



# 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)

#### Twenty-seventh session

Geneva, 24–28 August 2015

Item 4 (b) of the provisional agenda

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

### **Alarm signal required by 9.1.40.2.3**

**Transmitted by the Government of Belgium<sup>1</sup>**

#### **Introduction**

1. In the Regulations annexed to ADN, the text of 9.1.40.2.3 reads as follows:

"9.1.0.40.2.3 The space to be protected shall be monitored by an appropriate fire alarm system. The alarm signal shall be audible in the wheelhouse, the accommodation and the space to be protected."

2. Belgium agrees that the space referred to in 9.1.0.40.2 should be protected with an appropriate fire alarm system.

3. The text refers to how such a fire alarm system should be installed on board a dry cargo vessel and/or a pushing vessel (both have a wheelhouse and accommodation). But there is a problem with the majority of barges that are not equipped with a wheelhouse or accommodation and therefore cannot comply with 9.1.0.40.2.3.

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<sup>1</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2015/21.

4. Furthermore, the text only mentions an audible alarm. Belgium thinks it would be useful to clarify what is meant by an "appropriate fire alarm" when installed on a barge and to supplement the alarm in the wheelhouse and the space to be protected with a visual alarm.

## **Proposal**

5. It is proposed to modify 9.1.0.40.2.3 to read as follows:

**"9.1.0.40.2.3 The space to be protected shall be monitored by an appropriate fire alarm system. The alarm signal shall be an audible and visible alarm in the wheelhouse and the spaces to be protected and an audible alarm only in the accommodation(s).**

**On a barge, if it is not equipped with accommodation and/or a wheelhouse or the wheelhouse of the barge is not continuously occupied during operations, then the alarm signal shall be:**

- (a) audible and visible in the barge spaces to be protected; and**
- (b) installed on the barge deck so it is audible and visible from the barge deck under all conditions and visible from the wheelhouse of the pushing/ leading vessel."**

## **Advantages**

6. 9.1.0.40.2.3 was not clear on how a fire alarm should be installed on a barge. It is useless to install an expensive alarm only in the protected spaces of a barge, when a fire will not be detected due to the fact that the pushing or leading vessel has no indication that there is a fire in those spaces.

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