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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)

Seventeenth session  
Geneva, 23–26 August 2010

### **Report of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee) on its seventeenth session\***

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## **I. 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) (ADN Safety Committee) held its seventeenth session in Geneva from 23 to 26 August 2010, with Mr. H. Rein (Germany) as Chairman and Mr. B. Birklhüber (Austria) as Vice-Chairman. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Netherlands, Russian Federation, Slovakia and Switzerland. A representative of the European Union also participated. The following intergovernmental organizations were represented: Central Commission for the Navigation of the Rhine (CCNR) and Danube Commission (DC). The following non-governmental organizations were also represented: European Barge Union (EBU), European Chemical Industry Council (CEFIC), International Association of Classification Societies (IACS) and International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA).

## **II. Adoption of the agenda (agenda item 1)**

*Documents:* ECE/TRANS/WP.15/AC.2/35 and Add.1

*Informal document:* INF.1 (Secretariat)

2. The Joint Meeting adopted the agenda prepared by the secretariat as amended by informal document INF.1 to take account of informal documents INF.2 to INF.11.

## **III. Seventy-second session of the Inland Transport Committee (agenda item 2)**

*Document:* ECE/TRANS/208 (report of the Committee)

3. The Safety Committee took note of the outcome of the seventy-second session of the Inland Transport Committee, as presented in the annotations to the provisional agenda (ECE/TRANS/WP.15/AC.2/35/Add.1).

4. The Chairman emphasized the obligation of all Contracting Parties to submit to the secretariat all the information specified in the Regulations annexed to ADN, including the contact details of the competent authorities and notifications of recognized classification societies, for dissemination on the secretariat website.

5. The Safety Committee was also informed that the theme for the policy-oriented segment at the forthcoming session of the Inland Transport Committee (1–3 March 2011; round table on 1 March) would be "Transport of dangerous goods: regional and global aspects". Any delegates wishing to join in the discussion were welcome to participate in the round table, and representatives of Governments or intergovernmental or non-governmental organizations wishing to contribute by setting out their views of a policy outlook on future regional and global developments could contact the secretariat.

#### **IV. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3)**

6. The Safety Committee noted that Poland and Ukraine had acceded to ADN since the previous session, bringing the number of Contracting Parties to 14 (Austria, Bulgaria, Croatia, France, Germany, Hungary, Luxembourg, Netherlands, Poland, Republic of Moldova, Romania, Russian Federation, Slovakia and Ukraine).

7. The Safety Committee also noted that accession was in progress in Belgium, Serbia and Switzerland.

#### **V. Work of the RID/ADR/ADN Joint Meeting (agenda item 4)**

*Document:* ECE/TRANS/WP.15/AC.1/118 (report of the Joint Meeting)

8. The Safety Committee took note of the results of the work of the RID/ADR/ADN Joint Meeting on its Spring 2010 session (22–26 March 2010) (ECE/TRANS/WP.15/AC.1/118). The resulting proposed amendments to ADN appeared in annex II (amendments for entry into force on 1 January 2011) and annex III (amendments for entry into force on 1 January 2013) to the report ECE/TRANS/WP.15/AC.1/118. The proposed amendments concerning ADN were reproduced in secretariat papers ECE/TRANS/WP.15/AC.2/2010/13 and ECE/TRANS/WP.15/AC.2/2010/17 under agenda items 5 (a) and 5 (b).

9. The Chairman pointed out that the Joint Meeting dealt with many issues directly involving ADN, and delegates from the Safety Committee should either attend the Meeting or see to it that their views were transmitted to their heads of delegation if they wished to influence decisions.

#### **VI. Proposals for amendments to the Regulation annexed to ADN (agenda item 5)**

##### **A. Amendments for entry into force on 1 January 2011**

###### **1. Amendments already adopted**

*Documents:* ECE/ADN/9 and Corr.1

10. The Safety Committee noted that the amendments for entry into force on 1 January 2011 had been compiled by the secretariat in documents ECE/ADN/9 and ECE/ADN/9/Corr.1. They had been notified to the Contracting Parties on 1 July 2010 (depository notification C.N.410.2010.TREATIES-4).

###### **2. Proposals for new amendments**

*Documents:* ECE/TRANS/WP.15/AC.2/2010/13 and Corr.1

11. The Working Party on the Transport of Dangerous Goods at its eighty-eighth session (3–7 May 2010) had adopted new amendments to ADR, on the basis of decisions adopted by the RID/ADR/ADN Joint Meeting (see ECE/TRANS/WP.15/AC.1/118, annex II, and ECE/TRANS/WP.15/204/Add.1), for entry into force on 1 January 2011. The secretariat

had prepared a list of corresponding amendments to the Regulations annexed to ADN, whereby ADN could be aligned simultaneously with RID and ADR as of 1 January 2011 (ECE/TRANS/WP.15/AC.2/2010/13 and Corr.1). The Safety Committee adopted the amendments to the amendments appearing in document ECE/ADN/9 (see annex I).

**3. Corrections to document ECE/ADN/9**

*Informal document:* INF.9 (Belgium)

12. The Safety Committee noted that there were mistakes in Table C of document ECE/ADN/9 for UN Nos. 2672 and 3494, which should be corrected to bring the English version into line with the French version, RID and ADR, and ensure compliance with the classification criteria in the second entry (UN No. 3494). It approved the necessary changes (see annex I).

**4. Corrections to the 2009 version of ADN**

*Informal documents:* INF.2 (Hungary)  
INF.3 (Germany)

13. The Safety Committee noted discrepancies between the various language versions of the Regulations annexed to ADN and adopted the corrections proposed, and some additional corrections (see annex II).

14. Since informal document INF.3 did not reproduce all the corrections proposed by Germany at the previous session in informal document INF.22, the Committee invited the secretariat and the representative of Germany to look together into whether further linguistic changes were warranted.

**5. Transitional measures for the application of paragraph 9.3.X.21.1 (d)**

15. The representative of the Netherlands pointed out that the transitional measures set forth in 1.6.7.2.2.2 on exemption from the provisions of 9.3.X.21.1 (d) relating to the sensor for actuating the facility against overflowing on vessels to be loaded in a Contracting Party where the shore facility did not need to be equipped accordingly were not among the amendments for entry into force on 1 January 2011, and asked whether that was an oversight.

16. The Committee confirmed that it was not an oversight. All vessels concerned would have to be equipped with such a facility by 1 July 2011.

**B. Amendments for entry into force on 1 January 2013**

**1. Correction of the ADN checklist**

*Document:* ECE/TRANS/WP.15/AC.2/2010/14 (Austria)

17. The Safety Committee approved, in principle, the clarification proposed by Austria, but considered that the problem could be solved by adding an asterisk next to the name of the product and a footnote specifying that the particulars referred to in 5.4.1.1.2 (b) should be indicated (see annex III).

**2. Amendments to 9.3.X.40 and 7.2.4.10**

*Document:* ECE/TRANS/WP.15/AC.2/2010/15 (EBU)

18. The representative of EBU indicated that he would prepare a new proposal taking into account the comments made by participants.

**3. Amendment to 7.2.3.7.1**

*Document:* ECE/TRANS/WP.15/AC.2/2010/16 (EBU)

19. The proposed clarification was adopted, specifying that gas-freeing of tanks having contained substances mentioned in 7.2.3.7.1 could take place not only while under way but also at locations approved by the competent authority (see annex III).

**4. Amendments consequential to the work of the RID/ADR/ADN Joint Meeting**

*Document:* ECE/TRANS/WP.15/AC.2/2010/17 (Secretariat)

20. The proposed amendments were adopted (see annex III).

**5. Harmonization of damage stability requirements in 9.3.4**

*Document:* ECE/TRANS/WP.15/AC.2/2010/20 (IACS)

21. The Safety Committee adopted the proposed amendments to 9.3.1.15.1, 9.3.2.15.1 and 9.3.3.15.1 (see annex III).

22. However, it was noted that 9.3.4.1.1 did not allow for the minimum distances for type N vessels to be exceeded, probably because when section 9.3.4 was drafted, it was not envisaged that type N vessels might be double-hull vessels. The representative of IACS was therefore asked to prepare a proposal for a consequential amendment to section 9.3.4 for the next session.

**6. Ventilation pipes on type N tankers**

*Document:* ECE/TRANS/WP.15/AC.2/2010/21 (IACS)

*Informal document:* INF.8 (IACS)

23. Various comments were made on the proposed amendments. Some delegations were not in favour of the proposal in paragraph 4 of the document, on the grounds that a justification should be provided for the proposed requirement for a minimum distance of six metres between the outlets of ventilation pipes and accommodation or service spaces on type N tankers, and that if the requirement was adopted, transitional measures should be put in place.

24. The representative of IACS said he would submit a fresh proposal to the next session.

**7. Harmonized tests after the ADN refresher course**

25. The representative of the Netherlands specified that her proposal had been developed by the informal working group on the catalogue of questions, which had met in Strasbourg on 17 and 18 February 2010 as a follow-up to the discussions that had taken place at the previous session (ECE/TRANS/WP.15/AC.2/34, para. 60).

26. During the discussions it became clear that practice and experience with the renewal of certificates of specialized knowledge of ADN after refresher courses varied from country to country. The proposal by the informal working group might allow renewal arrangements

to be standardized, but there were doubts about whether a training provider could undertake to organize an examination, in view of the competition between providers; and about how to monitor testing practices. Moreover, some countries regarded the requirement of 25 correct answers out of 30 as too stringent for some countries, and others argued that they did not have the administrative resources to organize examinations overseen by a national commission. Some delegations considered that candidates should be allowed to resit the test more than twice before their certificates expired.

27. The Chairman suggested that the informal working group on the catalogue of questions should reconsider these issues in the light of the arrangements for renewal of ADR training certificates provided for under the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). He stressed that the current arrangements for the renewal of certificates did not seem to give those concerned any incentive to refresh their knowledge, even though experience showed that after five years they tended to have forgotten much of it.

28. The issue of the format of the certificates was also raised; the Safety Committee noted that new arrangements had been provided for in ADR to preclude forgery of training certificates.

## **8. Hoses and pipes**

Document: ECE/TRANS/WP.15/AC.2/2010/22 (IACS)

29. After consideration of this document, primarily concerned with clarifying items to be checked on the ADN Checklist stipulated in 8.6.3 of the Regulations annexed to ADN, the Safety Committee agreed to amend the definition of the term "pipes for loading and unloading" in 1.2.1 to indicate that the definition covered hoses and hose assemblies. It also amended 9.3.X.0.3, 7.2.5.3 and 8.6.3. It decided to delete the words "and cargo piping" from the definition. In English, the term "pipes for loading and unloading" should be replaced by "piping for loading and unloading" (see annex III). A proposal by Switzerland to incorporate these amendments into the 2011 version of the ADN was not accepted following an intervention by the EBU.

30. It was noted that the term "cargo piping" was used in the Regulations annexed to ADN in the same sense as that given under the definitions, and that the piping was not necessarily used for loading or unloading operations but also, for example, for transferring cargo between tanks.

31. It was also noted that the words "hoses and hose assemblies" occurred again in 8.1.6.2 with references to European standards (EN and EN ISO), and that the terminology should be checked.

32. The representatives of Switzerland, IACS, EBU and other interested delegations were invited to study these issues and the use of the proper terminology in all language versions of the Regulations annexed to ADN, parts 7, 8 and 9.

## **9. Definitions of watertight and weathertight**

Document: ECE/TRANS/WP.15/AC.2/2010/23 (IACS)

33. The Safety Committee adopted the IACS suggestion to add definitions of "watertight" and "weathertight" by taking up the definitions of the Rhine Inspection Rules and Directive 2006/87/EC as proposed by Austria in document ECE/TRANS/WP.15/AC.2/2009/7 (see annex III).

**10. Amendments to 7.2.1.21 (carriage in cargo tanks)**

*Document:* ECE/TRANS/WP.15/AC.2/2010/24 (Austria)

34. The Safety Committee adopted the proposal to insert additional provisions 7.2.1.21.7 and 7.2.1.21.8 which are in line with the current practice (see annex III).

**11. Ventilation requirements**

*Informal document:* INF.4 (EBU)

35. During the discussions, it became clear that several delegations were sceptical about the various options proposed for amending ventilation requirements, and the EBU representative was requested to continue working on the options proposed in the light of the comments made.

**12. Unique European vessel identification number**

*Informal document:* INF.7 (CCNR)

36. It was pointed out that it was already possible to indicate the unique identification number in the documents referred to in 8.6.1.1, 8.6.1.2, 8.6.1.3, 8.6.1.4, 8.6.3, 8.6.4.3, 1.8.5.4, 7.1.5.8.1 and 7.2.5.8.2, but that not all the vessels navigating in Contracting Parties to ADN yet had such a number. It was therefore decided to let the current text stand.

37. The other amendments proposed in the informal document had already been taken into account in the corrigenda to ADN 2009.

**VII. Catalogue of questions (agenda item 6)**

*Document:* ECE/TRANS/WP.15/AC.2/2010/12 (CCNR)

38. The Safety Committee took note of the results of the work of the informal working group on the catalogue of questions.

39. The ECE and CCNR secretariats were requested to take stock of the situation with the Chairman of the working group and examine how to report specific results.

40. The ECE secretariat was requested to consult the relevant United Nations services about procedures for the translation and distribution of confidential documents on case studies, which were intended only for the competent authorities of the countries concerned.

41. The next session of the informal group will be held in Brussels on 28 September 2010 at the invitation of the Government of Belgium.

**VIII. Matters relating to the recognition of classification societies (agenda item 7)****1. Report of the Committee of experts for the recognition of classification societies**

*Informal document:* INF.10 (CCNR and Germany)

42. In accordance with the decisions taken by the Administrative Committee at its previous session (ECE/ADN/8, paras. 13–14), a meeting of a Committee of experts was organized by the German Government near Frankfurt on 28 and 29 June 2010 to consider a proposal by Ukraine to place the Shipping Register of Ukraine on the list of classification societies recommended for recognition.

43. The request was considered in the light of the criteria stipulated under 1.15.3 of the Regulations annexed to ADN and the guidelines in document TRANS/WP.15/AC.2/2002/2. The Committee of experts concluded that the Shipping Register of Ukraine should be recommended for recognition as a classification society by the Administrative Committee, on condition that the Shipping Register of Ukraine provided additional information in early December 2010 for consideration at the meeting of the Safety Committee in January 2011. The information requested was as follows:

(a) On the cover sheet, the name and address of the classification society and the competent authority;

(b) An English version of the parts of the regulations relating to the construction and classification of inland navigation vessels, which had not been made available in that language;

(c) A clear version in English of the table for differentiating between different vessel types (as per annex 4 (e));

(d) Certification of the internal quality system under standard EN ISO/IEC 17020:2004.

## **2. Clarification of the technical rules of the classification societies**

*Informal document:* INF.5 (Switzerland)

44. The representative of Switzerland drew attention to a Swiss study that had compared the safety-relevant construction regulations for inland navigation vessels of the various classification societies in terms of their activities on the Rhine or those that were considering operating on the Rhine in the future under the framework of Directive 2006/87/EC. The study had concluded that the rules led to safety levels that varied considerably, and that it was difficult to verify whether those safety levels corresponded to those in the Regulations annexed to ADN and whether the rules of the societies were regularly updated to take account of changes to ADN.

45. The Safety Committee considered that it would be advisable to establish a mechanism for cooperation between classification societies recommended for recognition by ADN so that they might compare their technical rules, exchange experience and inform the Safety Committee of changes to their rules.

46. That could be achieved on a voluntary basis within the framework of the activities of IACS, on condition that those classification societies that were not members were able and willing to take part in those activities, or within the framework of the activities of the Safety Committee itself, in which case ADN should be amended to impose such a requirement on the classification societies.

47. The representative of IACS was invited to check with the classification societies in IACS and with those that are not members whether it would be possible to set up a mechanism within IACS, and the representative of Switzerland was asked to consider the possibility of proposing an amendment to the rules governing the recognition of classification societies.

## **IX. Special authorizations, derogations and equivalents (agenda item 8)**

48. The Safety Committee noted that the secretariat had received no new requests.

## **X. Programme of work and calendar of meetings (agenda item 9)**

49. The Safety Committee took note of the dates reserved by the secretariat for the 2011 sessions but considered that, given the expected workload in 2011 and the fact that proposed amendments for harmonization with the UN Model Regulations would not be considered until January 2012, it would be possible to shorten the meetings in 2011 (Monday afternoon to Thursday evening for the Safety Committee, and at some point during the day on Thursday for the Administrative Committee).

## **XI. Any other business (agenda item 10)**

### **1. Evacuation in the event of an emergency**

*Document:* ECE/TRANS/WP.15/AC.2/2010/19 (Netherlands)

50. The Safety Committee accepted the offer by the Government of the Netherlands to refer the question of evacuation in the event of an emergency to an informal working group, as well as the group's proposed terms of reference, which should nevertheless also include consideration of the respective responsibilities of the entities in question. A first session would be organized by the Government of the Netherlands from 15 to 17 December 2010. Progress reports would be submitted to the Safety Committee at its sessions in January and August 2011, and the final findings would be submitted in January 2012.

### **2. Report of the informal working group on substances**

*Informal document:* INF.6 (Germany)

51. The Safety Committee considered the findings of the group, which had met in Strasbourg on 3 and 4 June 2010.

52. The specific proposals for amendments to Table C would be presented at the next session.

53. It was necessary to correct the amendments to 2.4.4.3.3 in document ECE/ADN/9 regarding the classification criteria for categories Acute 1, 2 and 3 because the L(E)C<sub>50</sub> values given in paragraphs (a) and (b) applied only to the category Acute 1 (see annex I).

54. Table A of ADN 2009 should be corrected by adding the letter "T" to column 8 since UN No. 1179 could be carried in tanks (see annex II).

55. The amendments concerning the criteria for the assignment of requirements for the carriage of substances in tankers would be presented at the next session.

56. Regarding the issue of the classification of certain substances in a manner that, for so-called "political" reasons, did not comply with the criteria, it was considered necessary to ensure consistency with the UN classification and acceptable to assign requirements for carriage in tankers without compliance with the criteria, as long as those special assignments were identified and explained. The Safety Committee asked the informal working group to consider this in producing a document that reflects – for the "political" substances – the divergencies from the classification criteria.

**3. Reference to EN standards**

*Informal document:* INF.11 (EBU)

57. The Safety Committee noted the problem of static references to mandatory standards when those standards were updated, and the fact that the RID/ADR/ADN Joint Meeting had set up a specific working group to deal with those issues.

58. EBU was invited to set up an informal working group to catalogue the references in question and propose solutions, namely, consideration by the Safety Committee or submission of a request for verification to the working group on standards of the RID/ADR/ADN Joint Meeting.

**XII. Adoption of the report (agenda item 11)**

59. The Safety Committee adopted the report on its seventeenth session and the annexes thereto on the basis of a draft prepared by the secretariat.

## **Annex I**

### **Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2011**

The proposed amendments modify or supplement the amendments adopted at the previous session (see ECE/ADN/9). They are reproduced in document ECE/ADN/9/Corr.2.

## Annex II

### Corrections to the Regulations annexed to ADN

*Note: Volume numbers and page numbers refer to document ECE/TRANS/203 and are indicated for ease of reference.*

#### Volume I

1. **Page 188, Chapter 3.2, Table C, UN Nos. 3271 and 3272, packing group II**

*Delete*  $vp_{50} \leq 110$  kPa

2. **Page 195, Chapter 3.2, flowchart following Table C in 3.2.3, first box, last indent**

*For acute read* acute or chronic

3. **Page 195, Chapter 3.2, flowchart after table C in 3.2.3, box for vessel of type C (continued under A)**

Does not apply to English

4. **Page 196, Chapter 3.2, flowchart after Table C, first box, second page**

*For hazard characteristics read* hazards

5. **Page 196, Chapter 3.2, Elevated temperature substances, after the flowchart after Table C in 3.2.3**

*Add*

Remark 25 = remark No. 25 in column (20) of the list of substances contained in Chapter 3.2, Table C.

Remark 26 = remark No. 26 in column (20) of the list of substances contained in Chapter 3.2, Table C.

6. **Page 197, Chapter 3.2, Scheme A, after Table C in 3.2.3**

*For Vapour pressure read* Cargo tank internal pressure (six times)

7. **Pages 199 and 215, Chapter 3.2, after Table C in 3.2.3, explanations of Column (10) and Chapter 3.2, 3.2.4.3, Section C (definition of " $\delta_t$ ")**

*For Average liquid temperature increase through reheating in K read* Average temperature increase of the liquid due to heating in K

8. **Pages 200 and 216, Chapter 3.2, after Table C in 3.2.3, explanations of Column (13) and Chapter 3.2, 3.2.4.3, Section E**

*For sampling connection read* sampling device

9. **Pages 201 and 216, Chapter 3.2, after Table C in 3.2.3, explanations of Column (16) and Chapter 3.2, 3.2.4.3, Section H**

*For the standard contained in IEC Publication No. 79-1A read* standard IEC 60079-1-1

**10. Pages 203 and 218, Chapter 3.2, after Table C in 3.2.3, explanations of Column (20), Remark 22 and Chapter 3.2, 3.2.4.3, Section L, Remark 22**

*For no value read no value of the density*

**11. Pages 204, and 219, Chapter 3.2, after Table C in 3.2.3, explanations of Column (22), Remark 35 and Chapter 3.2, 3.2.4.3, Section L, Remark 35**

*For for substances that must not have a direct system for the refrigeration system read for substances for which a direct refrigeration system is not allowed*

**12. Pages 204 and 219, Chapter 3.2, after Table C in 3.2.3, explanations of Column (22), Remark 36 and Chapter 3.2, 3.2.4.3, Section L, Remark 36**

*For for substances that must not have an indirect system for the refrigeration system read for substances for which an indirect refrigeration system is not allowed*

**13. Page 211, Chapter 3.2, 3.2.4.3, Section A.2, third indent**

*For or corrosive read and corrosive*

**14. Page 212, Chapter 3.2, 3.2.4.3, Section A.3, third indent**

*For with high-velocity vent valve opening pressure of Pa read with high-velocity vent valve opening pressure of 50 kPa*

**15. Page 212, Chapter 3.2, 3.2.4.3, Section A.3, third indent, second instance**

*For without water spraying read with water spraying*

**16. Page 212, Chapter 3.2, 3.2.4.3, Section A.4**

*For (see 2.2.8.1 of ADN) read (see 2.2.8 of ADN)*

**17. Page 212, Chapter 3.2, 3.2.4.3, Section A.4, first indent, first column**

*For 12.5 kPa valve read 12.5 kPa*

**18. Page 212, Chapter 3.2, 3.2.4.3, Section A.4, first indent, third column**

*For safety opening pressure read safety valve opening pressure*

**19. Page 213, Chapter 3.2, 3.2.4.3, Section A.4, corrosive acids, first indent**

*Replace \* by <sup>1</sup> (twice) and add footnote 1 from the previous page*

**20. Page 213, Chapter 3.2, 3.2.4.3, Section A.4, fifth indent**

*For 6.0 kPa (60 mbar) or greater read > 6.0 kPa (60 mbar)*

**21. Page 213, Chapter 3.2, 3.2.4.3, Section A.5, first indent**

*For Chronic 2 and read Chronic 2 and 3*

**22. Pages 214 and 215, Chapter 3.2, 3.2.4.3, Section A.9 and C, explanations of Column (10) in the formula**

*For  $V_a$  read  $v_a$*

**23. Page 214, Chapter 3.2.4.3, Section A.10**

*For closed type N read open Type N*

**24. Page 216, Chapter 3.2.4.3, Section D, explanations of Column (11)**

*For 5 kPa read 175 kPa*

**25. Page 258, 5.3.6.1**

Does not apply to English

**26. Page 398, 9.1.0.91.2 (b)**

Does not apply to English

**27. Page 487, 9.3.3.25.3**

*For (c) and (e) read (c)*

**Volume II**

**1. Page 248, Chapter 3.2, 3.2.1, Table A, UN 1179, column (8)**

*Insert T*

## Annex III

### Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2013

#### Part 1

##### Chapter 1.2

1.2.1 Modify the definition of "Pipes for loading or unloading (cargo piping)" to read as follows:

*"Piping for loading or unloading* means all piping which may contain liquid or gaseous cargo, including pipes, hoses, hose assemblies, connected pumps, filters and closing devices;"

(Reference document: ECE/TRANS/WP.15/AC.2/2010/22)

1.2.1 Add the following new definitions:

*"Watertight* means a structural component or device so fitted as to prevent any ingress of water;

*Weathertight* means a structural component or device so fitted that in normal conditions it allows only a negligible quantity of water to penetrate;"

(Reference document: ECE/TRANS/WP.15/AC.2/2010/23)

##### Chapter 1.4

1.4.2.1.1 (b) After "Furnish the carrier with information and data", insert "in a traceable form".

(Reference document: ECE/TRANS/WP.15/AC.1/118)

1.4.3.3 (f) Amend to read as follows:

"(f) He shall, after filling the tank, ensure that all closures are in a closed position and that there is no leakage;"

(Reference document: ECE/TRANS/WP.15/AC.1/118)

##### Chapter 1.8

1.8.5.1 Amend the end to read as follows ", shall ascertain that a report conforming to the model prescribed in 1.8.5.4 is made to the competent authority of the Contracting Party concerned at the latest one month after the occurrence."

(Reference document: ECE/TRANS/WP.15/AC.1/118)

#### Part 2

##### Chapter 2.1

2.1.3.5.5 At the end of the third paragraph, add the following sentence: "However, if it is known that the waste possesses only environmentally hazardous properties, it may be assigned to packing group III under UN Nos. 3077 or 3082."

(Reference document: ECE/TRANS/WP.15/AC.1/118)

## Part 3

### Chapter 3.2

3.2.1, Table A For UN Nos. 1072, 1956 and 3156, insert "655" in column (6).

(Reference document: ECE/TRANS/WP.15/AC.1/118)

Replace the row for the entry UN 3256 with the following two rows:

(1)	(2)	(6)
3256	ELEVATED TEMPERATURE LIQUID, FLAMMABLE, N.O.S. with flash-point above 60 °C, at or above its flash-point and below 100 °C	274 560
3256	ELEVATED TEMPERATURE LIQUID, FLAMMABLE, N.O.S. with flash-point above 60 °C, at or above its flash-point and at or above 100 °C	274 560 580

The indications in columns (3a), (3b), (4), (5) and (7a) to (13) remain identical and unchanged for both cases.

(Reference document: ECE/TRANS/WP.15/AC.1/118)

### Chapter 3.3

3.3.1 SP 560 Amend to read as follows:

"**560** An elevated temperature liquid, n.o.s. at or above 100 °C (including molten metals and molten salts) or, for a substance having a flash-point, at a temperature below its flash-point, is a substance of Class 9 (UN No. 3257)."

(Reference document: ECE/TRANS/WP.15/AC.1/118)

**SP 584** Replace the two first indents with the following new indent:

"– it contains not more than 0.5% air in the gaseous state;"

(Reference document: ECE/TRANS/WP.15/AC.1/118)

## Part 5

### Chapter 5.1

5.1.2.1 (a) Amend sub-paragraph (ii) and the subsequent paragraph to read as follows:

"(ii) marked with the UN number preceded by the letters "UN", labelled as required for packages in 5.2.2 and marked with the environmentally hazardous substance mark if required for packages in 5.2.1.8, for each item of dangerous goods contained in the overpack;

unless the UN numbers, the labels and the environmentally hazardous substance mark representative of all dangerous goods contained in the overpack are visible, except as required in 5.2.2.1.11. If the same UN number, the same label or the environmentally hazardous substance mark is required for different packages, it only needs to be applied once."

(Reference document: ECE/TRANS/WP.15/AC.1/118)

## Part 7

### Chapter 7.2

7.2.1.21 Insert the following two new paragraphs:

"7.2.1.21.7 A substance which according to column (8) of Table C of Chapter 3.2 must be carried in cargo tank type 2 (integral cargo tank), may also be carried in a cargo tank type 1 (independent cargo tank) or cargo tank type 3 (cargo tank with walls distinct from the outer hull) of the vessel type prescribed in Table C or a vessel type prescribed in 7.2.1.21.2 to 7.2.1.21.5, provided that all other conditions of carriage required for this substance by Table C of Chapter 3.2 are met.

7.2.1.21.8 A substance which according to column (8) of Table C of Chapter 3.2 must be carried in cargo tank type 3 (cargo tank with walls distinct from the outer hull), may also be carried in a cargo tank type 1 (independent cargo tank) of the vessel type prescribed in Table C or a vessel type prescribed in 7.2.1.21.2 to 7.2.1.21.5 or in a Type C vessel with cargo tank type 2 (integral cargo tank), provided that at least the conditions of carriage concerning the prescribed N type are met and all other conditions of carriage required for this substance by Table C of Chapter 3.2 or 7.2.1.21.2 to 7.2.1.21.5 are met."

(Reference document: ECE/TRANS/WP.15/AC.2/2010/24)

7.2.3.7.2 Insert "or at locations approved by the competent authority" after "vessel is underway".

(Reference document: ECE/TRANS/WP.15/AC.2/2010/16)

## Part 8

### Chapter 8.6

8.6.3, page 1 Replace "Name of product" by "Proper shipping name\*" (twice).

8.6.3, page 2 Replace "Name of substance" by "Proper shipping name\*".

and add the following footnote on both pages:

"\* The proper shipping name given in Column (2) of Table C of Chapter 3.2, supplemented, when applicable, by the technical name in parenthesis."

(Reference document: ECE/TRANS/WP.15/AC.2/2010/14)

8.6.3, page 3 of the ADN Checklist

Modify 6.1 to read as follows:

"6.1 Is the piping for loading or unloading between vessel and shore in satisfactory condition?

Is it correctly connected?"

6.4 Does not apply to the English

8.6.3, Explanation, Question 6

The modification to the first sentence does not apply to the English version. In the second sentence, replace "hoses" by "piping". Delete the third sentence. In the new third sentence, replace "cargo transfer hoses" by "piping for loading or unloading" and "they" by "it".

8.6.3, Explanation, Question 10

In the first sentence, replace "cargo hoses" by "piping for loading and unloading between vessel and shore"

*(Reference document: ECE/TRANS/WP.15/AC.2/2010/22)*

**Part 9**

**Chapter 9.3**

9.3.1.0.3 (c), third indent, 9.3.2.0.3 (c)/ 9.3.3.0.3 (c), fourth indent

Does not apply to the English

9.3.1.0.3 (c), fourth indent, 9.3.2.0.3 (c)/ 9.3.3.0.3 (c), fifth indent

Replace "hoses" by "piping"

9.3.2.0.3 (c) / 9.3.3.0.3 (c), first indent

Replace "pipes" by "piping"

*(Reference document: ECE/TRANS/WP.15/AC.2/2010/22)*

9.3.1.15.1 (a)/9.3.2.15.1 (a)

Replace "0.79 m;" by "0.79 m, or when applicable, the distance allowed by section 9.3.4, reduced by 0.01 m;"

9.3.3.15.1 Amend the first paragraph to read "For vessels with independent cargo tanks and for double-hull vessels with cargo tanks integrated in the construction of the vessel, the following assumptions shall be taken into consideration for the damaged condition:"

9.3.3.15.1 (a) Replace "0.59 m;" by "0.59 m, or, when applicable, the distance allowed by Section 9.3.4, reduced by 0.01 m;"

*(Reference document: ECE/TRANS/WP.15/AC.2/2010/20)*

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