
Economic Commission for Europe**Inland Transport Committee****10 January 2011****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)****Eighteenth session**

Geneva, 24–27 January 2011

Item 4 of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN

Alternative proposal for 9.3.x.40 and 7.2.4.40**Submitted by EBU**

1. During the seventeenth session of the Safety Committee, EBU document ECE/TRANS/WP.15/AC.2/2010/15 was discussed. Since the intention of the proposal was appreciated by the experts, herewith a modified version is submitted based on the feedback given. The discussion of whether or not to incorporate the complex topic of foam is a discussion the EBU would like to see separate from the possible alternative to use a hydrant point with couplings and jet/spray nozzles instead of hoses.

2. Modify the text of 9.3.x.40.1 as follows:

"9.3.x.40.1 A fire-extinguishing system shall be installed on the vessel.

This system shall comply with the following requirements:

It shall be supplied by two independent fire or ballast pumps, one of which shall be ready for use at any time. These pumps and their means of propulsion and electrical equipment shall not be installed in the same space;

It shall be provided with a water main fitted with at least three hydrants complete with jet/spray nozzles having a diameter of not less than 12 mm in the cargo area above deck and/or an equivalent amount of fire hoses of sufficient length complete with couplings and jet/spray nozzles having a diameter of not less than 12 mm in the cargo area above deck. It shall be possible to reach any point of the deck in the cargo area simultaneously with at least two jets of water which do not emanate from the same hydrant.

In cold weather, the freezing of fire-mains and hydrants shall be prevented.

A spring-loaded non-return valve shall be fitted to ensure no gases can escape through the fire-extinguishing system into the accommodation or service spaces outside the cargo area;

The capacity of the system shall be at least sufficient for a jet of water to have a minimum reach of not less than the vessel's breadth from any location on board with two hydrants complete with couplings and jet/spray nozzles or hoses with couplings and jet/spray nozzles being used at the same time."

3. Modify the text of 7.2.4.40, Fire-extinguishing arrangements, to read as follows:

"During loading and unloading, the fire extinguishing systems, the fire main with hydrants complete with couplings and jet/spray nozzles and/or hoses with couplings and jet/spray nozzles shall be kept ready for operation in the cargo area on deck."
