
Economic Commission for Europe**Inland Transport Committee**

22 July 2019

English

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 4 (b) of the provisional agenda

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

Corrections to 9.3.x.12.4 (b)(i)**Transmitted by the informal working group of Recommended ADN Classification Societies****ADN 2019**

1. According to 1.2.1 (Definitions) a “protected area” is a space on board of dry cargo vessels.
2. “9.3.x.12.4
 - (a) Ventilation shall be provided for the accommodation, wheelhouse and service spaces;
 - (b) The ventilation system in such spaces shall meet the following requirements:
 - (i) The air intakes shall be located as far away as possible, and not less than 6.00 m from the protected area and not less than 2.00 m above the deck;”
3. Similar wordings in the French and German versions:
 - (i) *Les orifices d'aspiration doivent être situés le plus loin possible, à 6,00 m au moins de la zone protégée et à 2,00 m au moins au-dessus du pont;*
 - (i) *Die Ansaugöffnungen sind so weit wie möglich, mindestens jedoch 6,00 m vom geschützten Bereich entfernt und mindestens 2,00 m über Deck angeordnet.*

Proposal

4. Taking into account that the concept of “protected area” is linked to dry cargo vessels and not to tankers (subject of 9.3.x) we propose to replace in 9.3.x.12.4 (b)(i) the words “protected area” by “cargo area”
 5. Similar correction in the other languages.
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