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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)**

**Twenty-fifth session**

Geneva, 25–29 August 2014

Item 4 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:  
Other proposals**

**Use of submerged pumps****Transmitted by the European Barge Union (EBU)<sup>1,2</sup>**

1. Subparagraph (b) of paragraph 9.3.x.52, Type and location of electrical equipment, currently reads as follows:

“(b) Only the following equipment may be installed in the cofferdams, double-hull spaces, double bottoms and hold spaces (comparable to zone 1):

- Measuring, regulation and alarm devices of the certified safe type;
- Lighting appliances of the ‘flame-proof enclosure’ or ‘apparatus protected by pressurization’ type of protection;
- Hermetically sealed echo sounding devices the cables of which are led through thick-walled steel tubes with gastight connections up to the main deck;
- Cables for the active cathodic protection of the shell plating in protective steel tubes such as those provided for echo sounding devices.”

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94, ECE/TRANS/2012/12, programme activity 02.7, (A1b)).

<sup>2</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2014/40.



## **Proposal**

2. EBU proposes that the following text be added at the end of subparagraph (b):

“The following equipment may be installed only in double-hull spaces and double bottoms:

- Permanently fixed submerged pumps with temperature monitoring, of the certified safe type.”

## **Justification**

3. The use of submerged pumps in double-hull spaces and double bottoms improves discharge and the discharge of ballast water residue, particularly in freezing conditions.

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