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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)

Nineteenth session

Geneva, 22-25 August 2011

Item 4 of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN

9.3.x.40 and 7.2.4.40^{1 2}

Transmitted by the European Barge Union (EBU)

I. Introduction

1. At the seventeenth session of the ADN Safety Committee, document ECE/TRANS/WP.15/AC.2/2010/15 by EBU on the need for amendments to fire extinguishing provisions for tank vessels was discussed. At the eighteenth session, EBU submitted a revised proposal in Informal document INF.9 and since the intention of the proposal was appreciated by the experts, it was agreed that a modified version should be submitted to the nineteenth session taking into account the feedback given.

2. The text of 9.3.x.40.1 currently reads as follows:

"9.3.x.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

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2011/28.

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

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 spray nozzles having a diameter of not less than 12 mm shall be provided. 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 or service spaces outside the cargo area;

- The capacity of the system shall be at least sufficient for a jet of water to have a minimum reach of not less than the vessel's breadth from any location on board with two spray nozzles being used at the same time."

II. Proposal

3. Modify the text of the second indent of 9.3.x.40.1 to read as follows:

- "- 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 spray nozzles having a diameter of not less than 12 mm shall be provided. Alternatively one or more of the hoses 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. "

4. Modify the text of 7.2.4.40 to read as follows:

"7.2.4.40 *Fire-extinguishing arrangements*

During loading and unloading, the fire extinguishing systems, the fire main with hydrants complete with couplings and jet/spray nozzles and/or hoses with couplings and jet/spray nozzles shall be kept ready for operation in the cargo area on deck. The water supply system shall be capable of being put into operation from the wheelhouse and from the deck.

In cold weather, the freezing of fire-mains and hydrants shall be prevented. "