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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 of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN**Model for a certificate of approval (8.6.1.3 and 8.6.1.4)****Note by the secretariat^{1, 2}**

1. The secretariat has been alerted to a terminology problem in the models for 8.6.1.3 and 8.6.1.4 which requires at least correcting the English and Russian versions, and possibly the use of clearer terminology in all versions.
2. The tanks are protected by high-velocity vent valves/safety valves to avoid overpressure. The main characteristic of these valves is to be specified in entry 7 of the certificate. Footnote (2) indicates that the table on page 3 of the certificate should be used if the valves are not all identical.
3. The eighth point under entry 8 provides additional information on protection of tanks, specifying the configuration of the gas discharge system(s) (tank, vapour pipe, gas return) on the basis of 9.3.1.22, 9.3.2.22 and 9.3.3.22. There, too, footnote (2) indicates that the table on page 3 should be used if all tanks do not have the same configuration.
4. The seventh point under entry 8, “Pressure relief device”, refers to the presence of a ventilation system enabling the maintenance of air pressure inside equipment. The requirement is in 9.3.1.52.3 (b) (iv) 1, 9.3.2.52.3 (b) (iv) 1 and 9.3.3.52.3 (b) (iv) 1 and

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applies only if electrical equipment is not of the “limited explosion risk” type (see 9.3.1.52.3 (a), 9.3.2.52.3 (a) and 9.3.3.52.3 (a)).

5. But there can also be a forced ventilation system in the pump room below deck and/or in other service spaces in the cargo area. The requirements for pump rooms below deck appear in 9.3.1.17.6, 9.3.2.17.6 and 9.3.3.17.6 and those for service spaces in the cargo area in 9.3.1.12.3, 9.3.2.12.3 and 9.3.3.12.3. This forced ventilation creates overpressure in the spaces but the term “overpressure” is not used in the text and it is worth considering whether these spaces should be mentioned under this point (seventh point in entry 8).

6. Examination of some valid certificates reveals that these various spaces are all mentioned under this point, whether they are existing (pump rooms below deck, service spaces) or have been adapted.

7. As this requirement is independent of cargo tank equipment, the reference to footnote (2) is not needed. It does not, in fact, appear in the most recent version of ADN.

8. Clearly the English and Russian versions of the seventh point in entry 8 are not correct as they mention a “pressure relief valve”, which, according to the definition, is the valve that protects cargo tanks from overpressure. This question is dealt with in entry 7 of the certificate (see above).

9. As for the wording used in the current French version, the word “system” would seem more appropriate than “device”, even though the most recent version of ADN uses the expression “pressure relief device”. The German version could serve as a reference.

10. If all spaces equipped with a pressure relief device must be mentioned under the seventh point in entry 8, a more appropriate expression such as “forced ventilation/overpressure system in ...” could be used to prevent any ambiguity about the equipment in question. The word “forced” or possibly the word “mechanical” should be included since in some cases natural ventilation is permitted, unless the word “system” implies that it is not natural.
