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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)

Thirty-third session
Geneva, 27-31 August 2018

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 thirty-third 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 thirty-third session in Geneva from 27 to 31 August 2018.
2. Representatives of the following countries took part in the work of the session: Austria, Belgium, Croatia, Czech Republic, France, Germany, Luxembourg, Netherlands, Romania, Russian Federation, Serbia, Slovakia and Switzerland.
3. The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission and the European Union.
4. The following non-governmental organizations were also represented: European Barge Union (EBU), European Bulk Oil Traders' Association (EBOTA), European Chemical Industry Council (CEFIC), European Skippers Organisation (ESO), Federation of European Tank Storage Associations (FETSA), FuelsEurope, International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA) and Recommended ADN Classification Societies.

II. Adoption of the agenda (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/67 and Add.1

Informal documents: INF.1 and INF.10 (Secretariat)

5. 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.26.

III. Matters arising from the work of United Nations bodies or other organizations (agenda item 2)

A. European Union Strategy for the Danube Region (EUSDR): work on priority areas 1A and 11

Informal document: INF.14 (Danube Commission)

6. The Safety Committee congratulated the Danube Commission on the celebration of the seventieth anniversary of its founding.
7. It noted the information on the current and future activities of the joint working group on priority areas 1a (water mobility) and 11 (security) within the framework of the European Union Strategy for the Danube Region, (e.g.: e-data exchange, adoption of Danube Navigation Standard forms, etc). It was also noted that the joint working group aimed at the simplification, harmonization and digitalization of procedures to improve border controls along the Danube and help reducing redundant checks.
8. The representative of the Danube Commission also informed the Safety Committee about the organization of a transnational workshop in spring 2019, with the expected participation of experts and competent authorities from countries from the Danube region.

9. Noting that these activities were intended to facilitate training and know-how exchange for control bodies at transnational level and to improve mutual understanding among control authorities on inland navigation issues (including those addressing transport of dangerous goods) the Safety Committee urged the Danube Commission to take ADN requirements (e.g. for controls, required certificates, etc) into account for all matters addressing transport of dangerous goods.

10. The Safety Committee invited the representative of the Danube Commission to continue to keep it informed of the progress in these areas.

B. Work of the Inland Transport Committee

11. The Safety Committee noted that the list of main decisions adopted by the Inland Transport Committee (ITC) at its eightieth session was available on the UNECE website as referenced in informal document INF.13 and that the report was available in English, French and Russian under the symbol ECE/TRANS/274 and Add.1.

12. The attention of the Safety Committee was brought in particular to the invitation from the ITC to Working Parties “to send their inputs after their annual sessions, as contributions for the development of the strategy and road map with a view to its final adoption at the restricted sessions of the eighty-first annual session of the Committee” as reflected in paragraph 17 of the report of the ITC on its eightieth session (ECE/TRANS/274). The Safety Committee noted that the document will be circulated by email to the representatives of Governments attending the Safety Committee and that the deadline for submission of comments is 30 September.

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

A. Status of ADN

13. The Safety Committee noted that there were no new contracting parties to ADN and that their number remained unchanged at 18.

14. It was also noted that the proposed amendments adopted by the Administrative Committee at its last session (ECE/ADN/45) were communicated to the Contracting Parties on 1 July 2018 for acceptance under depositary notification C.N.297.2018.TREATIES-XI-D-6. Unless a sufficient number of objections was received by 1 October 2018, they would be deemed to be accepted for entry into force on 1 January 2019.

B. Special authorizations, derogations and equivalents

15. As no document had been submitted under this agenda sub-item, no discussion took place on this subject.

C. Interpretation of the Regulations annexed to ADN

1. Fire-extinguisher installation on convoy or on board a barge only

Document: ECE/TRANS/WP.15/AC.2/2018/33 (France)

16. Opinions were divided on the applicability of the requirements for fire-extinguishing systems in 9.3.x.40.1, when read in conjunction with the provisions in 7.2.2.19.2 and 7.2.2.19.3, to non-motorized tank barges when forming part of a pushed convoy or a side-by-side formation. The Safety Committee recognized that a solution to the issues raised would have to be found as soon as possible since the related applicable transitional provision addressing the renewal of certificates of approval will expire on 31 December 2018.

17. After discussion, the Chairman concluded that more detailed information was needed before the Safety Committee could reach a common interpretation of the provisions. He urged countries and non-governmental organizations, in particular Recommended ADN Classification Societies, to provide feedback on existing practices to the representative of France so that he could prepare a more detailed document for the next session. The document would include, if possible, a proposal for a common understanding of the provisions or for clarifying them to avoid divergent interpretations. It was suggested that, if a solution could not be found, a multilateral agreement could be envisaged to avoid problems with the implementation of the new provisions.

2. Chemical Abstracts Service (CAS) or EC numbers for reporting dangerous goods

Informal documents: INF.5 (Austria)
INF.22 (CEFIC)

18. There was no support for the proposal by the Expert Group on Electronic Reporting International (ERI) to provide the Chemical Abstract Substance (CAS) numbers or European Community (EC) numbers in the transport document. The Safety Committee concurred with the views expressed in the informal document from CEFIC and considered that introducing these numbers in the transport document would not add any value to the information already provided by the UN numbers, the proper shipping names and class and division of the goods being carried, as well as by the labels, placards, marks etc currently prescribed by transport regulations.

3. Measurements for degassing

Informal documents: INF.6 and INF.26 (Austria and Netherlands)

19. The Safety Committee adopted the amendment to the second indent of 7.2.4.25.5 in informal document INF.26, for the 2021 edition of the ADN (see annex I). In the meantime, and to facilitate a common understanding of 7.2.4.25.5 (b) in the 2019 edition of the ADN, the Safety Committee agreed on the following:

“On the interpretation of the phrase “the results of these measurements shall be recorded in writing” at the end of the second indent of 7.2.4.25.5, as adopted for entry into force on 1 January 2019 (see ECE/ADN/45), the Safety Committee confirmed that the obligation to record the measured concentrations only applies when:

- (a) the conditions described in that indent are not met; and
- (b) the vapour return piping is not used.”.

D. Training of experts

Work of the informal working group on training of experts

Document: ECE/TRANS/WP.15/AC.2/2018/43 (CCNR)

Informal document: INF.11 (EBU and ESO)

20. The Safety Committee took note of the report of the eighteenth meeting of the informal working group on the training of experts in ECE/TRANS/WP.15/AC.2/2018/43.

21. It was noted that the revision of the catalogue of questions in accordance with the provisions of the 2019 edition of ADN continued, that the revised catalogue was expected to be adopted by the informal working group at its next meeting (18-20 September 2018) and that it would be submitted to the Safety Committee at its thirty-fourth session (January 2019).

22. On the possibility of rotating the answers from A to D, the Safety Committee concurred with the informal working group that such rotation should be allowed and supported the proposal. It also supported the proposal to set up a minimum period of three days after which a candidate would be allowed to retake the test after a refresher course.

23. The Safety Committee also supported the proposal to include requirements applicable to the electronic examinations in the Administrative Committee directive on the use of the catalogue of questions for the ADN expert examination and welcomed a proposal to this end for a next session.

24. On the proposal for extension of the time limit for the test following the basic and the refresher courses, several delegations said that they were not aware of any problem related to the duration of the exam. It was pointed out that there were other factors that could be considered while evaluating the time needed to complete the exam for an average well-prepared candidate, such as, the drafting of the questions (e.g.: are they too lengthy or too complicated to be quickly understood); the experience of the person selecting the questions for the exam (e.g.: is the amount of complicated and easy questions balanced); the fact that candidates may be taking the exam in a foreign language, etc. On these grounds, the Safety Committee considered that the information provided so far and the current data from statistics on the success rate of the examinations did not justify an increase of the 60 min currently allocated to the exams. Should these data and additional research show a different trend in the future, the Safety Committee might wish to reconsider this issue.

25. Regarding the possibility of distance learning courses for the basic and specialized courses, the Safety Committee was informed that this issue would also be considered by the RID/ADR/ADN Joint Meeting at its autumn 2018 session and that the International Road Union (IRU) would deliver a presentation on online refresher training for drivers to illustrate how some of the concerns expressed by some delegations at the spring 2018 session could be addressed (see ECE/TRANS/WP.15/AC.1/150, paragraphs 23 to 26) .

E. Matters related to classification societies

1. Reference to compliance with ISO/IEC 17020:2012

Document: ECE/TRANS/WP.15/AC.2/2018/27 (Russian Maritime Register of Shipping)

Informal document: INF.2 (Russian Maritime Register of Shipping)

26. Noting that some of the accreditation standards, accreditation bodies and branches listed in informal document INF.2 referred to maritime transport, some delegations questioned their suitability and relevance for ADN related matters. Others noted that there were different editions of ISO 9001 (ISO 9001:2008 and ISO 9001:2015) referred to in the documents submitted by the Russian Maritime Register of Shipping. The Safety Committee was informed that the renewal of certificates was ongoing and welcomed future updates on this matter.

27. After discussion, the Safety Committee concluded that additional information on compliance with ISO/IEC 17020:2012 was necessary, in particular as regards the recognition, by a national competent authority, of the independent body of auditors issuing the certification. It was noted however, that this requirement might have to be considered taking into account the explanations given in paragraph 4 of ECE/TRANS/WP.15/AC.2/2018/27 and the difference between certification of technical requirements and technical competency of the personnel. The Safety Committee invited the Russian Federation to exchange views with and seek advice from other members of the Committee.

2. List of references to ADN in the Russian Maritime Register of Shipping Class Rules

Document: ECE/TRANS/WP.15/AC.2/2018/36 (Russian Maritime Register of Shipping)

Informal document: INF.3 (Russian Maritime Register of Shipping)

28. The Safety Committee noted the information showing how the provisions of the Regulations annexed to ADN corresponded with the Class Rules of the Russian Maritime Register of Shipping.

3. Report of the fifteenth meeting of the informal working group on Recommended ADN classification societies

Informal document: INF.7 (Chairman of the informal working group on Recommended ADN Classification Societies)

29. On the use of boil-off of liquefied natural gas (LNG), battery-powered ships and autonomous navigation, the Safety Committee noted that work continued within the informal working group and that a progress update would be provided at the next session.

30. Noting that action point 2 (a) in informal document INF.7 was reported as not needing further action, the Safety Committee recalled the outcome of the discussions held on this topic at its twenty-eight session in January 2016, as reflected in the report of that session (see ECE/TRANS/WP.15/AC.2/58, paragraph 15): “Several delegations supported the idea of revisiting the wording of 1.15.3.8, and the Safety Committee noted that the Recommended ADN Classification Societies would submit a proposal at the next session.”. The Safety Committee invited the Recommended ADN Classification societies to submit a proposal to clarify the wording of 1.15.3.8 or otherwise justify why such clarification is no longer needed.

31. On 6 (b), the representative of Germany informed the Safety Committee that work to clarify the appropriate competent authority referred to through the ADN continued, and that once completed a proposal would be submitted for consideration by the Safety Committee.

32. Finally, the Safety Committee noted that none of the Recommended ADN Classification Societies from the Russian Federation had participated in the last meetings of the informal working group. Recalling the obligations of recommended classification societies in 1.15.4 and that, according to 1.15.4.2, they “shall exchange experiences in joint meetings at least once a year”, the Safety Committee invited them to comply with this obligation.

33. The representative of Germany pointed out that the information from Bureau Veritas on stability issues for Type N and Type G tankers announced in informal document INF.10 (thirty-first session) under item 6 (c) had not yet been provided. The Recommended ADN Classification Societies were invited to provide this information as soon as possible.

4. Actual status of approval of loading instruments

Informal document: INF.8 (Recommended ADN Classification Societies)

34. The Safety Committee noted with satisfaction that the Recommended ADN Classification Societies expected that all vessels for which an approved loading instrument was required, would be duly equipped by the end of the transitional period for compliance.

5. Request by Croatia for inclusion of the Croatian Register of Shipping in the list of classification societies recommended for recognition

Informal document: INF.4 (Croatia)

35. The Safety Committee noted that a request from Croatia for inclusion of the Croatian Register of Shipping in the list of classification societies recommended for recognition would be considered by the Administrative Committee at its twenty-first session.

36. It was recalled that according to the procedure in 1.15.2, the Administrative Committee may wish to establish a Committee of Experts to consider the proposal, determine whether the classification society meets the criteria set out in 1.15.3 and make a recommendation to the Administrative Committee within a period of six months.

V. Proposals for amendments to the Regulations annexed to ADN (agenda item 4)

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

1. New amendments

Documents: ECE/TRANS/WP.15/AC.2/2018/24 (Secretariat)
ECE/TRANS/WP.15/AC.2/2018/28 (CCNR)

Informal documents: INF.12 (Germany)
INF.15, INF. 21 and INF.24 (Secretariat)

37. The Safety Committee adopted, for entry into force on 1 January 2019, the amendments deemed necessary for harmonization with RID and ADR proposed in document ECE/TRANS/WP.15/AC.2/2018/24 as amended by informal document INF.15, and ECE/TRANS/WP.15/AC.2/2018/28 as amended by proposal 2 in informal document INF.24 (see annex II).

38. Although there was some support for the need to clarify the obligations for the consignor, the loader and the carrier following the adoption of the new provisions in 7.1.7, the Safety Committee did not adopt the proposals in informal document INF.12 for entry into force on 1 January 2019.

39. The Safety Committee invited the representative of Germany to take account of the comments made during the discussion and to work with other interested delegations on the development of a common understanding of the obligations that needed to be clarified in relation to the implementation of the provisions in 7.1.7, for consideration by the Safety Committee. He was also invited to consider whether this issue could also be relevant for rail and road carriage in which case it should be brought to the attention of the RID/ADR/ADN Joint Meeting.

2. Corrections to previously adopted amendments (ECE/ADN/45)

Document: ECE/TRANS/WP.15/AC.2/2018/25

Informal documents: INF.13 and INF.15 (Secretariat)

40. The Safety Committee adopted the proposed corrections to ECE/ADN/45 in informal document INF. 13 (see ECE/ADN/45/Corr.1) related to errors or omissions of consequential amendments (see annex III). It considered that such errors or omissions should be corrected as soon as the amendments in question entered into force and suggested that the Administrative Committee should call for the correction procedure to begin as soon as the amendments would be deemed to be accepted (in principle, on 1 October 2018).

3. Corrections to the Regulations annexed to ADN

Informal documents: INF.13 and INF.15 (Secretariat)

41. The Safety Committee adopted the correction to the Regulations annexed to ADN in informal documents INF.13 (correction to 5.4.1.1.3) and INF.15 (correction to 1.8.5.3 (a)) (see annex IV).

B. Other proposals

1. Fire and naked light (9.1.0.41.3)

Document: ECE/TRANS/WP.15/AC.2/2018/26 (Belgium)

42. The Safety Committee agreed with the interpretation by the representative of Belgium that only electric lighting appliances are permitted outside the accommodation and the wheelhouse and noted that the same correction was necessary in 9.2.0.41.3. The Safety Committee adopted the proposal as a correction to the Regulations annexed to ADN and noted that, as the French text was correct, they would not require official notification for acceptance by Contracting Parties (see annex V).

2. Substance No. 9001: Name and description

Document: ECE/TRANS/WP.15/AC.2/2018/29 (Germany)

Informal document: INF.19 (Secretariat)

43. After some discussion, the Safety Committee decided to entrust consideration of the issues raised in the documents from Germany and the Secretariat to the informal working group on substances. The informal working group should consider, in particular:

(a) the need to revise the text throughout the ADN to ensure consistency between the text in the definition of F4 substances and the name and description of 9001;

(b) the need to avoid confusion with the definition of F2 substances and in particular, the use of “à chaud” in the French version, as it is currently associated with such substances;

(c) The corresponding terminology currently used in ADR, RID and the Model Regulations when considering the use of “limiting range” instead of “range”;

(d) The need for additional clarifications on the use of Kelvin degrees in instances where “range” might be implied but not specifically stated (for instance, in 3.2.3.3 and 3.2.4.3, in the new text for column 17 in ECE/ADN/45, which states: “for substances that must be transported while heated to a temperature of less than 15 K below their flash-point”).

3. Correction to ADN 2019

Document: ECE/TRANS/WP.15/AC.2/2018/30 (Austria)

44. The Safety Committee noted that the proposed correction was already listed in document ECE/TRANS/WP.15/AC.2/2018/24 and had already been discussed and adopted (see paragraph 37).

4. Lifeboats (7.2.3.29.1)

Document: ECE/TRANS/WP.15/AC.2/2018/31 (Germany)

Informal document: INF.16 (Germany)

45. The Safety Committee could not reach consensus on the proposal as drafted. One delegation questioned the lack of justification from a safety point of view and the absence of a risk assessment to support the proposal. Others considered that the reference to texts which are mandatory only within the European Union (e.g. European Directives) should be replaced by a reference to national law, to address implementation in non-EU member states.

46. A few others requested clarification on the intent of the proposal, i.e., whether the proposed life rafts were an alternative to the lifeboat allowed to be stored in the cargo area in the conditions set out in 7.2.3.29.1 or whether they were meant to replace them. The representative from Germany explained that the proposal was intended to address the lack of a proper definition of “collective life-saving appliances” in ADN without changing the existing requirements for stowage of lifeboats in 7.2.3.29.1, i.e.: the lifeboat should always be stowed outside the cargo area, unless this was not possible e.g. because of its size and design, in which case as an alternative, additional collective life-saving appliances outside the cargo area were required.

47. Some others questioned whether a lifeboat could be considered an appropriate means of evacuation for dangerous goods vessels in all circumstances. Others noted that as the ES-TRIN standard applied to passenger vessels, the definition for “collective life-saving appliances” therein might not be appropriate for cargo vessels and suggested that a specific definition be developed for the purposes of ADN.

48. In the light of the discussions, the representatives of EBU and Germany volunteered to work on a revised proposal for the next session that would take account of all the comments made.

5. Amendments concerning the explosion protection concept for inland waterways vessels

Documents: ECE/TRANS/WP.15/AC.2/2018/32 and Corr.1 (Germany)

49. The Safety Committee noted that the amendments in paragraphs 7 and 10 of the document had already been included in the draft amendments to ADN for entry into force on 1 January 2019 (refer to ECE/ADN/45) and adopted the proposals in paragraphs 4, 6, 9 and 12, as follows:

(a) proposals in paragraphs 4 and 6: adopted as corrections to the draft amendments to ADN for entry into force on 1 January 2019 (i.e: corrections to ECE/ADN/45) (see annex III);

(b) proposals in paragraphs 9 and 12: adopted for entry into force on 1 January 2021 (see annex I).

6. Criteria for assignment of substances in 3.2.4.3

Document: ECE/TRANS/WP.15/AC.2/2018/34 (CCNR)

50. The Safety Committee noted that the amendments in paragraph 4 had already been included in the draft amendments to ADN for entry into force on 1 January 2019 (refer to ECE/ADN/45).

7. Use of vapour return piping during unloading (1.4.3.7.1)

Document: ECE/TRANS/WP.15/AC.2/2018/37 (CEFIC and Fuels Europe)

Informal document: INF.18 (CCNR)

51. After consideration of the documents in plenary and during a break, the representative of CEFIC withdrew the proposal.

8. Heading of Table C

Document: ECE/TRANS/WP.15/AC.2/2018/38 (EBU, ESO)

52. There was support for the proposal in principle, but the Safety Committee considered that the proposed references to be added in the headings of Table C of ADN needed further consideration and invited the authors of the document to take account of the comments made and submit a revised proposal for the next session.

9. Inconsistency in the instructions in writing

Document: ECE/TRANS/WP.15/AC.2/2018/40 (EBU, ESO)

53. The proposed amendment to 5.4.3.2 was adopted for entry into force on 1 January 2021 (see annex I).

10. Proposed changes to tables A, B and C of the Regulations annexed to ADN

Document: ECE/TRANS/WP.15/AC.2/2018/41 (France)

54. The Safety Committee adopted the proposals in paragraphs 3 and 4, as follows:

(a) proposal in paragraph 3: adopted as a correction to the Regulations annexed to the ADN (see annex IV);

(b) proposal in paragraph 4: adopted as a correction to the draft amendments to ADN for entry into force on 1 January 2019 (i.e: corrections to ECE/ADN/45) (see annex III).

55. As regards the comments and proposals in paragraphs 6 to 13, the Safety Committee decided to defer their consideration to the informal working group on substances.

56. Noting that there were some inconsistencies between the current English and French versions of the proper shipping name of UN No.1203 in the Model Regulations, the representative of the Netherlands volunteered to bring them to the attention of the Sub-Committee of Experts on the Transport of Dangerous Goods.

11. Proposed amendments to Part 2 of the Regulations annexed to ADN

Document: ECE/TRANS/WP.15/AC.2/2018/42 (France)

57. The Safety Committee deferred consideration of the proposals in paragraphs 6 and 7 to the informal working group on substances. Noting that the carriage of Barium Azide (UN No.0224) was addressed differently by RID and ADR (i.e.: allowed for carriage by road but not permitted for carriage by rail), the Safety Committee invited the informal working group to examine whether the existing differences are justified and consider whether the ADN should follow the ADR or the RID in this respect to ensure consistency between land modes.

12. Amendment to 7.1.4.1: limitation of the quantities carried

Document: ECE/TRANS/WP.15/AC.2/2018/45 (UENF, EBU, ESO)

58. After discussion, the representatives of EBU and ESO volunteered to revise the proposal within an informal correspondence group to take account of the comments made and submit a revised proposal for the next session. The representatives of Austria, the Netherlands, Belgium, France and Germany expressed interest in contributing to this work.

13. Use of the word “accumulator” in Chapter 9

Document: ECE/TRANS/WP.15/AC.2/2018/46 (EBU, ESO)

59. There was no support for the proposal as written on the grounds that more time was needed to consider the definition in ES-TRIN and examine whether the same terminology was suitable for ADN purposes. The authors of the proposal were invited to consider it further in the light of the comments made.

14. Clarification of 1.1.3.6.1 and 1.1.3.6.2

Documents: ECE/TRANS/WP.15/AC.2/2018/47 and Corr.1 (EBU, ESO)

60. The Safety Committee supported in principle the proposal to convert the list under 1.1.3.6.1 (a) into a table but did not agree with the deletion of the upper threshold of 3000 kg from the introductory sentence of that sub-paragraph nor with the replacement of “packages” with “packagings”. It was also noted that 1.1.3.6.2 should not be deleted. The Safety Committee invited the authors of the proposal to take account of the comments made and submit a revised document for the next session.

15. Amendments to 7.1.0.5.0.2 and 7.1.6.12

Document: ECE/TRANS/WP.15/AC.2/2018/48 (EBU, ESO)

61. The Safety Committee confirmed that the provisions of 7.1.5.0.2 do not apply to tank-containers. It noted that the definition of container in Chapter 1.2 of the ADN already included a note specifying that the term does not cover tank-containers and considered that it would not be appropriate to clarify this in all instances where the term “container” was used in the text. On that grounds, it did not adopt the amendment to 7.1.5.0.2.

62. As regards the amendment to 7.1.6.12, the Safety Committee considered that it could not be considered as editorial and invited the authors of the proposal to revise it in the light of the comments made and to submit a new document for the next session that would include the technical justification for the proposed changes.

16. Exemptions related to quantities carried on board vessels in 1.1.3.6

Document: ECE/TRANS/WP.15/AC.2/2018/51 (Germany)

63. The Safety Committee adopted the proposal in paragraph 4 of the document. However, noting that paragraph numbers 1.1.3.6.3 and 1.1.3.6.4 were already used in RID/ADR for other provisions, it decided to keep these paragraphs reserved in ADN and to introduce the proposed text as new paragraph 1.1.3.6.5. It was also agreed that the wording of new 1.1.3.6.5 should be the same as 1.1.3.6.5 in the ADR (see annex I).

17. Corrections to 9.3.x.52.6

Document: ECE/TRANS/WP.15/AC.2/2018/52 (CCNR)

64. The Safety Committee adopted the proposed corrections to 9.3.x.52.6 for entry into force on 1 January 2019 as a correction to the list of amendments in ECE/ADN/45, (see annex III).

18. Classification of explosion groups for additional UN numbers

Document: ECE/TRANS/WP.15/AC.2/2018/50 (CEFIC)

Informal document: INF.23 (CEFIC)

65. The Safety Committee decided to forward the question concerning UN No.3295 in informal document INF.23 to the informal working group on substances and adopted, with some additional changes, the amendments to column (16) of Table C for UN Nos. 1179, 1216 and 3256, for entry into force on 1 January 2021 (see annex I). The representative of CEFIC volunteered to review the option of including an additional entry for UN No.2395 in Table C and report back to the informal working group on substances.

19. Results of checks on the maximum safety clearance and multilateral agreement M018

Document: ECE/TRANS/WP.15/AC.2/2018/49 (UENF, EBU, ERSTU)

66. The Safety Committee took note of the concerns expressed in document ECE/TRANS/WP.15/AC.2/2018/49 but considered that, as multilateral agreements could only be initiated by a Contracting Party to ADN, it was not within the prerogatives of the Safety Committee to take a decision on that respect.

20. Discrepancies in Schemes A and B of 3.2.3.3 of the ADN

Informal document: INF.9 (FuelsEurope)

67. The Safety Committee noted that FuelsEurope continued to work on a proposal to address the discrepancies in schemes A and B of 3.2.3.3 of ADN and that it would submit a proposal for consideration by the Safety Committee at a future session.

VI. Reports of informal working groups (agenda item 5)

A. Informal working group on membrane tanks

Document: ECE/TRANS/WP.15/AC.2/2018/35 (Belgium, France and the Netherlands)

Informal document: INF.25 (France)

68. The Safety Committee agreed that the informal working group should continue working on this issue and develop provisions for ADN to allow the use of this technology. Such provisions should address not only the design of the vessel, but also operational and training requirements. It was noted that the new provisions should allow the use of membrane tanks as an alternative to conventional pressure tanks, not as a replacement, while ensuring that the current level of safety is maintained. Conventional pressure tanks currently used for the transport of LNG would continue to be allowed.

69. The Safety Committee agreed with the possible ways forward listed in paragraph 15 of document ECE/TRANS/WP.15/AC.2/2018/35 and additionally invited the informal working group to:

(a) provide relevant information on the evolution of the market in the past years as well as on foreseeable trends and needs that may arise from the use of this technology (e.g. certifications etc);

(b) further define the list of substances or types of substances that would be allowed to be carried in membrane tanks;

(c) consider developing a special provision dealing with transport in membrane tanks, or as an alternative, develop a general definition for “membrane tanks” to be included in Chapter 1.2 of ADN. The definition should not include references to specific technologies.

70. The representative of the Netherlands informed the Safety Committee that the informal working group intended to meet again on 11-12 October 2018 in The Hague. He invited all delegations interested in participating in that meeting to contact him or the representative from France.

B. Second meeting of the informal working group on loading on top

Document: ECE/TRANS/WP.15/AC.2/2018/39 (FETSA, EBU, ESO, EBOTA, FuelsEurope)

Informal document: INF.17 (FETSA, EBU, ESO, EBOTA, FuelsEurope)

71. The Safety Committee did not support continuation of the work as described in document ECE/TRANS/WP.15/AC.2/2018/39. It considered that the establishment of provisions for blending operations on board of inland waterways vessels was outside the scope of the ADN. It was noted that such operations were expected to be conducted on facilities covered by other pieces of regulation such as the SEVESO directive¹ or those established at national level for ports, and some delegations questioned that the same level of safety could be achieved when these operations were performed on board. It was also noted that blending operations on sea-going vessels at sea was prohibited and that

¹ Directive 2012/18/EU of the European Parliament and of the Council of 4 July 2012 on the control of major-accident hazards involving dangerous substances.

regulation of these and other activities at seaports was addressed by national legislation. The Governmental delegations who expressed an opinion considered that within the framework of the ADN “loading on top” could not be considered as a legal procedure for the time being.

72. The Safety Committee noted that should a change in practice towards blending operations on board be justified as indicated by industry representatives, the informal working group should explain the applicable specific procedures and provide a clear description of all the operational details (e.g.: quantities and nature of the substances involved, safety considerations, need for specific equipment such as flame arresters, training requirements) as well as of all obligations related to these operations, such as reporting to competent authorities, and measures to avoid misuse of the regulations (e.g. blending of waste products).

73. The representative from the Netherlands volunteered to develop a roadmap for future work to be submitted for consideration by the Safety Committee at its next session.

C. Informal working group on substances

Document: ECE/TRANS/WP.15/AC.2/2018/44 (Germany)

74. The Safety Committee agreed with the proposal by the informal working group in paragraph 10 of the document, on the need to revise the examples in 3.1.2.8.1.4 and adopted the amendments in paragraphs 5 to 9, 12 to 18, 21, 23, 24, 30, 31 and 38 for the 2021 edition of ADN (see annex I). The proposal in paragraph 17, applicable to the German version only, was also adopted.

75. On the proposal in paragraph 8 of the document, the Safety Committee noted that the deletion of “anhydrous” from the name of substance identification number 9000 did not have any safety implication and was justified since deeply refrigerated liquids were always exempted of water, and therefore the mention “anhydrous” was superfluous.

76. The Safety Committee invited the informal working group to consider a transitional period for oil sludge and to make proposals to solve the issue raised in paragraph 28 of the document with respect to the use of the term “sludge”.

77. The proposal in paragraph 38 and the remark in paragraph 44 were adopted for the 2021 edition of the ADN (see annex I). The Safety Committee confirmed that the same interpretation was applicable to the 2019 edition of ADN, i.e.: differentiation among sub-groups II B3, II B2 or II B1 of explosion group II B or II A is possible based on measurement data or verified information in accordance with IEC 60079-20-1 or equivalent.

VII. Programme of work and calendar of meetings (agenda item 6)

78. The Safety Committee noted that its next session (thirty-fourth) is scheduled to take place in Geneva from 21-25 January 2019, and the twenty-second session of the ADN Administrative Committee is scheduled to take place on 25 January 2019. The deadline for submission of documents for those meetings is 26 October 2018.

79. The representative from Germany informed the Safety Committee that a significant amount of questions was expected during the next biennium following the entry into force of the new provisions addressing explosion protection. Noting that the informal working group who had develop them did no longer exist, the Safety Committee invited the informal

working group on substances to consider including this item on its programme of work for the next biennium and encouraged experts on this field to join the informal working group. The Chairman of the informal working group said that the group would try its best to deal with these new tasks but noted that they would represent a significant increase in the scope and the workload of the group and might imply extending the duration and/or frequency of the meetings. It was suggested that a sub-group within the informal working group of substances could deal exclusively with explosion protection issues.

VIII. Any other business (agenda item 7)

A. Best practices for sampling on barges

80. The representative of CEFIC gave a presentation on best practices for sampling on barges. The Safety Committee welcomed continuation of work on this issue in a correspondence working group led by Germany. Interested delegations were invited to contact the representative from Germany and to provide feedback on the questions and preliminary proposals introduced by CEFIC.

B. Tributes

81. The Safety Committee was informed that Mr. H. Rein (Germany) was attending a session of the Safety Committee for the last time since he would be retiring soon. Mr. Rein had chaired the ADN Safety Committee since 2000, the ADN Administrative Committee since its first session in 2008 and the RID Committee of Experts from 1999 to 2016. He had also vice-chaired the RID/ADR/ADN Joint Meeting since 1996. The Safety Committee thanked him warmly for his outstanding contribution to the safe carriage of dangerous goods in general and by inland waterways in particular and wished him a long and happy retirement.

82. Noting that Mr. K. Ackermann who had been representing CEFIC for the last 8 years, was moving to a new position and was also attending the session for the last time, the Safety Committee thanked him for his contribution and support to its work and wished him the best of success in his future endeavours.

IX. Adoption of the report (agenda item 8)

83. The Safety Committee adopted the report on its thirty-third session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

[Original: English and French]

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2021

Chapter 1.2

1.2.1 Amend the definition for "*Explosion group*" to read as follows:

"Explosion group/subgroup means a grouping of flammable gases and vapours according to their maximum experimental safe gaps (standard gap width, determined in accordance with specified conditions) and minimum ignition currents, and of electrical apparatus intended to be used in a potentially explosive atmosphere (see EN IEC 60079-0:2012), installations, equipment and self-contained protection systems. For self-contained protection systems, the explosion group II B is subdivided into subgroups."

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

1.2.1 Add the following new definition in alphabetical order:

"Oil sludge means residual hydrocarbons from the normal operation of seagoing ships, e.g. residues from the treatment of fuel or lubricating oils for main or auxiliary machinery, waste oil obtained by separation from oil filtering installations, oily residues collected in pits and residues of hydraulic and lubricating oils.

NOTE: *In ADN, the definition of MARPOL also includes residues resulting from the treatment of bilge water on board sea-going vessels."*

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

Chapter 1.1

1.1.3.6 Insert "1.1.3.6.3 and 1.1.3.6.4 *Reserved*".

(Reference documents: ECE/TRANS/WP.15/AC.2/2018/51 as amended)

1.1.3.6 Insert a new 1.1.3.6.5 to read as follows:

"1.1.3.6.5 For the purposes of this sub-section, dangerous goods exempted in accordance with 1.1.3.1 (a), (b) and (d) to (f), 1.1.3.2 to 1.1.3.5, 1.1.3.7, 1.1.3.9 and 1.1.3.10 shall not be taken into account."

(Reference document: ECE/TRANS/WP.15/AC.2/2018/51)

Chapter 1.6

1.6.7.2.2.2 Add the following additional transitional provision:

1.2.1	Vacuum valve	N.R.M. from 1 January 2019
	Deflagration safety	Renewal of certificate of approval after 31 December 2034
	Test according to standard EN ISO 16852:2016	The deflagration safety shall be tested according to EN 12874:2001 including the manufacturer's confirmation under Directive 94/9/EC or equivalent on board vessels built or modified from 1 January 2001 or if the vacuum valve has been replaced since 1 January 2001.
	Proof of conformity with applicable requirements	In other cases, they shall be of a type approved by the competent authority for the use prescribed.

(Reference document: ECE/TRANS/WP.15/AC.2/2018/32)

Chapter 3.2, Table A

For UN No. 2288, ISOHEXENE, in column (8) insert "T".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

Chapter 3.2, 3.2.3

3.2.3.1, 3.2.3.3 and 3.2.4.3, column (20) Delete remark 29 and insert "Deleted".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

3.2.3.1 In "Explanations concerning Table C", for column (20) "Additional requirements/Remarks", amend the end of remark 44 to read as follows:

"...or equivalent that allows for an assignment to subgroups II B3, II B2 or II B1 of explosion group II B or explosion group II A."

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

Chapter 3.2, Table C

3.2.3.2 For all applicable entries, in column (20) delete "29".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1010, 1,2-BUTADIENE, STABILIZED, amend column (2) to read as follows: "BUTADIENES (1,2-BUTADIENE), STABILIZED".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1010, 1,3-BUTADIENE, STABILIZED, amend column (2) to read as follows: "BUTADIENES (1,3-BUTADIENE), STABILIZED".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1020, amend column (2) to read as follows: "CHLOROPENTAFLUOROETHANE (refrigerant gas R 115)".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1108, amend column (2) to read as follows: "1-PENTENE (n-amylene)".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1179, amend column (16) to read "II A".

(Reference documents: ECE/TRANS/WP.15/AC.2/2018/50 as amended by informal document INF.23)

For UN No. 1193, amend column (2) to read as follows: "ETHYL METHYL KETONE (methyl ethyl ketone)".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1212, amend column (2) to read as follows: "ISOBUTANOL (isobutyl alcohol)".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1216, amend column (16) to read "II B (II B1)".

(Reference documents: ECE/TRANS/WP.15/AC.2/2018/50 as amended by informal document INF.23)

For UN No. 1219, amend column (2) to read as follows: "ISOPROPANOL (isopropyl alcohol)".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1268, (16 entries with more than 10% Benzene), in column (20) delete "27".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1274 (all entries), amend column (2) to read as follows: "n-PROPANOL (propyl alcohol, normal)".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 1823, SODIUM HYDROXIDE amend column (2) to read as follows: "SODIUM HYDROXIDE, SOLID".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN Nos. 1993 (first 6 entries), 3145 (all entries), 3295 (first 6 entries), 9002 (all entries), 9005 and 9006, in column (20) add "27".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 3256, "ELEVATED TEMPERATURE LIQUID, FLAMMABLE, N.O.S. with flash-point above 60 °C, at or above its flash-point (Low QI Pitch)" amend column (16) to read "II B (II B2)".

(Reference documents: ECE/TRANS/WP.15/AC.2/2018/50 as amended by informal document INF.23)

For UN No. 3295, HYDROCARBONS, LIQUID, N.O.S. CONTAINING ISOPRENE AND PENTADIENE, STABILIZED (all entries), in column (20) delete "27".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For UN No. 3494 (all entries), in column (20) delete "27".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For substance number 9000, in column (2) delete "ANHYDROUS".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

For substance number 9003 (all entries), in column (2) delete " or SUBSTANCES WHERE 60 °C < flash-point ≤ 100° C".

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

Add the following entry:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S. (OIL SLUDGE)	9	M6	III	9+ CMR+ N1	N	2	3		10	97		3	Yes			No	PP, EP, TOX, A	0	

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

Chapter 3.2, 3.2.3.3

3.2.3.3 and 3.2.4.3 H, column (16) Amend to read as follows:

"Flammable substances shall be assigned to an explosion group on the basis of their maximum experimental safe gaps.

The maximum experimental safe gaps shall be determined in accordance with standard IEC 60079-20-1.

The different explosion groups are as follows:

Explosion group	Maximum experimental safe gap in mm
II A	> 0.9
II B	≥ 0.5 to ≤ 0.9
II C	< 0.5

Where self-contained protection systems are in place, the different subgroups for explosion group II B are as follows:

Explosion group/subgroup	Maximum experimental safe gap in mm
II B1	> 0.85 to ≤ 0.9
II B2	> 0.75 to ≤ 0.85
II B3	> 0.65 to ≤ 0.75
II B	≥ 0.5 to ≤ 0.65

When anti-explosion protection is required and the relevant data are not provided, reference shall be made to explosion group II B, considered safe."

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

3.2.3.3 and 3.2.4.3, column (20) Amend remark 27 to read as follows:

"Reference shall be made in column (20) to remark 27 for substances for which the reference N.O.S. or a generic reference is made in column (2) and for which the proper shipping names are not already supplemented with the technical name of the goods or additional information concerning the benzene content."

(Reference document: ECE/TRANS/WP.15/AC.2/2018/44)

Chapter 5.4

5.4.3.2 Amend to read as follows:

"5.4.3.2 These instructions shall be provided by the carrier to the master in the language(s) that the master and the expert can read and understand before loading. The master shall ensure that each member of the crew and any other person on board concerned understands and is capable of carrying out the instructions properly."

(Reference document: ECE/TRANS/WP.15/AC.2/2018/40)

Chapter 7.2

7.2.4.25.5, second indent Amend the last sentence to read as follows: "If these conditions are not met and the vapour return piping is not used, the measured concentrations shall be recorded in writing.",

(Reference document: informal document INF.26)

Chapter 9.3

9.3.2.22.4 (b) Amend to read as follows:

"(b) When the list of substances on the vessel according to 1.16.1.2.5 will contain substances for which explosion protection is required in column (17) of Table C of Chapter 3.2,

- At the connection to each cargo tank, the venting piping and the vacuum valve shall be equipped with a flame arrester capable of withstanding a detonation; and
- The device for the safe depressurization of cargo tanks shall be deflagration safe and capable of withstanding steady burning;"

(Reference document: ECE/TRANS/WP.15/AC.2/2018/32)

9.3.2.22.4 (e) Amend the first paragraph to read as follows:

"The autonomous protection systems mentioned in (b) and (c) shall be chosen according to the explosion groups/subgroups of the substances foreseen for inclusion in the list of substances on the vessel (see column (16) of Table C of Chapter 3.2). The outlets of the high-velocity vent valves shall be located not less than 2.00 m above the deck and at a distance of not less than 6.00 m from the openings of the accommodations, the wheelhouse and the service spaces outside the cargo area. This height may be reduced to 1.00 m when there is no drive unit within a radius of 1.00 m around the pressure relief valve outlet. This area shall be marked as a danger zone;"

(Reference document: ECE/TRANS/WP.15/AC.2/2018/32)

Annex II

[Original: English and French]

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2019

(see ECE/ADN/45/Add.1)

Annex III

[Original: English and French]

Proposed corrections to the amendments to the Regulations annexed to ADN for entry into force on 1 January 2019

(see ECE/ADN/45/Corr.1)

Annex IV

[Original: English and French]

Proposed corrections to the Regulations annexed to ADN

(Corrections requiring acceptance by Contracting Parties)

1. Chapter 1.8, 1.8.5.3 (a)

Not applicable to English.

(Reference document: informal document INF.15)

2. Chapter 3.2, Table C, UN No. 1203, column (2), all entries

Not applicable to English.

(Reference document: ECE/TRANS/WP.15/AC.2/2018/41)

3 Chapter 5.4, 5.4.1.1.3

Not applicable to English.

(Reference document: informal document INF.13)

4. Chapter 5.4, 5.4.2, title

For Container, vehicle or wagon packing certificate read Container/vehicle packing certificate

(Reference document: ECE/TRANS/WP.15/AC.2/2018/28)

5. Chapter 8.1, 8.1.2.1 (b)

For large container, vehicle or wagon packing certificate (see 5.4.2) read container/vehicle packing certificate (see 5.4.2)

(Reference document: ECE/TRANS/WP.15/AC.2/2018/28)

Annex V

[Original: English and French]

Corrections to ECE/TRANS/258 (ADN 2017 publication)

(Corrections not requiring acceptance by Contracting Parties)

Table of contents

For 5.4.2 Large container, vehicle or wagon packing certificate read 5.4.2 Container/vehicle packing certificate

(Reference document: ECE/TRANS/WP.15/AC.2/2018/28)

Chapter 9.1, 9.1.0.41.3 and 9.2.0.41.3

For the existing text *substitute*:

Only electric lighting appliances are permitted outside the accommodation and the wheelhouse.

(Reference document: ECE/TRANS/WP.15/AC.2/2018/26)
