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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-second session
Geneva, 21–25 January 2013

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-second 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-second session in Geneva from 21 to 25 January 2013. Representatives of the following countries took part in the work of the session: Austria, Belgium, Bulgaria, Croatia, France, Germany, Luxembourg, Netherlands, Romania, Russian Federation, Slovakia, Switzerland and Ukraine. 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 Association for Coal and Lignite (EURACOAL), European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Petroleum Industry Association (EUROPIA), European River-Sea Transport Union (ERSTU), International Dangerous Goods and Containers Association (IDGCA) and Recommended ADN Classification Societies.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/45 and Add.1

Informal document: INF.1/Rev.1 (Secretariat)

2. The Safety Committee adopted the agenda prepared by the secretariat as amended by informal document INF.1/Rev.1 to take account of informal documents INF.1 to INF.35.

III. Election of officers (agenda item 2)

3. On the proposal of the representative of Luxembourg, Mr. H. Rein (Germany) and Mr. B. Birklhuber (Austria) were elected Chairperson and Vice-Chairperson, respectively, for the 2013 sessions.

IV. Matters arising from the work of United Nations bodies or other organizations (agenda item 3)

4. No matters had been brought to the Committee's attention.

V. Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 4)

A. Status of ADN

Informal document: INF.31 (Secretariat)

5. The Safety Committee took note of the depositary notifications in respect of the proposed amendments and corrections to the Regulations annexed to ADN and their entry into force on 1 January 2013. It also noted with satisfaction that the 2013 version of ADN had been issued in English, French and German, and that the Russian version was in publication.

B. Special authorizations, derogations and equivalents

1. Evaluation report for the tank vessel “Argonon”

Informal documents: INF.21 (Netherlands)

INF.35 (Recommended ADN classification societies)

6. The report was submitted as provided under trial derogation No. 1/2012, issued by the Administrative Committee on 27 January 2012, for the use of liquefied natural gas (LNG) as fuel for the propulsion of tank vessels.

7. In addition a representative of the recommended ADN classification societies gave an update on the progress of construction of other similar vessels, notably I-Tankers 1401 and 1402, which have likewise obtained trial derogations (Nos. 3/2012 and 4/2012) but which will not come into service until March and June 2013.

8. The Safety Committee took note with great interest of the information provided.

2. Request for trial derogations for tank-vessels I-Tankers 1403 and 1404

Informal document: INF.20 (Netherlands)

9. A number of delegations would have liked more information on the construction of these tank vessels and feedback on the use of LNG for the propulsion of I-Tankers 1401 and 1402, which are not yet in service, before granting further trial derogations. They did not see any urgent need for a decision at the current session, given that the tank vessels would not come into service until 2014.

10. The representative of the Netherlands explained that the tank vessels were of exactly the same design as I-Tankers 1401 and 1402 and that all the relevant information had therefore been provided in requesting derogations Nos. 3/2012 and 4/2012. Given the financial stakes, it was desirable to obtain adequate assurances that a derogation would be issued before starting construction work.

11. The Safety Committee finally decided to recommend that the Administrative Committee should issue a trial derogation for the two vessels, subject, however, to the approval of CCNR. The derogations could then be validated by the Administrative Committee at its August 2013 session.

C. Interpretation of the Regulations annexed to ADN

1. Paragraph 7.2.4.16.9

12. The Safety Committee confirmed the interpretation which appears in paragraph 57 of the report on its previous session (ECE/TRANS/WP.15/AC.2/44) and asked the Administrative Committee to endorse that interpretation.

2. Sampling devices

Informal documents: INF.8 (Recommended ADN classification societies)

INF.34 (Secretariat)

13. The Safety Committee noted that there were problems of terminology in paragraphs 3.2.3.1 (column 13), 8.6.1.3 and 9.3.x.21.1 (g) in the references to sampling devices and amended the terminology accordingly (see annex I).

3. Derogations from the provisions of the Regulations annexed to ADN

Informal document: INF.12 (Germany)

14. The Safety Committee considered that, if a given substance is not listed in Table C, carriage in tank vessels can take place only with special authorization issued under the procedure in 1.5.2. On the other hand, if a substance is listed in Table C, its carriage by tank vessel cannot be subject to less strict conditions than those provided in the Regulations except under bilateral and multilateral agreements under 1.5.1. In that case there is no need to apply the procedure in 1.5.2.

4. Use of inland AIS devices in loading, unloading and gas-freeing of tank vessels

Informal document: INF.25 (CCNR)

15. The Safety Committee noted that there are on the market certain inland AIS (Automatic Identification System) devices that, in terms of electrical safety, fall into the “limited explosion risk” category. Such devices can therefore be used in wheelhouses. It was suggested that since these transmitting/receiving devices are low-powered, like telephones, they could, like telephones, be exempt from the requirement to be of “limited explosion risk” type. The CCNR was asked to provide more information on these devices to allow the question to be considered at the next session.

5. Assessment of heavy fuel oil emissions during loading

Informal document: INF.33 (EUROPIA)

16. The Safety Committee took note of the study to be carried out by EUROPIA following the discussions on the risks associated with heavy fuel oil.

D. Training of experts

1. Catalogue of questions 2013

Document: ECE/TRANS/WP.15/AC.2/2013/9 (CCNR)

Informal documents: INF.3, INF.4, INF.5, INF.13, INF.14 and INF.15 (CCNR)

17. The Safety Committee adopted the updates to the catalogue of questions and the guidelines prepared by the informal working group on the training of experts and asked the secretariat to publish them on the UNECE and CCNR websites.

18. The updated catalogue can be used from 1 January 2013 and should be in use by 1 July 2013 at the latest. It was recalled that training bodies should base themselves on all elements listed in 8.2.2. The catalogue could be used as guidance in preparing their training courses, but it was not necessary for the courses to cover all the questions contained in the catalogue.

19. The Safety Committee asked the informal working group to ensure the regular updating of the summaries.

20. The Safety Committee noted that the translation of the questions on stability was not an official translation, having been carried out by the UNECE Transport Division and not by the translation services. The experts on stability were asked to check the terminology and notify the secretariat of any corrections that might be needed.

2. Training and examinations

Informal document: INF.2 (Ukraine)

21. The Safety Committee noted with interest the information provided on the organization of courses and examinations in Ukraine.

22. The representative of Ukraine asked what the criteria were for the selection of trainers. It was recalled that the requirements for accreditation of training courses were to be found in subsection 8.2.2.6; a number of competent authorities had stated that they do indeed require trainers to have teaching knowledge or experience. The representative of Ukraine stated that he would submit a proposal regarding trainers for the next session.

23. In order to facilitate the exchange of experiences between competent authorities and training bodies, the representative of Ukraine suggested that the information provided by the competent authorities giving details of accredited training bodies should be made available on the UNECE website. A member of the secretariat indicated that it was indeed possible to put this information online, under a heading such as "Training of experts", which would display information volunteered on accredited training bodies and examination bodies, and the catalogue of questions. The Chairperson suggested that the informal working group on the training of experts should also discuss the question.

3. Proof of participation in basic or specialized training as a condition for taking the examination

Informal document: INF.10 (Germany)

24. The representative of Germany requested clarification of the procedure to be followed when a candidate who had done a training course in one country wished to take the examination in another country. It was difficult for the examining country in such cases to establish whether the candidate had had the appropriate training in duly accredited training centres.

25. Opinion was divided on the matter. Some delegates considered that the examination should take place in the country where the training had been given. Others favoured mutual recognition of training courses, but it would be necessary in that case to recognize the training given in all the contracting party countries and not only some of them. Delegations were asked to give some thought to the question, and it should also be discussed by the informal working group on the training of experts.

E. Matters related to classification societies

Request by Registro Italiano Navale (RINA), Germany GmbH

Informal document: INF.26 (Germany)

26. The Safety Committee noted that the German subsidiary of Registro Italiano Navale (RINA) had submitted a request for recognition as an ADN classification society to the German Government. The Government requested the Safety Committee and the Administrative Committee to appoint a committee of experts in accordance with paragraph 1.15.2.2 of the Regulations annexed to ADN.

27. The representatives of Germany, Austria, Luxembourg and Switzerland indicated that they could provide experts.

28. The Chairperson invited any countries wishing to submit applications from other classification societies to take advantage of the opportunity provided by the appointment of a committee of experts.

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

A. Work of the RID/ADR/ADN Joint Meeting

1. Autumn 2012 session of the Joint Meeting

Document: ECE/TRANS/WP.15/AC.1/128

29. The Safety Committee adopted an amendment to section 1.2.1 based on the texts in annex I of the report of the Joint Meeting (see annex I).

30. The Safety Committee noted that the replacement of the reference to standard EN ISO/IEC 17020:2004 with a reference to the 2012 version of the standard, as proposed in annex II, had not yet been accepted by the Working Party on the Transport of Dangerous Goods or the RID Committee of Experts, and that the matter would be taken up again by the informal working group on standards of the Joint Meeting. Although the relevant paragraphs of RID/ADR had no equivalent in ADN, it was noted that reference is also made to this standard in 1.15.3.8 and 1.16.4.1 in relation to the recognition of classification societies and inspection bodies. It would therefore probably be useful to take the matter up again in due course in light of the discussions in the Joint Meeting.

2. Exemptions under 1.1.3.3 of ADN

Document: ECE/TRANS/WP.15/AC.2/2013/1 (Germany)

31. The Safety Committee noted that the introduction of special provision 363 in RID, ADR and ADN had made it necessary to clarify 1.1.3.3 in order to explain what equipment fitted with a fuel tank or carrying dangerous substances for propulsion or operation of that equipment could be exempt from the requirements of ADN. The Safety Committee adopted the amendment proposed by Germany (see annex I).

3. Spring 2012 session of the Joint Meeting

Document: ECE/TRANS/WP.15/217 (Report of the Working Party on the Transport of Dangerous Goods (WP.15) on its ninety-third session)

32. The Safety Committee noted that working party WP.15 had adopted amendments to chapters 1.1 and 1.2 of ADR on the basis of texts adopted by the Joint Meeting and contained in annex III of report ECE/TRANS/WP.15/AC.1/126 (ECE/TRANS/WP.15/217, annex I). Since the relevant paragraphs of ADR had equivalents in ADN, the Safety Committee adopted amendments to the Regulations annexed to ADN accordingly (see annex I).

B. Other amendment proposals

1. Suggestions for future work

Document: ECE/TRANS/WP.15/AC.2/2013/6 (Ukraine)

Informal document: INF.19/Rev.1 (Ukraine)

33. The Safety Committee considered the suggestions proposed by Ukraine and reached the following conclusions.

Guidelines on safety in ports

34. The majority of delegations considered that, notwithstanding their interest in work on security and safety in ports, the preparation of guidelines on the matter did not fall under the Committee's mandate since the Regulations annexed to ADN dealt only with inland waterway transport. It was noted that IMO had prepared recommendations on this subject (Revised Recommendations on the safe transport of dangerous cargoes and related activities in port areas, 2007 edition); that UNECE, IMO and ILO were currently working together on revising the IMO/ILO/UNECE Guidelines for Packing Cargo Transport Units; and the CCNR and partner organizations had adopted a guide to the improvement of transport of dangerous goods on inland waterways that covered a number of aspects of port safety (ISGINTT guide, see <http://www.isgintt.org>).

35. It was also noted that port safety was in general a matter of national or even local jurisdiction and that it was difficult to standardize in this area insofar as every port had its own specificities and there were numerous factors to be taken into account, including geographical and legal considerations.

36. Delegations were invited to provide the representative of Ukraine, if possible, with the regulations applied in ports in their countries, by way of example.

Instructions in writing (paragraph 5.4.3)

37. It was recalled that it was no longer a requirement for the consignor to provide the carrier with instructions in writing for each substance carried. There was now only one generic set of instructions in writing, which applied to any dangerous substances carried and it was up to transporters to provide their personnel with the model instructions, in one or more of the languages spoken by the crew.

Identification of aquatic pollutants in the list of dangerous goods

38. This question has been discussed numerous times by IMO and the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods but there is still no international consensus on the issue. The worldwide application of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), the procedure for registration, evaluation, authorization and restriction of chemicals (REACH) in the European Union, and the future work of the GHS Sub-Committee of the United Nations could soon yield data on the risks of aquatic pollution by chemical substances, so it would be wise for the moment to watch developments at the international level before embarking on major initiatives outside the global context.

Documentation of explosive substances classed as n.o.s.

39. Several delegations were of the opinion that the proposals put forward by Ukraine were already covered by existing texts (paras. 2.2.1.1.3, 5.4.1.2.1 (c), (e) and (g), and special provision 266 in chapter 3.3). The representative of Ukraine was therefore asked to consult those paragraphs and raise the issue again if he deemed it necessary.

2. Applicability of transitional provisions concerning vessels

Document: ECE/TRANS/WP.15/AC.2/2013/2 (Austria)

40. The principle of appending an annex to the certificate of approval was put to the vote and adopted. The Safety Committee accordingly adopted the addition of a new subsection 1.16.1.4, as proposed, with some amendments (see annex I). There was no consensus, however, on the meaning of "vessel in service" and "new vessel".

Consequently, the proposed amendments to 1.6.7.1.2 and indeed the heading of the annex proposed for insertion in 8.6.1.5 would be the subject of a new proposal at the next session.

3. Maintenance and periodical inspection of equipment such as gas detectors

Document: ECE/TRANS/WP.15/AC.2/2013/4 (Belgium)

41. The proposal to amend 8.1.6.3 to establish that the checking and inspection of the equipment in question could be done by the manufacturer of the equipment was adopted (see annex I).

4. Mandatory application of the directive of the Administrative Committee on the use of the catalogue of questions for the examination taken by ADN experts

Document: ECE/TRANS/WP.15/AC.2/2013/7 (Germany)

42. The proposed amendments were adopted, the last of them to apply to 8.2.2.7.3.3 rather than 8.2.2.7.3.1 (see annex I).

5. Amendment to 5.4.1.1.18

Document: ECE/TRANS/WP.15/AC.2/2013/8 (Belgium)

43. The proposal not to require the inscription “ENVIRONMENTALLY HAZARDOUS” or “MARINE POLLUTANT/ENVIRONMENTALLY HAZARDOUS” for transport in tank vessels because the transport document was already inscribed “N1, N2 or N3”, as applicable, was not supported. It was noted that the description of environmentally hazardous substances in the transport document would probably be the subject of discussions in the United Nations Sub-Committee of Experts in the future.

6. Language amendments

Document: ECE/TRANS/WP.15/AC.2/2013/10 (France)

44. It was decided to replace the definition “Cargo tank (condition)” by three definitions for discharged, empty and gas-free cargo tanks (see annex I). The same should be done for the definition “Hold (condition)” but it was noted that the use of the term “residual cargo” in that definition was not correct since the definition of “residual cargo” referred to liquid cargoes whereas here it referred to dry cargoes.

45. The Safety Committee noted that the term “*état de citerne à cargaison*” (cargo tank condition) in the French text should be replaced by “*conception de citerne à cargaison*” (cargo tank design) and adopted the proposed amendments to that effect (see annex I).

46. The Safety Committee accepted the principle of introducing definitions of the terms “Cargo tank design” and “Cargo tank type” in section 1.2.1 and asked the recommended ADN classification societies to propose suitable definitions.

47. The other proposed amendments were also adopted (see annex I).

7. Differences between the language versions of 9.1.0.40.1, 9.3.1.40.1, 9.3.2.40.1 and 9.3.3.40.1

Informal document: INF.6 (Secretariat)

48. The Safety Committee considered that the French and Russian versions of 9.1.0.40.1, second indent, should be corrected to refer to the protected area instead of the cargo area (see annex I).

49. It was noted that the German and English versions of these paragraphs diverged from the French version to the extent that the French version implied protection of all service spaces regardless of their location on the vessel, while the German and English versions implied only the protection of service spaces outside the protected area or the cargo area. The recommended ADN classification societies were requested to look into this problem.

8. Paragraph 9.3.3.21.9

Informal document: INF.7 (Recommended ADN classification societies)

50. The proposed amendment was adopted (see annex I).

9. List of dangerous goods accepted for carriage in tank vessels

Informal document: INF.18 (Recommended ADN classification societies)

51. This document was the outcome of studies to determine how to identify substances that could be carried in a given tank vessel taking into account both Table C and the flowchart in 3.2.3.3. These studies had led to the conclusion that it would be desirable to add extra rows in Table C.

52. The Safety Committee invited the recommended ADN classification societies and the informal working group on substances to arrange a joint meeting to address the issues raised.

10. Transport of coal in bulk

Informal documents: INF.11 (Germany)
INF.17 (EBU)

53. Following the discussions at the previous session (see ECE/TRANS/WP.15/AC.2/44, paras. 21–22), the Government of Germany had organized a meeting in Bonn on 26 October 2012, where it had been confirmed that coal of certain origins met the criteria of Class 4.2, packing group III.

54. A number of delegations considered that the industry had wide experience of the transport of coal in bulk, dating back more than 100 years, and that there had been no accidents to justify making specific provision in ADN. The representative of the Netherlands said that classifying coal under Class 4.2 would have major financial consequences, notably in respect of storage in port terminals. The storage areas used at present were not always licenced for storage of dangerous goods.

55. In document INF.17 EBU proposed authorizing the bulk carriage of coal in Class 4.2, packing group III, and setting criteria for exemption (special provision 803). The principle was put to a vote and adopted.

56. It was decided that exemption under special provision 803 would apply only to hard coal, anthracite and coke.

57. The question then arose whether the other carbons and substances identified by UN No. 1361 and meeting the criteria of packing group III, as well as hard coal, coke and anthracite not meeting the conditions for exemption under provision 803, could also be carried in bulk. ADN currently made no provision for bulk transport of such substances.

58. As EBU also wished to transport these substances in bulk, it was invited to propose detailed conditions of carriage. In the absence of specific conditions, bulk transport would be limited to the substances covered by special provision 803.

59. The proposed texts were adopted with some amendments (see annex I) and will serve as the basis for a multilateral agreement. It was agreed that temperature monitoring would take place only after 20 days, rather than the 10 days proposed. If in the months to come experience showed that that period was too long, it would be shortened in the amendment proposals before their final adoption for entry into force in 2015.

11. UN No. 1038, ETHYLENE, REFRIGERATED LIQUID, in tank-vessels

Informal document: INF.22 (Recommended ADN classification societies)

60. The Safety Committee confirmed that column 8 should contain the letter T, given that the conditions of carriage in Table C allow the transport of UN No. 1038 in a tank vessel. Table A should therefore be corrected (see annex II).

12. Proposed corrections to Table C

Informal document: INF.27 (Recommended ADN classification societies)

61. It was decided to ask the informal working group on substances to study this document.

VII. Reports of informal working groups (agenda item 6)

A. Report of the informal working group on the carriage of LNG

Informal document: INF.24 (Netherlands)

62. The informal working group had met in Bonn on 30–31 October 2012. The Safety Committee noted that there was a growing interest in the carriage of LNG in tank vessels. It remained to discuss the various concepts relating to the tanks to be used, notably where LNG was used as fuel for the propulsion of the vessel (use of the cargo as such, or a separate tank).

63. A further session of the group is planned for 4–5 April 2013 and proposed amendments to ADN may be submitted to the August session of the Safety Committee.

B. Report of the informal working group on explosion protection on tank vessels

Informal documents: INF.23 (CCNR)

INF. 32 (Recommended ADN classification societies)

64. The Safety Committee invited the working group to continue its work on the basis of the concepts presented in annex 2 of informal document INF.23.

65. Consideration of informal document INF.32 was also referred to the informal group. The references to EN standards would need to be replaced by or associated with the equivalent ISO or IEC standards if they exist.

C. Report of the informal working group on the development of a harmonized vessel checklist

Informal documents: INF.28, INF.29, INF.30 (Austria)

66. After having discussed the various options presented by the representative of Austria on behalf of the informal working group, the Safety Committee voted on the principles, in order to enable the informal working group to continue its work, and decided as follows:

(a) The checklist would not be exhaustive since the competent authorities could check any unspecified points in accordance with the final sentence of 1.8.1.2.1;

(b) The checklist would follow option 2, presented in informal document INF.29, i.e., the points to be checked would not be confined principally to documentation but would comprise numerous technical points also;

(c) The checklist would also include the annex, for optional verification of the various certificates required;

(d) It would be necessary to ascertain the legal implications of having the master sign the list, as provided under point 43, and a decision would be taken at the next session on whether or not to require the master's signature;

(e) There would be no requirement to keep the lists of checks carried out on board the vessel, and 8.1.2.1 (j) would accordingly be deleted.

D. Report of the informal working group on the training of experts

Documents: ECE/TRANS/WP.15/AC.2/2013/3 (CCNR)
ECE/TRANS/WP.15/AC.2/2013/5 (CCNR)

67. The Safety Committee approved the report of the informal working group and its programme of work.

68. It was noted that the group was considering the use of computers in examinations. In that case it would be necessary to control the information candidates could access, and also the software functions (e.g., no automatic searches in PDF documents).

69. As to the format of experts' certificates, the group was invited to consider the possibility of having credit card-format certificates with security functions to prevent forgery, as for ADR certificates. Some delegations considered that the cost of certificates of this kind would need to be assessed, others that paper and credit card formats should both be permitted.

E. Report of the Recommended ADN classification societies

Informal document: INF.9 (Recommended ADN classification societies)

70. The Safety Committee noted the report on the meeting held in Brussels on 4 October 2012.

71. On paragraph 3 (d) of the report, the Safety Committee considered that it was for the classification societies, not the owner, to withdraw the list of substances authorized for carriage in the vessel when a change in the characteristics of substances leads to the prohibition of carriage of a substance in a specific vessel.

72. The Safety Committee confirmed the interpretations proposed in paragraphs 6 (a) and (g), namely that a stability booklet can be issued for 3 or 4 different densities, otherwise a loading instrument has to be installed on board, and that regarding firefighting installations, non-return valves cannot be installed in service spaces, accommodation or engine rooms and shall be installed outside the protected area (9.3.X.40.1).

73. The matter of cofferdam equipment should be considered at the next session (para. 6 (i)).

74. It was pointed out that paragraph 6 (l) meant that the design characteristics of Type C tank vessels did not need to be taken into account when using a Type G vessel for carriage of a Type C product. On the contrary, all conditions of carriage, including equipment, should be observed.

75. The recommended ADN classification societies were requested to turn their attention without delay to standardization issues in relation to calculation software for use in loading.

VIII. Programme of work and calendar of meetings (agenda item 7)

Document: ECE/TRANS/WP.15/217, annex V

76. The Safety Committee took note of the programme of work for 2014–2015, which would be submitted to the Inland Transport Committee in preparation for the budget for that period.

77. The next session would be held in Geneva on 26–30 August 2013.

IX. Any other business (agenda item 8)

Application for consultative status: EURACOAL

Informal document: INF.16 (EURACOAL)

78. The application for consultative status was accepted.

X. Adoption of the report (agenda item 9)

79. The Safety Committee adopted the report on its twenty-second session and the annexes 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 2015

Chapter 1.1

1.1.3.1 In the Note, replace "see 1.7.1.4" by "see also 1.7.1.4".

(Reference document: ECE/TRANS/WP.15/217, Annex I)

[1.1.3.3 Modify to read as follows:

"1.1.3.3 Exemptions related to dangerous goods used for the propulsion of vessels, vehicles or wagons carried, for the operation of their special equipment, for their upkeep and for their safety

The requirements of ADN do not apply to dangerous goods used:

- For the propulsion of vessels, vehicles or wagons carried;
- For the operation or upkeep of their special equipment, which is used during carriage or is intended for use during carriage; or
- To ensure safety;

which are carried on board in the packaging, receptacle or tanks intended for use for this purpose."

(Reference document: ECE/TRANS/WP.15/AC.2/2012/1)]

1.1.3.4 In the Note, replace "see 1.7.1.4" by "see also 1.7.1.4".

(Reference document: ECE/TRANS/WP.15/217, Annex I)

Chapter 1.2

1.2.1 In the definition of "Bulk container" add the following Note at the end:

"NOTE: This definition only applies to bulk containers meeting the requirement of Chapter 6.11 of ADR."

(Reference document: ECE/TRANS/WP.15/AC.1/128, Annex I)

1.2.1 Replace the definition of "Cargo tank (condition)" by the following definitions:

"Cargo tank (discharged) means a cargo tank which after unloading may contain some residual cargo.

Cargo tank (empty) means a cargo tank which after unloading contains no residual cargo but may not be gas free.

Cargo tank (gas free) means a cargo tank which after unloading does not contain any residual cargo or any measurable concentration of dangerous gases."

(Reference document: ECE/TRANS/WP.15/AC.2/2012/10)

1.2.1 Amend the definition of "Closed-type sampling device" to read as follows:

"Closed-type sampling device means a device penetrating through the boundary of the cargo tank or through the piping for loading and unloading but constituting a part of a closed system designed so that during sampling no gas or liquid may escape from the cargo tank. The device shall be of a type approved by the competent authority for this purpose;"

(Reference documents: Informal documents INF.8 and INF.34)

1.2.1 Amend the Note in the definition of "Combination packaging" to read as follows:

"NOTE: The term "inner packaging" used for combination packagings shall not be confused with the term "inner receptacle" used for composite packagings."

1.2.1 Amend the definition of "Composite packaging (plastics material)" and the related NOTE to read as follows:

"Composite packaging" means a packaging consisting of an outer packaging and an inner receptacle so constructed that the inner receptacle and the outer packaging form an integral packaging. Once assembled it remains thereafter an integrated single unit; it is filled, stored, carried and emptied as such;

NOTE: The term "inner receptacle" used for composite packagings shall not be confused with the term "inner packaging" used for combination packagings. For example, the inner of a 6HA1 composite packaging (plastics material) is such an inner receptacle since it is normally not designed to perform a containment function without its outer packaging and is not therefore an inner packaging.

Where a material is mentioned in brackets after the term "composite packaging", it refers to the inner receptacle."

1.2.1 Delete the definition of "Composite packaging (glass, porcelain or stoneware)" and related NOTE.

(Reference document: ECE/TRANS/WP.15/217, Annex I)

1.2.1 Replace the definition of "Hold (condition)" by the following definitions:

"Hold (discharged) means a hold which after unloading may contain some dry cargo remains.

Hold (empty) means a hold which after unloading contains no dry cargo remains (swept clean)."

(Reference document: ECE/TRANS/WP.15/AC.2/2012/10)

1.2.1 In the definition of "Packaging", replace "'Composite packaging (plastics material)", "Composite packaging (glass, porcelain or stoneware)'" by "'Composite packaging'".

(Reference document: ECE/TRANS/WP.15/217, Annex I)

1.2.1 Amend the definition of "Partly closed sampling device" to read as follows:

"Partly closed-type sampling device means a device penetrating through the boundary of the cargo tank or through the piping for loading and unloading such that during sampling only a small quantity of gaseous or liquid cargo can escape into the open air. As long as the device is not used it shall be closed completely. The device shall be of a type approved by the competent authority for this purpose;"

(Reference documents: Informal documents INF.8 and INF.34)

1.2.1 Replace the definition of "Possibility of a sampling connection" by the following definition:

"Connection for a sampling device means a connection allowing the installation of a closed-type or partly closed-type sampling device. The connection shall be fitted with a lockable mechanism resistant to the internal pressure of the cargo tank. The connection shall be of a type approved by the competent authority for the intended use;"

(Reference documents: Informal documents INF.8 and INF.34)

1.2.1, definition of "Type of vessel", captions to the sketches

Replace "Condition of cargo tank" by "Cargo tank design" (11 times)

(Reference document: ECE/TRANS/WP.15/AC.2/2012/10)

Chapter 1.4

1.4.3.3 Replace "(v) (*Reserved*)" by the following text:

"(v) when special provision 803 applies, shall guarantee and document that the maximum permissible temperature of the cargo is not exceeded and shall provide instructions to the master."

(Reference document: Informal document INF.17)

Chapter 1.6

1.6.7.1.2 (b) Does not apply to the English version

1.6.7.4.2, heading of column (7) in the tables Does not apply to the English version

(Reference document: ECE/TRANS/WP.15/AC.2/2012/10)

Chapter 1.16

1.16 Add the following paragraphs:

1.16.1.4 *Annex to the certificate of approval*

1.16.1.4.1 The certificate of approval and the provisional certificate of approval in accordance with 1.16.1.3.1 (a) shall be complemented by an annex in accordance with the model under 8.6.1.5.

1.16.1.4.2 The annex to the certificate of approval shall include the date from which the transitional provisions according to 1.6.7 may be applied. This date shall be:

(a) for vessels according to Article 8, paragraph 2 of ADN for which evidence can be provided that they were already approved for the carriage of dangerous goods on the territory of a Contracting Party before 26 May 2000, 26 May 2000;

(b) for vessels according to Article 8, paragraph 2 of ADN for which evidence cannot be provided that they were already approved for the carriage of dangerous goods on the territory of a Contracting Party before 26 May 2000, the proven date of the first inspection for the issue of an approval for the carriage of dangerous goods on the territory of a Contracting Party, or, if this date is not known, the date of issue of the first proven approval for the carriage of dangerous goods on the territory of a Contracting Party;

(c) for all other vessels, the proven date of the first inspection for the issue of a certificate of approval in accordance with ADN or, if this date is not known, the date of issue of the first certificate of approval in accordance with ADN;

[(d) in derogation to (a) to (c) above, the date of a renewed first inspection according to 1.16.8 if the validity of the certificate of approval expired more than six months previously.]

1.16.1.4.3 All approvals for the carriage of dangerous goods issued on the territory of a Contracting Party, which are valid as from the date under 1.16.1.4.2, and all certificates of approval issued in accordance with ADN shall be entered in the annex to the certificate of approval. Previously issued certificates shall be entered by the competent authority that issues the annex to the certificate of approval.

1.16.2.5 The annex to the certificate of approval shall be issued by the competent authority of a Contracting Party. The Contracting Parties shall cooperate with each other in the issuing of annexes to the certificate of approval. They shall recognise this annex to the certificate of approval. Each additional certificate of approval or provisional certificate of approval issued shall be entered in the annex to the certificate of approval. Should the annex to the certificate of approval be replaced (e.g. in case of damage or loss), all existing entries shall be transferred.

[1.16.2.6 The annex to the certificate of approval shall be returned to the competent authority and a new annex to the certificate of approval shall be issued if according to 1.16.8 a renewed first inspection takes place, as the validity of the certificate of approval expired more than six months previously. In this case, only such certificates of approval, which have been issued after the renewed first inspection, shall be recorded.]"

(Reference document: ECE/TRANS/WP.15/AC.2/2013/2)

Chapter 3.2

Chapter 3.2, Table A, UN No. 1361, CARBON, animal or vegetable origin, packing group III, column (6)

Insert a reference to special provision "803".

(Reference document: Informal document INF.17)

3.2.3.1, Explanations concerning Table C, column (7) Does not apply to the English version

(Reference document: ECE/TRANS/WP.15/AC.2/2013/10)

3.2.3.1, Explanations concerning Table C, column (13) Amend to read as follows:

“Type of sampling device”

Contains information concerning the prescribed type of sampling device.

1 Closed-type sampling device

2 Partly closed-type sampling device

3 Sampling opening"

(Reference documents: Informal documents INF.8 and INF.34)

3.2.3.2, Table C, heading of column (7) Does not apply to the English version

(Reference document: ECE/TRANS/WP.15/AC.2/2013/10)

Chapter 3.3

Chapter 3.3, special provisions Add a new special provision to read as follows:

"803 Hard coal, coke and anthracite, when carried in bulk, are not subject to the provisions of ADN if:

- (a) The temperature of the cargo is not higher than 60°C before, during or immediately after loading of the hold;
- (b) The estimated duration of carriage is not more than 20 days;
- (c) If the actual duration of carriage is more than 20 days, supervision of the temperature is carried out from the twenty-first day; and
- (d) If the master is given, at the time of loading and in a traceable form, instructions on how to proceed if there is a significant heating of the cargo."

(Reference document: *Informal document INF.17*)

Chapter 7.2

7.2.4.16.11 Replace "nozzle" by "connection".

(Reference documents: *Informal documents INF.8 and INF.34*)

Chapter 8.1

8.1.6.3 Amend to read as follows:

"8.1.6.3 The special equipment referred to in 8.1.5.1 and the gas detection system shall be checked and inspected in accordance with the instructions of the manufacturer by the manufacturer concerned or by persons authorized for this purpose by the competent authority. A certificate concerning this inspection shall be carried on board."

(Reference document: *ECE/TRANS/WP.15/AC.2/2013/4*)

Chapter 8.2

8.2.2.3.3 Does not apply to the English version

8.2.2.3.4 Does not apply to the English version

(Reference document: *ECE/TRANS/WP.15/AC.2/2013/10*)

8.2.2.7.1.3 and 8.2.2.7.2.3 Delete the reference to footnote "1" after "catalogue of questions" and insert "and a directive on the use of the catalogue of questions¹" at the end of the first sentence.

8.2.2.7.1.3 and 8.2.2.7.2.3 Replace "additional guidance" by "the directive" in the existing footnote.

8.2.2.7.1.4 and 8.2.2.7.2.4 Replace "list of questions" by "directive on the use of the catalogue of questions".

8.2.2.7.3.3 Insert "(outside the provisions of the directive on the use of the catalogue of questions for examining authorities and bodies)" at the end.

(Reference document: *ECE/TRANS/WP.15/AC.2/2013/7*)

Chapter 8.6

8.6.1.3 Does not apply to the English version

8.6.1.4 Does not apply to the English version

(Reference document: *ECE/TRANS/WP.15/AC.2/2013/10*)

Chapter 9.1

9.1.0.40.1, second indent Does not apply to the English version

(Reference document: *Informal document INF.6*)

Chapter 9.3

9.3.1.21.1 (g) Amend to read as follows:

"(g) a connection for a closed-type sampling device."

9.3.2.21.1 (g) Amend to read as follows:

"(g) a connection for a closed-type or partly closed-type sampling device, and/or at least one sampling opening as required in column (13) of Table C of Chapter 3.2."

9.3.3.21.1 (g) Amend to read as follows:

"(g) a connection for a closed-type or partly closed-type sampling device, and/or at least one sampling opening as required in column (13) of Table C of Chapter 3.2."

(Reference documents: Informal documents INF.8 and INF.34)

9.3.3.21.9, third paragraph Replace "Screens" by "Flame arrester plate stacks".

(Reference document: Informal document INF.7)

Annex II

Corrections to the Regulations annexed to ADN (ADN 2013)

1. 2.2.62.1.5.7 (c), last sentence *For 6.6.5 read 6.6.4*
2. Chapter 3.2, Table A, UN No. 1038, column (8) Insert "T"
3. 3.2.4.3, B. Column (9) *For Determination of state of cargo tank read Determination of cargo tank equipment*
4. 8.6.1.3, item 5 *For cargo tank designs read cargo tank design*
5. 8.6.1.4, item 5 *For cargo tank designs read cargo tank design*
6. 9.3.2.11.1 (d) *For 0.20 l read 0.20 L*
7. 9.3.3.21.7 Add the following sentence at the end of the last paragraph:

"It shall be possible to read the gauges in direct proximity to the control for the water spray system."
