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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**

### 8.3.5 Danger caused by work on board

#### Transmitted by the European Barge Union (EBU)<sup>1, 2</sup>

1. Paragraph 8.3.5, entitled “Danger caused by work on board”, is currently worded as follows:

“No repair or maintenance work requiring the use of an open flame or electric current or liable to cause sparks may be carried out

- On board dry cargo vessels in the protected area or on the deck less than 3m forward or aft of that area;
- On board tank vessels.

This requirement does not apply:

- When dry cargo vessels are furnished with an authorization from the competent authority or a certificate attesting to the totally gas-free condition of the protected area;

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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 and 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 in document CCNR-ZKR/ADN/WP.15/AC.2/2014/41.



- When tank vessels are furnished with an authorization from the competent authority or a certificate attesting to the totally gas-free condition of the vessel;
- To berthing operations.

Such work on board tank vessels may be undertaken without permission in the service spaces outside the cargo area, provided the doors and openings are closed and the vessel is not being loaded, unloaded or gas-freed.

The use of chromium vanadium steel screwdrivers and wrenches or screwdrivers and wrenches of equivalent material from the point of view of spark formation is permitted.”

## Proposal

2. EBU proposes amending paragraph 8.3.5 so that it reads as follows:

“8.3.5 Danger caused by work on board

(a) Dry cargo vessels:

On dry cargo vessels, in the protected area or on the deck less than 3m forward or aft of that area, no work requiring the use of an open flame or electric current or liable to cause sparks may be carried out.

This requirement does not apply:

- With an authorization from the competent authority or a certificate attesting to the totally gas-free condition of the protected area;
- To berthing operations.

(b) Tank vessels:

On tank vessels, no work requiring the use of an open flame or electric current or liable to cause sparks may be carried out.

This requirement does not apply:

- If an authorization or a certificate attesting to the totally gas-free condition of the vessel has been obtained from the competent authority;
- If the work is carried out in spaces outside the cargo area, provided the doors and other openings of the spaces are closed and the vessel is not being loaded, unloaded or gas-freed;
- To berthing operations;
- If chromium vanadium steel screwdrivers and wrenches or screwdrivers and wrenches of equivalent material from the point of view of spark formation are used;
- If the work is carried out following the transport of goods for which anti-explosion protection is not required under Chapter 3.2, Table C, column (17);
- If the work is carried out following the transport of goods for which anti-explosion protection is required under Chapter 3.2, Table C, column (17) and if the concentration of the dangerous gas measured in the tanks is not greater than 10% of the lower explosive limit.”

### **Justification**

3. The current restriction goes too far and excludes work carried out in situations presenting no danger.
  4. The new wording of 8.3.5 is aimed at making the requirement clearer and easier to read.
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