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concerning the International Carriage of
Dangerous Goods by Inland Waterway (ADN)
(Third session, Geneva
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**DRAFT AGREEMENT CONCERNING
THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS
BY INLAND WATERWAYS**

Supplementary transitional provisions applicable on specific inland waterways

Submitted by the Government of Austria

The new proposal for supplementary transitional provisions applicable on specific inland waterways is consisting of the old proposal by Austria (TRANS/WP.15/AC.2/1999/3) and the proposal by the Government of the Russian Federation (TRANS/WP.15/AC.2/2000/1) and has been brought in line with the text of article 8 and the general transitional provisions.

Transitional provisions of the old proposal by Austria referring to "01.01.2002" have been deleted, as the annexes will not be in force before that date.

The transitional provision for marginal 10 500 in the Russian proposal is not in conformity with the text of CEVNI, Revision 1, and the recommendations of the Danube Commission. It has not been included in this proposal.

The transitional provisions for marginals 110 232 (2), 311 215 (1) c) and 311 211 (2) a) of the Russian proposal are already covered by the general transitional provisions and are not included in this proposal therefore.

The transitional provisions concerning the maximum capacity of cargo tanks (marginal 311 211 (1) (a), 321 211 (1) (a), 331 211 (1) (a)) of the Russian proposal can be applied on Russian inland waterways, but would be very dangerous on other European waterways with shallow water at long distances. There are two possibilities to get the double capacity of a cargo tank:

- if the breadth of the tank is doubled, the free surface of the tank is covering the whole breadth of the vessel and the stability is becoming dangerously low;
- if the length of the cargo tank is doubled and the bow of the vessel is touching the ground, as it is quite often happening in inland navigation, the bow would be pressed to the ground even heavier by the cargo moving forward in the long tanks. The risk of heavy damages to the hull and pollution of water is increasing.

Moreover it has to be kept in mind, that the quantity of dangerous goods polluting the water in the case of damage of one tank is doubling. It has not been allowed to build such vessels on the Danube, for example, and it should not be allowed to use such vessels in future. Therefore we have not included this provision in our proposal.

All other proposals of the Government of the Russian Federation have been included.

Annex 4

Supplementary transitional provisions applicable on specific inland waterways

Vessels applying the transitional provisions and transitional periods set out in the table below have to comply with all marginals and, where necessary, paragraphs and subparagraphs, not mentioned in this table or in the table of the general transitional provisions within a period of not more than one year after the date of application of the Annexes.

The construction and equipment of those vessels shall be maintained at least at the previous standard of safety.

In the table

"vessel in service" means a vessel according to Article 8.

"NRM" means that the requirement does not apply to vessels in service except where the parts concerned are replaced or modified, i.e. it applies only to vessels which are new, or to parts which are replaced or modified.

Where existing parts are replaced by spare or replacement parts of the same type and manufacture, this shall not be considered a replacement "R" as defined in these transitional provisions.

Modification shall also be taken to mean the conversion of an existing type of tank vessel, a type of cargo tank or a state of cargo tank to another type or state at a higher level.

Table of transitional provisions

Marginal	Subject	Time limit and comments
110 211 (1) (b)	Holds, common bulkheads with oil fuel tanks	NRM The following requirements apply on board vessels in service: Holds may share a common bulkhead with the oil fuel tanks, provided that the cargo or ist packaging does not react chemically with the fuel.

Marginal	Subject	Time limit and comments
110 292	Emergency exit	<p>NRM The following requirements apply on board vessels in service:</p> <p>Spaces the entrances or exits of which are partly or fully immersed in damaged condition shall be provided with an emergency exit not less than 0.075 m above the damage waterline. The foregoing shall not apply to the forepeak and afterpeak.</p>
110 295 (1) (c)	Height of openings above damage waterline	<p>NRM The following requirements apply on board vessels in service:</p> <p>The lower edge of any non watertight openings (e.g. doors, windows, access hatchways) shall, at the final stage of flooding, be not less than 0.075 m above the damage waterline.</p>
210 208 (1)	Classification of Type N open vessels	NRM
331 208 (1)	Classification of Type N open vessels	NRM
321 215 (1) (c)	Height of openings above damage waterline	<p>NRM The following requirements apply on board vessels in service:</p> <p>The lower edge of any non watertight openings (e.g. doors, windows, access hatchways) shall, at the final stage of flooding, be not less than 0.075 m above the damage waterline.</p>

Marginal	Subject	Time limit and comments
321 220 (2) 331 220 (2)	Filling of cofferdams with water	NRM The following requirements apply on board vessels in service: Cofferdams shall be fitted with a system for filling with water or inert gas.
311 292 321 292	Emergency Exit	NRM The following requirements apply on board vessels in service: Spaces the entrances or exits of which are partly or fully immersed in damaged condition shall be provided with an emergency exit not less than 0.075 m above the damage waterline. The foregoing shall not apply to the forepeak and afterpeak.
