
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-second session**

Geneva, 21 – 25 January 2013

Item 5 (b) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN:**Other amendment proposals**

Proposed corrections to Table C**Transmitted by the Recommended ADN Classification Societies**

Using the Table C: List of dangerous goods accepted for carriage in tank vessels in numerical order (3.2.3), we have to make some remarks:

1. For UN 1268 (7th position): the text in the German version is not the same as for the English, French and Russian versions:

SIEDEPUNKT \leq 85 °C P. ÉBULLITION \leq 60 °C BOILING POINT \leq 60°C

UN 1268 ERDÖLDESTILLATE, N.A.G. MIT MEHR ALS 10% BENZEN oder ERDÖLPRODUKTE, N.A.G. MIT MEHR ALS 10% BENZEN pD50 \leq 110 kPa 60°C < SIEDEPUNKT \leq 85 °C

UN 1268 PETROLEUM DISTILLATES, N.O.S. WITH MORE THAN 10% BENZENE or PETROLEUM PRODUCTS, N.O.S. WITH MORE THAN 10% BENZENE vp50 \leq 110 kPa BOILING POINT \leq 60°C

UN 1268 DISTILLATS DE PÉTROLE, N.S.A. CONTENANT PLUS DE 10% DE BENZÈNE ou PRODUITS PÉTROLIERS, N.S.A. CONTENANT PLUS DE 10% DE BENZÈNE pv50 \leq 110 kPa P. ÉBULLITION \leq 60 °C

2. Some products, with a danger "N1" in column 5, are indicated as "N" in column 6 (Type of tank vessel). According to 3.2.4.3, a type C vessel should be used but according to 3.2.3.3 it is possible to use a Type N closed or a Type C depending on the vapour pressure.

Perhaps an amendment of 3.2.4.3 would be useful to take into account this possibility (as indicated in 3.2.3.3.).
