

**Economic and Social Council**

Distr.: General  
7 June 2019  
English  
Original: French

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**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods**

**Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee)**

**Thirty-fifth session**

Geneva, 26–30 August 2019

Item 4 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN: Other proposals****Corrections to ADN 2019****Transmitted by the Central Commission for the Navigation of the Rhine (CCNR)\* \*\***

The secretariat of CCNR proposes the following corrections to ADN 2019:

**1. Contents**

A reference to “7.1.7” is missing from the table of contents.

**Proposal:**

*Insert:* “7.1.7 Special provisions applicable to the carriage of self-reactive substances of Class 4.1, organic peroxides of Class 5.2 and substances stabilized by temperature control (other than self-reactive substances and organic peroxides)”

**2. 1.6.7.2.1.3**

Deletion of the transitional provision, as it has expired.

**Proposal:**

*Replace:* 1.6.7.2.1.3 “By way of derogation from 7.1.4.1, transport in bulk of UN Nos. 1690, 1812 and 2505, may be carried out with single hull vessels until 31.12.2018.”

*with*

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\* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2019/21.

\*\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/2018/21/Add.1 (9.3)).



“1.6.7.2.1.3 (Deleted)”.

3. 1.6.7.2.2.2

Deletion of the transitional provision, as it has expired.

**Proposal:**

Delete

“

7.2.3.20.1	Fitting of ballast tanks and compartments with level indicators	<i>N.R.M. after 1 January 2013 for Type C and Type G tank vessels and Type N double hull tank vessels. Renewal of the certificate of approval after 31 December 2012.</i>
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”.

4. 1.6.7.2.2.2

Deletion of the transitional provision, as it has expired.

**Proposal:**

Delete

“

8.1.6.2	Hose assemblies	<i>Hose assemblies of previous standards EN 12115:1999, EN 13765:2003 or EN ISO 10380:2003 may be used until 31 December 2018.</i>
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”.

5. 1.6.7.2.2.2

Transitional provision

“

9.3.3.11.7	Distance between the cargo tanks and the outer wall of the vessel	<i>N.R.M. after 1 January 2001 Renewal of the certificate of approval after 31 December 2038.</i>
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”

is covered by the following transitional provision:

“

9.3.3.11.7	Width of double hull	<i>N.R.M. after 1 January 2007. Renewal of the certificate of approval after 31 December 2038.</i>
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”.

**Proposal:**

Delete

“

9.3.3.11.7	Distance between the cargo tanks and the outer wall of the vessel	<i>N.R.M. after 1 January 2001 Renewal of the certificate of approval after 31 December 2038.</i>
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”.

**6. 1.6.7.2.2.2**

Deletion of the transitional provision, as it has expired.

**Proposal:**

Delete

“

9.3.1.21.5 (b) 9.3.2.21.5 (b) 9.3.3.21.5 (d)	Installation of on-board pump switch-off from the shore	N.R.M. Renewal of the certificate of approval after 31 December 2006.
9.3.2.21.5 (c)	Device for rapid shutting off of refuelling	N.R.M. Renewal of the certificate of approval after 31 December 2008.

”.

**7. 1.6.7.2.2.2**

Deletion of the transitional provision, as it has expired.

**Proposal:**

Delete

“

9.3.1.41.2 9.3.2.41.2 9.3.3.41.2 in conjunction with 7.2.3.41	Heating, cooking and refrigerating appliances	N.R.M. Renewal of the certificate of approval after 31 December 2010.
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”.

**8. 1.6.7.2.2.3.1**

Deletion of the transitional provision, as it has expired.

**Proposal:**

Replace “1.6.7.2.2.3.1 The goods for which Type N closed with a minimum valve setting of 10 kPa (0.10 bar) is required in Table C of Chapter 3.2, may be carried in tank-vessels in service of Type N closed with a minimum valve setting of 6 kPa (0.06 bar) (cargo tank test pressure of 10 kPa (0.10 bar)). This transitional provision is valid until 31 December 2018.”

with

“1.6.7.2.2.3.1 (Deleted)”

**9. 2.2.61.1.14**

The English version reads: “Official Journal of the European Union” The French and German versions should be corrected accordingly.

**Proposal:**

In footnote 3

Replace “Official Journal”

with

“Official Journal of the European Union”.

**10. 2.2.9.1.10.3**

The English version reads: “Official Journal of the European Union” The French and German versions should be corrected accordingly.

**Proposal:**

In footnote 3

*Replace* “Official Journal”

*with* “Official Journal of the European Union”.

**11. 3.3.1, special provision 241**

Adaptation of the French and German versions to the English version (see annex 1).

**Proposal:**

In the second sentence,

*Replace* “flammable substance”

*with* “flammable solid”.

**12. 8.1.2.1 (b)**

The following text is missing in the German version: “für Alle gefährlichen Güter, die Sich an Bord befinden”.

The French version is worded as follows:

*“pour toutes les marchandises dangereuses se trouvant à bord”.*

The English version is worded as follows:

*“for all dangerous goods on board”.*

It is also proposed to add “carried as cargo” in all the language versions. Reason: To specifically distinguish them from the (exempt) goods used for the operation of the vessel.

**Proposal:**

(New text is underlined and deleted text is struck out):

*Replace*

“Transport documents referred to in 5.4.1 for all dangerous goods on board and, where necessary the container/vehicle packing certificate (see 5.4.2);”

*with*

“Transport documents referred to in 5.4.1 for all dangerous goods carried as cargo on board and, where necessary the container/vehicle packing certificate (see 5.4.2);”

**13. 9.3.3.14.1**

It is proposed to replace “in the frames” with “in the hull”, to avoid confusion with “side-by-side formations”.

**Proposed amendment:**

(New text is underlined and deleted text is struck out):

*Replace:* For vessels with independent cargo tanks and for double-hull constructions with cargo tanks integrated in the frames of the vessel, the requirements for intact stability resulting from the damage stability calculation shall be fully complied with.”

*with*

For vessels with independent cargo tanks and for double-hull constructions with cargo tanks integrated in the hull frames of the vessel, the requirements for intact stability resulting from the damage stability calculation shall be fully complied with.”

**14. 9.3.3.15.1, first sentence**

In order to harmonize the terminology, it is also proposed to replace “construction of the vessel” with “hull of the vessel” (see proposal for 9.3.3.14.1).

**Proposal:**

(New text is underlined and deleted text is struck out):

*Replace:* For vessels with independent cargo tanks and for double-hull vessels with cargo tanks integrated in the construction of the vessel, the following assumptions shall be taken into consideration for the damaged condition:

*with*

For vessels with independent cargo tanks and for double-hull vessels with cargo tanks integrated in the hull of the vessel, the following assumptions shall be taken into consideration for the damaged condition:

## Annex 1

In English the second sentence reads as follows:

“Formulations with low nitrocellulose contents and not showing dangerous properties when tested for their liability to detonate, deflagrate or explode when heated under defined confinement by tests of Test series 1 (a), 2 (B) and 2 (C) respectively in the Manual of Tests and Criteria, Part I and not being a **flammable solid** when tested in accordance with Test No. 1 in the Manual of Tests and Criteria, Part III, sub-section 33.2.1.4 (chips, if necessary, crushed and sieved to a particle size of less than 1.25 mm) are not subject to the requirements of ADN.”

In French the second sentence reads as follows:

“Les préparations à faible teneur en nitrocellulose qui ne manifestent pas de propriétés dangereuses lorsqu’elles sont soumises à des épreuves pour déterminer leur aptitude à détoner, à déflagrer ou à exploser lors du chauffage sous confinement, conformément aux épreuves du type a) de la série 1 ou des types b) ou c) de la série 2 respectivement, prescrites dans la première partie du Manuel d’épreuves et de critères, et qui n’ont pas un comportement de **matière inflammable** lorsqu’elles sont soumises à l’épreuve No 1 de la sous-section 33.2.1.4 de la troisième partie du Manuel d’épreuves et de critères (pour cette épreuve, la matière en plaquettes doit si nécessaire être broyée et tamisée pour la réduire à une granulométrie inférieure à 1,25 mm) ne sont pas soumises aux prescriptions de l’ADN.”

In German the second sentence reads as follows:

“Den Vorschriften des ADN unterliegen nicht Zubereitungen mit niedrigem Nitrocellulosegehalt, die keine gefährlichen Eigenschaften aufweisen, wenn sie den Prüfungen für die Bestimmung ihrer Detonations-, Deflagrations- oder Explosionsfähigkeit bei Erwärmung unter Einschluss nach den Prüfungen der Prüfreihen 1a), 2b) und 2c) des Teils I des Handbuchs Prüfungen und Kriterien unterzogen werden, und die sich nicht wie **entzündbare Stoffe** verhalten, wenn sie der Prüfung Nr.1 des Handbuchs Prüfungen und Kriterien Teil III Unterabschnitt 33.2.1.4 unterzogen werden (für diese Prüfungen muss der Stoff in Plättchenform – soweit erforderlich – gemahlen und gesiebt werden, um die Korngröße auf höchstens 1,25 mm zu reduzieren).”

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