

Economic Commission for Europe

Inland Transport Committee

22 July 2021

Working Party on the Transport of Dangerous Goods

English

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-eighth session

Geneva, 23–27 August 2021

Item 4(b) of the provisional agenda

Proposals for amendments to the Regulations annexed to ADN: other proposals

Request for merging two UN 1202 entries into one

Transmitted by FuelsEurope

Executive Summary: Two UN 1202 entries exists, without any significant difference.

Action to be taken: The Safety Committee is invited to start a discussion within a working group.

Related documents: None

Introduction

1. There exists in Table C two UN 1202 entries which differ only in the reference to the flash-point (column (2)) and the relative density (column (12)). These are further referred to as Entry 1) and Entry 3).

| UN No. or substance identification No. | Name and description | Class | Classification code | Packing group | Dangers | Type of tank vessel | Cargo tank design | Cargo tank type | Cargo tank equipment | Opening pressure of the pressure relief valve/high velocity vent valve, in kPa | Maximum degree of filling in % | Relative density at 20 °C | Type of sampling device | Pump room below deck permitted | Temperature class | Explosion group | Anti-explosion protection required | Equipment required | Number of combustible lights | Additional requirements/Remarks |
|--|---|-------|---------------------|---------------|-----------------------------|---------------------|-------------------|-----------------|----------------------|--|--------------------------------|---------------------------|-------------------------|--------------------------------|-------------------|-----------------|------------------------------------|--------------------|------------------------------|---------------------------------|
| 1202 | GAS OIL or DIESEL FUEL or HEATING OIL, LIGHT (flash-point not more than 60 °C) | 3 | F1 | III | 3-(N1, N2, N3, CMR, F or S) | * | * | * | * | * | * | < 0,85 | * | yes | | | no | * | 0 | *see 3.2.3.3 |
| 1202 | GAS OIL complying with standard EN 590:2013 + A1:2017 or DIESEL FUEL or HEATING OIL, LIGHT with flash-point as specified in EN 590:2013 + A1:2017 | 3 | F1 | III | 3+N2+F | N | 4 | 3 | | | 97 | 0,82 - 0,85 | 3 | yes | | | no | PP | 0 | |
| 1202 | GAS OIL or DIESEL FUEL or HEATING OIL, LIGHT (flash-point more than 60 °C but not more than 100 °C) | 3 | F1 | III | 3-(N1, N2, N3, CMR, F or S) | * | * | * | * | * | * | < 1,1 | * | yes | | | no | * | 0 | *see 3.2.3.3 |

2. The choice of the entry having a flash point lower than 60 °C or between 60 °C and 100 °C has no effect on the classification, nor on the choice of the barge as box one of 3.2.3.3 defines the product as dangerous goods in either case.

3. As per 3.1.2.1, portions of an entry appearing in lower case need not be considered as part of the proper shipping name. It therefor appears that the reference to the flash-point in Column (2) refers to the possible means of evacuation as described in 7.2.4.77 only.

4. For Entry 1) and 3) of UN 1202, the only difference lies in the possible means of evacuation in case of an emergency as described in ADN 7.2.4.77.
5. For Entry 1), having a flash-point of not more than 60°C, options 4, 9, 13 and 14 are not possible.

7.2.4.77 Possible means of evacuation in case of an emergency

| | | Tank vessel/tank barge | | | | |
|----|---|--|--|----------|---|---|
| | | Class | | | | |
| | | 2, 3 (except second and third entries of UN No. 1202, packing group III, in Table C) | 3 (only for the second and third entries of UN No. 1202, packing group III, in Table C), 4.1 | 5.1, 6.1 | 8 | 9 |
| 4 | One escape route outside the cargo area and one life boat at the opposite end | | • | | • | • |
| 9 | One escape route inside the cargo area and one life boat at the opposite end | | • | | • | • |
| 13 | One escape route outside the cargo area | | • | | • | • |
| 14 | One escape route inside the cargo area | | • | | • | • |

Request to the ADN Safety Committee

6. It should be noted that this double entry is present also in ADR, RID and Table A of ADN, and if anything is changed in ADN, its impact on ADR and RID would have to be taken into consideration.
7. FuelsEurope invites the ADN Safety Committee to start a discussion on the simplification of Table C of ADN, specifically on the possibility to merge Entries 1) and 3).