

Economic Commission for Europe

Inland Transport Committee

27 June 2016

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-ninth session

Geneva, 22 - 26 August 2016

Item 3 (c) of the provisional agenda

Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) Interpretation of the Regulations annexed to ADN

Setting of high-velocity vent valves

Submitted by the Central Commission for the Navigation of the Rhine

Introduction

1. At its session of the committee for dangerous substances on 7th April 2016, the delegations of the Central Commission for the Navigation of the Rhine (CCNR) discussed a proposal for an amendment of CCNR resolution 2009-II-20 (from 3rd December 2009, “for the abrogation of the ADNR and the introduction of the ADN on the Rhine “, available in German, French and Dutch).
2. Annex 1 of resolution 2009-II-20 specifies the application of ADN on the Rhine and the Appendix to Annex 1 contains derogations for the carriage of particular goods on the Rhine.
3. At its session, a deviation between the German version and the French and the Dutch version in the Appendix to Annex 1 of resolution 2009-II-20 was identified. The German version specifies a maximum valve setting, whereas the French and the Dutch version specify a minimum valve setting. A similar transitional provision can be found in 1.6.7.2.2.3.1 ADN, where a minimum valve setting is specified in all language versions.
4. The CCNR secretariat discussed this deviation with the delegations and learned that different concepts and ideas stand behind the different language versions. Since no further agreement could be reached, the delegations asked the CCNR secretariat to present the topic for interpretation by the ADN safety committee at its next session.

Background

5. 1.6.7.2.2.3.1 ADN English version:

The goods for which Type N closed with a minimum valve setting of 10 kPa (0.10 bar) is required in Table C of Chapter 3.2, may be carried in tank-vessels in service of Type N closed with a minimum valve setting of 6 kPa (0.06 bar) (cargo tank test pressure of 10 kPa (0.10 bar)). This transitional provision is valid until 31 December 2018.

6. 1.6.7.2.2.3.1 ADN French version:

Les marchandises pour lesquelles le type N fermé avec clapets réglés au minimum à 10 kPa (0,10 bar) exigé dans le tableau C du chapitre 3.2 peuvent être transportées dans les bateaux-citernes en service du type N fermé avec clapets réglés au minimum à 6 kPa (0,06 bar) (pression d'épreuve des citernes à cargaison de 10 kPa (0,10 bar)). Cette disposition transitoire est valable jusqu'au 31 décembre 2018.

7. 1.6.7.2.2.3.1 ADN German version:

Die Stoffe, für die in Kapitel 3.2 Tabelle C der Typ N geschlossen mit einem Einstelldruck des Hochgeschwindigkeitsventils von mindestens 10 kPa (0,10 bar) vorgeschrieben ist, können in Betrieb befindlichen Tankschiffen des Typs N geschlossen mit einem Einstelldruck des Hochgeschwindigkeitsventils von mindestens 6 kPa (0,06 bar) befördert werden (Prüfdruck der Ladetanks 10 kPa (0,10 bar)). Diese Übergangsvorschrift gilt bis zum 31. Dezember 2018.

8. In the French version of the Appendix to Annex 1 of CCNR resolution 2009-II-20 the word minimum is used:

Peuvent être transportées en type N fermé avec soupapes réglées au minimum à 6 kPa (0,06 bar) (pression d'épreuve des citernes à cargaison de 10 kPa (0,10 bar)) :

- toutes les matières pour lesquelles le type N ouvert, le type N ouvert avec coupe-flammes ou le type N fermé avec soupapes réglées au minimum à 10 kPa (0,10 bar) est exigé au 3.2, tableau C ADN.

9. In the German version of the Appendix to Annex 1 of CCNR resolution 2009-II-20 the word "höchstens" (maximum) is used instead of "mindestens" (minimum):

Folgende Stoffe dürfen in Typ N geschlossen mit einem Einstelldruck des Hochgeschwindigkeitsventils von mindestens 6 kPa (0,06 bar) (Prüfdruck der Ladetanks von 10 kPa (0,10 bar)) befördert werden:

- alle Stoffe, wofür in 3.2 Tabelle C ADN mindestens ein Typ N offen, ein Typ N offen mit Flammendurchschlagsicherung oder ein Typ N geschlossen mit einem Einstelldruck des Hochgeschwindigkeitsventils von höchstens 10 kPa (0,10 bar) gefordert wird.

10. The CCNR understood that the German version of the Appendix to Annex 1 of CCNR resolution 2009-II-20 is based on the concept of protecting the tank against cracking by specifying a maximum opening pressure, whereas the other language versions are based on the concept of preventing the goods from leaving the tank by specifying a minimum opening pressure.

Proposals

11. The CCNR asks the safety committee for an interpretation on whether 1.6.7.2.2.3.1 ADN focuses on protecting tanks from cracking or to prevent goods from leaving the tank.

12. The ADN Safety Committee could then discuss whether it is more appropriate to specify a minimum or a maximum valve setting.