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ECONOMIC COMMISSION FOR EUROPE

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)

Sixteenth session
Geneva, 25-29 January 2010
Item 4 (b) of the provisional agenda

PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN

Other amendment proposals

Transformation of vessels

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

1. Chapters 1.6 of ADN 2009 and ADN 2009 concern transitional provisions. Occasionally, the provisions in 1.6 of the ADN and the ADN 2009 are different. In part that is justified and appropriate and no further explanation is necessary. This is the case for example for 1.6.1.5 of ADN 2009 which has no equivalent in the ADN Regulations because of the ADN Agreement itself. Moreover, following the expiry of the deadline, 1.6.1.6 in ADN 2009 is of no relevance to ADN 2009. However, explanations and modifications are necessary elsewhere.

¹ Distributed in German by the Central Commission for the Navigation of the Rhine (CCNR) under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2010/11.

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)).

2. Section 1.6.7 of ADN 2009 is subdivided in more detail than in ADNR but with the identical content.

ADN 2009		ADNR 2009	
1.6.7	Transitional provisions concerning vessels	1.6.7	Vessels
1.6.7.1	General		
1.6.7.2	General transitional measures		
1.6.7.2.1.	General transitional provisions for dry cargo vessels	1.6.7.1	Dry cargo vessels
1.6.7.2.1.1.	Vessels in service		
1.6.7.2.2.	General transitional provisions for tank vessels	1.6.7.2	Tank vessels
1.6.7.2.2.1	Vessels in service		
1.6.7.2.2.2	Table of general transitional provisions for tank vessels		

The EBU proposes, as with 1.6.7.2.2.2, to insert before the table entitled "Table of general transitional provisions – Dry cargo", the title: "1.6.7.2.1.2 Table of general transitional provisions: Dry cargoes". That applies at least for the German version.

3. In 1.6.7.1.2 of ADN the meaning of N.R.T. is described. The more detailed provisions of 1.6.7.2 of ADNR are not included. These provisions of 1.6.7.2 of ADNR appear in the present proposal. The EBU asks that these provisions of ADNR be taken up in the ADN and that they be inserted in 1.6.7.1.2 (b) after the existing text.

Justification

4. These additions and clarifications are necessary in ADN to allow the transformation of vessels according to a uniform procedure and safety criteria taking into account the economic feasibility applied up until the present in the framework of the ADNR.

5. According to the ADN, in the period until 31.12.2018 the possibility of using single hull tank vessels is going to gradually decrease. After 2018 there will be practically no further use for tank vessels with a single hull. There will only be few single hull tank vessels which will still be used. A considerable number of tank vessels therefore will be scrapped.

6. A number, difficult to determine, of owners of recently constructed single hull tank vessels in a good state of repair, are expected to consider the transformation of their single hull tank vessels into double hull tank vessels or into dry cargo vessels.

7. For these owners transforming the vessel is the only alternative to the threat of scrapping which would moreover constitute a destruction of their social and economic capital. For many owners of single hull tank vessels, transforming their vessels is just economically viable whereas a complete new construction would not be financially possible in most cases.

8. Finally, the possibility of transformation often represents the only opportunity to remain economically active in inland navigation and avoid the destruction of capital which scrapping represents.

9. Past experience has shown that transformations are possible from the point of view of safety under the conditions of the ADNR. After the beginning of the process fixed by the ADN for the evolution from single hull tank vessels to double hull tank vessels, which will last until the end of 2018, there is no reason not to take advantage of the modalities for transformation offered by the ADNR regime.

10. The whole process for moving from single hull tank vessels to double hull tank vessels relies on the possibility of transforming single hull tank vessels into double hull tank vessels under economically acceptable conditions. The new constructions alone will not be sufficient to reach in the given time the required number of double hull tank vessels.

11. This aspect is all the more significant in the light of decreased investment due to the economic crisis. Shipyards are only carrying out contracts for new constructions completed before the crisis. Currently, there are no new contracts being drawn up. Vessel transformations under more economically supportable conditions could revive investments when the crisis starts to weaken.

Proposal

12. After the present text of 1.6.7.1.2 (b) "another type or design at a higher level.", insert:

"The following provisions apply:

- (a) In the case of the replacement of entire sections without change of type, the transitional provisions of ADNR 95 are applicable for these sections, provided that they conform to the provisions in force on 31 December 1994 without recourse to the transitional provisions of ADNR 77;
- (b) In the case of upgrading entire sections to a higher type, the vessel should be dealt with according to table 1. The determining factor for selection of the type is the cargo zone. In the case of the transformation of a dry cargo vessel into a type N tank vessel, only the transitional provision relating to 9.3.3.0.3 (d) may be applied;
- (c) The provisions relating to distances must be followed for the assembly of sections as provided for under (a) and (b).

Table 1

Front of the vessel	Middle of the vessel Cargo zone	Rear of the vessel	Observations
Type X - old	Type Y - old	Type X - old	
The transitional provisions may only be applied for the numbers listed below	The transitional provisions conforming to ADNR may be applied, with the exception of 9.3.x.51.3	The transitional provisions may only be applied for the numbers listed below	For the central part of the vessel, the transitional provisions of ADNR may apply, with the exception of 9.3.x.51.3 For the front and the rear of the vessel, only the transitional provisions for the numbers listed below may apply.
Type X - old	Type Y - new	Type X - old	
The transitional provisions may only be applied for the numbers listed below		The transitional provisions may only be applied for the numbers listed below	The central part of the vessel shall conform to the ADNR in force. For the front and the rear of the vessel, only the transitional provisions for the numbers listed below may apply.

The transitional provisions relating to the following numbers may be applied:

1.2.1;
7.2.2.6;
7.2.3.20;
7.2.3.20.1;
9.3.1.0.3 (d), 9.3.2.0.3 (d), 9.3.3.0.3 (d);
9.3.1.10.2, 9.3.2.10.2, 9.3.3.10.2;
9.3.1.31.4, 9.3.2.31.4, 9.3.3.31.4;
9.3.1.31.5, 9.3.2.31.5, 9.3.3.31.5;
9.3.1.51.3, 9.3.2.51.3, 9.3.3.51.3;
9.3.1.52.4, 9.3.2.52.4, 9.3.3.52.4 last sentence."

Continue with

(c) "Renewal of the certificate of approval after the ..."
