



# Economic and Social Council

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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-third session

Geneva, 27–31 August 2018

Item 4 (b) of the provisional agenda

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

### **Use of vapour return piping during unloading (1.4.3.7.1)**

**Transmitted by the European Chemicals Industry Council (CEFIC) and Fuels Europe<sup>\*,\*\*</sup>**

#### **Introduction**

1. Reference is made to the report of the ADN Safety Committee on its thirty-second session (ECE/TRANS/WP.15/AC.2/66, paras 19-20)

##### **“Use of vapour return piping during unloading**

*Informal document: INF.7 (Netherlands)*

19. The Safety Committee noted that the vapour return piping system was not widely available and that it could not be used in all cases. It was also noted that the use of vapour return piping could entail the creation of unknown gas mixtures which could create a dangerous reaction with the vapours of the unloaded cargo if piped into the vessel and considered that this situation should be avoided.

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\* Distributed in German by the Central Commission for the Navigation of the Rhine in document CCNR-ZKR/ADN/WP.15/AC.2/2018/37.

\*\* In accordance with the programme of work of the Inland Transport Committee for 2018-2019 (ECE/TRANS/2018/21/Add.1, cluster 9.3).

20. In addition, the Safety Committee noted that the current provisions in 1.4.3.7.1 (i) and (j) of the ADN required the unloader to ensure that when prescribed by 7.2.4.25.5, the vapour return piping vessel was equipped with flame arresters, but that this requirement was not reflected in the checklist referred to in 7.2.4.10. It was also noted that the provisions in 1.4.3.7 applied to unloading while the checklist applied to loading. The representatives of Fuels Europe and CEFIC volunteered to submit a proposal for the next session.”

## **Proposal of amendment**

2. Paragraph **1.4.3.7.1** of ADN reads as follows:

1.4.3.7.1 In the context of 1.4.1, the unloader shall in particular:

“(i) Ascertain that, when prescribed in 7.2.4.25.5, there is a flame-arrester in the vapour return piping to protect the vessel against detonations and flame-fronts from the landward side;”

3. It is proposed to amend it to read as follows:

“(i) Ensure, when vapour return piping back to the vessel during unloading operation is required by the landside installation, that there is a flame-arrester in the vapour return piping which protects the vessel against detonations and flame-fronts from the landward side.”

## **Further action**

4. The Safety Committee is invited to consider the proposal in paragraph 3.

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