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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)

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Item 4 (b) of the provisional agenda

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

**Provisions concerning vapour return in 1.4.3.3 (s),
1.4.3.7.1 (j) and 8.6.3****Transmitted by the Government of Austria*,******1.4.3.3**

In the English version, 1.2.1 includes the following definitions:

“*Vapour return piping (on shore)* means a pipe of the shore facility which is connected during loading or unloading to the vessel’s venting piping. This pipe is designed so as to protect the vessel against detonations or the passage of flames from the shore side;”

“*Venting piping (on board)* means a pipe of the vessel’s installation connecting one or more cargo tanks to the vapour return piping during loading or unloading. This pipe is fitted with safety valves protecting the cargo tank(s) against unacceptable internal overpressure or vacuums;”

In the English version, 1.4.3.3 (s) sets out the following obligation for the filler:

“He shall ascertain that the loading flows conform to the loading and unloading instructions referred to in 9.3.2.25.9 or 9.3.3.25.9 and that the pressure at the crossing-point of the gas discharge pipe or the compensation pipe is not greater than the opening pressure of the high velocity vent valve;”

The terms “gas discharge pipe” and “compensation pipe” used in the English version are not defined. In the French and German versions, the terms that are used are defined in 1.2.1.

Proposed amendment 1:

In the English version of 1.4.3.3 (s), replace “gas discharge pipe or the compensation pipe” with “vapour return piping or venting piping”.



1.4.3.7.1

In the English version, 1.4.3.7.1 (j) sets out the following obligation for the unloader:

“Ascertain that the unloading flows conform to the instructions on loading and unloading flows referred to in 9.3.2.25.9 or 9.3.3.25.9 and that the pressure at the connecting-point of the gas discharge pipe or the gas return pipe does not exceed the opening pressure of the high velocity vent valve;”

The terms “gas discharge pipe” and “gas return pipe” used in the English version are not defined. In the French and German versions, the terms that are used are defined in 1.2.1.

Proposed amendment 2:

In the English version of 1.4.3.7.1 (j), replace “gas discharge pipe or gas return pipe” with “vapour return piping or venting piping”.

In accordance with 1.4.3.7.1 (i) and (j), the unloader shall ensure that in the vapour return piping, when it is required by 7.2.4.25.5, there is a flame-arrester to protect the vessel against detonations and flame-fronts from the landward side, and shall ensure that the loading flows conform to the loading instructions referred to in 9.3.2.25.9 or 9.3.3.25.9 and that the pressure at the crossing-point of the vapour return piping or venting piping is not greater than the opening pressure of the high velocity vent valve.

8.6.3

Question 12.1 in the checklist in 8.6.3 reads as follows:

“For the loading of the vessel, is the venting piping, where required, or if it exists, connected with the vapour return piping?”

No question is included about the connection of pipes during unloading. This is not in keeping with the obligations of the unloader.

Proposed amendment 3:

Delete “for the loading of the vessel” in question 12.1 of the checklist in 8.6.3.

Delete the footnote on question 12.2 from the checklist.

1.2.1 “Unloader”

In addition, the Safety Committee may wish to check whether the definition of “unloader” in 1.2.1 is sufficiently clear:

“*Unloader*

means any enterprise which:

- (a) Removes a container, bulk-container, MEGC, tank-container or portable tank from a conveyance; or
- (b) Unloads packaged dangerous goods, small containers or portable tanks out of or from a conveyance or a container; or
- (c) Discharges dangerous goods from a cargo tank, tank-vehicle, demountable tank, portable tank or tank-container; or from a battery-wagon, battery-vehicle, MEMU or MEGC; or from a conveyance for carriage in bulk, a large container or small container for carriage in bulk or a bulk-container;
- (d) Removes a vehicle or a wagon from a vessel;”

Who is the unloader when the vessel’s pumps are used to unload the cargo in the vessel’s cargo tank? Is it the carrier, who actually unloads the dangerous goods, or is it the on-shore party, who merely receives the goods in question?

If the on-shore party is considered to be the unloader, in accordance with the definition of “unloading” (“*Unloading* means all actions carried out by the unloader, in accordance with the definition of unloader”) none of the actions carried out by the carrier during unloading fall within the concept of unloading.

It would, for example, follow that the person “responsible for the unloading of a barge” in 1.6.8 could be simply an employee of the unloader.

The Safety Committee may wish to consider the need to amend the text, or to determine if, for instance, an interpretation by the Committee might suffice.
