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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Ad Hoc Working Group for the Elaboration of a draft European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterway*
(Tenth session, Geneva, 30 August-2 September 1999)

ANNEX 3 OF THE DRAFT EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAY

Transmitted by the Central Commission for the Navigation of the Rhine**

The secretariat has received from CCNR the following proposal concerning Annex 3 of the draft Agreement.

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* Pursuant to the decisions of the Inland Transport Committee, the organization of the work of the Working Group is undertaken jointly by the secretariats of the Economic Commission for Europe and the Central Commission for the Navigation of the Rhine (CCNR) (see TRANS/R.421 for the details of the arrangements).

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Annex 3

General transitional provisions

1. Certificates of approval prepared on the basis of the requirements applicable at the time of entry into force of the Annexes to this Agreement shall remain valid in the areas to which they pertain until the expiry date entered on the certificate.

2. Vessels carrying only the dangerous goods referred to below shall be subject to this Agreement as from 1 January 2005 only:

Class 4.1 3175 solids or mixtures of solids (such as preparations or wastes) containing flammable liquid n.o.s. having a flashpoint up to 61° C of 4 (c),

1350 sulphur (also flowers of sulphur) of 11 (c);

Class 4.2 substances of 3 (c) and 16 (c) in bulk;

Class 9 2969 castor beans of 35 (b).

Vessels must, however, still meet the requirements of marginals 10 011 (2) and 10 351 (4) of Annex 1.

3. The requirements and transitional periods set out in the table below shall be applicable to vessels which, on the entry into force of the Annexes to this Agreement, are carrying a valid ADNR certificate of approval.

Vessels which, on the entry into force of the Annexes to this Agreement, are already in service, shall meet the requirements of marginals and, where necessary, paragraphs and subparagraphs, not mentioned in the table in question within a period of not more than a year after the entry into force of the Annexes to this Agreement.

Within the meaning of this Agreement vessels in service are those vessels which at the date of entry into force of the Annexes to this Agreement were carrying a valid ADNR certificate of approval as well as vessels not yet carrying a valid ADNR certificate of approval but on which construction or modification was in progress at the date of entry into force of the Annexes to this Agreement and would be completed within the six months following this date, and which would obtain an ADNR certificate of approval by that date.

The construction and equipment of those vessels which, at the time of the entry into force of the Annexes to this Agreement were already in service, shall be maintained at least at the previous standard of safety.

In the table “NRM”

means that the requirement does not apply to vessels in service except where the parts concerned are replaced or modified, i.e. it applies only to vessels which are new, or to parts which are replaced or modified.

Where existing parts are replaced by spare or replacement parts of the same type and manufacture, this shall not be considered a replacement “R” as defined in these transitional provisions.

Modification shall also be taken to mean the conversion of an existing type of tank vessel, a type of cargo tank or a state of cargo tank to another type or state at a higher level. The following provisions shall apply:

(a) In the event of the replacement of complete sections without change of type, the transitional provisions of ADNR 95 shall apply to such sections, provided that they conform to the requirements in force at 31 December 1994 without recourse to the transitional provisions of ADNR 97.

(b) In the event of the conversion of complete sections to a higher type, the vessel should be treated in accordance with table 1. The determining factor for ascertaining the type is the cargo area.

(c) Requirements concerning distances must be met in the composition of the sections referred to in (a) and (b).

Forward part of vessel	Vessel amidships Cargo area	After end of vessel	Comments
Type X - former	Type Y - former	Type X - former	
The transitional provisions may only be applied for the marginals listed below	The transitional provisions of this Annex may be applied except for marginal 3x1 251(3)	The transitional provisions may only be applied for the marginals listed below	The transitional provisions of this Annex, except for marginal 3x1 251(3), may be applied for the vessel amidships. For the forward and after ends of the vessels, only the transitional provisions referred to in the marginals listed below may be applied.
Type X - former	Type Y - former	Type X - former	
The transitional provisions may only be applied for the marginals listed below		The transitional provisions may only be applied for the marginals listed below	The vessel amidships shall conform to Annex 1. For the forward and after ends of the vessel, only the transitional provisions referred to in the marginals listed below may be applied.

The transitional provisions relating to the following marginals may be applied:

210 014;
210 206;
210 320;
210 320(1);
311 200(3)(d), 321 200(3)(d), 331 200(3)(d);
311 210(2), 321 210(2), 331 210(2);
311 231(4), 321 231(4), 331 231(4);
311 231(5), 321 231(5), 331 231(5);
311 251(3), 321 251(3), 331 251(3);
311 252(4), 321 252(4), 331 252(4) last sentence.

"Renewal of the certificate of approval" means: that the requirement shall be met at the next renewal of the certificate of approval following the date indicated. If the certificate of approval expires during the first year after the entry into force of the annexes to this Agreement the requirement shall be mandatory only after the expiry of this first year.

Table of transitional provisions		
Marginal	Subject	Time limit and comments
110 212 (1)	Ventilation of holds	NRM The following requirements apply on board vessels in service at the time of entry into force and issued with a certificate of approval: Each hold shall have appropriate natural or artificial ventilation; for the carriage of substances of Class 4.3, each hold shall be equipped with forced-air ventilation; the appliances used for this purpose must be so constructed that water cannot enter the hold.
110 212 (3)	Ventilation of service spaces	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
110 217 (2)	Gas-tight openings facing holds	NRM The following requirements apply on board vessels in service at the time of entry into force and issued with a certificate of approval: Openings of accommodation and the wheelhouse facing the holds must be capable of being tightly closed.
110 217 (3)	Entrances and openings in the protected area	NRM The following requirements apply on board vessels in service at the time of entry into force and issued with a certificate of approval: Openings of accommodation and the wheelhouse facing holds shall be capable of being tightly closed.
110 231 (2)	Air intakes of engines	NRM
110 232 (2)	Air pipes 50 cm above the deck	NRM
110 234 (1)	Exhaust pipes	NRM
110 235	Stripping pumps in the protected area	NRM The following requirements apply on board vessels in service: In the event of the carriage of substances of Class 4.1, 52, of all substances of Class 4.3 in bulk or unpackaged and polymeric beads, expandable, of Class 9, 4 (c), the stripping of the holds may only be effected using a stripping installation located in the protected area. The stripping installation located above the engine room must be clamped.
110 240 (1)	Fire extinguishers, two pumps, etc.	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
110 240 (2)	Fire extinguishing systems permanently fixed in engine rooms	NRM
110 241 in conjunction with 10 341	Fire and naked light	NRM The following requirements apply on board vessels in service at the time of entry into force and issued with a certificate of approval: The outlets of funnels shall be located not less than 2 m from the nearest point on hold hatchways. Heating and cooking appliances shall be permitted only in metal-based accommodation and wheelhouses. However: Heating appliances fuelled with liquid fuels having a flashpoint above 55° C shall be permitted in engine rooms; Central-heating boilers fuelled with solid fuels shall be permitted in spaces situated below deck and accessible only from the deck.
120 231 (2)	Air intakes of engines	NRM
120 234 (1)	Position of exhaust pipes	NRM
120 241 in conjunction with 10 341	Fire and naked light	NRM The following requirements apply on board vessels in service at the time of entry into force and issued with a certificate of approval: Outlets of funnels shall be located not less than 2 m from the nearest point on hold hatchways. Heating and cooking appliances shall be permitted only in metal-based accommodation and wheelhouses.

Table of transitional provisions		
Marginal	Subject	Time limit and comments
		However: Heating appliances fuelled with liquid fuels having a flashpoint above 55° C shall be permitted in engine rooms; central-heating boilers fuelled by solid fuels shall be permitted in spaces situated below the deck and accessible only from the deck.
210 014	Limited explosion risk electrical apparatus	NRM The following requirements shall be met on board vessels in service: Limited explosion risk electrical apparatus is: Electrical apparatus which, during normal operation, does not cause sparks or exhibit surface temperatures exceeding 200° C; or electrical apparatus with a spray-water protected housing which, during normal operation, does not exhibit surface temperatures above 200° C.
210 014	Hold space	Not applicable to Type N open vessels whose hold spaces contain auxiliary appliances and which are carrying only substances of Class 8,1 (a), 1 (b) or 42 (b).
210 206	Approved gas detection system	NRM
210 208 (2) and 3	Classification of Type N open vessels with flame-traps and Type N open vessels	NRM
210 219 (3)	Vessels used for propulsion	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
210 318 (2)	A year's work on board a Type C vessel	Up to 1 January 2003 a person who has successfully passed the examination for Type C and can produce as evidence a certificate issued by the competent authority that he has acquired experience on board a Type N closed tank vessel with stainless steel or coated tanks may also be considered to be an expert.
210 320	Use of cofferdams for ballasting	On vessels which, on the date of entry into force of the Annexes to this Agreement, are in possession of a valid ADNR certificate of approval, cofferdams may be filled with water during unloading to provide trim and to permit residue-free drainage if possible.
210 320 (1)	Ballast water Prohibition against filling cofferdams with water	NRM The following requirements shall be met on board vessels in service: cofferdams may be filled with ballast water only when cargo tanks are empty.
210 320 (1)	Proof of stabilization in the event of a leak connected with ballast water for Type G vessels	NRM
210 325 (1)(c)	Connections prohibited between pipes for loading and unloading and pipes located outside the cargo area	NRM for oil-separator vessels.
210 331 (2)	Motor vehicles only outside the cargo area. Type N open	The vehicle shall not be started on board.
210 342 (3)	Use of the cargo heating system	Not applicable to vessels in service of Type N open.

Table of transitional provisions		
Marginal	Subject	Time limit and comments
210 351 (3)	Live sockets for Type G and Type N vessels	NRM
210 381 (1)(h)	Damage control plan: Type G	NRM
210 381 (1)(i)	Documents concerning intact stability	NRM
210 422 (1)	Opening of openings Type N open	NRM On vessels in service cargo tank hatches may be opened during loading for control and sampling.
311 200 (3)(d) 321 200 (3)(d) 331 200 (3)(d)	Fire-resistant materials of accommodation and wheelhouse	NRM
331 208 (1) in conjunction with 210 208	Continuation of class for Type N open vessels with flame-traps and Type N open vessels	NRM The following requirements must be met on board vessels in service: Except where otherwise provided, the type of construction, the strength, the subdivision, the equipment and the gear of the vessel shall conform or be equivalent to the construction requirements for classification in the highest class of a recognized classification society.

Table of transitional provisions		
Marginal	Subject	Time limit and comments
311 210 (2) 321 210 (2) 331 210 (2)	Door coamings, etc.	NRM The following requirements shall be met on board vessels in service, with the exception of Type N open vessels: This requirement may be met by fitting vertical protection walls not less than 0.50 m in height; On board vessels less than 50 m long, the height of 0.50 m may be reduced to 0.30 m in passageways leading to the deck.
311 211 (1)(b)	Ratio of length to diameter of pressure cargo tanks	Not applicable to Type G vessels whose keels were laid before 1 January 1977.
331 211 (1)(d)	Limitation of length of cargo tanks	NRM
311 211 (2)(a)	Arrangement of cargo tanks Distance between cargo tanks and side walls Height of saddles, spacers	NRM Not applicable to Type G vessels whose keels were laid before 1 January 1977. NRM The following requirements shall be met on board vessels in service: Where tank volume is more than 200 m^3 or where the ratio of length to diameter is less than 7 but more than 5, the hull in the tank area shall be such that, in the event of a collision, the tanks remain intact as far as possible. This requirement shall be considered as having been met where, in the tank area, the vessel: is double-hulled with a distance of at least 80 cm between the side plating and the longitudinal bulkhead,

Table of transitional provisions		
Marginal	Subject	Time limit and comments
		or is designed as follows: (a) Between the gangboard and the top of the floorplates there shall be side stringers at regular intervals of not more than 60 cm; (b) The side stringers shall be supported by web frames spaced at intervals of not more than 2.00 m. The height of the web frames shall be not less than 10% of the depth and in any event not less than 30 cm. They shall be fitted with a face plate made of flat steel having a cross section of not less than 15 cm^2; (c) The side stringers referred to in (a) shall have the same height as the web frames and be fitted with a face plate made of flat steel having a cross section of not less than 7.5 cm^2.
311 211 (2)(b) 321 211 (2)(b) 331 211 (2)(a)	Cargo tank fastenings	NRM
311 211 (2)(c) 321 211 (2)(c) 331 211 (2)(b)	Capacity of suction well	NRM
311 211 (3)(a)	End bulkheads of cargo area with “A-60” insulation. Distance of 0.50 m from cargo tanks in hold spaces	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
321 211 (3)(a) 331 211 (3)(a)	Width of cofferdams of 0.60 m Hold spaces with cofferdams or “A-60” insulated bulkheads Distance of 0.50 m from cargo tanks in hold spaces	NRM The following requirements shall be met on board vessels in service: Type C: minimum width of cofferdams: 0.50 m Type N: minimum width of cofferdams: 0.50 m, on board vessels with a deadweight of up to 150 t: 0.40 m Type N open with deadweight up to 150 t: cofferdams shall not be required. The distance between cargo tanks and end bulkheads of hold spaces shall be at least 0.40 m.
331 211 (4)	Passages through the end bulkheads of hold spaces	Shall not apply to Type N open vessels whose keels were laid before 1 January 1977.
331 211 (6)(a)	Form of cofferdam arranged as a pump room	Shall not apply to Type N vessels whose keels were laid before 1 January 1977.
311 211 (7) 331 211 (7)	Arrangement of service spaces located in the cargo area below decks	NRM
311 211 (8) 331 211 (8)	Dimensions of openings for access to spaces within the cargo area	NRM
311 211 (8) 321 211 (10) 331 211 (8)	Interval between reinforcing elements	NRM
311 212 (2) 331 212 (1)	Ventilation systems in double-hull spaces and double bottoms	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
311 212 (3) 321 212 (2) 331 212 (2)	Height above the deck of the air intake for service spaces located below deck	NRM
311 212 (6) 321 212 (5) 331 212 (5)	Distance of ventilation inlets from cargo area	NRM
331 212 (6)	Approval of flame-arresters	Shall not apply to Type N vessels whose keels were laid before 1 January 1977.
311 213 331 213	General stability	NRM
311 214 331 214	Intact stability	NRM
311 215	Stability after damage	NRM
311 216 (1) 331 216 (1)	Distance of openings of engine rooms from the cargo area	NRM
331 216 (1)	Internal combustion engines outside the cargo area for Type N open vessels	NRM
311 216 (2) 331 216 (2)	Hinges of doors facing the cargo area Engine rooms accessible from the deck for Type N open vessels	Shall not apply to vessels whose keels were laid before 1 January 1977 where alterations would obstruct other major openings. NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
311 217 (1) 331 217 (1)	Accommodation and wheelhouse outside the cargo area Type N open	Shall not apply to vessels whose keels were laid before 1 January 1977, provided that there is no connection between the wheelhouse and other enclosed spaces. Shall not apply to vessels up to 50 m in length whose keels were laid before 1 January 1977 and whose wheelhouses are located in the cargo area even if it provides access to another enclosed space, provided that safety is ensured by appropriate service requirements of the competent authority. NRM
311 217 (2) 321 217 (2) 331 217 (2)	Arrangement of entrances and openings of forward superstructures Entrances facing the cargo area Entrances and openings on Type N open vessels	NRM Shall not apply to vessels up to 50 m in length whose keels were laid before 1 January 1977, provided that gas screens are installed. NRM
331 217 (3)	Entrances and openings must be capable of being closed Type N open	NRM
311 217 (4) 331 217 (4)	Distance of openings from the cargo area	NRM
331 217 (5) (b)(c)	Approval of shaft passages and displaying of instructions Type N open	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
311 217 (6) 331 217 (6)	Pump-room below deck	NRM The following requirements shall be met on board vessels in service: Pump-rooms below deck shall meet the requirements for service spaces: for Type G vessels: marg. 311 212 (3) for Type N vessels: marg. 331 212 (2)
321 220 (1) 331 220 (1)	Access and ventilation openings 0.50 m above the deck	NRM
321 220 (2) 331 220 (2)	Intake valve	NRM
331 220 (2)	Filling of cofferdams with pump Type N open	NRM
331 220 (2)	Filling of cofferdams within 30 minutes	NRM
331 221 (1)(b)	Liquid level gauge Type N open with flame-trap Type N open	NRM
331 221 (1)(c)	Level alarm device	Not applicable to open Type N vessels in service permitted only to carry sulphur in the molten state, UN No. 2448.
331 221 (1)(d) 321 221 (1)(d) 331 221 (1)(d)	Sensor for actuating the facility against overflowing	Applicable only to vessels to be loaded in a Contracting Party where the share installation is equipped accordingly.

Table of transitional provisions		
Marginal	Subject	Time limit and comments
321 221 (1)(e)	Alarm of the instrument for measuring the pressure in each cargo tank in the event of the carriage of substances for which deck spraying is required	Renewal of certificate of approval after 1 January 1999.
321 221 (1)(f) 331 221 (1)(f)	Installation of the instrument for measuring the temperature	Renewal of certificate of approval after 1 January 1999.
331 221 (1)(g)	Sampling opening Type N open	NRM
311 221 (4) 321 221 (4) 331 221 (4)	Independent liquid-level alarm device	NRM
311 221 (5) 321 221 (5) 331 221 (5)	Socket close to the shore connections and cut-out of vessel's pump	NRM
331 221 (5)(c)	Connector nozzle in accordance with European standard EN 12827	31 December 2002
331 221 (5)(c)	Rapid closure device enabling the supply to be shut off	31 December 2003
311 221 (7) 321 221 (7) 331 221 (7)	Alarms for over-pressure, vacuum and temperature in cargo tanks	NRM
331 221 (12)	Self-closing lid	NRM
331 222 (1)(b)	Cargo tank openings 0.50 m above the deck	Shall not apply to vessels whose keels were laid before 1 January 1977.
311 222 (3) 321 222 (4)(b) 331 222 (4)(b)	Position of outlets of valves above the deck	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
//321 222 (4)(b) 331 222 (4)(b)	Pressure setting of high-velocity vent valves	NRM
331 223 (2)	Test pressure for cargo tanks	Shall not apply to vessels whose keels were laid before 1 January 1977, for which a test pressure of 15 kPa (0.15 bar) is required. A test pressure of 10 kPa (0.10 bar) shall be sufficient.
331 223 (3)	Test pressure for pipes for loading and unloading	On board oil-separator vessels in service before 1 January 1999 a test pressure of 400 kPa is sufficient.
321 225 (1) 331 225 (1)	Shut-down of cargo pumps	NRM
311 225 (1) 321 225 (1) 331 225 (1)	Distance of pumps, etc. from accommodation, etc.	NRM
331 225 (2)(a)	Pipes for loading and unloading located in the below-deck area	NRM for oil-separator vessels.
311 225 (2)(d) 321 225 (2)(d)	Position of loading and unloading pipes on deck	NRM
311 225 (2)(e) 321 225 (2)(e) 331 225 (2)(e)	Distance of shore connections from accommodation, etc.	NRM
311 225 (2)(i) 311 225 (2)(j) 311 225 (2)(k)	Position of cargo piping	NRM
331 225 (8)(a)	Ballasting suction pipes located within the cargo area but outside the cargo tanks	NRM
311 227 (2)	Refrigeration system List of 12° instead of 10°	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
311 231 (2) 321 231 (2) 331 231 (2)	Distance of engine air intakes from the cargo area	NRM
311 231 (4) 321 231 (4) 331 231 (4)	Temperature of outer parts of engines, etc.	NRM The following requirements must be met on board vessels in service: the temperature of outer parts shall not exceed 300° C.
311 231 (5) 321 231 (5) 331 231 (5)	Temperature in the engine room	NRM The following requirements shall be met on board vessels in service: the temperature in the engine room shall not exceed 45° C.
311 232 (2) 321 232 (2) 331 232 (2)	Ventilation pipes 0.50 m above the deck	NRM
331 234 (1)	Exhaust pipes	NRM
311 235 (1) 331 235 (1)	Stripping and ballast pumps in the cargo area	NRM
331 235 (3)	Suction pipes for ballasting located within the cargo area but outside the cargo tanks	NRM
311 240 (1) 321 240 (1) 331 240 (1)	Fire extinguishing systems, two pumps, etc.	NRM
311 240 (2) 321 240 (2) 331 240 (2)	Fixed fire extinguishing system in engine room	NRM
311 241 (1) 331 241 (1)	Outlets of funnels located not less than 2 m from the cargo area	Not applicable to vessels whose keels were laid before 1 January 1977.
331 241 (1)	Outlets of funnels	NRM for oil-separator vessels.

Table of transitional provisions		
Marginal	Subject	Time limit and comments
311 241 (2) 321 241 (2) 331 241 (2) in conjunction with 210 341	Heating, cooking and refrigerating appliances	NRM
331 242 (2)	Cargo heating system Type N open	NRM The following requirements shall be met on board vessels in service: This can be achieved by a K3 separator fitted to the condensed water return pipe.
311 251 (2) 321 251 (2) 331 251 (2)	Visual and audible alarm	NRM
311 251 (3) 321 251 (3) 331 251 (3)	Temperature class and explosion group	NRM
331 252 (1)(b) 331 252 (1)(c) 331 252 (1)(d) 331 252 (1)(e)	Electrical installations Type N open	NRM
331 256 (1)	Metallic sheath	NRM for oil-separator vessels.
311 252 (1)(e) 331 252 (1)(e)	Electrical installations of the “certified safe” type in the cargo area	Shall not apply to vessels whose keels were laid before 1 January 1977. The following conditions shall be met during loading, unloading and gas-freeing on board vessels having non-gastight wheelhouse openings (e.g. doors, windows, etc.) giving on to the cargo area:

Table of transitional provisions		
Marginal	Subject	Time limit and comments
		(a) All electrical installations designed to be used shall be of a limited explosion-risk type, i.e. they shall be so designed that there is no sparking under normal operating conditions and the temperature of their outer surfaces does not rise above 200° C, or be of a type protected against water spray the temperature of whose outer surfaces does not exceed 200° C under normal operating conditions; (b) Electrical installations which do not meet the requirements of (a) above shall be marked in red and it shall be possible to switch them off by means of a central switch.
331 252 (2)	Accumulators located outside the cargo area	NRM
311 252 (3)(a) 311 252 (3)(b) 331 252 (3)(a) 331 252 (3)(b)	Electrical installations used during loading, unloading or gas-freeing	Shall not apply to the following installations on vessels whose keels were laid before 1 January 1977: Lighting installations in accommodation, with the exception of switches near the entrances to accommodation; radio telephone installations in accommodation and wheelhouses and combustion engine control appliances.

Table of transitional provisions		
Marginal	Subject	Time limit and comments
	Type N open	All other electrical installations shall meet the following requirements: (a) Generators, engines, etc. IP13 protection mode (b) Control panels, lamps, etc. IP23 protection mode (c) Appliances, etc. IP55 protection mode. NRM
311 252 (3)(b) 321 252 (3)(b) 331 252 (3)(b) In conjunction with paragraph (3)(a)	Electrical installations used during loading, unloading and gas-freeing	NRM On board vessels in service, paragraph (3) (a) shall not apply to: Lighting installations in accommodation, with the exception of switches near entrances to accommodation; Radiotelephone installations in accommodation and wheelhouses.
311 252 (4) 321 252 (4) 331 252 (4) last sentence	Disconnection of such installations from a centralized location	NRM
331 252 (4)	Red mark on electrical installations Type N open	NRM
331 252 (5)	Cut-out switch for continuously driven generator Type N open	NRM
331 252 (6)	Permanently fitted sockets Type N open	NRM

Table of transitional provisions		
Marginal	Subject	Time limit and comments
311 256 (1) 331 256 (1)	Metallic sheaths for all cables	Shall not apply to vessels whose keels were laid before 1 January 1977.
311 256 (3) 321 256 (3) 331 256 (3)	Movable cables in the cargo area	NRM

Transitional provisions: substances

Type N open:

All substances for which Type N open at least is required in the list of substances.

Type N open with flame-arrester:

All substances for which Type N open or Type N open with flame-arrester at least is required in the list of substances.

Type N closed with a minimum valve setting of 6 kPa (0.06 bar) (cargo tank test pressure of 10 kPa) (0.10 bar):

All substances for which Type N open, Type N open with flame-arrester or Type N closed with minimum valve setting of 10 kPa (0.10 bar) are required in the list of substances;

Dripolene until 30 September 2002;

Mixtures of non-toxic and non-corrosive substances containing more than 10% and less than 50% benzene until 30 September 2002.

Type N closed with minimum valve setting of 10 kPa (0.10 bar) (cargo tank test pressure of 65 kPa) (0.65 bar):

All substances for which Type N open, Type N open with flame-arrester or Type N closed with minimum valve setting of 10 kPa (0.10 bar) is required in the list of substances;

If the high-velocity vent valve is converted so that the valve is set at 50 kPa (0.50 bar), all substances for which the valves must be set at 50 kPa (0.50 bar) in the list of substances may be carried;

Dripolene until 30 September 2002;

Mixtures of non-toxic and non-corrosive substances containing more than 10% and less than 50% benzene until 30 September 2002.

Type C with minimum valve settings of 9 kPa (0.09 bar)

All substances for which Type N or Type C with minimum valve settings of 10 kPa (0.10 bar) is required in the list of substances.

Type C with minimum valve settings of 35 kPa (0.35 bar)

All substances for which Type N or Type C with minimum valve settings of 35 kPa (0.35 bar) is required in the list of substances. If the high-velocity vent valve is modified so that the valve is set at 50 kPa (0.50 bar), all substances for which valves must be set at 50 kPa (0.50 bar) in the list of substances may be carried.

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