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INLAND TRANSPORT COMMITTEE

Ad hoc Working Group for the Elaboration
of a draft European Agreement concerning
the International Carriage of Dangerous
Goods by Inland Waterway*
(Tenth session, Geneva, 30 August-2 September 1999)

ELABORATION OF A DRAFT EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAY (ADN)**

Transmitted by the Government of the Russian Federation

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* In accordance with the decision of the Inland Transport Committee, the activities of this Working Group are carried out jointly by the Economic Commission for Europe and the Central Commission for Navigation of the Rhine (CCNR) (for detailed information on the arrangements see TRANS/R.421).

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PROPOSALS BY THE RUSSIAN FEDERATION

for inclusion in Annex 4 of the draft European agreement concerning the International Carriage of Dangerous Goods by Inland Waterway

For inclusion in the general transitional propositions:

1. In accordance with the decision by the Group of Experts on the technical requirements for seagoing inland navigation vessels (document TRANS/SC.3/112 of 26 November 1984), it is accepted that on sections of inland waterways defined by the Administration as “maritime”, vessels provided with certificates issued in accordance with the relevant conventions of the International Maritime Organization (IMO) are allowed to navigate without special certificates.

On other sections of inland waterways, above the maritime sections, the conditions of navigation are laid down by the administration responsible for the waterway in question. Thus delineating the areas in which ADN and the IMDG Code should apply to direct shipments of dangerous goods from river ports to international maritime ports is extremely important.

2. Russia must clarify its national State standards and technical requirements for manufacture, packaging and labelling of dangerous goods in accordance with international rules and provisions. This is to be completed by 2005.

3. The authorities and federal inspectorates acting as competent authorities for the purposes of the ADN provisions on various types of activity shall be appointed by 2003.

4. A training programme for experts in the carriage of dangerous substances and a procedure for the issue of certificates to such experts must be developed, established and put into action by 2002.

5. The specifications in the European Code for Inland Waterways (resolution No. 24 of 15 November 1985) concerning the display of signals by vessels carrying dangerous substances and the additional requirements concerning vessels proceeding or berthed in ports and on approaches, or at internal anchor because of poor weather or navigational conditions, shall be clarified by 2000 to take into account the Russian Federation's proposals set out in an additional annex to CEVNI (document TRANS/SC.3/115/Rev.1).

Table of transitional provisions

Marginal	Subject	Time limit and comments
10014	Quantity released The term “protected area” The term “package”	The above concept to be included in a new edition of the national rules by 2003. This concept to be included in the national rules by 2003.
10110	Carriage of packages	The wording to be brought into line with marginal 10014.
10121	Carriage of dangerous goods in cargo tanks	The wording to be changed. The carriage of dangerous goods in cargo tanks in dry-cargo vessels is prohibited, with the exception of cargo tanks specially installed under survey of a recognized classification society for the carriage of dangerous goods. An amendment to be inserted at the Meeting of Experts in 2000.
10500	Marking	The marking on vessels carrying dangerous goods must comply with the requirements of the European Code for Inland Waterways. Annexes 9, 10 and 11 to the Code are being drafted to that end.
210204	Types of tanker	In the current rules of the River Register of the Russian Federation (RRR), there is no division of tankers into types. This should be included in the new edition of the rules by 2003.
110211	Holds	In the RRR rules, requirements for holds and hatchway covers are stricter. Requirements to be brought into accordance with these by 2003.
110232	Oil fuel tanks	The RRR requirements concerning marginal 110232 are higher than those of ADN. The possibility of standardizing them to be examined.

110292	Emergency exit	To be allowed.
311292 321292	Spaces the entrances or exits of which are partially immersed in the damaged condition to have an emergency exit situated not less than 1.05 m above the damage waterline	According to the RRR rules for the construction of vessels, this norm is 0.075 m. Since this is necessary and sufficient for safe vessel movement according to IMO, it should be allowed to stand until the end of the vessel's working life. The amendments should, however, be inserted in the RRR rules for the construction of vessels by 2000.
110295 (1) 311215 (1) (c) 321215 (1) (c)	Lower edge of any openings that cannot be closed watertight to be at least 0.10 m above the damage waterline at the final stage of flooding	As above.
110295 (2) 311215 (2) 321215 (2)	Stability (damaged condition)	In accordance with IMO conventions, the stability of inland waterway vessels in damaged condition as provided for by the RRR rules is necessary and sufficient, and there is no need to make these norms stricter. Vessels meeting the stated stability criteria to be allowed to serve out their working lives.
Appendix 3 2.1 (c)	Heeling arm resulting from the centrifugal force due to the turning of the vessel to be determined using the maximum speed of the vessel	The RRR rules state that the speed of a turning vessel should be not more than 0.8 of its maximum speed. ADN rules to be amended by 2000.

311211 (1) (a) 321211 (1) (a) 331211 (1) (a)	Siting of cargo tanks	The following to be observed on board tankers in service: If the cargo tanks are more than 300 m^3 in volume, the hull in the cargo area should be double, with an internal distance between the sideplatings of the vessel and the longitudinal bulkhead of not less than 0.8 m. Such vessels to serve out their working lives.
311211(2) (a)	Requirement for energy-absorbing spacers between adjacent cargo tanks	Such spacers are not envisaged in the rules of the Russian Rivers Register. Such vessels to be allowed to serve to the end of their useful lives.
311212 (3) 321212 (2) 331212 (2)	Height above deck of the air inlets of the ventilation system for the service spaces below deck	The air inlets to be located at least 3 m from the safety-valve outlets. Such vessels to be allowed to serve to the end of their useful lives.
321211 (1) (a)	Limitation on length of cargo tanks	The length of cargo tanks on Russian tankers may exceed 10 m and 0.2 L. Such vessels should be allowed to serve to the end of their useful lives.
321211 (3) (a)	Minimum cofferdam width of 0.5 m on Type N tankers	Vessels constructed according to the RRR rules satisfy this requirement. ADN rules allow width of 0.4 m or greater.
321220 (2) 331220 (2)	Filling of cofferdams with pump within 30 minutes on Type N vessels	Russian vessels are designed to fill their cofferdams with inert gas. This decreases explosion risk. Both systems to be allowed.
311251 321251 331251	Electrical installations	Correct text by deleting “local installations outside the cargo area (e.g. connections of starters of diesel engines)” at the Meeting of Experts in January 2000.

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