

## Economic Commission for Europe

### Inland Transport Committee

27 January 2022

### 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)

English

#### 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

## Additional information to ECE/TRANS/WP.15/AC.2/2022/16 and informal document INF.17; EBU/ESO proposal of cofferdams.

### Revision

### Transmitted by European Barge Union (EBU) and European Skippers Organisation (ESO)

New text of 3a and 3b, to be read in WD.2022/16, changes marked **underlined and bold**, deleted text ~~stricken through~~.

(a) Amend the sentence of ADN 7.2.3.1.1:

**7.2.3.1** Access to cargo tanks, residual cargo tanks, cargo pump-rooms below deck, cofferdams, double-hull spaces, double bottoms and hold spaces; inspections

7.2.3.1.1 The cofferdams shall be empty, **as long as the adjacent cargo tanks are not empty**. They shall be **inspected before each filling and if not filled they shall be inspected frequently, at least once a week,** in order to ascertain that they are dry (except for condensation water)."

(b) Reformulate ADN 7.2.3.20:

**7.2.3.20** Water ballast

7.2.3.20.1 Cofferdams **fitted out as service spaces**, and hold spaces containing insulated cargo tanks shall not be filled with water.

**Cofferdams, not fitted out as service spaces, may be filled with water, provided:**

**-As long as the adjacent cargo tanks are empty;**

**-This has been taken into account in the intact and damage stability calculations;**

**and**

**-The filling is not prohibited in column (20) of Table C of Chapter 3.2**

Double-hull spaces, double bottoms and hold spaces which do not contain insulated cargo tanks may be filled with ballast water provided:

– this has been taken into account in the intact and damage stability calculations;

and

- the filling is not prohibited in column (20) of Table C of Chapter 3.2.

If the water in the ballast tanks and compartments leads to the vessel no longer respecting these stability criteria:

- fixed level indicators shall be installed; or
- the filling level of the ballast tanks and compartments shall be checked daily before departure and during operations.

In case of the existence of level indicators, ballast tanks may also be partially filled. Otherwise they shall be completely full or empty.

**1.6.7.2.2 Transitional provisions:**

7.2.3.20.1 To be read as follows;

7.2.3.20.1	<del>Ballast water</del> Prohibition against filling cofferdams <b>not fitted out as service spaces</b> , with water	N.R.M. Renewal of the certificate of approval after 31 December 2038 Until then, the following requirements apply on board vessels in service: Cofferdams, <b>not fitted out as service spaces</b> , may be filled with water during unloading to provide trim and to permit residue-free drainage as far as possible. <del>When the vessel is underway, cofferdams may be filled with ballast water only when cargo tanks are empty.</del>
7.2.3.20.1	Proof of stability in the event of a leak connected with ballast water	N.R.M. for Type G and Type N vessels. Renewal of the certificate of approval after 31 December 2044.