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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-seventh session**

Geneva, 24–28 August 2020

Item 4 (b) of the provisional agenda

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

**Fire-extinguishing system on board a single pushed (non-motorized) barge****Transmitted by the Government of Austria\*.\*\*****Number of energy sources for fire extinguishing pumps**

1. Paragraph 49 of the report of the thirty-fifth session of the ADN Safety Committee (ECE/TRANS/WP.15/AC.2/72) indicates that:

“The Safety Committee came however to the conclusion that further investigation was necessary regarding unmanned non-motorized barges, the sources of energy and electrical installations for the pumps on such barges and the interpretation of ‘not in the same space’ by the different classification societies. It asked the informal meeting of classification societies to discuss these topics.”

2. The Minutes of Meeting of the 18th meeting of the Group of ADN Recommended Classification Societies, presented in informal document INF.9 at the thirty-sixth session of the ADN Safety Committee, contains no information on this subject.

3. However, at the thirty-sixth session, the secretariat of the Danube Commission transmitted in document INF.19 a report on the number of energy sources on board manned and unmanned pushed barges, taking into account the requirements of the Shipping Register of Ukraine and the Russian River Register.

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\*\* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in the proposed programme budget for 2020 (A/74/6 (part V, sect. 20), para. 20.37).



4. According to the report, unmanned pushed barges have only one independent energy source, with the second energy source supplied by a manned vessel.
5. While manned pushed barges carrying dangerous goods may be berthed without a motorized vessel, this is not possible for pushed barges without lounges because a competent person must be present on board pushed or convoy barges at all times.
6. Given that an unmanned pushed barge must remain coupled to a manned vessel, it seems sufficient for the second fire extinguishing pump energy source required in 9.3.x.40.1 to be supplied by the manned vessel.

## **Proposal for amendment**

7. To avoid any doubt during inspections, it is proposed to make the following addition to 9.3.3.40.1:

“When an unmanned pushed barge has only one energy source and the second energy source needs to be supplied by another, manned vessel, the approval certificate shall indicate under number 13, Additional obligations, that: ‘When dangerous goods are carried, the fire-extinguishing system shall be permanently supplied with energy by another vessel.’”

## **Interpretation of “in the same space”**

8. Paragraph 9.3.x.40.1 contains the following requirement regarding fire extinguishing pumps:

“These pumps and their means of propulsion and electrical equipment shall not be installed in the same space;”.

9. In most cases, manned and unmanned pushed barges do not have two engine rooms or separate pumps. Fire extinguishing pumps may be placed, for example, on the deck, outside the cargo area, at the bow or at the stern. Since different services have different interpretations of whether or not a system on deck is “in the same space”, the Safety Committee is invited to provide its own interpretation.

10. The delegation of Austria considers that two pumps installed in the same enclosed space could entail a high risk of simultaneous failure of both pumps in the event of a fire. There is no such risk when the fire extinguishing pumps are placed at the bow and the stern of the vessel. If a fire were to affect both the bow and the stern at the same time, it is unlikely that the crew would still be able to fight it with the equipment available on board.

11. Therefore, the delegation of Austria proposes that the word “space” be considered to include both enclosed spaces and the deck areas located fore and aft of the cargo area, but not the entire deck.

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