



# 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-fourth session

Geneva, 21-25 January 2019

Item 5 (b) of the provisional agenda

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

### **Fire extinguishing arrangements (9.1.0.40.2)**

**Transmitted by the Government of Belgium\*,\*\***

#### **Introduction**

1 The Belgian competent authority was informed by a lead surveyor of a recommended classification society that there is uncertainty about provisions in 9.1.0.40.1 dealing with the requirements of fire-extinguishing equipment on board of dry cargo vessels. 9.1.0.40.1 fourth indent, mentions that “the water supply system shall be capable of being put into operation from the wheelhouse and from the deck”. It was noted by the lead surveyor of the recommended classification society that most dry cargo vessels do not have a device to put the fire-extinguishing equipment into operation on deck.

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\* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2019/11.

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

## Background

2. Previous editions of the ADN were investigated. It was noted that the extra requirement has been introduced in 9.1.0.40.1 and 9.3.X.40.1 in the ADN 2013 edition.
3. It was also noted that this requirement was added based on an official document introduced by the European barge Union (EBU) during the nineteenth session of the Safety Committee which was intended to change the requirements for fire-extinguishing equipment of tank vessels only (see ECE/TRANS/WP.15/AC.2/2011/28).
4. Document ECE/TRANS/WP.15/AC.2/42 contains the consolidated amendments to ADN 2011.
5. In the annex to this document is mentioned that changes need to be made to 9.3.X.40.1 (tank vessels), but no changes need to be made to 9.1.0.40.1 (dry cargo vessels).
6. Presumably the change to 9.1.0.40.1 has been made by mistake and wrongfully copied from 9.3.X.40.1.

## Proposed amendments

7. The fourth indent of 9.1.0.40.1 should be deleted as it has no grounds in ECE/TRANS/WP.15/AC.2/42:

~~“the water supply system shall be capable of being put into operation from the wheelhouse and from the deck.”~~

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