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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 for pressurized tanks, fittings and piping in fire-extinguishing systems

Transmitted by the Government of Germany¹

Summary

Executive summary: In accordance with 9.1.0.40.2.7 and 9.3.X.40.2.7 of ADN, pressurized tanks, fittings and piping in the fire-extinguishing systems of vessels carrying dangerous goods must conform to the requirements of the competent authority. However, these systems are normally built in conformity with the rules of a recognized classification society.

Action to be taken: Amend 9.1.0.40.2.7 and 9.3.X.40.2.7 so that pressurized tanks, fittings and piping in fire-extinguishing systems can also be built by a recognized classification society.

Related documents:

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2015/8.



Introduction

1. In accordance with the regulations for vessels carrying dangerous goods, such vessels must be provided with a fire-extinguishing system in the engine room. Pressurized tanks, fittings and piping for extinguishing agents form part of this system. Pursuant to 9.1.0.40.2.7 and 9.3.X.40.2.7 of ADN, these components must conform to the requirements of the competent authority.

2. However, these systems are normally built in conformity with the rules of a recognized classification society, rather than the requirements of the competent authority. The German delegation considers that this is an important issue and should be provided for as such in the regulations so as to provide legal certainty to the current practice.

Proposal

3. Amend 9.1.0.40.2.7 (a) (new text is underlined):

“(a) Pressurized tanks, fittings and piping shall conform to the requirements of the competent authority or a recognized classification society.”

4. Amend 9.3.1.40.2.7 (a) (new text is underlined):

“(a) Pressurized tanks, fittings and piping shall conform to the requirements of the competent authority or a recognized classification society.”

5. Amend 9.3.2.40.2.7 (a) (new text is underlined):

“(a) Pressurized tanks, fittings and piping shall conform to the requirements of the competent authority or a recognized classification society.”

6. Amend 9.3.3.40.2.7 (a) (new text is underlined):

“(a) Pressurized tanks, fittings and piping shall conform to the requirements of the competent authority or a recognized classification society.”

Justification

7. According to the information at the disposal of the German delegation, pressurized systems built specifically for use on inland water vessels are not subject to the requirements usually applicable to pressurized systems, such as Directive 97/23/EC of the European Parliament and of the Council of 29 May 1997 on the approximation of the laws of the Member States concerning pressure equipment. Given that it cannot be ruled out that new requirements will be established in future, the alternative option of conforming to the requirements of the competent authority should be maintained.

8. See similar provisions 9.3.1.23.1, 9.3.2.23.5 and 9.3.3.23.5 of ADN.

Safety

9. Transport safety is maintained to the current standard. To date, there have been no known incidents or gaps linked to the rules of classification societies.

Implementation

10. No action necessary. The new requirement has no cost implications.
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