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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)

Twenty-first session  
Geneva, 27–31 August 2012

### **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 twenty-first 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 twenty-first session in Geneva from 27 to 31 August 2012, with Mr. H. Rein (Germany) as Chairman and Mr. B. Birkhuber (Austria) as Vice-Chairman. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Luxembourg, Netherlands, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine. 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. The following non-governmental organizations were also represented: European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Petroleum Industry Association (EUROPIA), European River-Sea Transport Union (ERSTU), Federation of European Tank Storage Associations (FETSA), International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA), International Dangerous Goods and Containers Association (IDGCA) and Recommended ADN Classification Societies.

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

*Documents:* ECE/TRANS/WP.15/AC.2/43 and Add.1

*Informal document:* INF.1 (Secretariat)

2. The Safety Committee adopted the agenda prepared by the secretariat as amended by informal document INF.1 to take account of informal documents INF.1 to INF.29.

3. The representative of Germany expressed regret that the annexes to the report of the previous session were not available in German. He requested that the texts be translated, along with all the adopted texts that would in future be annexed to the reports of the Safety Committee.

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

*Document:* ECE/TRANS/224 (Report of the Committee)

4. The Safety Committee took note of the report of the Inland Transport Committee.

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

5. The Safety Committee noted that since the last session, the number of Contracting Parties had remained the same (17).

6. The Committee noted that the proposed amendments to the Regulations annexed to ADN in documents ECE/ADN/18 and ECE/ADN/18/Corr.1 had been sent to the Contracting Parties on 1 July 2012 under depositary notification C.N. 327.2012.TREATIES-XI.D.6. The amendments would be deemed to be accepted on

1 October 2012, for entry into force on 1 January 2013, unless at least five Contracting Parties notified the Secretary-General of their objection to them by 1 October 2012.

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

*Documents:* ECE/TRANS/WP.15/AC.1/126 (Report of the Joint Meeting on its spring 2012 session)  
 ECE/TRANS/WP.15/215 (Report of the Working Party on the Transport of Dangerous Goods (WP.15) on its ninety-second session)  
 ECE/TRANS/WP.15/213/Corr.1  
 ECE/TRANS/WP.15/213/Add.1 (New proposed amendments to ADR)  
 ECE/TRANS/WP.15/AC.2/2012/25 (Secretariat)

7. The Committee noted that following the previous session of the RID/ADR/ADN Joint Meeting, the WP.15 Working Party had modified the draft amendments to ADR scheduled for entry into force on 1 January 2013, as had the RID Committee of Experts, for amendments to RID. In the interest of harmonization, corresponding amendments should be made to the Regulations annexed to ADN, for entry into force at the same time, using the procedure set out in article 20, paragraph 5 (a), of ADN. The amendments in question, reproduced in ECE/TRANS/WP.15/AC.2/2012/25, were adopted, with a few changes (see ECE/ADN/18/Add.1).

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

### **A. Amendments for entry into force on 1 January 2013**

#### **1. Proposed amendments previously notified to the Contracting Parties**

*Documents:* ECE/ADN/18 and ECE/ADN/18/Corr.1 (Secretariat)

8. For the interpretation of the transitional provisions concerning training of the crew (1.6.8), the Committee confirmed that all responsible masters and those responsible for loading and unloading must have participated in a training course which includes a stability module before 1 January 2020.

9. It was also confirmed that the eight additional teaching units provided for in 8.2.2.4 are intended for stability training. If the texts seem unclear, proposals for clarification should be submitted officially.

#### **2. Corrections to previously notified proposed amendments**

*Document:* ECE/TRANS/WP.15/AC.2/2012/17 (Part I) (Secretariat)

*Informal documents:* INF.9 (Secretariat)  
 INF.18 (points 1 to 7) (Secretariat)  
 INF.24 (Switzerland)  
 INF.27 (Secretariat)  
 INF.28 (Belgium)

10. The Safety Committee noted that, in the course of preparing the various consolidated language versions of ADN 2013, based on documents ECE/ADN/18 and ECE/ADN/18/Corr.1, differences between the versions had come to light, as well as important omissions of amendments. The Committee considered that these errors and

omissions should be corrected once the amendments had entered into force and therefore suggested that the Administrative Committee should ask for a correction procedure to be carried out once the amendments were deemed accepted (in principle on 1 October 2012).

11. Bearing that in mind, the Committee adopted the various corrections proposed by the secretariat, with some changes, as well as the first correction proposed by Switzerland (see ECE/ADN/18/Corr.2). The last three corrections proposed by Switzerland in informal document INF.24 were deemed to be unnecessary. Questions concerning the transitional provisions in 9.3.x.13.3 are to be clarified for ADN 2015.

### **3. Corrections to the current text of the Regulations annexed to ADN**

*Documents:* ECE/TRANS/WP.15/AC.2/2012/17 (Part II) (Secretariat)  
ECE/TRANS/WP.15/AC.2/2012/28 (CCNR)  
ECE/TRANS/WP.15/AC.2/2012/31 (CCNR)

*Informal document:* INF.18 (points 8 and 9) (Secretariat)

12. The Committee noted that, in the course of preparation of the new version of ADN 2013, differences had also come to light in the various language versions of the current text of the Regulations annexed to ADN, which would need to be corrected. It therefore also suggested that the Administrative Committee should ask for an official correction procedure to be carried out (see annex I).

## **B. Amendments for entry into force on 1 January 2015**

### **1. Stability (damaged condition)**

*Document:* ECE/TRANS/WP.15/AC.2/2012/19 (Recommended ADN Classification Societies)

13. The proposals for clarification of the provisions on stability in damaged condition (paragraph 9.3.2.15.1 (a) and similar paragraphs) were adopted (see annex II).

### **2. Alternative constructions (9.3.4)**

*Document:* ECE/TRANS/WP.15/AC.2/2012/20 (Recommended ADN Classification Societies)

14. The proposal to amend 9.3.4.1.1 was adopted (see annex II).

### **3. Heavy heating oils**

*Document:* ECE/TRANS/WP.15/AC.2/2012/18 (FETSA)

*Informal documents:* INF.15 (EUROPIA)  
INF.25 (EBU)

15. The industry representatives pointed out that the decision to classify heavy heating oil under UN No. 3082 beginning on 1 January 2013 posed various problems for them, in particular as it had been decided not to provide for any transitional measures. The refineries and loading/unloading terminals for such oils were not all equipped with gas return piping, which would now be required. Many vessels too would have to be equipped with valves and gas collectors with heating systems.

16. The Safety Committee noted that CONCAWE was planning to study and evaluate the properties of vapours emitted during the loading and unloading of heavy heating oils. The question was then raised as to whether it was necessary to provide for gas return piping

to shore if there was no vapour emission with CMR properties, and whether it was even necessary to require closed type vessels.

17. The representative of Germany pointed out that classification as CMR substances was based on the properties of the products in the liquid state. It was thus inappropriate to reassess the conditions of transport on the basis of whether the products were likely to emit vapours. That would call into question the classification of all products classified as CMR, and also their conditions of transport.

18. It was agreed that there was no need for transitional measures. The problems in question could be resolved by means of multilateral agreements, to be prepared by the Government of Germany, which would also consider the case of heavy heating oil having no CMR properties in double hull tank vessels of type N open. As the proposal of EUROPIA to allow the carriage of heavy heating oil having CMR properties in double hull tank vessels of type N open for a transitional period was neither supported by EBU nor by the vast majority of Contracting Parties, the envisaged multilateral agreement would only allow loading and unloading without gas return and without heating of gas collectors and valves for five years.

#### **4. Checklist**

*Document:* ECE/TRANS/WP.15/AC.2/2012/21 (Danube Commission, on behalf of the informal working group)

19. The proposal to introduce a checklist in at least two languages elicited a number of comments. It was suggested for example to indicate the objectives of such a list and to give examples of its use in the report of the next meeting of the Safety Committee in order to allow a final decision on the question of whether a full copy of the checklist had to be handed over to the master of the vessel. The majority of Contracting Parties was against such an obligation. It was still to be decided whether such a list should be included in the Regulations or should only be a recommendation of the Administrative Committee.

20. Such questions would be reconsidered by the informal working group, which would submit a new proposal at the next session.

#### **5. Transport of coal in bulk**

*Document:* ECE/TRANS/WP.15/AC.2/2012/30 (EBU)

*Informal document:* INF.6 (Germany)

21. The documents followed up on incidents involving coal cargoes that had self-heated during transport in bulk on vessels on the Rhine. For many years coal had been transported in bulk in very large quantities without posing any particular problems, so it was not treated as a dangerous substance. Initial investigations had shown, however, that coal of certain origins stored in specific conditions could have characteristics corresponding to Class 4.2, packing group III.

22. The Government of Germany invited delegations interested in the question to a meeting in Bonn on 26 October 2012, when discussions would be held on the basis of the results of a research project.

#### **6. Changes of wording**

*Document:* ECE/TRANS/WP.15/AC.2/2012/26 (France)

23. The representative of France pointed out a number of problems with the terms used in the English and above all the French versions of the Regulations annexed to ADN. Specifically, section 1.2.1 contained a definition of the term “*Citerne à cargaison (état)*”

(Cargo tank (condition)) that described what was meant by discharged, empty or gas-free tanks, but the term was not used in the Regulations in that sense. The French term “*Etat de la citerne à cargaison*” appeared in column (7) of Table C, but its use in that case was in the sense defined in the explanatory notes at the beginning of section 3.2.3, corresponding with the English term “Cargo tank design”.

24. The Safety Committee agreed that corrections should be made, but considered that further thought should be given to the matter. Apparently, the German text too was affected, and the corrections would also extend to the models for certificates of approval, which could lead to practical problems for certificates.

25. It was suggested that the definition of “*Citerne à cargaison (état)*” (Cargo tank (condition)) be deleted from 1.2.1, as the term was not used in the sense covered by the definition. On the other hand, it would be useful to add a definition, as proposed by France, for “*Conception de la citerne à cargaison*” (Cargo tank design). Recommended ADN classification societies were also invited to give consideration to providing definitions for other terms, such as “closed-type tanks”, etc., which could prove useful to improve understanding of the Regulations.

## **7. Proposal for amendments to Chapter 1.15**

*Document:* ECE/TRANS/WP.15/AC.2/2012/27 (France)

26. Two delegations were in favour of strengthening the provisions in Chapter 1.15 to regularly ensure that classification societies recommended for recognition continued to meet the conditions for recommendation, as was the case in the practice of the European Union and the International Maritime Organization in comparable fields.

27. Other delegations, while also in principle supporting a watchful approach, expressed apprehension that the proposal could lead to administrative complexities and complications and incur unjustifiable costs for the administrations. They considered that before involving the Administrative Committee in such verifications, it was for the country recommending a given classification society to carry out its own checks. Furthermore, under the standards mentioned in 1.15.3.8, a system of independent audits and verification was already required and it could be helpful to ask the Classification Societies to send the results of these independent audits to the ADN Administrative Committee.

28. The Committee decided that it would be possible to give more consideration to the matter in the light of the comments made.

## **8. Flexible bulk containers**

*Document:* ECE/TRANS/WP.15/AC.2/2012/29 (IDGCA)

*Informal documents:* INF.5 (IDGCA)

INF.12 (Secretariat)

INF.35 (Secretariat) (submitted at the twentieth session)

INF.37 (Secretariat) (submitted at the twentieth session)

29. The Safety Committee recalled that at its previous session it had decided not to allow the use of flexible bulk containers for the moment, in particular because they were still not authorized for road and rail transport under ADR and RID.

30. The Committee noted, however, that their use in maritime transport would be authorized as from 2013, that there was thus the possibility of an interface between transport by maritime and inland navigation and that such containers were authorized for transport by rail in the countries applying the SMGS Agreement. Such containers were also



used for the carriage of dangerous goods by road in the Russian Federation and Ukraine, and were used in other countries for non-dangerous goods.

31. The Committee agreed to postpone a decision on this matter until the next session, in order to await further deliberations scheduled in the RID/ADR/ADN Joint Meeting and the WP.15 Working Party, bearing in mind that on the basis of the United Nations Recommendations, the countries concerned could diverge in their regulations applicable to domestic traffic from the RID/ADR/ADN Regulations and that they could also conclude bilateral and multilateral agreements.

**9. Report on the first session of the informal working group on explosion protection on tank vessels (Strasbourg, 6–7 June 2012)**

*Informal document:* INF.10 (CCNR)

32. The proposed concepts (zoning, associated protective measures and additional protective measures) raised no substantive objections, but many details still had to be worked out. Initially, the group could indicate which parts of the Regulations were affected and then continue the work in a broader context, taking into consideration for example the regulations applicable to shore facilities and vessel-shore connections during loading and unloading.

33. The informal working group would continue its work, taking into consideration the Committee's deliberations.

**10. Report of the informal working group on substances (Strasbourg, 5–6 June 2012)**

*Informal document:* INF.11 (CCNR)

34. The Committee adopted the amendments proposed by the working group with some changes (see annex II).

35. Some of the proposed changes were aimed at bringing the various language versions of the Regulations annexed to ADN into line with each other, and should thus be considered as corrections to the current text (see annex I).

36. For the changes proposed in section F of the document, the Committee considered that the number "3" had been erroneously added in column (9) of Table C for UN Nos. 1010, 1011 and 1969 in the draft amendments contained in ECE/ADN/18. The change had been made at the request of EBU, as expressed in informal document INF.16 (twentieth session), discussed at the previous session. The error should be corrected as soon as the amendments entered into force. It was not necessary to require a water spray system when those substances were transported in tank vessels of type G (see ECE/ADN/18/Corr.2).

**11. Applicability of transitional provisions concerning vessels**

*Informal document:* INF.16 (Austria)

37. The representative of Austria emphasized that it was very difficult to verify the extent to which vessels could benefit from the transitional provisions of 1.6.7, in particular when they changed owners and had to be registered in another country.

38. The Safety Committee recognized that administrations could encounter difficulties in issuing new certificates of approval and agreed that a solution should be sought.

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

*Documents:* ECE/TRANS/WP.15/AC.2/2012/23 (Report of the informal working group on the catalogue of questions on its ninth session) (CCNR)  
ECE/TRANS/WP.15/AC.2/2012/22 (Guidelines of the Administrative Committee for the use of the catalogue of questions) (CCNR)

*Informal documents:* INF.2 (Romania)  
INF.7 (Germany)  
INF.23 (CCNR)

39. The Committee took note of the information provided. It accepted the renaming of the informal working group as the “informal working group on the training of experts”, with the extended mandate proposed in informal document INF.7 and the programme of work and means of operation set out in informal document INF.23.

40. The Committee called for more extensive participation in the work of the group. If for linguistic reasons delegations were refraining from participating, they should inform the CCNR secretariat, which could if necessary make arrangements for interpretation services.

41. It was recalled that the training of experts also included security training (Chapter 1.10), and that it was necessary to make provision for relevant questions in that respect.

42. The Committee adopted the guidelines for the use of the catalogue of questions for the ADN expert examination with some changes (see annex III) and proposed that the Administrative Committee validate them.

43. The representative of France recalled that there had been plans to prepare an amendment to ADN to make it mandatory to apply the guidelines (see ECE/TRANS/WP.15/AC.2/40, para. 37).

## VIII. Matters relating to the recognition of classification societies (agenda item 7)

### **Report of the Recommended ADN classification societies on their meeting of 22 March 2012**

*Informal document:* INF.3 (Recommended ADN classification societies)

44. The Committee took note of the report. Some of the questions raised had been or would be discussed in informal working groups, and some proposed amendments to ADN had already been submitted or would be submitted in the future.

45. For the question posed under paragraph 6 (c) of the report, the Safety Committee was of the opinion that the requirements for explosion groups applied to all equipment, and not just electrical installations.

46. For the question posed under paragraph 6 (k), the representative of the Netherlands indicated that he intended to invite delegations to take part in a meeting to discuss the definitions of terms used in the context of the means of evacuation.

47. The Recommended ADN classification societies would invite interested delegations to take part in the next session on 4 October 2012 in Brussels. Interested delegations were requested to confirm their participation as soon as possible.

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

### **A. Special authorization for the transport of liquefied natural gas (LNG)**

*Document:* ECE/TRANS/WP.15/AC.2/2012/24 (Netherlands)

*Informal documents:* INF.4 (Netherlands)  
INF.19 (France)

48. In principle, the Committee was in favour of drawing up special authorizations and eventually provisions for the transport of liquefied natural gas in tank vessels, in particular to take into account the probability that LNG would be used increasingly as an energy source as part of the various efforts undertaken to combat climate change.

49. However, several delegations considered that more in-depth work was required. For the time being the only available feedback was from maritime transport, and it was not necessarily transferrable as such to inland navigation. Apart from the authorization *per se* of LNG, certain other specific points were raised:

- Proposed size of the tanks (730 m<sup>3</sup>);
- Application of standards for the construction of cryogenic receptacles (for instance, ISO 13530-2);
- Duration of transport (a safety margin of 30 days could be foreseen on the Danube while a safety margin of only 24 hours for short distance transport seemed to be too short)
- Problems if a vessel was unexpectedly immobilized;
- Tank refrigeration systems;
- Provisions for filling and emptying;
- Shore facilities and connections;
- Risk assessment and procedures in the event of an accident;
- Discrepancies between the construction requirements and the IGC Code of IMO;
- Possibility of using the cargo as fuel for the propulsion of the vessel.

50. It was decided to assign the consideration of those questions to an informal working group that would meet at the invitation of the Netherlands. It would be useful to include the natural gas industry and cryogenic tank vessel experts in its work.

### **B. Derogations for the use of LNG for propulsion of vessels carrying dangerous goods**

*Informal documents:* INF.2, INF.3, INF.4 and INF.38 (Netherlands) (submitted at the twentieth session  
INF.13 (Netherlands)  
INF.14, INF.21, INF.22 (CCNR)  
INF.29 (Secretariat)

51. Taking into consideration the information provided by the Netherlands and the recommendations made by CCNR, the Safety Committee decided to recommend that the Administrative Committee issue derogations for the following vessels:

- Damen River Tanker 1145-Ecoliner
- I-Tanker 1401
- I – Tanker 1402.

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

### **A. Next session**

52. The next session of the Committee would take place in Geneva from 21 to 25 January 2013 (deadline for submission of documents: 19 October 2012).

### **B. Informal working group on standards**

*Informal document:* INF.20 (Germany)

53. The Safety Committee accepted the proposal by Germany to set up an informal working group on standards and noted the invitation to take part in a first session, to be held in Bonn on 22 and 23 October 2012.

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

### **A. Minimum distances for berthing vessels outside of berthing areas specifically designated by a competent authority according to 7.1.5.4.3 and 7.2.5.4.3 of ADN**

*Informal document:* INF.8 (Germany)

54. The Safety Committee confirmed that the term “civil engineering structures” included any works of civil engineering such as bridges or tunnels. It was decided to compose a detailed list of the works in question so as to study the possible cases that might arise and to consider how the requirements should apply in each case.

### **B. ECE Environment Division project on hazard and crisis management in the Danube Delta**

*Informal document:* INF.17 (Secretariat)

55. The Committee took note of the information provided, in particular noting that the project called for the drafting of safety guidelines for oil terminals.

### **C. Interpretation of ADN: 7.2.4.16.9**

*Informal document:* INF.26 (EBU)

56. EBU pointed to a problem of interpretation in 7.2.4.16.9 which arose when substances that could be transported in Type N open tank vessels were transported instead in closed (Type C or N) tank vessels.

57. The Safety Committee indicated that in the case in question the safe depressurization of the cargo tanks could be ensured by using the devices required by the third indent of 9.3.2.22.4/9.3.3.22.4 (a) (for Type N closed tank vessels). However, it could also be achieved by opening the devices required under the first and second indents of 9.3.2.22.4/9.3.3.22.4 (a) (for Type N closed tank vessels), as long as the same level of safety could be assured using the devices required under the third indent and that steps were taken to prevent an accumulation of water and its penetration into the cargo tanks.

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

58. The Safety Committee adopted the report on its twenty-first session and its annexes on the basis of a draft prepared by the secretariat.

## Annex I

### Proposed corrections to the Regulations annexed to ADN

**1. 1.1.3.4**

Not applicable to the English version

**2. 1.2.1, definition of compensation piping**

For gas return piping *read* venting piping

**3. 1.2.1, definition of gas return piping**

*Amend the definition to read as follows:* "Gas return piping means a pipe of the shore facility which is connected during loading to the vessel's common vapour piping or venting piping. This pipe is designed so as to protect the vessel against detonations or the passage of flames from the shoreside;"

**4. 1.2.1, definition of venting piping**

*Amend the definition to read as follows:* "Venting piping means a pipe connecting a cargo tank to the shore facility during loading. This pipe is fitted with safety valves protecting the cargo tank against unacceptable internal overpressures or vacuums; it is intended to evacuate gases to the shore facility;"

**5. 1.4.3.7.1 (i)**

For discharge pipe *read* compensation piping

**6. 1.6.1.4**

For the existing text, *substitute*

*(Deleted)*

**7. 1.6.7.2.2.2, Table of general transitional provisions: Tank vessels, 9.3.2.11.3 (a) and 9.3.3.11.3 (a), Type N open**

For up to 150 t *read* up to 150 t and oil separator vessels

**8. 1.6.7.3**

For 1.6.7.2.3.1 *read* 1.6.7.2.2.1

**9. 1.6.7.4.2 Transitional periods for substances**

Replace the text of Table 1 by "Table 1, Until 31.12.2012 *(Deleted)*"

**10. 1.6.7.4.2, Table 2 "Transitional provisions until 31.12.2015", fourth entry for UN No. 1268**

For  $110\text{kPa} < \text{vp}50 \leq 175\text{kPa}$  *read*  $110\text{kPa} < \text{vp}50 \leq 150\text{kPa}$

**11. 1.6.7.4.2, Table 2 "Transitional provisions until 31.12.2015", tenth entry for UN No. 1268**

In column (2), for  $110\text{kPa} < \text{vp}50 \leq 150\text{kPa}$  *read*  $110\text{kPa} < \text{vp}50 \leq 175\text{kPa}$

In column (20), *delete* 27

- 12. 1.6.7.4.2, Table 2 "Transitional provisions until 31.12.2015", eleventh entry for UN No. 1268, column (2)**

Not applicable to the English version

- 13. 1.6.7.4.2, Table 2, Until 31.12.2015, UN No. 1268, NAPHTHA entries, column (2)**

*For (naphtha) read (NAPHTHA)*

- 14. 1.6.7.4.2, Table 2, Until 31.12.2015, UN No. 1268, BENZENE HEART CUT entry, column (2)**

*For (benzene heart cut) read (BENZENE HEART CUT)*

- 15. 1.6.7.4.2, Table 2, Until 31.12.2015, UN No. 2430, column (2)**

*For (nonylphenol, isomeric mixture, molten) read (NONYLPHENOL, ISOMERIC MIXTURE, MOLTEN)*

- 16. 1.6.7.4.2, Table 2, Until 31.12.2015, UN No. 3295, penultimate entry, column (2)**

*For (1-octen) read (1-OCTEN)*

- 17. 1.6.7.4.2, Table 2, Until 31.12.2015, UN No. 3295, last entry, column (2)**

*For (polycyclic aromatic hydrocarbons mixture) read (POLYCYCLIC AROMATIC HYDROCARBONS MIXTURE)*

- 18. 1.16.2.1**

*For 1.16.10 read 1.16.11*

- 19. 3.2.3, explanations concerning table C, column (20), observation 29**

Not applicable to the English version

- 20. 3.2.3, explanations concerning table C, column (20), 34**

*For loading and unloading hoses read loading and unloading piping*

- 21. 3.2.3, Table C, UN No. 1268, first NAPHTHA entry, column (20)**

*Delete 27*

- 22. 3.2.3 Flowchart after table C, second box, first line**

*For 15% read 15% at 20°C*

- 23. 3.2.3 Schema C of the flowchart after Table C**

In the second row of the second column, for the existing text *substitute*:

"23°C ≤ flash-point ≤ 60°C"

In the third row of the second column, *insert*:

"60°C < flash-point ≤ 100°C or elevated temperature substances of Class 9"

In the second row of the third column, for the existing text *substitute*:

"Flash-point > 60 °C carried while heated to ≤ 15 K below flash-point

or

Flash-point > 60 °C, at or above their flash-point"

In the second row of the fourth column, for the existing text *substitute*:

"Acids, transported while heated or flammable substances"

**24. 3.2.3 Flowchart after table C, column (18), twice (page 212)**

*For* according to GHS *read* according to chapters 3.5, 3.6 and 3.7 of GHS

**25. 3.2.4.3L., Column (20): Determination of additional requirements and remarks**

*Add* at the end:

"Remark 40: Reference shall be made in column (20) to remark 40 for the carriage of UN No. 3082 ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S (HEAVY HEATING OIL)."

**26. 7.2.3.15, last sentence**

Not applicable to the English version

**27. 7.2.4.25.2**

In the first paragraph, *for* rigid or flexible pipes *read* pipes or hose assemblies

In the second paragraph, *for* hoses *read* hose assemblies

**28. 7.2.5.3**

*For* flexible hoses *read* hose assemblies

**29. 8.1.2.2 (a)**

*For* loading plan *read* stowage plan

**30. 8.6.2, heading**

*For* 8.2.1.3 *read* 8.2.1.2

**31. 8.6.3, page 4, 12.3**

*For* venting pipe *read* gas return pipe

**32. 9.1.0.40.1**

In the second sentence of the second indent, *for* spray nozzles *read* jet/spray nozzles

*Insert* a third sentence to read as follows:

"Alternatively one or more of the hose assemblies may be substituted by directable jet/spray nozzles having a diameter of not less than 12 mm."

*Add* the following text after the third indent:

"- The water supply system shall be capable of being put into operation from the wheelhouse and from the deck;

- Measures shall be taken to prevent the freezing of fire-mains and hydrants."

**33. 9.1.0.40.3**

*For* in the protected area *read* in the protected area or in proximity to it

**34. 9.3.3.22.2**

*For* 9.3.3.23.1 *read* 9.3.3.23.2



## Annex II

### Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2015

#### Part 1

##### Chapter 1.2

###### 1.2.1 Definitions

Add the following new definition:

"*GESAMP* means the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection. IMO publication: "The Revised GESAMP Hazard Evaluation Procedure for Chemical Substances Carried by Ships", GESAMP Reports and Studies No. 64, IMO, London, 2002. The relative density, the vapour pressure and the water solubility according to the GESAMP model are to be indicated for 20°C. According to this regulation, the allocation to substances floating on the surface of the water (floaters) and to substances sinking to the bottom of the water (sinker) should be based on a limit of 1,000 (resulting from the water density in inland waterways of 1000 kg/m<sup>3</sup>).

#### Part 2

##### Chapter 2.2

Insert the following paragraphs:

"2.2.9.1.10.4            (*Reserved*)

"2.2.9.1.10.5 For carriage in tank vessels, substances, solutions and mixtures are considered as substances, solutions and mixtures floating on the surface of the water (floaters) if they meet the following criteria:\*

Water solubility	< 0.1%
Vapour pressure	< 0.3 kPa
Relative density	< 1,000.

For carriage in tank vessels, substances, solutions and mixtures are considered as substances, solutions and mixtures sinking to the bottom of the water (sinker) if they meet the following criteria:\*

Water solubility	< 0.1%
Relative density	≥ 1,000.

\*The relative density, the vapour pressure and the water solubility according to the GESAMP model are to be indicated for 20 °C."

#### Part 3

##### Chapter 3.2

###### 3.2.3.1 Explanatory notes for column (20)

In the first sentence of remark 14, replace "under these conditions" by "in a type N vessel"

Insert the following new remark:

"41. n-BUTYLBENZENE is assigned to the entry UN 2709 BUTYLBENZENES (n-BUTYLBENZENE)."

### 3.2.3 Table C

For UN No. 1206, in column (2), delete "(n-HEPTANE)".

For UN No. 1208, in column (2), delete "(n-HEXANE)" and in column (9), delete "3".

For UN No. 1262, in column (2), delete "(n-OCTANE)".

For UN No. 2709, in column (20), insert "41".

Insert the following new entries:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
1265	PENTANES, liquid	3	F1	I	3+N2	*	*	*	*	*	*	*	*	yes	*	II A	yes	PP, EX, A1		14; * see 3.2.3.3
1265	PENTANES, liquid	3	F1	II	3+N2	*	*	*	*	*	*	*	*	yes	*	II A	yes	PP, EX, A1		14; * see 3.2.3.3
1208	HEXANES	3	F1	II	3+N2	N	2	3	3	10	97	0.65–3 0.70		yes	T3	II A	yes	PP, EX, A1		
2709	BUTYLBENZENES (n-BUTYLBENZENE)	3	F1	III	3+N1+F	N	3	3			97	0.87	2	yes	T2	II A	yes	PP, EX, A0		

Replace the entries for UN Nos. 1764, 2430 (twice) and 2850 by the following entries:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
1764	DICHLOROACETIC ACID	8	C3	II	8+N1	N	3	3			97	1.56	2	yes	T1	II A	yes	PP, EP, EX, A	0	17
2430	ALKYLPHENOLS, SOLID, N.O.S. (NONYLPHENOL, ISOMERIC MIXTURE, MOLTEN)	8	C4	II	8+N1+F	N	3	1	2		95	0.95	2	yes	T2	II A <sup>7)</sup>	yes	PP, EP, EX, A	0	7; 17
2430	ALKYLPHENOLS, SOLID, N.O.S. (NONYLPHENOL, ISOMERIC MIXTURE, MOLTEN)	8	C4	II	8+N1+F	N	3	2	4		95	0.95	2	yes			no	PP, EP	0	7; 17; 20: +125 °C
2850	PROPYLENE TETRAMER	3	F1	III	3+N1+F	N	4	3			97	0.76	2	yes			no	PP	0	

3.2.3.3 In the third and fifth boxes of the flowchart, replace "(criteria according to GESAMP) <sup>\*</sup>" by "(criteria according to 2.2.9.1.10.5)" and delete footnote <sup>\*</sup>

3.2.4.3 Criteria for assignment of substances, A, 10

Replace "(criteria according to GESAMP), <sup>3</sup>" by "(criteria according to 2.2.9.1.10.5)" and delete footnote <sup>3</sup>

*(Reference document: Informal document INF.11)*

## **Part 9**

### **Chapter 9.1**

9.1.0.95.1 (a), transverse extent

Insert the following text after "0.59 m": "inboard from the vessel's side at right angles to the centreline at the level corresponding to the maximum draught".

### **Chapter 9.2**

9.2.0.95.1 (a), transverse extent

Insert the following text after "0.59 m": "inboard from the vessel's side at right angles to the centreline at the level corresponding to the maximum draught".

### **Chapter 9.3**

9.3.1.15 (a), transverse extent

Replace "0.79 m, or when applicable, the distance allowed by section 9.3.4, reduced by 0.01 m" by "0.79 m inboard from the vessel's side at right angles to the centreline at the level corresponding to the maximum draught".

9.3.2.15 (a), transverse extent

Replace "0.79 m, or when applicable, the distance allowed by section 9.3.4, reduced by 0.01 m" by "0.79 m inboard from the vessel's side at right angles to the centreline at the level corresponding to the maximum draught".

9.3.3.15.1 (a), transverse extent

Replace "0.59 m, or when applicable, the distance allowed by section 9.3.4, reduced by 0.01 m" by "0.59 m inboard from the vessel's side at right angles to the centreline at the level corresponding to the maximum draught".

*(Reference document: ECE/TRANS/WP.15/AC.2/2012/19)*

9.3.4.1.1, first sentence

Replace "The maximum permissible capacity" by "The maximum permissible capacity and length".

*(Reference document: ECE/TRANS/WP.15/AC.2/2012/20)*

## Annex III

### **Modifications to the Guidelines for the use of the catalogue of questions for the ADN expert's examination**

On page 2, replace the following paragraph:

"After success in the examination, the training organizer issues the candidate with a written statement for presentation to the competent authority."

by

"After success in the examination, the training organizer informs the candidate and issues the candidate with a written statement for presentation to the competent authority or transmits an electronic confirmation to the competent authority."

On pages 4 and 5, in the three tables in section 3.1.1, add a reference to a footnote after the entries in the row for "Stability" and the following footnote:

"\* For the period from 1 January 2013 to 31 December 2014, these questions are only relevant if the training has also dealt with "stability". If this is not the case, other examination objectives should be increased by the corresponding number."

In annex I, on pages 13, 14 and 15, replace square brackets by parentheses.

On page 29, delete the square brackets in the table.

(Reference document: ECE/TRANS/WP.15/AC.2/2012/22)

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