



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-eighth session

Geneva, 23–27 August 2021

Item 4 (b) of the provisional agenda

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

Proposals for amendments

Transmitted by the Danube Commission* **

I. Proposals for amendments

1. The proposed amendments are marked in bold, italicized and underlined, with the text to be deleted struck through.

(a) **1.2.1, *Cargo tank type (d)*:**

“*Membrane tank* means a cargo tank which consists of a thin liquid-tight and gastight layer (membrane) and insulation supported by the adjacent inner hull **for a double-walled and double bottom vessel** ~~and inner bottom structure of a double hull vessel.~~”

Justification: In accordance with the requirements of classification societies (e.g. the Russian River Register), the structure of a vessel includes double walls and a double bottom. The concept of a “double hull” could be explained separately, from a technical point of view, in 1.2.1, *Cargo tank type (d)*.

(b) **9.3.1.18.1, last paragraph:**

“When the pressure or the concentration of inert gas in the gaseous phase falls below a given value, this monitoring system shall activate an audible and visible alarm ~~in the wheelhouse~~ **in the control station in the engine room (or in the local control station)**. ~~When the wheelhouse is unoccupied, the alarm shall also be perceptible in a location occupied by a~~

* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2021/16.

** In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect. 20), para. 20.51).



~~crew member.~~ **In the event that the control station crew fails to respond, the alarm shall be perceptible in the wheelhouse.**

Justification: The wheelhouse is a hub for a large amount of information related primarily to the displacement of the vessel and the monitoring of signals. It is the opinion of the secretariat of the Danube Commission that, in the event that the pressure or the concentration of inert gas falls, the monitoring system should activate an alarm first in the local control station (or in the central control station in the engine room, depending on the vessel's design) and then in the wheelhouse.

(c) **9.3.1.18.2, last paragraph:**

“When the pressure, the temperature or the concentration of the inert gas falls below a given value, this monitoring system shall activate an audible and visible alarm ~~in the wheelhouse~~ **in the control station in the engine room (or in the local control station)**. ~~When the wheelhouse is unoccupied, the alarm shall also be perceptible in a location occupied by a crew member.~~ **In the event that the control station crew fails to respond, the alarm shall be perceptible in the wheelhouse.**”

Justification: The last sentence of 9.3.1.18.1 and 9.3.1.18.2 requires that a warning device be installed in all locations in which a crew member is present. To eliminate such a situation, it is proposed that provision be made for an alarm to be activated by the monitoring system of the local control station in the event that the pressure or temperature falls and for a parallel alarm to be activated in the wheelhouse only in the event that a crew member fails to respond.

It might be appropriate, for ease of understanding, to combine the last paragraphs of 9.3.1.18.1 and 9.3.1.18.2 into a single paragraph.

II. Further action

2. The secretariat of the Danube Commission requests the ADN Safety Committee to consider the above amendments, together with the justifications, and to take the measures it deems appropriate.
