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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-fifth session**

Geneva, 25–29 August 2014

Item 4 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Other proposals****Additional entry in Table C for UN No. 3257****Transmitted by the European Chemical Industry Council (CEFIC)^{1,2}***Summary*

Executive summary: The reduction of low boiling volatiles in substances often increases the product viscosity. This can be compensated by an increased transport temperature. The current limitation of UN No. 3257 in ADN 2013 to 225°C is preventing further product improvement. The proposal is to add a new entry allowing a higher transport temperature.

Action to be taken: Add a new UN No. 3257 entry with 20:+250°C in column 20

Related documents: ADN 2013

¹ In accordance with the programme of work of the Inland Transport Committee for 2012-2016 (ECE/TRANS/224, para 94, ECE/TRANS/2012/12, programme activity 02.7, (A1b)).

² Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2014/38.

I. Background and problem

1. The industry target is to reduce the volatility of substances by more efficient distillation techniques. This often results in a higher product viscosity causing pumping problems for bituminous distillation residues. The typical transport temperature today is in the range of 200°C – 225°C. These products are transported by vessel depending of the flashpoint under UN No. 3256 (1st entry for UN No. 3256 in ADN 2013), UN No. 3257 (2nd entry for UN No. 3257) or UN No. 9001. A transport temperature between 225°C and 250°C – provided ship fitness is warranted – can only be realized under UN No. 3256 and UN No. 9001. UN No. 3257 applies when transporting the product well below the flashpoint. This entry is unfortunately limited in column (20) to 225°C for some historic reasons.

2. The consequence is that the least inflammable material has to switch from vessel to road transport where there is no such limitation.

II. Proposal

3. Add the following new entry in Table C:

UN No. or substance identification No.	(1)	3257
Name and description	(2)	ELEVATED TEMPERATURE LIQUID, N.O.S. at above 100°C and below its flash-point (including molten metals, molten salts, etc.)
Class	(3a)	9
Classification code	(3b)	M9
Packing group	(4)	III
Dangers	(5)	9+(N1, N2, N3, CMR, F or S)
Type of tank vessel	(6)	*
Cargo tank design	(7)	*
Cargo tank type	(8)	*
Cargo tank equipment	(9)	*
Opening pressure of the high-velocity vent valve in kPa	(10)	*
Maximum degree of filling in %	(11)	95
Relative density at 20°C	(12)	
Type of sampling device	(13)	*
Pump room below deck permitted	(14)	yes
Temperature class	(15)	
Explosion group	(16)	

Anti-explosion protection required	(17)	no
Equipment required	(18)	*
Number of cones/ blue lights	(19)	0
Additional requirements /Remarks	(20)	7; 20:+250°C; 22; 24; 27 *see 3.2 3.3

III. Remark

4. The same result could be achieved by simply deleting "20:+225°C" in column (20) for UN No. 3257 bringing this entry in line with UN No. 3256 and UN No. 9001. The downside of this approach would be that vessels not concerned by the revised entry would require reclassification. The use of the proposed entry would require action only from those vessels making use of it.

5. The temperature of 250°C was chosen due to the fact that this is the temperature used today for road transport.
