

## 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)*

Sixteenth Meeting

Geneva, 25 - 29 January 2010

Item 4 (b) of the provisional agenda

### PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN

#### Other amendment proposals

#### concerning the degassing (gas-freeing) of tank barges

Transmitted by the European Barge Union (EBU)

1. The ADN contains two different areas, which concern the gas-freeing of tank barges. These areas are **7.2.3.7 Gas-freeing of empty cargo tanks** and **7.2.4.15 Measures to be taken after unloading**. Parts of the regulations in 7.2.4.15.3 are a duplication or a repetition of regulations of 7.2.3.7 and may cause a lack of clarity. EBU proposes:
2. Reformulate 7.2.4.15.3 as follows:  

7.2.4.15.3           The gas-freeing of cargo tanks and pipes for loading and unloading has to be carried out in compliance with the conditions of chapter 7.2.3.7.
3. Reformulate 7.2.3.7 below taking account of the previous content of 7.2.4.15.3:

<b>7.2.3.7 Gas-freeing of empty cargo tanks</b>	Justification for the proposed amendment
7.2.3.7.0       Gas-freeing of empty <b>efficient stripped</b> or unloaded cargo tanks is permitted under the conditions below but only if it is not prohibited on the basis of international or domestic legal requirements.	origin of efficient stripped is in 7.2.4.15.3  But:  The words “efficient stripped” are not necessary if the efficient stripping system is eliminated out of the ADN.

<p>7.2.3.7.1 Empty, <b>efficient stripped</b> or unloaded cargo tanks having previously contained dangerous substances of Class 2 or Class 3, with a classification code including the letter “T” in column (3b) of Table C of Chapter 3.2, Class 6.1 or packing group I of Class 8, may only be gas-freed by either competent persons according to sub-section 8.2.1.2 or companies approved by the competent authority for that purpose. Gas-freeing may be carried out only at the locations approved by the competent authority.</p>	<p>see above</p>
<p>7.2.3.7.2 Gas-freeing of empty or unloaded cargo tanks having contained dangerous goods other than those referred to under 7.2.3.7.1 above, may be carried out while the vessel is under way by means of suitable venting equipment with the tank lids closed and by leading the gas/air mixtures through flame-arresters capable of withstanding steady burning. In normal conditions of operation, the gas concentration in the vented mixture at the outlet shall be less than 50% of the lower explosive limit. The suitable venting equipment may be used for gas-freeing by extraction only when a flame-arrester is fitted immediately before the ventilation fan on the extraction side. The gas concentration shall be measured once each hour during the two first hours after the beginning of the gas-freeing operation by forced ventilation or by extraction, by an expert referred to in 7.2.3.15. The results of these measurements shall be recorded in writing.</p> <p>Gas-freeing is, however, prohibited within the area of locks including their lay-bys.</p>	
<p>7.2.3.7.3 Where gas-freeing of cargo tanks having previously contained the dangerous goods referred to in 7.2.3.7.1 above is not practicable at the locations designated or approved for this purpose by the competent authority, gas-freeing may be carried out while the vessel is under way, provided that:</p> <ul style="list-style-type: none"> <li>- the requirements of 7.2.3.7.2 are complied with; the concentration of dangerous substances in the vented mixture at the outlet shall, however, be not more than 10% of the lower explosive limit;</li> <li>- there is no risk involved for the crew;</li> <li>- any entrances or openings of spaces connected to the outside are closed; this provision does not apply to the air supply openings of the engine room and overpressure ventilation systems;</li> <li>- any member of the crew working on deck is</li> </ul>	

<p>wearing suitable protective equipment; - it is not carried out within the area of locks including their lay-bys, under bridges or within densely populated areas.</p>	
<p>7.2.3.7.4 Gas-freeing operations shall be interrupted during a thunderstorm or when, due to unfavourable wind conditions, dangerous concentrations of gases are to be expected outside the cargo area in front of accommodation, the wheelhouse and service spaces. The critical state is reached as soon as concentrations of more than 20% of the lower explosive limit have been detected in those areas by measurements by means of portable equipment.</p>	
<p>7.2.3.7.5 The marking prescribed in column (19) of Table C of Chapter 3.2 may be withdrawn <b>by the skipper</b> when, after gas-freeing of the cargo tanks, it has been ascertained, using the equipment described in column (18) of Table C of Chapter 3.2, that the cargo tanks no longer contain flammable gases in concentrations of more than 20% of the lower explosive limit or do not contain any significant concentration of toxic gases.</p>	<p>new, clarification</p>
<p><b>7.2.3.7.6 Before taking measures which can cause hazards as described in clause 8.3.5, cargo tanks and pipes in the cargo area shall be cleaned and gas-freed. The result of the gas-freeing shall be documented in a gas-free-certificate. The condition of being gas-free can only be declared and certificated by a person approved by the competent authority</b></p>	<p>upgrade of the former wording in 7.2.4.15.3</p>

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