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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)

Fourteenth session
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Item 4 of the provisional agenda

PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN

Synthetic ropes

Transmitted by the European Barge Union (EBU)^{1,2}

Background

1. At present, paragraph 7.2.4.76 of the Regulations annexed to ADN authorizes the use of synthetic ropes for supply vessels during the delivery of products for the operation of vessels. In

¹ Distributed in German by the Central Commission for the Navigation of the Rhine (CCNR) under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2009/4.

² In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (b)).

this document, EBU proposes to amend this article to authorize a broadening of the exemption for supply vessels delivering products for the operation of vessels.

2. Paragraph 7.2.4.76 Synthetic ropes currently reads as follows:

“During loading and unloading operations, the vessel may be moored by means of synthetic ropes only when steel cables are used to prevent the vessel from going adrift.”.

3. Steel cables sheathed in synthetic material or natural fibers are considered as equivalent when the minimum tensile strength required in accordance with the Regulations referred to in 1.1.4.6 is obtained from the steel strands.

4. Oil separator vessels may, however, be moored by means of synthetic ropes during the reception of oily and greasy wastes resulting from the operation of vessels, as may supply vessels during the delivery of products for the operation of vessels."

5. In paragraph 7.1.4.76, container vessels are exempted from this requirement due to the frequency of mooring operations for these types of vessels.

6. In Rotterdam, approximately 1 million m³ heavy fuel oil (HFO) (roughly 1000 bunker handlings), 20,000 m³ marine gas oil (MGO) (roughly 400 bunker handlings) and 7,000 m³ marine diesel oil (MDO) (roughly 100 bunker handlings) are handled per month.

7. These operations are often carried out by supply vessels exceeding 300 tons. In paragraph 7.1.4.76, container vessels are exempted from a similar requirement due to the frequency of mooring operations for these types of vessels. The fire hazard was the reason why steel cables were introduced. The weight of steel cables, when considering a height difference of up to 30 metres between supply vessels and sea-going vessels (see the photograph on page 3) provides a tension between lifting guidelines as stated by the International Labour Organisation (ILO). In the Netherlands a court decision has resulted in the maximum lifting limit of an employee being 23 kilograms or less. Furthermore, every year incidents are recorded involving the handling of steel cables in the inland barging industry.

Proposal

8. In consideration of the foregoing, EBU proposes that paragraph 7.2.4.76 be amended to read as follows:

7.2.4.76 Synthetic ropes

"During loading and unloading operations, the vessel may be moored by means of synthetic ropes only when steel cables are used to prevent the vessel from going adrift.

9. Steel cables sheathed in synthetic material or natural fibres are considered as equivalent when the minimum tensile strength required in accordance with the Regulations referred to in 1.1.4.6 is obtained from the steel strands.

10. Oil separator vessels may, however, be moored by means of synthetic ropes during the reception of oily and greasy wastes resulting from the operation of vessels, as may supply vessels and other vessels delivering products for the operation of vessels."


