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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)

Twenty-ninth session

Geneva, 22-25 August 2016

Item 3 (c) of the provisional agenda:

Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): Interpretation of the Regulations annexed to ADN

Fire extinguishing systems under ADN subsection 7.2.4.40

Transmitted by the Central Commission for the Navigation of the Rhine (CCNR)^{1, 2}

I. Introduction

1. Questions have been submitted to the CCNR secretariat by the CCNR Chamber of Appeal relating to the interpretation of “ready for operation” in relation to the fire extinguishing systems covered by subsection 7.2.4.40.

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2016/33.

² In accordance with the programme of work of the Inland Transport Committee for 2016-2017 (ECE/TRANS/2016/28/Add.1 (9.3)).



II. Background

2. Under 7.2.4.40, “During loading and unloading” of tank vessels, “the fire extinguishing systems, the fire main with hydrants complete with couplings and jet/spray nozzles or with couplings and hose assemblies with couplings and jet/spray nozzles shall be kept ready for operation in the cargo area on deck”.

3. During one inspection, the river police noted that the fire main hydrant valves were not open on the tank vessel in question. The police concluded that the fire extinguishing system was not ready for operation in accordance with subsection 7.2.4.40. The Rhine Navigation Tribunal confirmed this interpretation. The Chamber of Appeal, with the approval of the public prosecutor’s office, discontinued the proceedings, as questions relating to the correct interpretation had gone unanswered.

4. At its meeting of 7 April 2016, the CCNR Dangerous Substances Committee, having considered the interpretation to be given to subsection 7.2.4.40, noted that in relation to fire extinguishing systems, there are also divergent interpretations of “ready for operation” among the CCNR member States.

III. Proposal

5. The Safety Committee is invited to specify what action must be taken for a fire extinguishing system to be ready for operation in the meaning of subsection 7.2.4.40.
