (see following figure).	Le triangle occupant la partie supérieure gauche du rectangle correspond au point d’impact de collision dans le sens vertical “collision sous le pont”. La différence de tirant d’eau ΔT_i , $i = 1,2,3$ est utilisée dans les calculs de collision (voir figure ci-dessous).	Die dreieckige, obere linke Fläche des Rechtecks entspricht der senkrechten Kollisionsstelle „Kollision unter Deck“. Die Tiefgangsdifferenz ΔT_i , $i = 1, 2, 3$ ist in den Kollisionsberechnungen zu benutzen (siehe nachfolgende Abbildung):

II. Proposal

5. The secretariat proposes to add to the English and French versions the additional sentence from the German version, which contains details relating to P_2 . It is likely that this sentence is also missing in the Russian version.
6. The proposed amended text of 9.3.4.3.1.2.2.1.3 in the English version reads as follows:

“Point P_2 is the point where the upper edge of the vertical part of the push barge or V-bow strikes the upper part of the wale plate. The area bordered by points P_1 and P_2 corresponds to the vertical collision location ‘collision at deck level’.”
7. The secretariat proposes the following alignment of the English version with the German version (DE: „Dies entspricht der senkrechten Kollisionsstelle „Kollision über Deck“.“):
 - *Replace* “This corresponds to the vertical collision location ‘collision at deck level’” *with*: “This corresponds to the vertical collision location ‘collision above deck level’”.
8. The secretariat proposes the following editorial change to the French version:
 - *Replace* “Le triangle” (the triangle) *with*: “La surface triangulaire” (the triangular area).