



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.15/AC.2/30
17 February 2009

ENGLISH
Original: ENGLISH AND FRENCH

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)

**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 FOURTEENTH SESSION*
(26-29 January 2009)**

CONTENTS

	<i>Paragraphs</i>	<i>Page</i>
I. ATTENDANCE	1	3
II. ADOPTION OF THE AGENDA (agenda item 1)	2	3
III. ELECTION OF OFFICERS (agenda item 2)	3	3
IV. STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAYS (ADN) (agenda item 3)	4-7	3

* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/30.

CONTENTS (*continued*)

	<i>Paragraphs</i>	<i>Page</i>
V. PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN (agenda item 4)	8-22	4
VI. INLAND TRANSPORT SECURITY (agenda item 5)	23-26	6
VII. MATTERS RELATING TO THE RECOGNITION OF CLASSIFICATION SOCIETIES (agenda item 6)	27-29	7
VIII. SPECIAL AUTHORIZATIONS, DEROGATIONS AND EQUIVALENTS (agenda item 7)	30-32	7
IX. PROGRAMME OF WORK AND CALENDAR OF MEETINGS (agenda item 8)	33-40	8
X. ANY OTHER BUSINESS (agenda item 9)	41-45	9
XI. ADOPTION OF THE REPORT (agenda item 109)	46	10

Annexes

I. Corrections to the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (As laid down in documents ECE/TRANS/190 and -/Corr.1, as modified by documents ECE/TRANS/WP.15/AC.2/26, -/Corr.1, -/Add.1 and -/Add.2, and applicable as from 28 February 2009)	11
II. Proposed amendments to the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) for entry into force on 1 January 2011	19

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 fourteenth session in Geneva from 26 to 29 January 2009. Representatives of the following countries took part in the work of the session: Austria, Belgium, Croatia, Czech Republic, France, Germany, Netherlands, Russian Federation and Switzerland. The following intergovernmental organization was represented: Central Commission for the Navigation of the Rhine (CCNR). The following non-governmental organizations were also represented: European Barge Union (EBU), International Association of Classification Societies (IACS), European Chemical Industry Council (CEFIC) and Federation of European Tank Storage Associations (FETSA).

II. ADOPTION OF THE AGENDA (agenda item 1)

Documents: ECE/TRANS/WP.15/AC.2/29 and Add.1

Informal document: INF.1 (Secretariat)

2. The Safety Committee adopted the agenda as prepared by the secretariat.

III. ELECTION OF OFFICERS (agenda item 2)

3. On the proposal of the representative of the Netherlands, Mr. H. Rein (Germany) was elected Chairman for 2009, and on the proposal of the representative of Germany, Mr. B. Birkhuber (Austria) was elected Vice-Chairman for 2009.

IV. STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAYS (ADN) (agenda item 3)

4. The Safety Committee noted that, since the previous session, Romania had acceded to ADN, thus bringing the number of Contracting Parties to 10 (Austria, Bulgaria, France, Germany, Hungary, Luxembourg, Netherlands, Republic of Moldova, Romania and Russian Federation).

5. The Safety Committee noted with satisfaction that the ECE secretariat had recently published the consolidated version of ADN (ADN 2009) in French, and that the English version was being printed. It thanked the Government of Germany for the backing it had provided to CCNR so that the German version could be ready by the date of application of 28 February 2009. It hoped that the Russian version would also be published shortly.

6. In response to a question from the representative of EBU about the validity of ADN certificates in the context of ADN as nationally applied, it was pointed out that paragraph 1 of article 8 of the Agreement dealt with that matter in detail.

Corrections to the annexed Regulations

Informal documents: INF.13 (Secretariat)
INF.16 (CEFIC)

7. The Safety Committee noted that the secretariat had made some editorial corrections which were reflected in the consolidated version of ADN 2009. It approved those corrections except for the one mentioned in paragraph 45 of the informal document. It also noted that there were still some errors to be corrected in the classification flowchart for environmentally hazardous substances (aquatic environment). The Safety Committee also adopted the correction proposed by CEFIC in Informal document INF.16 (see annex I).

V. PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN (agenda item 4)

A. Pump rooms below deck

Document: ECE/TRANS/WP.15/AC.2/2009/1 (Germany)
Informal document: INF.10 (EBU)

8. Several delegations considered that the criteria for determining whether pump rooms were permitted below deck (Table C, column 14), introduced into ADN 2009 at the end of Table C, were clear: pump rooms below deck should be permitted for all gases, whether toxic or not. That was consistent with the requirements of Table C, since the word “yes” appeared in column 14 for all gases except UN No. 1038 (ethylene, refrigerated liquid).

9. Germany considered that, for safety reasons, pump rooms below deck should not be allowed for all gases. The representative of IACS confirmed that on seagoing vessels they were not permitted for all gases. The representative of Switzerland pointed out that the matter had already been discussed on several occasions by CCNR and the current requirements reflected a consensus on the issue. The representative of the Netherlands was against prohibiting pump rooms below deck for gases.

10. The representative of Germany was invited to consider the matter in greater detail and discuss it with those in the profession. If it emerged that a real safety issue was at stake, he could submit a new proposal, accompanied by transitional measures, and taking into account also the specific issue of refrigeration systems.

B. Table C, UN 2672 Ammonia solution

Document: ECE/TRANS/WP.15/AC.2/2009/2 (Germany)

11. Several delegations believed that more thought should be given to the proposal to divide the entry “ammonia solution (relative density between 0.880 and 0.957 at 15° C in water, with more than 10% but not more than 35% of ammonia)” into two entries in the light of the new provisions for the protection of the environment. It was decided to postpone consideration of the document until the following session.

C. Responsibilities of the filler

Document: ECE/TRANS/WP.15/AC.2/2009/3 (EBU)

12. After some discussion, the representative of EBU withdrew his proposal and said that he would submit a new one in the light of the comments made.

D. Synthetic ropes

Document: ECE/TRANS/WP.15/AC.2/2009/4 (EBU)

13. The proposal to extend the authorization to use synthetic ropes in place of steel cables was put to a vote but not adopted.

E. Proposals emerging from the work of the RID/ADR/ADN Joint Meeting

Documents: ECE/TRANS/WP.15/AC.1/110, annex II, B
ECE/TRANS/WP.15/AC.1/112, annex II, B

14. The proposed amendments to the regulations annexed to ADN resulting from the RID/ADR/ADN Joint Meeting were adopted with some alterations (see annex II).

F. Instructions in writing

Informal document: INF.6 (EBU)

15. Instead of amending paragraph 8.1.2.4, as proposed by EBU, it was decided that paragraphs 5.4.3.2 and 5.4.3.3 should be amended so as to make it clear that the instructions must be handed over before loading and that the crew must be aware of them before loading (see annex II).

G. Table C, identification Nos. 9005 and 9006

Informal document: INF.9 (Germany)

16. It was pointed out that the reference to "9 + (N3, CMR, F or S)" in column 5 of table C for identification Nos. 9005 and 9006 did not allow the transport in tank vessels of group N2 substances classified as Chronic 3 for chronic toxicity by virtue of 2.2.9.1.10.2 (while substances classified as Chronic 2 could be transported under UN Nos. 3077 or 3082).

17. It was agreed that group N2 should be added to column 5 for both these numbers, as proposed by Germany, but that this amendment should be put in square brackets, since some delegations did not wish to take a final decision on the basis of an informal paper (see annex II).

18. It was suggested that pending the entry into force of the 2011 amendments the problem could be resolved through multilateral agreements.

19. It was, however, pointed out that a substance classified as Chronic 3 belonging to group N2 could be classified under either No. 9005 or No. 9006, as appropriate, and could thus be transported by virtue of the transitional provisions of 1.6.7.4.2, list 1 (“until 31.12.2012”). However, group N1 substances fell not under Nos. 9005 or 9006 but rather under Nos. 3077 or 3082, and the N1 reference with respect to Nos. 9005 and 9006 in list 1 of 1.6.7.4.2 was incorrect (see annex II).

H. Transitional measures

Informal document: INF.8 (Germany, Netherlands, Switzerland)

20. The Safety Committee noted with interest the study carried out as part of the work of the CCNR that aims to illustrate the impact of transitional measures on safety and environmental protection, and their economic impact.

21. It was pointed out that this study concerned the Rhine vessels, and that, if conclusions were to be drawn from it for the purpose of amending the transitional provisions so as to obtain the greatest possible benefit in terms of economy, safety and environmental protection, it would be useful to consider the situation of other European fleets. It would also be useful to take into account the transitional provisions contained in European directive 2006/87/CE that also have an impact on fleet renovation.

22. The Safety Committee asked to receive a copy of the full report on the study. An informal working group would be organized jointly by the Government of Germany and CCNR from 28-30 April 2009 in Bonn to study the report more carefully and if necessary prepare proposals for amendments to the transitional provisions for consideration at the fifteenth session.

VI. INLAND TRANSPORT SECURITY (agenda item 5)

Documents: ECE/TRANS/SC.3/2008/4
ECE/TRANS/SC.3/181

Informal documents: INF.4 (Secretariat)
INF.15 (Secretariat)

23. The Safety Committee took note of the information provided by the secretariat concerning all the work on security done by the subsidiary bodies of the UNECE Inland Transport Committee.

24. It noted that the Working Party on Inland Water Transport (SC.3) had suspended its work on an annex IV to the European Agreement on Main Inland Waterways of International Importance (AGN) until the results of relevant international initiatives became available (for example, work in progress in the European Union and the work of the International Maritime Organization for vessels not subject to the Convention on the Safety of Life at Sea (SOLAS, 1972)).

25. The Safety Committee noted that the European Commission had conducted a study evaluating the security provisions (chapter 1.10 of RID, ADR and ADN). The results of the study do not fundamentally call into question the requirements contained in chapter 1.10 of RID, ADR and ADN, but they might entail certain adjustments. The Chairman of the Working Party on the Transport of Dangerous Goods (WP.15) had also sent a questionnaire to ADR Contracting States non-members of the European Union as a supplement to the European Commission study.

26. The Safety Committee was of the view that there was no reason for the moment to call into question the provisions of chapter 1.10 of the Regulations annexed to ADN, but that it would be advisable to monitor the situation in other systems in case decisions were taken on river navigation in general or the transport of dangerous goods in general that might have implications that should be taken into consideration.

VII. MATTERS RELATING TO THE RECOGNITION OF CLASSIFICATION SOCIETIES (agenda item 6)

Informal document: INF.3 (Secretariat)

27. The Safety Committee noted that to date only Austria and the Russian Federation had provided a list of the classification societies they had recognized. A letter had been received from Luxembourg (INF.3) confirming the Government of Luxembourg's acceptance of the decisions taken by the Administrative Committee, but it did not say whether the classification societies recommended by the Committee had been recognized.

28. Following a question posed by the representative of IACS, the representative of Austria replied that his Government had recognized only two societies out of the five recommended by the Administrative Committee as they were the only two societies that had requested recognition.

29. The Chairman recalled that the recognition procedure is well described in section 1.15.2 of the Regulations annexed to ADN, and that according to 1.15.2.4, each Contracting Party may decide to recognize the societies recommended by the Administrative Committee according to its own procedures.

VIII. SPECIAL AUTHORIZATIONS, DEROGATIONS AND EQUIVALENTS (agenda item 7)

Document: ECE/TRANS/WP.15/AC.2/2009/6 (CCNR)

Informal document: INF.7 (CCNR)

30. The Safety Committee took note of the list of vessels which currently benefit from equivalences or derogations on the basis of recommendations made by CCNR in accordance with ADN. At issue was whether the Safety Committee could recommend that the Administrative Committee should continue to allow the vessels in question to benefit from the same equivalences or derogations under section 1.5.3 of the Regulations annexed to ADN.

31. The Safety Committee was of the view that, on the face of it, there was no reason to reconsider the recommendations of CCNR, but for administrative reasons, if only for the renewal of certificates of approval, visits etc., the situation should be clarified:

(a) The physical existence of the vessels in question, their names and official numbers should be verified and confirmed by the authorities of the countries concerned (in this case Belgium, Netherlands and Switzerland);

(b) The provisions derogated from needed to be identified in the current certificate of approval, with reference to the relevant CCNR recommendation;

(c) CCNR should keep available the text of the recommendation in question and, if possible, the reports which led to their adoption, in case it was asked for them, especially if the information did not appear clearly in the ship's papers.

32. The administrations concerned were thus requested to carry out the necessary checks so that a more exact list could be examined at the following session.

IX. PROGRAMME OF WORK AND CALENDAR OF MEETINGS (agenda item 8)

33. The Safety Committee noted that its next meeting would be held from 24 to 28 August 2009, with a session of the Administrative Committee intervening on the afternoon of 27 August and the morning of 28 August.

A. "Substances" informal working group

Informal documents: INF.11 (Germany)
INF.14 (Secretariat)

34. The Safety Committee took note of the changes to the dangerous goods list in chapter 3.2 of the United Nations Model Regulations on the transport of dangerous goods, which would be reflected in the sixteenth revised edition of the United Nations Recommendations.

35. A small group of experts met during the session to help the secretariat identify consequential changes to the list in Table A of chapter 3.2 of the Regulations annexed to ADN. The secretariat will prepare the corresponding harmonization proposals, in keeping with the usual procedure.

36. It was recalled that changes to Table C were normally introduced solely at the request of States so as to authorize the transport of a specific product. The Safety Committee agreed that in the future a slightly different and more systematic approach should be envisaged, given the evolution of the Model Regulations. For example, the introduction of a new UN number 3494 for petroleum sour crude oil would very probably require the insertion of one or more new headings in Table C.

37. The Safety Committee accepted the German proposal to set up a “Substances” group, provided that it would function informally, meeting at the Safety Committee’s request but at the invitation of a Government or organization, with a specific mandate defined by the Safety Committee case by case. Any proposed amendments which the group might formulate for the Safety Committee should be accompanied by an explanatory report. The informal group will meet in Strasbourg on 15-16 April 2009¹ to prepare the amendments still required to column 8 of Table A and to Table C that could not be settled at the present session.

B. Catalogue of questions

Informal document: INF.12 (Germany)

38. The meeting was reminded that 8.2.2.7.2.3 of the annexed Regulations states that the Administrative Committee shall prepare a catalogue of questions for the ADN examination.

39. The Safety Committee accepted the German proposal to establish an informal group which will meet in Bonn on 27 and 28 April 2009 in order to expedite work on the catalogue of questions.

40. The issue should be put on the agenda for future sessions, in order to enable lists of questions to be translated and adopted progressively.

X. ANY OTHER BUSINESS (agenda item 9)

A. Inerting

Document: ECE/TRANS/WP.15/AC.2/2009/5 (CCNR)

41. Recalling the discussions at the previous session (ECE/TRANS/WP.15/AC.2/28, paragraph 28), the representative of CCNR explained that there was no inconsistency between 7.2.4.18, 7.2.4.19, 9.3.x.18 and 9.3.x.22.5.

42. The Safety Committee noted that 7.2.4.19 was related to implementation of 9.3.x.22.5, which was the subject of a transitional measure valid until 31 December 2010. It was therefore necessary to delete 7.2.4.19 from the amendments entering into force on 1 January 2011.

43. The representative of Austria considered that the drafting of subsection 7.2.4.18 should be improved. He was willing to put forward some proposals with assistance from the countries concerned, since 7.2.4.18 did not apply to ships flying his country’s flag.

B. Requests for consultative status

Informal document: INF.2 (FETSA)

44. The request from FETSA for consultative status was granted.

¹ New dates fixed after the fourteenth session.

Informal document: INF.5 (International Committee for the Prevention of Work Accidents in Inland Navigation)

45. Consideration of this request was postponed until the following session.

XI. ADOPTION OF THE REPORT (agenda item 10)

46. The Joint Meeting adopted the report on its fourteenth session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

**CORRECTIONS TO THE REGULATIONS ANNEXED TO THE EUROPEAN
AGREEMENT CONCERNING THE INTERNATIONAL
CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAYS (ADN)
(As laid down in documents ECE/TRANS/190 and -/Corr.1, as modified by
documents ECE/TRANS/WP.15/AC.2/26, -/Corr.1, -/Add.1 and -/Add.2,
and applicable as from 28 February 2009)**

1. 1.2.1 Definition of Classification of zones

Add an asterisk after Directive 1999/92/CE and the following footnote:

* *Official Journal of the European Communities No. L 23 of 28 January 2000, p.57.*

2. 1.2.1 Definition of Explosion danger areas

Add an asterisk after Directive 1999/92/CE and the following footnote:

* *Official Journal of the European Communities No. L 23 of 28 January 2000, p.57.*

3. 1.2.1 Definition of Filler, a)

For the existing text *substitute*

(a) which fills dangerous goods into a tank (tank-vehicle, tank wagon, demountable tank, portable tank or tank-container) or into a battery-vehicle, battery-wagon or MEGC; or

4. 1.2.1 Definitions

Add the following new definition:

STCW means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended;

5. 1.6.7.2.2.2 Table of general transitional provisions: Tank vessels

For 9.3.3.21.5 (c) read 9.3.3.21.5 (d)

6. 1.6.7.2.2.2 Table of general transitional provisions: Tank vessels

Insert a new entry to read

9.3.2.21.5 (c)	Device for rapid shutting off of supply	Renewal of the certificate of approval after 31 December 2008
----------------	---	---

7. 1.6.7.2.2.2 Table of general transitional provisions: Tank vessels

For 9.3.2.25.2 (g) read 9.3.2.25.2 (i)

8. 1.6.7.2.2.2.4

Renumber as 1.6.7.2.2.3.1

9. 1.6.7.2.2.2.5

Renumber as 1.6.7.2.2.3.2

10. 1.6.7.2.2.2.6

Renumber as 1.6.7.2.2.3.3

11. 1.6.7.3 Table of supplementary transitional provisions

Move 9.3.2.11.1 (d) before 9.3.1.12.3

12. 1.6.7.3.1

Delete the paragraph number 1.6.7.3.1

13. 1.6.7.4

Does not concern the English version

14. 1.6.7.4

Does not concern the English version

15. 2.1.2.6

Delete (1.013 bar) after 101.3 kPa

16. 2.2.1.1.8 Glossary of names, NOTE 2 under the title

For Column (2) read Column (1)

17. 2.2.41.1.9 (e)

For NOTE 2 read NOTE 3

18. 2.2.52.1.7

For Chapters 4.2 and 4.3 read Chapters 4.2 and 4.3 of ADR

19. 2.2.7.2.2.1 Table 2.2.7.2.2.1: Basic radionuclides values for individual radionuclides, first 10 rows

For H read x

20. 2.2.9.1.10.4 Classification flowchart for environmentally hazardous substances

Replace flowchart by the flowchart at the end of the present annex

21. 2.3.1.4 Test of blasting explosive for exudation, Fig. 1 to 3

For (1) 4 series of 5 holes at 0.5 N read (1) 4 series of 5 holes at 0.5 Ø

22. 2.4.4.3.1

For LC₅₀ or EC₅₀ read LC₅₀, EC₅₀ or ErC₅₀

23. 3.2.1, Table A, UN 1578, column (3b)

Does not concern the English version

24. 3.2.1, Table A, UN 3468, column (3b)

For 2F read F1

25. 3.2.3 Explanatory notes for Table C, column 20, item 33, Servicing requirements

For Shipper read Carrier

26. 3.2.3 Table C

Does not concern the English version

27 3.2.3 Table C, Footnotes related to the list of substances, 9)

Replace the existing text by:

9) Assignment in accordance with IMO IBC Code.

28. 3.2 after table C, column 10

*For P_{Obmax} : Maximum absolute vapour pressure at liquid surface temperature in kPa read
P_{Obmax} : Absolute vapour pressure at maximum liquid surface temperature in kPa*

29. 3.2 after Table C, Remark 7

For flash-point read melting point

30. 3.2 after Table C, Remark 38

For melting point read boiling point

31. 3.2.4.3, A.10

Does not concern the English version

32. 3.2.4.3 C

For P_{Obmax} : Vapour pressure at maximum absolute liquid surface temperature in kPa read

P_{Obmax} : Absolute vapour pressure at maximum liquid surface temperature in kPa

For P_{Da} : Vapour pressure at absolute filling temperature in kPa read

P_{Da} : Absolute vapour pressure at filling temperature in kPa

For T_{Dmax} : Maximum absolute vapour pressure in K read

T_{Dmax} : Maximum gaseous phase temperature in K

33. 3.2.4.3, Remark 7

For flash-point read melting point

34. 3.2.4.3, Remark 38

For melting point read boiling point

35. 3.3.1 Special provision 172 (a)

For vehicles and containers read vehicles, wagons and containers

36. 3.3.1 Special provision 216

For vehicle or container read vehicle, wagon or container

37. 3.3.1 Special provision 217

For vehicle or container read vehicle, wagon or container

38. 3.3.1 Special provision 218

For vehicle or container read vehicle, wagon or container

39. 3.3.1 Special provision 302

For vehicles, containers read vehicles, wagons, containers

40. 3.3.1 Special provision 319

For P650 read P650 of ADR

41. 3.3.1 Special provision 330

Delete 330 (Deleted)

42. 3.3.1 Special provision 335 (three times)

For vehicle or container read vehicle, wagon or container

43. 3.3.1 Special provision 502

For 2002 read UN No. 2002

44. 3.3.1 Special provision 527

Insert 527 (Reserved)

45. 3.3.1 Special provision 580

For Tank-vehicles, specialized vehicles and specially equipped vehicles for carriage in bulk read Tank-vehicles, tank-wagons, specialized vehicles, specialized wagons and specially equipped vehicles and wagons for carriage in bulk

46. 3.3.1 Special provisions 626-627

For 626-627 read 626-631

47. 3.3.1 Special provision 640

For transport document/consignment note read transport document

48. 3.3.1 Special provision 645

For Tests and Criteria read Tests and Criteria, Part I, Section 16

49. 3.3.1 Special provision 647

For The other provisions of ADN do not apply *read* The other provisions of ADN do not apply except those relating to carriage in tank vessels

50. 3.3.1 Special provision 652

Insert 652 (Reserved)

51. 3.3.1 Special provision 653

Make the last sentence the last item of the list.

52. 5.1.3.1

For tanks (including tank-vehicles, battery-vehicles, *read* tanks (including tank-vehicles, tank-wagons, battery-vehicles,

53. 5.3.4.1

For mobile tank *read* portable tank

54. 5.4.3.4 Model of instructions in writing

Does not concern the English version

55. 5.4.3.4 Model of instructions in writing

Does not concern the English version

56. 6.1.4

For IMDG Code *read* RID

57. 8.1.2.3

For documents should be carried *read* documents shall be carried

58. 8.2.2.3.3.2 Emergency measures

For substances on the skin *read* contact with the cargo

59. 8.6.1.3, first page of Model for a certificate of approval, item 8, after "Cargo refrigeration system"

Insert a new item to read as follows:

- Inertisation system..... yes/no ¹²

60. 8.6.1.3, third page of Model for a certificate of approval

For equipment should be indicated *read* equipment shall be indicated

61. 8.6.1.4, first page of Model for a provisional certificate of approval, item 8, after "Cargo refrigeration system"

Insert a new line to read as follows:

- Inertisation system..... yes/no ¹²

62. 8.6.1.4, third page of Model for a provisional certificate of approval

For equipment should be indicated *read* equipment shall be indicated

63. 9.3.1.15.2

Does not concern the English version

64. 9.3.1.27.6 (a)

Does not concern the English version

65. 9.3.2.11.3 (a)

Does not concern the English version

66. 9.3.2.15.2

Does not concern the English version

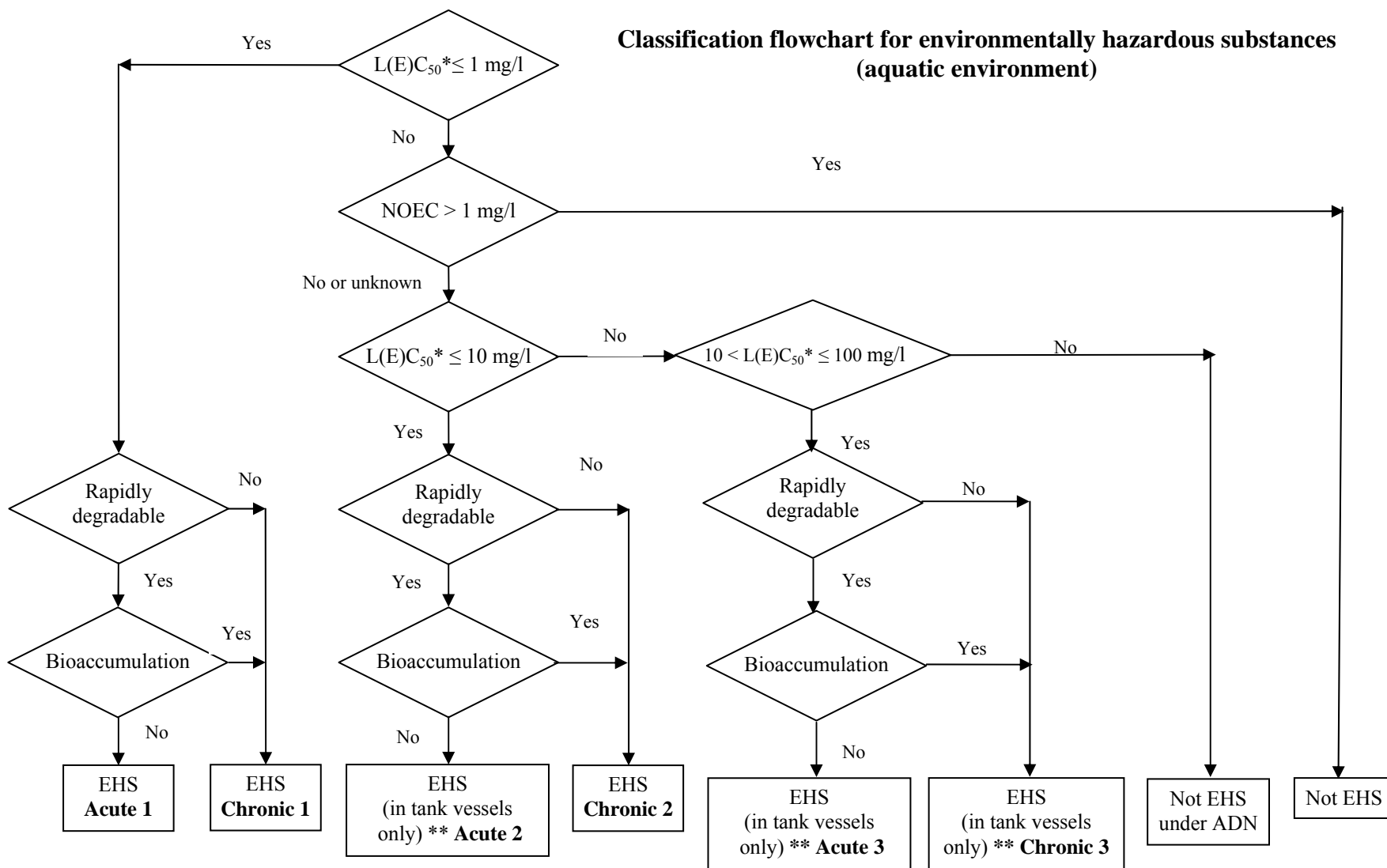
67. 9.3.3.11.4, third paragraph

For unloading pipes *read* loading and unloading pipes

68. 9.3.3.25.2 (f)

Does not concern the English version

**Classification flowchart for environmentally hazardous substances
 (aquatic environment)**



EHS = Environmentally hazardous substance (aquatic environment).

* Lowest value of 96-hour LC₅₀, 48-hour EC₅₀ or 72- or 96-hour ErC₅₀ as appropriate.

** Substances not considered dangerous for the environment when transported in packages.

Annex II

PROPOSED AMENDMENTS TO THE REGULATIONS ANNEXED TO THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAYS (ADN) FOR ENTRY INTO FORCE ON 1 JANUARY 2011

Chapter 1.1

- 1.1.3.1 (d) Amend to read as follows: "the carriage undertaken by the competent authorities for the emergency response or under their supervision, insofar as such carriage is necessary in relation to the emergency response, in particular carriage undertaken to contain and recover the dangerous goods involved in an incident or accident and move them to the nearest appropriate safe place;" .

(Reference document: ECE/TRANS/WP.15/AC.1/112, Annex II B)

Chapter 1.2

- 1.2.1 Amend the definition for "gas cartridge" to read as follows:
"Gas cartridge", see 'Small receptacle containing gas'.
Amend the definition for "small receptacle containing gas" to read as follows:
"Small receptacle containing gas (gas cartridge)" means a non-refillable receptacle meeting the relevant requirements of 6.2.6 of ADR containing, under pressure, a gas or a mixture of gases. It may be fitted with a valve;" .

(Reference documents: ECE/TRANS/WP.15/AC.1/110, Annex II B)

[Chapter 1.6

- 1.6.7.4.2 Transitional periods applicable to substances, Identification Nos. 9005 and 9006

Delete "N1".]

(Reference document: INF.9)

Chapter 1.10

- Table 1.10.5 In the third column, for Class 6.2, amend the text in parentheses to read
"(UN Nos. 2814 and 2900, except for animal material)".

(Reference document: ECE/TRANS/WP.15/AC.1/110, Annex II B)

Chapter 3.2

Table A

For UN No. 1002, insert “655” in column (6).

For UN No. 1066, insert “653” in column (6).

For UN Nos. 1353, 1373, 1389, 1390, 1391 (both entries), 1392, 1393, 1421, 1477 (PG II and III), 1481 (PG II and III), 1483 (PG II and III), 1740 (PG II and III), 2430 (PG I, II and III), 2583, 2584, 2585, 2586, 2837 (PG II and III), 2985, 2986, 2987, 2988, 3089 (PG II and III), 3145 (PG I, II and III), 3167, 3168, 3169, 3211 (PG II and III), 3215, 3216, 3218 (PG II and III), 3401 and 3402, delete “274” in column (6).

(Reference document: ECE/TRANS/WP.15/AC.1/110, Annex II B)

Table C

[UN Nos. 9005 and 9006

Introduce "N2" in column (5)]

(Reference document: INF.9)

Chapter 3.3

SP 653 Amend the beginning to read as follows:
“The carriage of this gas in cylinders having a test pressure capacity product of maximum 15 MPa.litre (150 bar.litre) is not subject ...”.

In the fifth indent, replace “marked with ‘UN 1013’” with “marked with ‘UN 1013’ for carbon dioxide or ‘UN 1066’ for nitrogen, compressed”.

(Reference document: ECE/TRANS/WP.15/AC.1/110)

Add a new special provision 655 to read as follows:

"655 Cylinders and their closures designed, constructed, approved and marked in accordance with Directive 97/23/EC of the European Parliament and of the Council of 29 May 1997 on the approximation of the laws of the Member States concerning pressure equipment (PED) and used for breathing apparatus may be carried without conforming to Chapter 6.2 of ADR, provided that they are subject to inspections and tests specified in 6.2.1.6.1 of ADR and the interval between tests specified in packing instruction P200 in 4.1.4.1 of ADR is not exceeded. The pressure used for the hydraulic pressure test is the pressure marked on the cylinder in accordance with Directive 97/23/EC."

(Reference document: ECE/TRANS/WP.15/AC.1/112, Annex II B)

Chapter 3.4

3.4.9 Amend to read as follows:

"3.4.9 In advance of carriage, consignors of dangerous goods packed in limited quantities shall inform the carrier of the total gross mass of such goods to be consigned.

NOTE: *If markings according to 3.4.13 are displayed on the transport unit, wagon or container, information regarding the total gross mass is not required."*

(Reference document: ECE/TRANS/WP.15/AC.1/112, Annex II B)

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 concerned understands and is capable of carrying out the instructions properly."

5.4.3.3 Amend to read as follows:

"5.4.3.3 Before loading, the members of the crew shall inform themselves of the dangerous goods to be loaded and consult the instructions in writing for details on actions to be taken in the event of an accident or emergency."
