Date 5 February 2010
Subject Special Authorization

Dear Mr Smit Roeters,

During the meeting held in Geneva from 25-29 January 2010, the ADN Safety Committee and ADN Administrative Committee approved the Dutch proposal for insertion into table C of ADN 2011, of the Special Authorization delivered to Chemgas for the transport of Carbon Dioxide, refrigerated, liquid UN2187.

There were no comments made as regards content. However, the French version that was discussed will be revised grammatically in some places. I include the Dutch version as it does not need any further amendments.

A copy will be sent to the UNECE-secretariat.

Yours sincerely,

THE MINISTER OF TRANSPORT, PUBLIC WORKS AND WATER MANAGEMENT
On his behalf
HEAD OF UNIT, SAFE TRANSPORT

Drs. R. B. de Haan
<table>
<thead>
<tr>
<th>UN No. or substance identification No.</th>
<th>Name and description</th>
<th>Class</th>
<th>Classification code</th>
<th>Packing group</th>
<th>Dangers</th>
<th>Type of tank vessel</th>
<th>Cargo tank design</th>
<th>Cargo tank type</th>
<th>Cargo tank equipment</th>
<th>Opening pressure of the high velocity vent valve in kPa</th>
<th>Maximum degree of filling in %</th>
<th>Relative density at 20 °C</th>
<th>Type of sampling device</th>
<th>Pump room below deck permitted</th>
<th>Temperature class</th>
<th>Explosion group</th>
<th>Anti-explosion protection required</th>
<th>Equipment required</th>
<th>Number of cones/blue lights</th>
<th>Remarks</th>
<th>Additional requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>2187 CARBON DIOXIDE, REFRIGERATED LIQUID</td>
<td>2 3A 2.2 G 1 1 1 1 95</td>
<td>1</td>
<td>yes</td>
<td>no</td>
<td>PP 0 31, 39</td>
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</tbody>
</table>

**Remark 39.**

(a) The joints, outlets, closing devices and other technical equipment shall be of such a sort that there cannot be any leakage of carbon dioxide during normal transport operations (cold, fracturing of materials, freezing of fixtures, run-off outlets etc.).

(b) The loading temperature (at the loading station) shall be mentioned in the transport document.

(c) An oxygen meter shall be kept on board, together with instructions on its use which can be read by everyone on board. The oxygen meter shall be used as a testing device when entering holds, pump rooms, areas situated at depth and when work is being carried out on board.

(d) At the entry of accommodation and in other places where the crew may spend time there shall be a measuring device which lets off an alarm when the oxygen level is too low or when the CO₂ level is too high.

(e) The loading temperature (established after loading) and the maximum duration of the journey shall be mentioned in the transport document.