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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)****Seventeenth session**

Geneva, 23-27 August 2010

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Amendments for entry into force on 1 January 2013****Requirements for ventilation pipes on Type N tankers^{1 2}****Transmitted by the International Association of Classification Societies (IACS)**

1. Tankers of Type N can either be of Closed Type N, Open Type N with flame arrester or Open Type N. In the case of tankers of Closed Type N, the tanks have to be fitted with high velocity vents. The prescribed locations for these vents are given in 9.3.3.22.4 (b). Part 9 of the Regulations annexed to ADN, however, has no requirements for the prescribed location of ventilation pipes on Open Type N tankers with flame arresters or Open Type N tankers. This could be considered an omission. It is therefore proposed to complete the existing 9.3.3.22.4 by adding a new paragraph (c).
2. The opportunity has also been taken to propose textual corrections to paragraph (b) of 9.3.3.22.4. Similar corrections should also be applied to 9.3.1.22.3 and paragraph (b) of 9.3.2.22.4 for Type G and C tankers respectively.

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2010/21.

² In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/2010/8, programme activity 02.7 (b) and ECE/TRANS/208, para. 106).

3. Modify 9.3.3.22.4 (b) to read as follows:

"9.3.3.22.4

(b) The outlets of high-velocity vent valves on Closed Type N tankers shall be located not less than 2.00 m above the deck and at a distance of not less than 6.00 m from the accommodation and from the service spaces outside the cargo area. This height may be reduced when, within a radius of 1.00 m around the outlet of the high-velocity vent valve, there is no control equipment, ~~no work is being carried out~~ and ~~signs indicate~~ the area is clearly marked as a danger zone. The setting of the high-velocity vent valves shall be such that during the transport operation they do not blow off until the maximum working pressure of the cargo tanks is reached."

Note: The proposed amendments do not apply to the German version.

4. Insert a new 9.3.3.22.4 (c) to read as follows:

"(c) The outlets of ventilation pipes on tanks on Open Type N tankers with flame arresters and Open Type N tankers shall be located at least 0.5 m above the deck. On Open Type N tankers with flame arresters, the distance from accommodation and service spaces outside the cargo area shall not be less than 6.00 m. All openings shall be provided with spraytight arrangements such as a gooseneck."

5. Modify 9.3.1.22.3 to read as follows:

"9.3.1.22.3 The exhaust outlets of the high pressure relief valves shall be located not less than 2.00 m above the deck and at a distance of not less than 6.00 m from the accommodation and from the service spaces outside the cargo area. This height may be reduced when, within a radius of 1.00 m around the pressure relief valve outlet, there is no control equipment, ~~no work is being carried out~~ and ~~signs indicate~~ the area is clearly marked as a danger zone."

Note: The proposed amendments do not apply to the German version.

6. Modify 9.3.2.22.4 (b) to read as follows:

"9.3.2.22.4

(b) The outlets of high-velocity vent valves shall be located not less than 2.00 m above the deck and at a distance of not less than 6.00 m from the accommodation and from the service spaces outside the cargo area. This height may be reduced when, within a radius of 1.00 m around the outlet of the high-velocity vent valve, there is no control equipment, ~~no work is being carried out~~ and ~~signs indicate~~ the area is clearly marked as a danger zone. The setting of the high-velocity vent valves shall be such that during the transport operation they do not blow off until the maximum working pressure of the cargo tanks is reached."

Note: The proposed amendments do not apply to the German version.