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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)****Thirty-first session**

Geneva, 28-31 August 2017

Item 4 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
other proposals****Side-struts - 9.3.x.11.2 (d)****Transmitted by the Recommended ADN Classification Societies *,******A. ADN 2017**

1. Paragraphs 9.3.1.11.2 (d) and 9.3.2.11.2 (d) read as follows:

9.3.1.11.2 (d)

Side-struts linking or supporting the load-bearing components of the sides of the vessel with the load-bearing components of the longitudinal walls of cargo tanks and side-struts linking the load-bearing components of the vessel's bottom with the tank-bottom are prohibited.

2. However there is no equivalent paragraph 9.3.3.11.2 (d)

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** In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/2016/28/Add.1 (9.3.)).

3. The table of general transitional provisions for tank vessels in 1.6.7.2.2.2 contains provisions relating to paragraphs 9.3.1.11.2 (d) and 9.3.2.11.2 (d) as follows:

9.3.1.11.2 (d) 9.3.2.11.2 (d)	Side struts between the hull and the cargo tanks	N.R.M. from 1 January 2001 Renewal of the certificate of approval after 31 December 2044
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B. Explanations

4. At the end of the 1990's, the Dutch Authorities were surprised that a tanker Type C had been approved with struts linking double hull longitudinal stiffeners. A discussion was initiated in the ADN Safety Committee and it was concluded that in fact, this kind of construction could be critical in case of collision or grounding, struts acting like a needle, creating a leakage in the cargo tanks.

5. In order to avoid this kind of construction in the future for tankers, paragraphs 9.3.1.11.2 (d) and 9.3.2.11.2 (d) were included in ADN, with transitional provisions for existing vessels (NRM from 1 January 2001).

6. When these paragraphs were added in ADN, requirements for Type N double hull did not exist yet. In fact, Type N double hull requirements were added in ADN in the 2007 edition.

7. After further discussion, the Recommended ADN Classification Societies have concluded that the need for similar provisions concerning struts have probably been forgotten for application to double hull vessels.

8. As explained above, the presence of strut can jeopardise the integrity of the cargo tank in case of collision or grounding. Hence, the Recommended ADN Classification Societies think there is no reason to permit such kind of construction for any double hull tanker.

C. Proposal of amendment

9. Add in 9.3.3.11.2:

“(d) Side-struts linking or supporting the load-bearing components of the sides of the vessel with the load-bearing components of the longitudinal walls of cargo tanks and side-struts linking the load-bearing components of the vessel’s bottom with the tank-bottom are prohibited.”

10. Modify the general transitional provisions for 9.3.x.11.2 (d) in 1.6.7.2.2.2:

9.3.1.11.2 (d) 9.3.2.11.2 (d) 9.3.3.11.2 (d)	Side struts between the hull and the cargo tanks	N.R.M. from 1 January 2001 Renewal of the certificate of approval after 31 December 2044
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