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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)**

Thirty-first session

Geneva, 28-31 August 2017

Item 3 (c) of the provisional agenda

**Implementation of the European Agreement concerning
the International Carriage of Dangerous Goods by Inland Waterways (ADN):
interpretation of the Regulations annexed to ADN**

Shower and eye/face bath

Transmitted by the Recommended ADN Classification Societies*,**

Introduction

1. Document ECE/TRANS/WP.15/AC.2/2016/43, submitted by the Recommended ADN Classification Societies was discussed at the August 2016 session of the Safety Committee. A new proposal taking into account the remarks of the Safety Committee is submitted hereafter.
2. The Classification Societies were also invited to consider the prescriptions included in the following documents:
 - International Maritime Organisation (IMO) - EmS Guide: Emergency Response Procedures for Ships Carrying Dangerous Goods; and

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** In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/2016/28/Add.1 (9.3.)).

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- IMO/WHO/ILO - Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG).

I. Interpretation of 7.2.4.60 and 9.3.x.60

3. For the Recommended ADN Classification Societies, the following interpretation should be linked to the application of 7.2.4.60 and 9.3.X.60:

- If water is used, the water used has to be drinking water.
- A connection of the installation with the area outside the cargo area is accepted if a spring-loaded non-return valve is fitted to ensure that no gases can escape through the shower and the eye and face bath system outside the cargo area;
- To avoid freezing of the product inside the piping, the tracing is a solution;
- Other means like diphoterine could be used but in addition to the water shower not in place of this.

4. Eye/skin chemical splashes are a significant problem. Diphoterine is a compound developed in France as an eye/skin chemical splash water-based decontamination solution. In vitro and in vivo, it actively decontaminates approximately 600 chemicals, including acids, alkalis, oxidizing and reducing agents, irritants, lacrimators, solvents, alkylating agents, and radionuclides. Its chemical bond energy for such agents is greater than that of tissue receptors. Its hypertonicity impedes chemical tissue penetration and may remove some amount of skin/cornea-absorbed toxicants not already bound to tissue receptors. Diphoterine chemical reactions are not exothermic. Diphoterine and its acid/alkali decontamination residues are not irritating to the eyes or skin; it is essentially nontoxic. Diphoterine can prevent eye/skin burns following chemical splashes and results in nearly immediate pain relief. <http://www.levitt-safety.com/shop/diphoterine/>.

II. Proposal

5. Amend 9.3.x.60 to read as follows (new text is underlined):

“Special equipment

A shower and an eye and face bath shall be provided on the vessel at a location which is directly accessible from the cargo area.

The water used has to be drinking water.

A connection of this special equipment with the area outside the cargo zone is accepted.

A spring-loaded non-return valve shall be fitted to ensure that no gases can escape through the shower and the eye and face bath system outside the cargo area.”.

6. Add a new paragraph 9.3.3.61 to read as follows:

“9.3.3.61 9.3.3.60 above does not apply to oil separator and supply vessels.”.

7. Amend paragraph 7.2.4.60 to read:

“7.2.4.60 Special equipment

The shower and the eye and face bath prescribed in the rules for construction shall be kept ready in all weather conditions for use during loading and unloading operations and cargo transfer operations by pumping.”.

Note: As the French text of 7.2.4.60 is not fully identical to the English and German versions, we have introduced a correction. The French text should read:

« 7.2.4.60 Équipement spécial

~~La douche et le dispositif de lavage à grande eau du visage et des yeux~~ **La douche et l'installation pour le rinçage des yeux et du visage** prescrits dans les règles de construction doivent être tenus prêts à l'utilisation quelles que soient les conditions météorologiques pendant les opérations de chargement et de déchargement et de transfert de la cargaison par pompage. ».

III. EmS and MFAG

8. The Safety Committee has also asked to the Classification Societies to look at the IMO EmS Guide and MFAG and to examine if some provisions of those guides could be included in the ADN provisions.

9. The informal group of Recommended Classification Societies considers that it is not in a position to analyse such guides. The two guides may be summarized as follows:

(a) EmS Guide: Emergency Response Procedures for Ships Carrying Dangerous Goods

In November 1997, the IMO Assembly adopted resolution A.852 (20) on Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies. This Guide should be integrated into Module IV on Response actions, as contained in paragraph 3.2.4.6 of the aforementioned resolution, for cargo-related incidents.

This EmS Guide contains guidance on Emergency Response Procedures for Ships Carrying Dangerous Goods including the Emergency Schedules (EmS) to be followed in case of incidents involving dangerous substances, materials or articles, or harmful substances (marine pollutants), regulated under the International Maritime Dangerous Goods Code (IMDG Code).

The purpose of this Guide is to provide guidance for dealing with fires and spillages (leakages) on board ships involving the dangerous goods listed in the International Maritime Dangerous Goods Code (IMDG Code).

In accordance with the International Safety Management (ISM) Code, all ships, and the companies responsible for their operation, are required to maintain a Safety Management System (SMS). Within the SMS, procedures for responding to potential shipboard emergencies are required. This Guide is intended to assist shipowners, ship operators and other parties concerned with developing such emergency response procedures, which should be integrated into the ship's contingency plan.

In the event of a fire or spillage incident, initial actions should be carried out in accordance with the shipboard emergency plan. Where dangerous goods are involved, the responses in the emergency plan should be based on this Guide for specific dangerous goods having regard to, inter alia, the type of ship, the quantity and type of packaging of the dangerous goods and whether the goods are stowed on or under deck.

The EmS Guide may be amended by the IMO Editorial and Technical Group as and when necessary to reflect amendments made to the IMDG Code.

(b) Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)

Information on medical first aid is provided in the IMO/WHO/ILO Medical First Aid Guide for use in accidents involving dangerous Goods (MFAG), which is the chemicals

supplement to the International Medical Guide for Ships (IMGS) which is published by the World Health Organization (WHO), Geneva. The revised text of the Guide was adopted by the Maritime Safety Committee in May 1998, for use in association with the IMDG Code, and will be further amended as and when necessary.
