
Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

English

23 January 2017**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)****Thirtieth session**

Geneva, 23–27 January 2017

Item 5 (b) of the provisional agenda

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

**Catalogue of questions
Training of experts****Transmitted by EBU, ESO and ERSTU****Initial situation**

The provisions of the ADN give the pressure both in kPa and (in brackets) bar.

Example:

This system shall be capable of maintaining a permanent minimum pressure of 7 kPa (0.07 bar) in the spaces to be inerted. In addition, the inerting system shall not increase the pressure in the cargo tank to a pressure greater than that at which the pressure valve is regulated. The set pressure of the vacuum-relief valve shall be 3.5 kPa (0.035 bar).

Display devices on inland vessels all show the pressure in bar.

It was agreed at the 26th meeting of the safety committee that the catalogue of questions for training of experts would use “bar” for pressure instead of kPa.

And this is what has been done in the current document WP.15/AC.2 2017/2. In more than 50 questions just in the catalogue for Type G additional training and also for one question in the catalogue for Type C additional training, bar has been replaced by kPa.

Questions

What were the arguments behind the decision to replace bar by kPa?

Is the safety committee aware that all inland tanker vessel display devices indicate pressure in bar?
