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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-fifth session

Geneva, 26–30 August 2019

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 system on board a convoy (pusher and non-motorized barge) or on board a single barge (non-motorized)

Transmitted by the Government of France*, **

Summary

Executive summary:	This document outlines the follow-up to be given to document ECE/TRANS/WP.15/AC.2/2018/33, submitted at the thirty-third session
Action to be taken:	See paragraph 6
Related documents:	ECE/TRANS/WP.15/AC.2/2018/33 Informal document INF.7 from the thirty-third session (para. 4 (b)) ECE/TRANS/WP.15/AC.2/68 (paras. 16 and 17)

* Distributed in German by the Central Commission for the Navigation of the Rhine in document CCNR-ZKR/ADN/WP.15/AC.2/2019/20.

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



Introduction

1. Document ECE/TRANS/WP.15/AC.2/2018/33, which was submitted in August 2018 during the thirty-third session, raised the question of the applicability of the provisions of 9.3.x.40.1 relating to fire-extinguishing systems, to non-motorized tank barges.
2. The question centred on the possible exemption of tank barges from the requirement to carry two pumps on board, on the basis of the provisions of 7.2.2.19.2 of the annexed Regulations.
3. In the report of the thirty-third session, it was stated that the Safety Committee needed more detailed information, and the Contracting Parties and recommended classification societies, inter alia, were urged to provide the delegation of France with information on current practices.
4. No information has been provided since the thirty-third session, except for the position of the recommended classification societies, set out in paragraph 4 (b) of informal document INF.7 of the thirty-third session, which was also presented at the thirty-third session, and which indicates that:
 - An entire pushed convoy or a side-by-side formation may be deemed to be a single vessel only in respect of Chapter 7.2 (wording of 7.2.2.19.2);
 - The possibility, provided for in 7.2.2.19.3, of carrying only one fire or ballast pump in application of 9.3.3.40.1 applies only to vessels used for propulsion;
 - There is no reason why all the requirements set out in Part 9, particularly those contained in 9.3.x.40.1, should not be applied to non-motorized tank barges.

Analysis

5. In view of the above, there is no need to continue looking into the matter raised in document ECE/TRANS/WP.15/AC.2/2018/33 with a view to preparing amendments to the Regulations annexed to ADN. France therefore proposes that no further action be taken in this regard.

Action to be taken

6. The Committee is invited to consider the proposal contained in paragraph 5 above and to take action as it deems appropriate.
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