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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-fourth session

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Item 5 (b) of the provisional agenda

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

#### Miscellaneous proposals for amendments

Transmitted by the Government of Austria<sup>1</sup>

#### I. 1.6.7.2.2.3.2, 1.6.7.2.2.3.3

##### Introduction

1. Transitional provisions 1.6.7.2.2.3.2 and 1.6.7.2.2.3.3 have expired.

##### Proposal

2. Delete 1.6.7.2.2.3.2 and 1.6.7.2.2.3.3 in ADN 2015.

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<sup>1</sup> Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2014/1.

## II. Correction to 5.4.1.1.2

### Introduction

3. The examples of permitted dangerous goods descriptions on the transport document for carriage in tank vessels have already been amended several times in order to avoid misunderstandings. The current examples are as follows (German version):

“UN 1203 BENZIN oder OTTOKRAFTSTOFF, 3 (N2, CMR, F), II” oder

“UN 1203 BENZIN oder OTTOKRAFTSTOFF, 3 (N2, CMR, F), VG II”.

4. Unfortunately the loaders find these examples confusing; what should be entered on the transport document is either “BENZIN” (motor spirit) or “OTTOKRAFTSTOFF” (fuel for internal combustion engines) but never “BENZIN oder OTTOKRAFTSTOFF”<sup>2</sup>.

### Proposal

5. Replace the examples by the following examples:

“UN 1203 MOTOR SPIRIT, 3 (N2, CMR, F), II” or

“UN 1203 MOTOR SPIRIT, 3 (N2, CMR, F), GE II” or

“UN 1203 FUEL FOR INTERNAL COMBUSTION ENGINES, 3 (N2, CMR, F), II” or

“UN 1203 FUEL FOR INTERNAL COMBUSTION ENGINES, 3 (N2, CMR, F), VG II”.

## III. Correction to 7.1.4.14.4, English version

### Introduction

6. The third indent of 7.1.4.14.4 in the French and German versions refers to “vehicles or wagons having complete sprayproof walls”, whereas the English version refers only to “vehicles”.

### Proposal

7. In the English version, insert in the third indent of 7.1.4.14.4 the words “or wagons” after the word “vehicles”.

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<sup>2</sup> In French ADN 2013:  
“UN 1203 ESSENCE, 3 (N2, CMR, F), II” ou  
“UN 1203 ESSENCE, 3 (N2, CMR, F), GE II”  
In English ADN 2013:  
“UN 1203 MOTOR SPIRIT, 3 (N2, CMR, F), II”; or  
“UN 1203 MOTOR SPIRIT, 3 (N2, CMR, F), PG II”.

## IV. Correction to 8.1.2.1 and 8.1.2.3

### Introduction

8. 8.1.2.1 contains the list of documents to be kept on board all vessels; 8.1.2.2 contains the list of additional documents to be carried on board dry cargo vessels and 8.1.2.3 the list of additional documents to be carried on board tank vessels.

9. Under 8.1.2.1 (e), all vessels are required to have on board “the inspection certificate of the insulation resistance of the electrical installations prescribed in 8.1.7”. However, 8.1.7 refers only to the construction requirements for tank vessels (9.3.x.50.1). Moreover, the construction requirements for dry cargo vessels do not refer to such a certificate.

10. Accordingly, “the inspection certificate of the insulation resistance of the electrical installations prescribed in 8.1.7” should be moved from 8.1.2.1 to 8.1.2.3.

### Proposal

11. In 8.1.2.1, replace the text of letter (e) by “*Deleted*”.

12. In 8.1.2.3, add: “(r) the inspection certificate of the insulation resistance of the electrical installations prescribed in 8.1.7”.

## V. Correction to 9.1.0.40.1

### Introduction

13. In ADN 2013 provisions were introduced regarding directable jet-spray nozzles. This amendment was originally intended only for tank vessels. According to ECE/TRANS/WP.15/AC.2/44, the amendment was also introduced for dry cargo vessels but the fact that dry cargo vessels do not have a “loading area” but a “protected area” was not taken into account.

### Proposal

14. In 9.1.0.40.1, in the first sentence of the second indent, replace “in the loading area” by “in the protected area” (twice).

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