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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)

Fourteenth session
Geneva, 26-30 January 2009
Item 9 of the provisional agenda

ANY OTHER BUSINESS

Inerting

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

1. At the ADN Joint Meeting of Experts (Safety Committee) held in Geneva on 17 and 18 June 2008, some experts noted that 7.2.4.18, 7.2.4.19, 9.3.x.18 and 9.3.x.22.5 dealing with inerting lent themselves to some confusion. The report of the meeting (ECE/TRANS/WP.15/AC.2/28) states the following in paragraph 28: "The Joint Meeting noted that CCNR would organize a working group to resolve the issue of consistency between 7.2.4.18, 7.2.4.19 and Part 9."

¹ Distributed in German by CCNR under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2009/5.

² In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (b)).

2. After consideration, the CCNR secretariat considers that it is not necessary to set up a working group. The rules of ADNR and ADN may be difficult to identify, but there is no inconsistency:

(a) For some substances, inerting is required in table C, column (20), remarks 1, 2, 9, 11 and 12. Such inerting is done in accordance with the instructions contained in the remarks themselves, and according to the service requirement in 7.2.4.18. The inerting facility must meet the construction requirement in 9.3.x.18;

(b) As part of anti-explosion protection, inerting was once considered as an alternative for vessels not yet fitted, as called for in 9.3.x.22.5, with flame arresters. This alternative is mentioned in 7.2.4.19, which stipulates that inerting is required unless the vessel is in conformity with 9.3.x.22.5; for 9.3.x.22.5, a transitional period is applicable until 31 December 2010. Consequently, all the vessels in question must be in conformity with 9.3.x.22.5 as from 1 January 2011, and as from that date, 7.2.4.19 will have served its purpose and should be deleted.
