

**Economic and Social Council**

Distr.: General
20 October 2017
English
Original: French

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-second session

Geneva, 22-26 January 2018

Item 5 (b) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN:

Other proposals

Implementation of the modified concept for explosion protection on board inland waterway vessels — Supplement

Transmitted by the Government of Germany*^{*} **

*Summary***Executive summary:**

During the consideration of proposals for the implementation of the modified concept for explosion protection on board inland waterway vessels, adopted during the thirty-first session of the ADN Safety Committee, it became clear that further amendments concerning the documents that must be carried on board were necessary. The proposals adopted with regard to protection against explosion entail the deletion of some of the documents prescribed in ADN 2017, but also the addition of new documents.

In addition, the construction requirements should be clearly separated from the service requirements.

In Chapter 7.1, the instructions regarding the possibility of using liquids with a low flash-point for cleaning purposes are not sufficiently clear.

These proposals are based on discussions with the chair of the informal working group on protection against explosion on board tank vessels and

* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2018/10.

** In accordance with the programme of work of the Inland Transport Committee for 2017-2018 (ECE/TRANS/WP.15/237 annex V (9.3.)).



	other experts.
Action to be taken:	Make further amendments to the texts adopted during the thirty-first session. Make new amendments to some of the texts adopted during the thirty-first session.
Related documents:	ECE/TRANS/WP.15/AC.2/2017/21 Informal document INF.14 of the thirty-first session ECE/TRANS/WP.15/AC.2/64, Report of the joint meeting of experts at the thirty-first session

I. Requests and justification

1. 7.2.3.44 “*Cleaning operations*” should be amended as follows in the French version:
“L’utilisation de liquides ayant un point d’éclair inférieur à 55 °C pour le nettoyage n’est permise que dans ~~la zone de cargaison~~ la zone de danger d’explosion.”

The following are the translations proposed for the German and English versions.

German:

„Die Verwendung Flüssigkeiten mit einem Flammpunkt von weniger als 55 °C für Reinigungszwecke ist nur im explosionsgefährdeten Bereich erlaubt.“

English:

“The use of liquids having a flash-point below 55° C for cleaning purposes is permitted only in the explosion danger area ~~cargo area~~.”

The Russian translation shall be provided by the translation service of the United Nations.

Justification:

It is possible to use liquid cleaning products with a flash-point below 55 °C in explosion danger areas, given that, depending on the explosion protection area concerned, all the installations and equipment are necessarily designed in such a way that they cannot constitute a source of ignition.

The German translation has been brought in line with the French and English texts.

2. 8.1.2.1 (e) should be amended as follows:

“8.1.7” should be replaced with “8.1.7.1”.

Add the following to the end of the subsection: “... and the certificates prescribed in 8.1.7.2 concerning the inspection of all installations, equipment and self-contained protection systems and the conformity of the documents required in 8.1.2.2 (a) to (h) and 8.1.2.3 (r) to (v) with the circumstances on board;”

Justification:

8.1.7 has been divided into two subsections.

The new 8.1.7.2 specifies additional documents that must be carried on board.

3. 8.1.2.3 (f) should be amended as follows:

“(f) The certificates concerning the inspection of the special equipment, the gas detection systems and the oxygen measuring system prescribed in 8.1.6.3;”

Justification:

In accordance with the amendments made to 8.1.6.3 and 9.3.x.8.3.

4. 8.1.2.3 (j) should be amended as follows:

“(j) The inspection certificate of the cargo pump-rooms prescribed in 8.1.8;”

Justification:

In accordance with the amendments made to 8.1.8 and 9.3.x.8.2.

5. 8.1.2.3 (1) should be amended as follows:

“(Deleted)”

Justification:

The requirement to inspect valves has been deleted in 8.1.6.5.

6. 8.1.6.3 should be modified as follows:

“The proper functioning of the special equipment referred to in 8.1.5.1, the gas detection systems referred to in 9.3.1.12.4, 9.3.2.12.4 and 9.3.3.12.4 and the oxygen measuring system referred to in 9.3.1.17.6, 9.3.2.17.6 and 9.3.3.17.6 must be checked in accordance with the instructions of the manufacturer by persons authorized for this purpose by the manufacturer. A certificate concerning the latest inspection of the special equipment must be carried on board. The certificate must provide details of the result and date of the checks.

The gas detection systems and the oxygen measuring systems must also be inspected by a recognized classification society whenever the certificate of approval is renewed and during the third year of validity of the certificate. This inspection must include at least a general visual inspection of the installations and confirmation that the checks mentioned in the preceding sentence have been carried out.

An inspection certificate from the recognized classification society concerning the latest inspection conducted must be carried on board. All inspection certificates must provide at least the abovementioned details regarding the inspection, its results and the date on which it was conducted.”

Justification:

New amendment compared to
ECE/TRANS/WP.15/AC.2/2017/21.

The paragraphs mentioned in the first sentence have been reproduced from ECE/TRANS/WP.15/AC.2/2017/21.

Not requiring the intervention of persons authorized by the competent authority helps to reduce bureaucracy. Moreover, the criteria for approval are not defined.

It is possible not to require certificates to be carried on board for the gas detection systems and oxygen measuring systems, in view of the fact that it is already common practice for classification societies to monitor that systems are checked in accordance with the manufacturer’s requirements. The relevant certificate from the classification society is considered adequate. Removing the requirement for additional documents supplied by other parties helps to reduce bureaucracy.

This amendment implies the deletion of 9.3.x.8.3.

The requirement that the gas detection and oxygen measuring systems should also be inspected by a recognized classification society has been moved from Part 9 to Part 8.

The result is a clear separation between the construction and the service requirements.

7. 8.1.8 should be amended as follows:

“8.1.8 Inspection of the cargo pump-rooms of tank vessels

The cargo pump-room must be inspected by a recognized classification society whenever the certificate of approval is renewed and during the third year of validity of the certificate.

The inspection must include at least the following:

- An inspection of the entire system, focusing on its state, corrosion, leaks and any unauthorized modifications.
- A general visual inspection of the state of the gas detection system in the cargo pump-room.
- Confirmation of the presence of the certificate referred to in 8.1.6.3 issued by the manufacturer or an authorized person.

The inspection certificates signed by the recognized classification society concerning the inspection of the cargo pump-room must be carried on board and provide at least the abovementioned details regarding the inspection, its results and the date on which it was conducted.”

Justification:

This amendment is in line with the amendment to 9.3.x.8.2.

The requirement to ensure that the cargo pump-rooms are inspected by a recognized classification society has been moved from Part 9 to Part 8.

The result is a clear separation between the construction and the service requirements.

8. In section 8.6.3, ADN Checklist, delete the following at the end of question 12.3:

“(explosion group/subgroup according to column (16) of Table C in Chapter 3.2)”.

Justification:

This is a consequential amendment to the amendments adopted during the thirty-first session.

9. 9.3.x.8.2 should be amended as follows:

“(Deleted)”.

Justification:

In line with the new 8.1.8.

The requirement to ensure that the cargo pump-rooms are inspected by a recognized classification society has been moved from Part 9 to the new section 8.1.8.

The result is a clear separation between the construction and the service requirements.

10. 9.3.x.8.3 should be amended as follows:

“(Deleted)”.

Justification:

In line with the amendment made to 8.1.6.3.

The requirement to ensure that the proper functioning of the gas detection systems is inspected by a recognized classification society has been moved from Part 9 to the amended 8.1.6.3. The result is a clear separation between the construction and the service requirements.

11. 9.3.3.8.4 should be amended as follows:

“(Deleted)”.

Justification:

The requirement to be deleted concerns only Type N open tank vessels. It is unnecessary if the installation of a gas detection system depends on the content of the list of substances on the vessel and is only necessary if that list contains substances that necessitate protection against explosion. Such substances must be transported in closed tank vessels.

II. Implementation

12. No investment is necessary. All the organizational amendments involved had already been made necessary by the amendments adopted during the thirty-first session of the ADN Safety Committee or the resultant consequential amendments.
