



Economic and Social Council

Distr.: General
15 June 2017

Original: English

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**

Compressed air installation on deck — 9.3.x.25.10 and 9.3.x.40.1

Transmitted by the Recommended ADN Classification Societies^{*,}**

1. To address the situation of compressed air installations the Recommended Classification Societies had proposed in document ECE/TRANS/WP.15/AC.2/2015/25/Rev.1 to add a new paragraph 9.3.X.25.10 to read as follows:

“9.3.X.25.10 Compressed air generated outside the cargo area can be used in the cargo area subject to the installation of a spring-loaded non-return valve to ensure that no gases can escape from the cargo area through the compressed air system into accommodation or service spaces outside the cargo area.”

2. This proposal to add paragraphs 9.3.X.25.10 was adopted with the addition of the wheelhouse as a space into which gas must not escape (see ECE/TRANS/WP.15/AC.2/58, para. 53). A consequential amendment to 9.3.X.40.1 was also adopted.

3. In the “Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2017” (document ECE/TRANS/WP.15/AC.2/58/Add.1) it was indicated:

* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2017/46.

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

(a) Insert a new 9.3.X.25.10 to read as follows:

“9.3.X.25.10 Compressed air generated outside the cargo area **or wheelhouse** can be used in the cargo area subject to the installation of a spring-loaded non-return valve to ensure that no gases can escape from the cargo area through the compressed air system into accommodation or service spaces outside the cargo area.”; and

(b) In 9.3.3.40.1, second indent in the second paragraph, insert “or wheelhouse” after “cargo area.”.

4. In the final text of draft amendments (ECE/ADN/36), the amendment indicated in (b) above was extended to 9.3.X.40.1.

5. Unfortunately, as drafted, the above amendments were not correct. The reference to the wheelhouse was not inserted at the right place, probably because the term “cargo area” appears in different parts of the text. The amendments should have reflected the idea that the gas must not escape into the wheelhouse, which is not the case in the texts appearing in ADN 2017. It is therefore proposed to correct the said paragraphs so that they read as follows:

“9.3.X.25.10

Compressed air generated outside the cargo area ~~or wheelhouse~~ can be used in the cargo area subject to the installation of a spring-loaded non-return valve to ensure that no gases can escape from the cargo area through the compressed air system into accommodation, wheelhouse or service spaces outside the cargo area.”.

“9.3.1.40.1 and 9.3.3.40.1

A fire-extinguishing system shall be installed on the vessel. This system shall comply with the following requirements:

- It shall be supplied by two independent fire or ballast pumps, one of which shall be ready for use at any time. These pumps and their means of propulsion and electrical equipment shall not be installed in the same space;
- It shall be provided with a water main fitted with at least three hydrants in the cargo area above deck. Three suitable and sufficiently long hoses with jet/spray nozzles having a diameter of not less than 12 mm shall be provided. Alternatively one or more of the hose assemblies may be substituted by directable jet/spray nozzles having a diameter of not less than 12 mm. It shall be possible to reach any point of the deck in the cargo area simultaneously with at least two jets of water which do not emanate from the same hydrant.

A spring-loaded non-return valve shall be fitted to ensure that no gases can escape through the fire-extinguishing system into the accommodation, wheelhouse or service spaces outside the cargo area ~~or wheelhouse~~.”.

“9.3.2.40.1

A fire-extinguishing system shall be installed on the vessel. This system shall comply with the following requirements:

- It shall be supplied by two independent fire or ballast pumps, one of which shall be ready for use at any time. These pumps and their means of propulsion and electrical equipment shall not be installed in the same space;
- It shall be provided with a water main fitted with at least three hydrants in the cargo area ~~or wheelhouse~~ above deck. Three suitable and sufficiently long hoses with jet/spray nozzles having a diameter of not less than 12 mm shall be provided. Alternatively one or more of the hose assemblies may be substituted by directable

jet/spray nozzles having a diameter of not less than 12 mm. It shall be possible to reach any point of the deck in the cargo area simultaneously with at least two jets of water which do not emanate from the same hydrant.

A spring-loaded non-return valve shall be fitted to ensure that no gases can escape through the fire-extinguishing system into the accommodation, wheelhouse or service spaces outside the cargo area.”
