



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.15/AC.2/13*
1 August 2002

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)

REPORT OF THE MEETING OF EXPERTS ON ITS SIXTH SESSION

(27-30 May 2002)

CONTENTS

	<u>Paragraphs</u>
Attendance	1
Adoption of the agenda	2 - 3
Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)	4

* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/13.

CONTENTS (continued)

	<u>Paragraphs</u>
Restructuring of ADN	5 - 49
Part 1 of the restructured ADN	5 - 8
Part 2 of the restructured ADN	9
Part 3 of the restructured ADN	10 - 12
Parts 4 and 6 of the restructured ADN	13
Part 5 of the restructured ADN	14 - 24
Part 7 of the restructured ADN	25 - 34
Part 8 of the restructured ADN	35 - 36
Matters relating to the recognition of classification societies	37 - 39
Programme of work and calendar of meetings	40 - 46
Adoption of the report	47

Annex: Texts adopted by the Joint Meeting of Experts

ATTENDANCE

1. The Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) held its sixth session in Geneva from 27 to 30 May 2002. Mr. H. Rein (Germany) served as Chairman and Mr. M. Rak (Czech Republic) as Vice-Chairman. Representatives of the following countries took part in the work of the session: Austria; Belgium; Czech Republic; France; Germany; Netherlands; Russian Federation; Slovakia; Switzerland. The following intergovernmental organizations were also represented: the Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission. In addition, the following non-governmental organizations were represented: the International Association of Classification Societies (IACS) and the European Barge Union (EBU).

ADOPTION OF THE AGENDA

2. The Joint Meeting of Experts adopted the agenda as prepared by the secretariat (TRANS/WP.15/AC.2/12).

3. The Meeting of Experts noted that, at its seventy-second session (Geneva, 13-17 May 2002), the Working Party on the Transport of Dangerous Goods had adopted new corrections to the 2001 version of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (TRANS/WP.15/170/Add.1) as well as new amendments which would enter into force on 1 January 2003 (TRANS/WP.15/168/Add.1), which would also have to be taken into account in the Regulations annexed to ADN.

STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAYS (ADN)

4. The Joint Meeting of Experts noted that no instrument of ratification or accession had been recorded since the previous session, and that the Agreement therefore still had only 10 signatory States.

RESTRUCTURING OF ADN

Part 1 of the restructured ADN

Texts adopted at the previous session

Documents: TRANS/WP.15/AC.2/2001/1/Add.1
TRANS/WP.15/AC.2/11, annex

5. The square brackets relating to 1.1.3.1 (d) and (e) in the annex to document TRANS/WP.15/AC.2/11 were removed (see annex).

Chapter 1.10 (Recognition of classification societies)

Document: TRANS/WP.15/AC.2/2002/1/Add.9

6. The secretariat's proposal concerning Chapter 1.10 was adopted (see annex).

Chapter 1.11 (Procedure for the issue of the certificate of approval)

Document: TRANS/WP.15/AC.2/2002/5 (Secretariat)

7. The secretariat's proposal concerning Chapter 1.11 was adopted with some modifications (see annex).

Document: TRANS/WP.15/AC.2/2002/6 (Danube Commission)

8. The Danube Commission's proposal concerning correction of the German and Russian texts of 1.8.3.17 was adopted (see annex).

Part 2 of the restructured ADN

9. The Joint Meeting of Experts noted that the texts adopted at the previous session did not call for any additional modification (Part 2 of ADR, as modified by documents TRANS/WP.15/168 and TRANS/WP.15/AC.2/11, annex).

Part 3 of the restructured ADN

Chapters 3.1, 3.3 and 3.4

10. The texts which had previously been adopted reproduced Chapters 3.1, 3.3 and 3.4 of ADR 2001 with the changes set out in documents TRANS/WP.15/AC.2/2002/1/Add.3, TRANS/WP.15/AC.2/11, annex, and TRANS/WP.15/168. The Joint Meeting of Experts adopted an additional modification of 3.1.2.8.1 in line with document TRANS/WP.15/168/Add.1.

Chapter 3.2

Documents: TRANS/WP.15/AC.2/2002/1/Add.4 (Texts previously adopted)
TRANS/WP.15/AC.2/2002/1/Add.8/Rev.1 (Table A)

11. The Joint Meeting of Experts adopted the revised version of Table A of Chapter 3.2, with a few modifications, in particular to take into account document TRANS/WP.15/168/Add.1 (see annex).

Table C

Document: TRANS/WP.15/AC.2/2002/4 (Secretariat)

12. The Joint Meeting of Experts adopted Table C with a few modifications (see annex).

Parts 4 and 6 of the restructured ADN

Document: TRANS/WP.15/AC.2/2002/1/Add.5 (Secretariat)

13. The texts prepared by the secretariat were adopted.

Part 5 of the restructured ADN

Document: TRANS/WP.15/AC.2/2002/1/Add.11 (Secretariat)

14. The Joint Meeting of Experts noted that the secretariat had prepared the text of Part 5 on the basis of the 2003 version of ADR, adapting it to the context of ADN.

15. In 5.3.1.1.2, it was decided to specify that the term “transport unit” was to be understood in the sense of ADR, and to add a reference to wagons.

16. The Joint Meeting of Experts considered that there was no need to include the detailed provisions relating to placarding and marking from the IMDG Code. The Meeting therefore decided to delete section 5.3.4, but to introduce in 1.1.4.2 provisions similar to those of ADR for cases of carriage in a transport chain including a maritime journey. Consequently, the Note appearing under the title of Chapter 5.3 was to be retained (see annex).

17. In the note under 5.3.1.2, it was decided that swap bodies should bear the same placards as containers, unless they were carried on vehicles bearing the orange markings referred to in 5.3.2 (see annex).

18. In 5.3.2.1, it was decided to delete Notes 1 and 2 but to reincorporate Note 1 as Note 2 to the heading of Chapter 5.3, to indicate that the term “transport unit” was used throughout the chapter in the sense of ADR.

19. In 5.4.1.1.6.1, the representative of the Netherlands felt that mention should also be made of the subsidiary risk, after the class number. He was invited to submit a proposal to the RID/ADR/ADN Joint Meeting, if he thought it necessary.

20. For the instructions in writing in 5.4.3, a long discussion was held as to whether the crew should take any action in the event of a fire. In that context, it was recalled that the philosophy of ADR was that the written instructions were provided for the protection of the master and not for the emergency measures, which were the responsibility of the emergency services. It was pointed out, however, that a vessel’s crew did not have the same escape possibilities in the event of problems as the driver of a vehicle, or the same access to emergency response services, and that they were normally trained in fire-fighting and in dealing with other eventualities which

might endanger the vessel. As the written instructions provided by the consignor in the case of multimodal transport were not intended to cover the technical aspects of inland navigation, CCNR had been requested to study the issue and to suggest practical solutions compatible with the interests of multimodal harmonization and inland navigation safety.

21. In 5.5.2, it was noted that it would be useful to have a definition of a fumigated unit and that the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods should be requested to provide this.

22. Following the consideration of Part 5, the representative of Belgium wondered whether it was really necessary for ADN to contain such detailed provisions on labelling and placarding (as in Chapters 5.2 and 5.3). In the current version of ADN, the provisions in question were more for information purposes and were consigned to an appendix, giving details of the relevant provisions of the IMDG Code and ADR, so as to facilitate application of marginal 10 500 (2), which had been dropped in the restructured ADN. He believed that, if it was necessary to revert to the detailed provisions of ADR and RID and to cite those of the IMDG Code as acceptable provisions, it would be much easier to have a global reference to the provisions of the international regulations applied by ADN and then those of ADN itself could be simplified accordingly.

23. At that stage in the discussion, the Chairman requested the representative of Belgium to submit a written proposal to that effect if he considered it necessary.

24. The Joint Meeting of Experts adopted Part 5 of the restructured ADN with the modifications contained in the annex.

Document: TRANS/WP.15/AC.2/2002/1/Add.10 (Secretariat)

25. The Joint Meeting of Experts adopted the text proposed for 7.1.1.1 (Permitted vessels), with some changes, but decided to insert it at 7.1.2.0. Paragraphs 7.1.2.0 and 7.1.2.8, which appear in ADNR, were not incorporated, as they are covered by the new 7.1.2.0 and the requirements of Part 9.

26. Paragraphs 7.1.1.18 and 7.1.1.19 were retained even though they were not strictly necessary, insofar as the definition of the term “package” de facto encompassed all the transport units enumerated therein.

27. The Joint Meeting of Experts decided that, in contrast to the decisions taken during the preparation of the ADN Agreement, the term “goods” should be replaced by “substances”, “substances and articles” or “articles” as appropriate in Part 7. The secretariat was requested to make the corresponding changes, on the understanding that the term “dangerous goods” could be retained in the general paragraphs, and that “substances”, “substances and articles” and “articles” should be specified when a particular class was involved or when the secretariat deemed it appropriate.

28. In the discussion on 7.1.4.1, the Joint Meeting of Experts confirmed that the limitations affected all vessels except as indicated in 7.1.2.0.2.

29. The Joint Meeting of Experts expressed support in principle for the secretariat's proposal that quantity limitations should be specified in relation to the danger labels required, since the labels were affixed to the packages, and their numbers were indicated in column 5 of Table A of Chapter 3.2, as well as in the transport document with the quantity carried. However, the Meeting decided to confine itself initially to the original CCNR proposal to refer to classification codes, pending detailed verification of the secretariat's proposal.

30. The secretariat's proposal that all the provisions relating to Class 7 should be grouped together in 7.1.4.14.7, along the lines of provision CV33 of ADR, was adopted.

31. In 7.1.4.11, some delegations pointed out that the stowage plan was not necessarily completed by the master and that it could be prepared by any other person, such as the carrier, for example. Others pointed out that the person responsible for the stowage plan should be identified, and that only the master was in a position to keep it up to date in a transport operation comprising several stages. It was decided to keep the text as it was. Any new proposals should be submitted in writing.

32. In 7.2.4.10.3, the proposal by the Danube Commission (TRANS/WP.15/AC.2/2002/6) to print the checklist in German, Russian, French and the language of the country where the trans-shipment facility was installed was not adopted since it was sufficient to print it in a language understood by the master or a person mandated on board the vessel and by the person responsible for handling on shore.

33. The Joint Meeting of Experts decided to add to 7.2.5.8 the matching section of paragraph 7.1.5.8 concerning a reporting duty for tank-vessels.

34. The Joint Meeting of Experts adopted Part 7 with the amendments annexed to this report.

Part 8 of the restructured ADN

Document: TRANS/WP.15/AC.2/2002/5 (Secretariat)

35. The Joint Meeting of Experts adopted sections 8.1.8 and 8.1.9 concerning the certificate of approval and the provisional certificate of approval as proposed by the secretariat with corrections relating to numbering (see annex).

Document: TRANS/WP.15/AC.2/2002/1/Add.7

36. The Joint Meeting of Experts confirmed that paragraph 8.1.10 and all other related paragraphs (7.2.4.11.1, 1.11.2.2.6) must remain in square brackets and were not applicable as from 1 January 2003.

MATTERS RELATING TO THE RECOGNITION OF CLASSIFICATION SOCIETIES

37. The Joint Meeting of Experts noted that for the time being no classification society had deposited an application for recognition according to the procedure decided at the previous session (see TRANS/WP.15/AC.2/11, paras. 51 to 66 and TRANS/WP.15/AC.2/2002/2). The Joint Meeting was informed that the “Germanisher Lloyds” company had submitted a prior application to the Government of Germany.

38. The representative of IACS said that he had just informed the classification societies affiliated to his organization of the procedures to follow.

39. The Joint Meeting of Experts invited all interested classification societies to follow the procedure as rapidly as possible before the ADN Agreement entered into force.

PROGRAMME OF WORK AND CALENDAR OF MEETINGS

40. The next session would take place from 20 to 24 January 2003.

41. The Meeting would discuss new proposals for amendments to the annexed Regulations from Governments and the work of CCNR and the Danube Commission, and matters pending.

42. The recommended date for the implementation of the amendments from these proposals would be 1 January 2005.

43. All proposals must be submitted to the secretariat not later than 12 weeks before the opening of the session (25 October 2002).

44. Pursuant to the resolution adopted by the Diplomatic Conference for the adoption of ADN on 25 May 2000 recommended that all Governments of countries interested in becoming parties to the Agreement, and in particular the signatories of the Agreement or of the Final Act of the Conference should implement at national level the provisions of the restructured annexed Regulations as from 1 January 2003.

45. For this purpose, the UN/ECE secretariat was requested to publish as rapidly as possible, and at latest by the end of December 2002, the text of the restructured annexed Regulations in the three official UN/ECE languages, and to make it available to Governments in the form of electronic files if possible by late September 2002.

46. The CCNR secretariat was also asked to prepare a German version of the restructured annexed Regulations for the same purpose.

ADOPTION OF THE REPORT

47. The Joint Meeting of Experts adopted the report of its sixth session and its annex on the basis of a draft prepared by the secretariat.

Annex

Restructuring of the Regulations annexed to ADN

Texts adopted by the Joint Meeting of Experts

PART 1

Chapter 1.8

1.8.3.7 Changes to the German and Russian texts only.

Chapter 1.10

Text from document TRANS/WP.15/AC.2/2002/1/Add.9 unchanged.

Chapter 1.11

Text from document TRANS/WP.15/AC.2/2002/5 with the following changes:

Remove the square brackets and check the references to Part 7.

1.11.1.1.2 End, read “provisions of 1.11.11”.

1.11.2.1 Editorial change in the Russian version.

1.11.1.2.5 Read: “For tank vessels, the certificate of approval must be supplemented by a list of all the dangerous goods accepted for carriage in the tank vessel, drawn up by the recognized classification society which has classified the vessel.”

1.11.4 Last entry: the word “contents” in “material contents” is missing in the Russian version.

1.11.4.4 The subtitle “**Application for the issue of a certificate of approval**” should be renumbered as 1.11.5. Renumber the remainder of the text accordingly, as well as the references to the renumbered paragraphs.

PART 3

Chapter 3.1

3.1.2.8.1 Modify in accordance with TRANS/WP.15/168/Add.1.

Table A of chapter 3.2

Text from document TRANS/WP.15/AC.2/2002/1/Add.8/Rev.1 with the following changes:

UN No. 2015 Insert “640 N” in column (6) for the entry concerning concentrations of more than 70% and “640 0” for the entry concerning concentrations between 60 and 70%.

UN No. 2071 Change in accordance with TRANS/WP.15/168/Add.1, but the term “AMMONIUM NITRATE FERTILIZERS” should appear in capital letters.

UN No. 3372 Delete “[forbidden]” and add in columns (9), (10) and (12) respectively: “PP,EX,A”, “VE01” and “1”.

For the third entry in column 3 (b), read “WF2” instead of “WF3”.

UN No. 3375 Modify columns (1) to (7) in accordance with TRANS/WP.15/168/Add.1 (with two entries), retaining the indications “PP” in column (9) and “0” in column (12).

No. 9001 Add “F3” in column (3b).

No. 9002 Add “F4” in column (3b).

No. 9000 to 9004 In the last column in the English version, replace “tank vehicle” by “tank vessel”.

Table C of chapter 3.2

Text from document TRANS/WP.15/AC.2/2002/4 with the following changes:

Remove the square brackets in the explanations referring to Table C.

12 (l) Delete the text in square brackets and replace “wing tanks” by “double-hull spaces”.

Delete “[and service spaces in the cargo area].”

27. Replace “3.1.2.6.1” by “3.1.2.8.1”.

28. (a), (b) and (c) Replace “UN 2448 sulphur, molten” by “this substance”.

ID No. 9001 Add “F3” in column (3b).

ID No. 9002 Add "F4" in column (3b).

In column (20) of Table C, add remarks 32 and 33 respectively for UN Nos. 2448 and 2015.

In column (20), add, after each product with "8" in column (5) and "N" in column (6): "34".

For column (20), remark 27, replace "3.1.2.6.1" by "3.1.2.8.1".

For column (20), remark 28, replace "UN No. 2448 sulphur, molten" by "this substance" in (a), (b) and (c).

For column (20), add the following remarks at the end:

"32. In the case of transport of this substance, the following additional stipulations are applicable:

- (a) The outside of the cargo tanks shall be equipped with insulation which is not readily flammable. This insulation shall be strong enough to resist impacts and vibration. Above deck, the insulation shall be protected by a covering. The outside temperature of this covering shall not exceed 70° C.
- (b) The spaces containing the cargo tanks shall be provided with ventilation. Connections for forced ventilation shall be fitted.
- (c) The cargo tanks shall be equipped with forced ventilation installations which, in all transport conditions, will reliably keep the concentration of sulphuric acid above the liquid phase below 1.85% by volume.

The ventilation installations shall be fitted in such a way as to prevent the deposit of the goods to be transported.

The exhaust duct of the ventilation shall be fitted in such a way as not to present a risk to personnel.

- (d) The tank wagons and the cargo tank spaces shall be fitted with openings and piping to allow gas sampling.

- (e) The openings of the cargo tanks shall be situated at a height such that for a trim of 2° and a list of 10°, no sulphur can escape. All the openings shall be situated above the deck in the open air. Each opening shall be equipped with a satisfactory fixed closing mechanism.

One of these mechanisms shall be capable of being opened for slight overpressure within the tank.

- (f) The pipes for loading and unloading shall be equipped with adequate insulation. They shall be capable of being heated.
- (g) The heat transfer fluid shall be such that in the event of a leak into a tank, there is no risk of a dangerous reaction with the sulphur.

33. The following provisions are applicable to transport of this substance:

Construction requirements:

- (a) Hydrogen peroxide solutions may be transported only in cargo tanks equipped with deep-well pumps.
- (b) Cargo tanks and their equipment shall be constructed of solid stainless steel of a type appropriate to hydrogen peroxide solutions (for example, 304, 304L, 316, 316L or 316 Ti). None of the non-metallic materials used for the system of cargo tanks shall be attacked by hydrogen peroxide solutions or cause the decomposition of the substance.
- (c) The temperature sensors shall be installed in the cargo tanks directly under the deck and at the bottom. Remote temperature read-outs and monitoring shall be provided for in the wheelhouse.
- (d) Fixed oxygen monitors (or gas-sampling lines) shall be provided in the areas adjacent to the cargo tanks so that leaks in such areas can be detected. Account shall be taken of the increased flammability arising from the increased presence of oxygen. Remote read-outs, continuous monitoring (if the sampling lines are used, intermittent monitoring will suffice) and visible and audible alarms similar to those for the temperature sensors shall also be located in the wheelhouse. The visual and audible alarms shall be activated if the oxygen concentration in these empty spaces exceeds 30% by volume. Two additional oxygen monitors should also be available.

- (e) The cargo tank venting systems which are equipped with filters shall be fitted with pressure/vacuum relief valves appropriate to closed-circuit ventilation and with an extraction installation should cargo tank pressure rise rapidly as a result of an uncontrolled breakdown (see under (m)). These air supply and extraction systems shall be so designed that water cannot enter the cargo tanks. In designing the emergency extraction installation account should be taken of the design pressure and the size of the cargo tanks.
- (f) A fixed water-spray system shall be provided for diluting and washing away any hydrogen peroxide solutions spilled onto the deck. The area covered by the jet of water shall include the shore connections and the deck containing the cargo tanks intended for the carriage of hydrogen peroxide solutions.

The following minimum requirements shall be complied with:

1. The product shall be diluted from the original concentration to a 35% concentration within 5 minutes from the spillage on the deck.
 2. The rate and estimated size of the spill shall be determined in the light of the maximum permissible loading or unloading rates, the time required to halt the spillage in the event of tank overflow or a piping/hose failure, and the time necessary to begin application of dilution water with actuation of the alarm at the cargo control location or in the wheelhouse.
- (g) The openings of the pressure valves shall be situated at least 2.00 metres from the walkways if they are less than 4.00 metres from the walkway.
 - (h) A temperature sensor shall be installed by each pump to make it possible to monitor the temperature of the cargo during unloading and detect any overheating due to defective operation of the pump.

Service requirements:

Carrier

- (i) Hydrogen peroxide solutions may only be carried in cargo tanks which have been thoroughly cleaned and passivated, in accordance with the procedure described under (j), of all traces of previous

cargoes, their vapours or their ballast waters. A certificate stating that the procedure described under (j) has been duly complied with must be carried on board.

Particular care in this respect is essential to ensure the safe carriage of hydrogen peroxide solutions:

1. When a hydrogen peroxide solution is being carried, no other cargo may be carried simultaneously.
 2. Tanks which have contained hydrogen peroxide solutions may be reused for other cargoes after they have been cleaned by persons or companies approved for this purpose by the competent authority.
 3. In the design of the cargo tanks, efforts must be made to keep to a minimum any internal tank structure, to ensure free draining, no entrapment and ease of visual inspection.
- (j) Procedures for inspection, cleaning, passivation and loading for the transport of hydrogen peroxide solutions with a concentration of 8-60% in cargo tanks which have previously carried other cargoes:

Before their reuse for the transport of hydrogen peroxide solutions, cargo tanks which have previously carried cargoes other than hydrogen peroxide shall be inspected, cleaned and passivated. The procedures described in paragraphs 1-7 below for inspection and cleaning apply to stainless steel cargo tanks. The procedure for passivating stainless steel is described in paragraph 8. Failing any other instructions, all the measures apply to cargo tanks and to all their structures which have been in contact with other cargoes.

1. After offloading of the previous cargo, the cargo tank shall be degassed and inspected for any remaining traces, carbon residues and rust.
2. The cargo tanks and their equipment shall be washed with clear filtered water. The water used shall be at least of the same quality as drinking water and have a low chlorine content.
3. Traces of the residues and vapours of the previous cargo shall be removed by the steam cleaning of the cargo tanks and their equipment.

4. The cargo tanks and their equipment shall then be rewashed with clear water of the quality specified in paragraph 2 above and dried in filtered, oil-free air.
 5. Samples shall be taken of the atmosphere in the cargo tanks and these must be analysed for their content of organic gases and oxygen.
 6. The cargo tank shall be reinspected for any traces of the previous cargo, carbon residues or rust or odours of the previous cargo.
 7. If the inspection and the other measures point to the presence of traces of the previous cargo or of its gases, the measures described in paragraphs 2-4 above shall be repeated.
 8. Stainless steel cargo tanks and their structures which have contained cargoes other than hydrogen peroxide solutions and which have been repaired shall, regardless whether or not they have previously been passivated, be cleaned and passivated in accordance with the following procedure:
 - 8.1 The new weld seams and other repaired parts shall be cleaned and scrubbed with stainless steel brushes, graving tools, sandpaper and polishers. Rough surfaces must be made smooth and a final polishing must be carried out.
 - 8.2 Fatty and oily residues shall be removed with the use of organic solvents or appropriate cleaning products diluted with water. The use of chlorinated products should be avoided because these might seriously interfere with the passivation procedure.
 - 8.3 Any residues of the product that have been removed shall be eliminated and the tanks must then be washed.
- (k) During the transfer of the hydrogen peroxide solutions, the related piping system shall be separated from all other systems. Cargo hoses used for the transfer of hydrogen peroxide solutions shall be marked as follows:

‘Uniquement pour le transbordement de peroxydes d’hydrogène en solution’

‘For hydrogen peroxide solution transfer only’

- (l) If the temperature in the cargo tanks rises above 35° C, visual and audible alarms shall be activated in the wheelhouse.

Master

- (m) If the temperature rise exceeds 4° C for 2 hours or if the temperature in the cargo tanks exceeds 48° C, the master shall contact the consignor directly, with a view to taking any action that might be necessary.

Filler

- (n) Hydrogen peroxide solutions shall be stabilized to prevent decomposition. The manufacturer shall provide a stabilization certificate which must be carried on board and must specify:
 - 1. The disintegration date of the stabilizer and the duration of its effectiveness;
 - 2. Actions to be taken should the product become unstable during the voyage.
- (o) Only those hydrogen peroxide solutions which have a maximum decomposition rate of 1.0% per year at 25° C may be carried. A certificate from the shipper stating that the product meets this standard shall be presented to the master and kept on board.

An authorized representative of the manufacturer shall be on board to monitor the transfer operations and to test the stability of the hydrogen peroxide solutions to be transported. He shall certify to the master that the cargo has been loaded in a stable condition.

- 34. The flanges and stuffing boxes of the loading and unloading hoses shall be fitted with a protection device to protect against splashing.”

At the end of Table C add the relevant footnotes (see ADN, Annex B.2, Appendix 4).

PARTS 4 AND 6

Text of document TRANS/WP.15/AC.2/2002/1/Add.5 with the square brackets removed.

PART 5

Text of document TRANS/WP.15/AC.2/2002/1/Add.11 with the following modifications:

Except as indicated below, remove the square brackets:

Chapter 5.1

5.1.5.1.2 (h) Replace “ADR” by “ADN”.

5.1.5.2.1 Insert “of ADR” after “Chapter 6.4” and delete “[of ADR]” in the text in brackets at the end of the first sentence.

5.2.1.7.7 Insert “of ADR” after “4.1.9.2.3”.

Chapter 5.3

Retain the Note under the chapter title, and number it Note 1.

Add a Note 2 with the same content as Note 1 appearing under the title of 5.3.2.1.

Consequential modification:

Part 1, reproduce, as 1.1.4.2.1, section 1.1.4.2 from the 2001 version of ADR, with the exception of the Note, and replacing “ADR” by “ADN”.

Retain the text set out in document TRANS/WP.15/AC.2/2002/1/Add.1, as 1.1.4.2.2, and add at the end the Note appearing at the end of 1.1.4.2 in ADR.

5.3.1.1.2 First and last sentences, insert “, wagon” after “transport unit”. In the second sentence, insert “, wagons” after “transport units”.

5.3.1.1.3 Second sentence, insert “, wagons” after “vehicles”.

5.3.1.2 and

5.3.1.3 The Note should read as follows:

“Note: This subsection does not apply to swap bodies, except tank swap bodies carried on vehicles bearing the orange marking stipulated in 5.3.2.”

5.3.1.2 [Does not apply to the English version.]

Last sentence, delete “the MEGC,”.

5.3.1.4 Second sentence, delete “battery-vehicle, battery-wagon,”.

5.3.1.5 Note, delete “[used in combined road/vessel or rail/vessel transport]”.

5.3.1.5.2 The Note should read:

“NOTE. If a vehicle carrying packages containing dangerous goods of classes other than Classes 1 and 7 is loaded on board a vessel for an ADN journey preceding a voyage by sea, placards shall be affixed to both sides and at the rear of the vehicle. Such placards may remain affixed to a vehicle for an ADN journey following a sea voyage.”

5.3.2.1 Delete Notes 1 and 2.

5.3.2.3.2 Insert the following identification numbers:

“238 Flammable aerosols, corrosive”

“28 Aerosols, corrosive”

“285 Aerosols, corrosive, oxidizing”.

5.3.3 Second line, read:

“Special vehicles, special wagons or special containers or especially equipped vehicles, especially equipped wagons or especially equipped containers”.

Chapter 5.4

5.4.1.1 Insert a new subtitle:

“5.4.1.1.1 *General information required in the transport document for transport in bulk or in packages*”

Delete paragraph number 5.4.1.1.1

In (a), delete “[or the substance identification number]”

In (b), delete “or the chemical group”

Last paragraph: [Does not apply to the English version.]

5.4.1.1.2 Insert the title:

“General information required in the transport document for transport in tank vessels”

In (a), replace “the UN number of the” by “the UN number preceded by the letters ‘UN’ or”

(b) Read:

“the proper shipping name given in Column (2) of Table C of Chapter 3.2, supplemented, when applicable, by the technical name (see 3.1.2.8.1.1);”

(d) Read: “where assigned, the packing group for the substance, which may be preceded by the letters ‘GE’ (for example, ‘GE II’) or initials corresponding to the words ‘Packing group’ in the languages used in accordance with 5.4.1.4.1;”

(e) Read: “(Reserved);”

Last paragraph: strike through “and in Table A [and in Table C]”, and replace “of Chapter 3.2” by “and in Chapter 3.2.”

5.4.1.1.3 The example should read:

“WASTE, UN 1230 METHANOL, 3 (6.1), II” or

“WASTE, UN 1993 FLAMMABLE LIQUID, N.O.S., (toluene and ethyl alcohol), 3, II”

5.4.1.1.6.1 Modify the last part as follows:

“... as appropriate, followed by the class number, for example:

‘EMPTY PACKAGING, 3’”.

5.4.1.1.6.2 Modify the last part as follows:

“... and proper shipping name of the goods last loaded, supplemented, if necessary (see 3.1.2.8), by the technical name and, if applicable, by the packing group of the last goods loaded, for example:

‘EMPTY TANK-CONTAINER, 2, LAST LOAD: UN 1017 CHLORINE’”.

5.4.1.1.6.4 (b) Insert “preceded by the letters ‘UN’” after “the UN number”.

5.4.1.1.11 Insert “of ADR or the IMDG Code” after “4.1.2.2”.

5.4.1.1.12 to

5.4.1.1.15 Amendments concern the German text only.

- 5.4.1.2.1 (a) [Does not apply to the English version]
- (g) [Does not apply to the English version]
- 5.4.1.2.2 (a) Insert “or battery-wagons” after “or elements of battery-vehicles”.
- 5.4.1.4.1 Delete “international [~~road~~] carriage tariffs, if any, or”
- 5.4.1.4.2 Strike through “[is this paragraph useful in ADN?]”
- 5.4.2 Replace footnote 5 by the text of footnote 4 appearing in TRANS/WP.15/168/Add.1.
- 5.4.3.1 (c) Delete “[ADN 10 385 (1) (b)]”
- (e)(d) Read:
- “the general actions to be taken, e.g. to warn other users of the waterway and passers-by and call the emergency services;”
- (e) Delete.
- (f) Strike through “[ADN 10 385 (1) (d)]”.
- 5.4.3.8 **PERSONAL PROTECTION**
- End, read “with the requirements of 8.1.5.”
- GENERAL ACTIONS TO BE TAKEN BY THE CREW**
- Last paragraph, read:
- “- Notify the emergency services as soon as possible.”

Chapter 5.5

- 5.5.2.1 Modify in accordance with TRANS/WP.15/168/Add.1.

PART 7

Text of document TRANS/WP.15/AC.2/2002/1/Add.10 with the following modifications:

Strike through the square brackets except where otherwise noted.

The terms “dangerous goods”, “substances”, “substances or articles” or “articles” should be used throughout in an appropriate manner.

- 7.1.1.1 and 7.11.2 Delete.
- 7.1.1.10 The text struck through should be retained.
- 7.1.1.11 Read:
“Carriage of dangerous goods in bulk shall be prohibited except where this mode of carriage is explicitly authorized in column (8) of Table A of Chapter 3.2. The code “B” shall then appear in this column.
- 7.1.1.12 Delete “(see also 7.1.6.12)”.
- 7.1.1.13 Delete “(see also 7.1.6.13)”.
- 7.1.1.14 Delete “(see also 7.1.6.14)] of Chapter 3.2, Table A, column (11)”.
- 7.1.1.16 Delete “(see also 7.1.6.16)”.
- 7.1.2 Insert the following text:
“7.1.2.0 Permitted vessels
- 7.1.2.0.1 Dangerous goods may be carried in quantities not exceeding those indicated in 7.1.4.1.1, or, if applicable, in 7.1.4.1.2:
- In dry cargo vessels conforming to the applicable construction requirements of 9.1.0.0 to 9.1.0.79; or
 - In seagoing vessels conforming to the applicable construction requirements of 9.1.0.0 to 9.1.0.79, or otherwise to the requirements of 9.2.0 to 9.2.0.79.
- 7.1.2.0.2 Dangerous goods of Classes 2, 3, 4.1, 5.2, 6.1, 7, 8 or 9, with the exception of those for which a No. 1 model label is required in column (5) of Table A of Chapter 3.2, may be carried in quantities greater than those indicated in 7.1.4.1.1 and 7.1.4.1.2:
- In double-hull dry cargo vessels conforming to the applicable construction requirements of 9.1.0.80 to 9.1.0.95; or
 - In double-hull seagoing vessels conforming to the applicable construction requirements of 9.1.0.80 to 9.1.0.95, or otherwise to the requirements of 9.2.0 to 9.2.0.95.”
- 7.1.2.5 Strike through “[posted]”.

7.1.2.19.1 First sentence, read:

“Where at least one vessel of a convoy or side-by-side formation is required to be in possession of a certificate of approval, all vessels of such convoy or side-by-side formation shall be provided with an appropriate certificate of approval.”

7.1.2.19.2 Add “, with the exception of 7.1.4.1.1 and 7.1.4.1.2” after “of Part 7”.

7.1.3.22.1 First sentence, delete “[and cleaning operations].”

Second paragraph, read:

“This provision does not apply when dangerous goods are loaded in sprayproof containers, IBCs or large packagings, or in MEGCs, portable tanks, tank-containers, vehicles or wagons which are covered or sheeted.”

7.1.3.51.2 End, add:

“- electric cables for connecting hold fans.”

7.1.3.51.3 Add “or hold fans” after “hatch cover gantries”.

7.1.4.1.1 Strike through “except for double-hull vessels”.

Class 2: Insert classification codes C, FC, CO in the first entry.

Class 3:) Add an entry: “Other goods - No limitation”.

Class 9:) [does not concern the English text].

(The alternative proposed by the secretariat was not adopted.)

7.1.4.1.2 Strike through “other than a double-hull vessel”.

7.1.4.7.1 Strike through “[for which marking is prescribed in column (12) of Table A of Chapter 3.2] listed in marginal 10 500.”

7.1.4.8.2 Strike through “[for which ...(?)]”.

7.1.4.11.1 Last sentence, read:

“the goods shall be described as in the transport document in accordance with 5.4.1.1.1.1 (a), (b), (c) and (d).”

7.1.4.11.2 Insert after “description of the goods contained therein” “in accordance with 5.4.1.1.1.1 (a), (b), (c) and (d)” and delete the remainder.

- 7.1.4.14.7.7 Delete “[Where a consignment is undeliverable].”
- 7.1.4.18 Delete.
- 7.1.4.76 Replace “in accordance with the European Code for Inland Waterways (CEVNI)” by “in accordance with the regulations referred to in 1.1.4.6.”
- 7.1.5.1 Number the first paragraph as 7.1.5.1.1.
- 7.1.5.2 Number the first paragraph 7.1.5.2 as 7.1.5.1.2.
- 7.1.5.4.2 Remove all the square brackets.
- 7.1.5.4.3) Strike through “different from and”.
7.1.5.4.4)
- 7.1.5.8 Renumber (1) [does not concern the English text]
- 7.1.5.8.3 Replace “in (1)” by “in 7.1.5.8.1.”
- 7.1.6.11 ST02: Strike through the second paragraph.
RA02: (a) Strike through: “vehicle, wagon or container.”
(c) Strike through: “[the vehicle, the wagon or the container].”
- 7.2.1.1 Transfer as 7.2.2.0.
- 7.2.1.1.1 (Renumbered 7.2.2.0.1). Note: Read: “(see 1.11.2.5).”
- 7.2.2.0 Text replaced by that of 7.2.1.1 but the Notes are retained.
Note 1, end, read: “(see 8.6.1.3).”
Note 2, end, read: “... indicated in 9.3.1.8.1, 9.3.2.8.1 or 9.3.3.8.1.”
- 7.2.2.19.1 Same amendment as in 7.1.2.19.1.
- 7.2.3.2.1 Beginning, add: “In the event of the carriage of goods of Classes 3, 4.1, 6.1, 8 or 9.”
- 7.2.3.2.2 Strike through: “[of goods of Classes 3, 4.1, 6.1, 8 or 9].”

- 7.2.3.15 Read:
- “When dangerous goods are carried, an expert, referred to in 8.2.1, shall be on board the vessel. In addition,
- when goods for which a Type G vessel is prescribed in column (6) of Table C of Chapter 3.2 are carried, this expert shall be the expert referred to in 8.2.1.4; and
 - when goods for which a Type C vessel is prescribed in column (6) of Table C of Chapter 3.2 are carried, this expert shall be the expert referred to in 8.2.1.5.”
- 7.2.3.29.1 Replace: “requirements set out in 7.1.0.1.1” by “regulations set out in 1.1.4.6” (twice).
- 7.2.4.10.1 Insert “or a person mandated by him” after “master.”
- 7.2.4.11.1 Strike through “classification code and/or.”
- 7.2.4.11.2 Strike through “classification code and/or.”
- 7.2.4.15.1 End, read: “... according to 7.2.4.1.1, 9.3.2.26.3 or 9.3.3.26.3.”
- 7.2.4.76 Replace “with CEVNI” by “with the regulations referred to in 1.1.4.6.”
- 7.2.5.4.1 Replace: “the European Code for Inland Waterways (CEVNI)” by “the regulations referred to in 1.1.4.6.”
- 7.2.5.4.3) Delete “different from”.
- 7.2.5.4.4)
- 7.2.5.8 Same text as 7.1.5.8, but in the fourth dash of 7.1.5.8.1 delete “and/or classification code” and the Note.

PART 8

Text of document TRANS/WP.15/AC.2/2002/1/Add.7 amended by the annex to document TRANS/WP.15/AC.2/11 and TRANS/WP.15/AC.2/2002/5 as amended below:

- 8.1.8.2 Read: “The certificate of approval shall attest that the vessel has been inspected and that its construction and equipment comply with the requirements of these Regulations.”

8.1.8.3 Insert the following text before the Note:

“For tank vessels, the opening pressure of the safety valves or the high-velocity vent valves shall be entered in the certificate of approval.

If a vessel has cargo tanks with different valve opening pressures, the opening pressure of each tank shall be entered in the certificate of approval.”

8.1.8.9.1 Number as 8.1.9 [does not concern the English text].

PART 9

9.3.9.8.1)

9.3.2.8.1) Add a third paragraph to read:

9.3.3.8.1)

“The classification society shall issue a certificate certifying that the vessel is in conformity with the rules of this section.

The design pressure and the test pressure of cargo tanks shall be entered in the certificate.

If a vessel has cargo tanks with different valve opening pressures, the design and test pressures of each tank shall be entered in the certificate.

The classification society shall draw up a certificate mentioning all the dangerous goods accepted for carriage by the vessel (see also 1.11.1.2.5).”

9.3.2.26.3) (last sentence)

9.3.2.26.1) third and

Add “or portable tanks” after “tank-containers”.

9.3.3.26.1) fourth sentences.
