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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)

**REPORT OF THE MEETING OF EXPERTS ON ITS FIFTH SESSION\*  
(21-25 January 2002)**

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
Attendance .....	1	3
Adoption of the agenda .....	2 - 3	3
Election of officers.....	4	3

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CONTENTS (continued)

	<u>Paragraphs</u>	<u>Page</u>
Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) .....	5 - 7	3
Restructuring of ADN .....	8 - 49	3
Part 1 of the restructured ADN .....	10 - 18	4
Part 2 of the restructured ADN .....	19 - 22	5
Part 3 of the restructured ADN .....	23 - 30	6
Part 8 of the restructured ADN .....	31 - 44	7
Part 9 of the restructured ADN .....	45 - 49	9
Matters relating to the recognition of classification societies .....	50 - 66	9
Proposals for amendments to the Regulations annexed to ADN .....	67	11
Programme of work and calendar of meetings .....	68 - 70	12
Adoption of the report .....	71	12
<u>Annex</u>		
Texts adopted by the Joint Meeting of Experts .....		13

## **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) held its fifth session in Geneva from 21 to 25 January 2002. Representatives of the following countries took part in the work of the session: Austria; Belgium; Czech Republic; France; Germany; Monaco; Netherlands; Switzerland. The European Commission was also represented along with the following intergovernmental organizations: Central Commission for the Navigation of the Rhine (CCNR) and the Danube Commission. In addition, the following non-governmental organizations were represented: International Association of Classification Societies (IACS); International Consortium of Rhine Inland Navigation (IAR); International Union of Inland Navigation (IUNF).

## **ADOPTION OF THE AGENDA**

2. The Meeting of Experts adopted the agenda as prepared by the secretariat (TRANS/WP.15/AC.2/10), with the addition of informal documents INF.1 to INF.12.

3. Since it had not been possible to prepare documents TRANS/WP.15/AC.2/2001/Add.5, -/Add.10 and -/Add.11 in time, it was agreed that Parts 4, 5, 6 and 7 of the restructured ADN would be discussed at the next session only.

## **ELECTION OF OFFICERS**

4. On the proposal of the representative of Austria, Mr. H. Rein (Germany) was elected Chairman and Mr. M. Rak (Czech Republic) was elected Vice-Chairman.

## **STATUS OF THE EUROPEAN AGREEMENT CONCERNING THE INTERNATIONAL CARRIAGE OF DANGEROUS GOODS BY INLAND WATERWAYS**

5. The Meeting of Experts noted that the Agreement still had 10 signatory States which had not yet deposited their instruments of ratification.

6. Since the Agreement had been open for signature up to 31 May 2001 only, no State had deposited an instrument of accession since that date.

7. The representative of the Czech Republic announced that his Government would undertake the process of ratification, which would probably take at least another 18 months.

## **RESTRUCTURING OF ADN**

Documents: ECE/TRANS/140, Vols. I and II and Corrigenda 1, 2, 3, 4 and 5  
(European Agreement Concerning the International Carriage of Dangerous Goods by Road) (ADR) version in force on 1 July 2002)

TRANS/WP.15/AC.1/84 and Add.1 and 2 (Report of the RID/ADR/ADN Joint Meeting on its spring 2001 session)

TRANS/WP.15/AC.1/86 and Add.1 to 3 (Report of the RID/ADR/ADN Joint Meeting on its autumn 2001 session)

TRANS/WP.15/AC.2/2002/1 (Note by the secretariat concerning the restructuring of the Regulations annexed to ADN)

Informal documents: INF.2 (Secretariat)

Table of correspondence between the marginals/paragraphs of the Regulations annexed to ADN and the paragraphs of the draft restructuring of the Regulations

INF.3 (Provisional version of document TRANS/WP.15/168)

Draft amendments to Annexes A and B of ADR (entry into force scheduled for 1 January 2003)

8. The Joint Meeting of Experts agreed to consider the draft restructuring of the Regulations annexed to ADN on the basis of the documents prepared by the UN/ECE and CCNR secretariats, taking into account the work already done by CCNR on the Regulations for the Carriage of Dangerous Goods on the Rhine (ADNR) and the draft amendments to the annexes of ADR.

9. The draft restructuring of the Regulations annexed to ADN comprised nine parts.

#### **Part 1 of the restructured ADN**

Document: TRANS/WP.15/AC.2/2002/1/Add.1 (Secretariat)

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

INF.11 (Austria)

10. The Joint Meeting of Experts adopted the texts prepared by the secretariat with the amendments reproduced in the annex.

11. In 1.1.3.1 (d) it was decided to delete the end of the paragraph, beginning “in particular ... since these provisions of ADR did not seem to be obviously necessary for inland waterway transport. The beginning of the paragraph was placed in square brackets; it should be checked for the next session whether the paragraph should be kept, in which case an example should be proposed.

12. Similarly, paragraph 1.1.3.1 (e) was placed in square brackets, since some delegations considered that in the context of ADN emergency operations were the sole responsibility of the States concerned.

13. The Joint Meeting of Experts agreed that each time a reference was made to road vehicles a reference to wagons should be added.

14. In Chapter 1.6 (Transitional measures) it was decided to establish a time limit on the possibility of applying transitional measures. The date as from which measures were to be applied should be specified after "N.R.M" in the tables of transitional measures. For general transitional measures they would be the dates of application specified in ADN. For the supplementary transitional measures applicable on specific inland waterways the valid date would be that of entry into force of the Agreement (see annex).

15. This decision was intended to encourage the upgrading of the safety level of all vessels to comply with that of ADN as soon as possible.

Documents: TRANS/WP.15/168, ECE/TRANS/140/Corr.1 to -/Corr.5  
(Draft amendments to Annexes A and B of ADR, to enter into force on 1 January 2003)

16. The Joint Meeting of Experts incorporated the amendments to Part 1 of ADR into Part 1 of ADN insofar as they also concerned ADN (see annex).

17. Where the notification of occurrences involving dangerous goods was concerned (1.8.5), the Joint Meeting of Experts noted that it was more a question of registering incidents and accidents involving the carriage of dangerous goods rather than of obtaining detailed and circumstantial reports of those events and their causes and consequences. The report model adopted for RID and ADR only provided for road and rail events, but a model report adapted to inland waterway transport should initially be envisaged, then possibly a model common to the three transport modes so as to ease administrative formalities. The Chairman suggested that an informal working group should be convened on this question and invited interested delegations to put their names forward so that he could organize an unofficial meeting.

18. There was agreement in principle on Chapter 1.9 (Transport restrictions by the competent authorities), modelled on that of ADR, but the representative of Switzerland said that he hoped that consideration of this chapter would remain on the agenda since it should be checked whether it was properly adapted to ADN and corrected if necessary.

## **Part 2 of the restructured ADN**

Document: TRANS/WP.15/AC.2/2002/1/Add.2

Informal document: INF.3 (Secretariat)

19. The Joint Meeting of Experts adopted the proposed texts, taking into consideration the amendments to be made to take account of the draft amendments to ADR to enter into force on 1 January 2003, with some changes (see annex).

20. In 2.2.41.1.15 and 2.2.52.1.9 it was agreed that the maximum quantity of 10 kg of samples of organic peroxides or of self-reactive substance applied only to road or rail transport units or containers, but not to vessels. Since the term “transport unit” had special meanings in ADR and ADN, it was agreed that the term “cargo transport unit” (“engin de transport” in French) would be used and a definition included in section 1.2.1, similar to that of the IMDG Code.

21. In section 2.2.7 concerning radioactive material, the Joint Meeting of Experts noted that the references to section 7.5.11 of ADR were not necessarily appropriate and that it should be checked whether equivalent paragraphs did not exist in Part 7 of the restructured ADN. The secretariat would check these references after considering Parts 5 and 7 at the next session.

22. The definition of “exclusive use” in subsection 2.2.7.2 should also be adapted to ADN.

### **Part 3 of the restructured ADN**

Documents: TRANS/WP.15/AC.2/2002/1/Add.3  
(Chapters 3.1, 3.3 and 3.4)

TRANS/WP.15/AC.2/2002/1/Add.4  
(section 3.2.1)

TRANS/WP.15/AC.2/2002/1/Add.8  
(Chapter 3.2, Table A)

Informal documents: INF.3 (Draft amendments to ADR)

INF.5 (Secretariat) (Corrigendum to document -/2002/1/Add.4)

INF.7 (Chapter 3.2, Table C)

INF.10 (Chapter 3.2, introduction to Table C in Chapter 3.2)

23. The Joint Meeting of Experts adopted Chapters 3.1, 3.2 (section 3.2.1 and Table A), 3.3 and 3.4, on the basis of the above documents with some amendments (see annex).

24. In the case of amendments arising from the draft amendments to ADR, the secretariat would adapt its terminology to the needs of ADN.

25. In Chapter 3.2, Table A, the conditions of carriage should be entered in columns (8) to (13) for UN numbers 1950 (new codes 5C, 5CO, 5FC), amended entries 2030 and the new entries 1153, 3359, 3361, 3362 and 3371 to 3376.

26. It was agreed that entries 1372, 1387, 1856, 1857, 3360 and 3363 would not be subject to ADN.

27. Entries in Table C should possibly be envisaged for UN Nos. 2030, 1153, 3361, 3362 and 3371.

28. The Joint Meeting of Experts noted that “UNITS UNDER FUMIGATION” (UN No. 3359) were subject only to the provisions of 5.5.2 of ADR according to ADR, but that 7.4.3 of the IMDG Code included provisions for carriage in sea-going vessels while provision should possibly also be made in Part 7 of the restructured ADN for carriage on inland waterways.

29. As regards Table C, the Joint Meeting of Experts noted that the restructured ADN included a number of new requirements concerning carriage in tank vessels which had neither been submitted nor discussed at its last session (see TRANS/WP.15/AC.2/9/Add.1 and informal document INF.10). An official document setting out these new requirements should therefore be submitted at the next session. The new amendments adopted by the CCNR working group at its March 2002 session would be submitted in an informal document at the next session.

30. As for Chapter 3.2, Table B (alphabetical index), the Joint Meeting of Experts agreed that it was necessary, but noted that this alphabetical index, while legally an authentic part of RID, was not legally part of ADR although it had been reproduced informally in the edition of ADR prepared by the United Nations Secretariat; it was the responsibility of the Administrative Committee of ADN to decide whether this alphabetical index should be part of the official legal text of the Regulations annexed to ADN or, as in the case of ADR, be published for information only in order to obviate legal problems of contradiction between different tables or administrative problems and delays connected with amendment procedures.

#### **Part 8 of the restructured ADN**

Document: TRANS/WP.15/AC.1/2002/1/Add.7

Informal document: INF.11 (Austria)

INF.12 (Secretariat)

31. The representative of Austria pointed out that the provisions of the Regulations annexed to ADN, as adopted in May 2000, were not all in force on the Rhine, nor would they be in 2003 although they appeared in ADN. These provisions basically concerned wastes, gas-freeing and stripping systems. He wondered what the situation would be if ADN entered into force before these provisions became applicable.

32. A member of the ECE secretariat said that, in view of this situation, and especially of the fact that the member States of CCNR had particularly wished the Regulations annexed to ADN at the time of their adoption to reflect the situation of regulations on the Rhine, it would be advisable for CCNR to specify which were the provisions in question and what date was scheduled for their implementation, so that the other States likely to become Contracting Parties to the Agreement could be informed accordingly.

33. A member of the CCNR secretariat furnished a list of the provisions in question and said that the dates of their entry into force had still not been established for implementation in accordance with ADN. This problem was related to delays in installing land waste reception facilities.

34. The Joint Meeting of Experts noted that if this delay in implementation on the Rhine were to pose problems to the entry into force of the Agreement, the Administrative Committee should settle the matter at its first session, either by means of amendments to the annexed Regulations or by new transitional measures, or else by special multilateral agreements.

35. The representative of Austria pointed out that, according to article 8, paragraph 2 of the Agreement, only vessels conforming to the annexed Regulations adopted in May 2000, taking into account where necessary their general transitional provisions, could obtain an ADN certificate on the entry into force of the Agreement during the entire period preceding the date of entry into force of any amendments to the annexed Regulations.

36. It was decided to place in square brackets all provisions of the annexed Regulations for which a date of implementation had not yet been scheduled by CCNR for navigation on the Rhine.

37. In 8.1.4 it was decided that the present reference to 210 001(1) should be replaced by a reference to a new paragraph to be located in Part 1, section 1.1.4, where reference would be made to other applicable regulations.

38. Paragraphs 8.1.1 to 8.1.7 and 8.1.10 were adopted with some amendments (see annex).

39. For paragraphs 8.1.8 and 8.1.9 concerning the certificate of approval, it was noted that Annex C, Chapter 1.1 of the ADN Agreement should also be taken into account. The requirements for the carrier should be placed in Part 8, in a special chapter (8.4). Requirements concerning the competent authority should be placed in Part 1. The secretariat was asked to prepare a proposal to that effect.

40. It was agreed that all models for certificates, etc. should remain in Chapter 8.6.

41. During the discussion, it was also agreed that there should not be a Part 10 and that all the provisions of Annex C should be incorporated into Parts 1 to 9 of the restructured ADN.

42. The Joint Meeting of Experts noted that training provisions were the subject of new discussions within ADN and that as a result a new proposal for Chapter 8.2 would be submitted at the next session. It would cover the provisions of Annex C, Chapter 6 of ADN.

43. Chapter 8.3 was adopted.

44. In Chapter 8.6, 8.6.1.2 should be replaced by a model for a provisional certificate of approval in accordance with the present ADN. Similarly, paragraph 8.1.9.2 or its new equivalent should reflect 210 283(2) of the Regulations annexed to ADN.

## **Part 9 of the restructured ADN**

Document: TRANS/WP.15/AC.2/2002/1/Add.6

Informal documents: INF.8 (Corrections)

INF.11 (Austria)

45. The Joint Meeting of Experts adopted Part 9 of the restructured ADN with some amendments (see annex).

46. The Joint Meeting of Experts adopted the proposal by Austria (INF.11) to include in 9.3.0.40.2, 9.3.1.40.2, 9.3.2.40.2 and 9.3.3.40.2 the provisions concerning fixed fire-extinguishing systems appearing in the Rhine Vessel Inspection Regulations since these provisions were deemed essential from a safety point of view and did not appear in the corresponding regulations applicable to vessels on inland waterways other than the Rhine (see annex).

47. In 9.1.0.88, a member of the UN/ECE secretariat stated that the secretariat had placed the figure 7 in square brackets since according to the present text of the annexed Regulations radioactive material of Schedules 1 to 4 (excepted packages of UN Nos. 2908, 2909, 2910 and 2911) could be carried in vessels other than double hull vessels in view of the low risk of radioactivity.

48. The representative of the Netherlands said that the intention in CCNR was to apply the same requirements to all radioactive material, whatever the degree of danger, and he asked that these excepted packages should be carried in double hull vessels. Since this point of view was supported by Switzerland and Belgium, the square brackets were removed.

49. It was pointed out, however, that paragraph 7.1.4.1.1, to which reference was made in 9.1.0.88, did not apply to UN Nos. 2408, 2909, 2910 and 2911. It would be advisable to come back to the question at the next session. The issue would also concern 1.1.3.6.1 which provided that Part 7 did not apply to UN Nos. 2908, 2909, 2910 and 2911 if these substances were carried in quantities not exceeding 3000 kg (gross mass of the packages).

## **MATTERS RELATING TO THE RECOGNITION OF CLASSIFICATION SOCIETIES**

Informal document: INF. 9 (Secretariat) (draft of Part 10)

50. The Joint Meeting of Experts noted that the draft contained the text of Chapter 2 of Annex C to the ADN Agreement. In view of the decision that there should not be a Part 10, the Joint Meeting of Experts decided that these texts should be included in Chapter 1.10 and requested the secretariat to prepare an official document for the next session (with the symbol TRANS/WP.15/AC.2/2002/1/Add.9).

Document: TRANS/WP.15/AC.2/2002/2)

(Report of the Ad hoc Meeting of Experts on the establishment of guidelines for the recognition of classification societies under ADN, Nüremberg/Regensburg, 31 October and 1 November 2001)

51. The Joint Meeting of Experts adopted the guidelines and the annexed form prepared by the above meeting with the following specifications.

52. In paragraph 8, the use of the term “Contracting Party” was not correct since this term could only be used once the Agreement had entered into force. Applications by classification societies should be addressed to a signatory State or a member State at the time of the session: Bulgaria, Croatia, Czech Republic, France, Germany, Italy, Luxembourg, Netherlands, Republic of Moldova and Slovakia, or any other State which might have acceded to ADN at the time of the application.

53. Similarly, in Annex 1, the reference to “Contracting Party” should be deleted from the form.

54. A classification society could from now on put forward an application, but addressed only to one of the above-mentioned States. The State in question was not required to take a decision regarding the application but should transmit it to the provisional committee of experts within six months unless it considered that it was not complete or plausible. The provisional committee of experts should meet within the three months following the State’s submission. The representative of IACS was requested to inform the affiliated classification societies accordingly.

55. Secretariat services would initially be provided to the provisional committee of experts by the Ministry of Transport of Germany in cooperation with the secretariat of CCNR and the UN/ECE secretariat which would be kept closely informed in order to maintain the link with the Joint Meeting of Experts and would possibly take part in the committee’s meetings.

56. The representative of the Danube Commission said that his organization had still not taken a decision as to whether it would take part in the preparatory process for the entry into force of the Agreement.

57. In accordance with the resolution of the Diplomatic Conference for the adoption of ADN of 25 May 2000, only signatory or acceding States were members of the provisional committee of experts. However, in view of the fact that other States took an active share in the work of the Joint Meeting of Experts, or were already well advanced in the accession procedure, the Joint Meeting of Experts agreed that all other non-signatory States or non-acceding States which had taken part in the Diplomatic Conference should also be invited to take part in the work of the provisional committee of experts, as observers without the right to vote. The following countries were concerned: Austria, Belgium, Hungary, Poland, Romania, Russian Federation, Switzerland and Ukraine. They would become full members of the provisional committee of experts as soon as they acceded to the Agreement.

58. Each member State or observer on the provisional committee of experts was requested to appoint an expert and an alternate as rapidly as possible.

59. The recommendations of the provisional committee of experts would be transmitted to the Administrative Committee at its first session for a final decision. These recommendations should be duly justified, whether they were positive or negative.

60. The representative of IACS requested that provision should be made for an appeal procedure in the event of a negative decision by the Administrative Committee. The Joint Meeting of Experts was not opposed in principle to the possibility of a classification society submitting a new application in that case, on condition that the failings identified by the committee of experts were remedied.

61. The representative of IACS asked what would happen in cases where a classification society was struck off the list. The Chairman said that it would be the responsibility of the State concerned to decide whether or not to withdraw its recognition of the classification society. He suggested that all these questions should be discussed at a later date.

62. The representative of Switzerland pointed out that it would also be advisable to consider the case of classification societies for which the provisional committee of experts had issued a positive recommendation at a given time, but whose situation had changed when the Agreement had entered into force.

63. The Chairman said that the question should be discussed by the Administrative Committee when it formulated the final recommendations for the recognition of classification societies.

64. Where the IACS code of ethics was concerned, the representative of IACS said that his organization did not object to the provisional committee of experts making use of the terminology and some of its provisions, but he stressed that the code was not necessarily appropriate for classification societies and hoped that it would not be reproduced as it stood.

65. The Joint Meeting of Experts agreed that other codes of ethics could be used, but the applicant classification society should clarify on which code of ethics it was acting.

66. The representative of IACS said that the IACS "Code of Ethics" was available on his organization's web site ([www.iacs.org.uk](http://www.iacs.org.uk)).

#### **PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN**

67. No proposals had been submitted under this item. However, numerous amendments to the Regulations annexed to ADN could be found in the texts submitted as part of the restructuring and came from amendments to ADN. These amendments were clearly identified in the texts prepared by the secretariat; they had been discussed under item 4 and possibly adopted (see annex).

### **PROGRAMME OF WORK AND CALENDAR OF MEETINGS**

68. The Chairman said that Parts 1, 2, 3, 8 and 9 had for the most part been finally adopted at the present session and that only Parts 4, 5, 6 and 7 remained to be discussed at the next session along with some other points as mentioned in this report.

69. The next session could be reduced to four meeting days, from 27 to 30 May 2002.

70. The following session was provisionally scheduled from 20 to 24 January 2003.

### **ADOPTION OF THE REPORT**

71. The Joint Meeting of Experts adopted the report of its fifth session and its annex on the basis of a draft prepared by the secretariat.

**Annex**

**Restructuring of the Regulations annexed to ADN**

**Texts adopted by the Joint Meeting of Experts**

**PART 1**

Text of document TRANS/WP.15/AC.2/2002/1/Add.1 with the following amendments:

**Chapter 1.1**

1.1.2.2 to 1.1.2.5: Remove the square brackets and delete: “[ADNR: reserved]”.

Reference: TRANS/WP.15/AC.1/84/Add.1:

1.1.3.1 Remove the square brackets.

1.1.3.1 (a) and (b): Amend to read:

- “(a) The carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their leisure or sporting activities provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage. Dangerous goods in IBCs, large packagings or tanks are not considered to be packaged for retail sale;
- (b) The carriage of machinery or equipment not specified in these annexed Regulations and which happen to contain dangerous goods in their internal or operational equipment, provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage;”

1.1.3.1 (c) Insert the following second and third sentences:

“Measures shall be taken to prevent any leakage of contents in normal conditions of carriage. These exemptions do not apply to Class 7”.

1.1.3.1 (d) and (e): Amend to read:

- “[(d) the carriage undertaken by, or under the supervision of, the emergency services;]

[(e) emergency transport under the supervision of the competent authorities intended to save human lives or protect the environment provided that all measures are taken to ensure that such transport is carried out in complete safety.]”

Delete: “[dans leur ... ]”: does not concern the English text.

1.1.3.6.1 (a) (ii) Delete the text in brackets and add “and aerosols of groups C, CO, F, FC, T, TF, TC, TO, TFC and TOC according to 2.2.2.1.6”.

1.1.3.6.1 (b) Delete the text in brackets and add “or aerosols of group F according to 2.2.2.1.6”.

1.1.3.6.1 (Second sub-section 1.1.3.6.1): renumber as 1.1.3.6.2.

1.1.3.6.2 (b) (i) Remove the square brackets and delete: “(proposal by the secretariat)”.

Insert “, a wagon” after “in a vehicle”.

(ii) Amend to read:

“(ii) the separation between

- containers with complete metal walls;
- vehicles with bodies with complete metal walls;
- tank-containers, portable tanks and MEGCs; or
- vehicles with demountable tanks, tank-vehicles, battery-vehicles, tank wagons or battery wagons.

NOTE: Remove the square brackets.

1.1.4 Remove the square brackets.

1.1.4.1 (c) Read:

“in the case of vehicles or wagons, the vehicles or wagons and their load shall meet the applicable requirements of ADR or of RID, as relevant.”

Add:

“1.1.4.6 Other regulations applicable to carriage by inland waterway

1.1.4.6.1 In accordance with article 9 of the Agreement, transport operations shall remain subject to the local, regional or international requirements generally applicable to the carriage of goods by inland waterway.

1.1.4.6.2 Where the requirements of these Regulations are in contradiction with the requirements referred to in 1.1.4.6.1, the requirements referred to in 1.1.4.6.1 shall not apply”.

## Chapter 1.2

1.2.1 “*Aerosol*,” “*Aerosol dispenser*,” insert “of ADR or of RID” after “6.2.2”.

Add: “*CEVNI*” means the UN/ECE European Code for Inland Waterways

*Master*

(review the terminology in Russian)

*Classification society (recognized)*:

Read:

“means a classification society which is recognized by the competent authorities in accordance with Chapter 1.10”.

*Biological/technical name*, replace the definition by the following:

“*Technical name*” means a recognized chemical name, or a recognized biological name where relevant, or another name currently used in scientific and technical handbooks, journals and texts (see 3.1.2.8.1.1);

*Working pressure*: remove the square brackets.

Add:

“*Settled pressure*” means the pressure of the contents of a pressure receptacle in thermal and diffusive equilibrium;

“*Pressure receptacle*:” remove the square brackets.

Insert the following definitions:

“*Wagon*” means a rail vehicle without its own means of propulsion that runs on its own wheels on railway tracks and is used for the carriage of goods;

“*Sheeted wagon*” means an open wagon provided with a sheet to protect the load;

“*Battery wagon*” means a wagon containing elements which are linked to each other by a manifold and permanently fixed to a wagon. The following elements are considered to be elements of a battery wagon: cylinders, tubes, bundles of cylinders (also known as frames), pressure drums as well as tanks intended for gases of Class 2 with a capacity greater than 450 litres;

“*Tank wagon*” means a wagon intended for the carriage of liquids, gases, powdery or granular substances, comprising a superstructure, consisting of one or more tanks and their equipment and an underframe fitted with its own items of equipment (running gear, suspension, buffing, traction, braking gear and inscriptions).

*NOTE: “Tank wagon” also includes wagons with demountable tanks.*

1.2.2.2 (c) Replace “gases dissolved under pressure” by “dissolved gases”.

1.2.2.5 Delete.

#### **Chapter 1.4**

1.4.2.2.1 (c) Remove the square brackets.

(d) Read: “(reserved)”.

(e) Remove the square brackets and “[reserved)”.

(f) Read: “(reserved)”.

1.4.2.2.4 Read: “(reserved)”.

1.4.2.1.1 (c) In the brackets include “tank wagons and battery wagons”.

1.4.2.1.1 (e) In the brackets include “tank wagons and battery wagons;” insert “wagons” after “vehicles”.

1.4.2.2.2 Delete “[c], [e] and [f)”.

- 1.4.2.3.1 Remove the square brackets round “before, during or”.  
Delete “[as appropriate]”.  
Remove the square brackets in (c) and replace “and vehicles” by “, vehicles and wagons”.
- 1.4.2.3.3 Remove the square brackets and replace “or a vehicle” by “, a vehicle or a wagon”.
- 1.4.3.1 Amend to read:
- 1.4.3.1.1 (f) Remove the square brackets and replace the text by similar wording to that of 1.4.2.3.1 (d).
- 1.4.3.3 First sub-heading, inside the brackets and in (b) add “tank wagons and battery wagons”.  
In the second sub-heading and in (i) and (j) insert “, wagon” after “vehicles”.  
(k) Remove the square brackets.  
(r) Delete the last sentence.  
(s) Remove the square brackets.  
(v) Delete.

## **Chapter 1.5**

- 1.5.2 Read:  
**“1.5.2 Special authorizations concerning transport in tank vessels”**

## **Chapter 1.6**

- 1.6.1.1 Remove the square brackets.
- 1.6.1.3 Replace the text by the following:  
“The transitional measures of paragraphs 1.6.1.3 and 1.6.1.4 of ADR and RID, concerning the packaging of substances and articles of Class 1, are also valid for carriage subject to ADN”.
- 1.6.1.4 Delete.

1.6.2 Remove the square brackets.

1.6.3 Amend the heading to read:

“Fixed tanks (tank-vehicles and tank wagons), demountable tanks, battery vehicles and battery wagons”.

Remove the square brackets.

1.6.7.1.2 (b) “N.R.M.” as from: “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 (as from the date indicated), or to parts which are replaced or modified after the date indicated; 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 cargo tank design to another type or design at a higher level.”

1.6.7.2 Add the N.R.M. dates appearing in ADNR.

1.6.7.3 On each appearance of “N.R.M.” in the table, add: “as from the [date of implementation of the annexed Regulations after the entry into force of the Agreement]”.

### **Chapter 1.7**

1.7.2.2 References to 7.5.11 to be checked.

### **Chapter 1.8**

1.8.1.1.2.1 Bring into line with ADR.

1.8.1.1 (second section 1.8.1.1). Renumber as 1.8.1.2 and take into account for the remainder.

Remove the square brackets.

1.8.3.2 Delete the text in square brackets.

1.8.5 Text to be revised on the basis of a new proposal.

## Chapter 1.9

Remove the square brackets round the chapter.

- 1.9.2 Replace “to vehicles” by “to vessels”.
- 1.9.3 (a) After “certain structures” read “such as bridges or tunnels” (remainder unchanged).

## PART 2

Text of Part 2 of ADR, amended in accordance with document TRANS/WP.15/AC.2/2002/1/Add.2 and informal document INF.3 (TRANS/WP.15/168) with the following modifications:

The amendment to 2.2.3.2 applies to 2.2.3.3.

2.2.41.19	)	
2.2.43.3	)	
Footnote <u>a</u> / to the table	)	
	)	
2.2.52.4 Note 29	)	
2.2.61.3	)	
Footnotes <u>b</u> /, <u>g</u> / and <u>h</u> / to the table	)	Replace “ADR” by “ADN”
	)	
2.2.62.1.6	)	
2.2.62.1.7	)	
2.2.7.1.2	)	

2.2.41.1.15 and 2.2.52.1.9 Remove the square brackets and replace “vessel” by “transport unit”.

(consequential amendment: add the following definition to 1.2.1:

“Transport unit” means a vehicle according to article 1 (a) of ADR, a wagon according to the RID definition, a container, a tank-container, a portable tank or an MEGC.)

2.2.7.1.3, 2.2.7.8.2, 2.2.7.8.4, 2.2.7.9.1 and 2.2.7.9.7 References to 7.5.11 to be checked.

2.2.7.9.6 Delete (d).

### PART 3

Text of document TRANS/WP.15/AC.2/2002/1/Add.3, -/Add.4 and -/Add.5 with the following amendments:

- 3.1.2.1 First sentence, include a reference to Table C.
- 3.1.2.6 The amendment to the heading is not accepted.
- 3.1.2.6.1** (Does not concern the English text)
- 3.1.2.6.1.2 (Does not concern the English text)
- 3.1.2.6.1.4 Delete “D” in “pvD50 ≤ 110kPa” and replace “<” by “≤” before “115°C”.

In addition, amend Chapters 3.1, 3.2, 3.3 and 3.4 in accordance with the indications contained in informal document INF.3 (provisional version of the draft amendments to the corresponding chapters of ADR, to be adapted to ADN, subsequently issued as document TRANS/WP.15/168).

For special provision 647 of Chapter 3.3 (INF.3), insert at the beginning:

“Except for carriage in tank-vessels,”. Last sentence, read:

“The other provisions of ADN, except those concerning carriage in tank vessels, do not apply.”

Table A in Chapter 3.2

Text of document TRANS/WP.15/AC.2/2001/1/Add.8 with amendments to columns (1) to (7) for the following UN numbers:

0015, 0016, 0154, 0155, 0209, 0214, 0215, 0220, 0223, 0234, 0303, 0331, 0332, 0333, 0334, 0335, 0336, 0337, 0503, 1008, 1057, 1062, 1153, 1177, 1202, 1278, 1350, 1372, 1374, 1387, 1581, 1702, 1856, 1857, 1859, 1911, 1942, 1950, 1962, 1982, 2030, 2036, 2037, 2067, 2068, 2069, 2070, 2072, 2193, 2198, 2203, 2264, 2277, 2315, 2417, 2451, 2478, 2680, 2684, 2740, 2790, 2793, 2880, 3028, 3090, 3151, 3152, 3166, 3221, 3222, 3223, 3224, 3225, 3227, 3229, 3268, 3353, 3359, 3360, 3361, 3362, 3363, 3371, 3372, 3373, 3374, 3375 and 3376, in accordance with the indications of document INF.3.

In addition, amend the table in accordance with the indications of document INF.3 as regards the presentation of the double entries (solids/liquids), the deletion of special provisions 15, 18, 36, 107, 222, 268, 287, 628, 629, 630 and 631, and the reassignment of special provision 640.

## PART 8

Text of document TRANS/WP.15/AC.2/2002/1/Add.7 with the following amendments:

Remove the square brackets throughout Part 8, except as indicated below:

8.1.2.1 (b) Replace: does not concern the English text.

8.1.2.3 Place (a) and (h) in square brackets.

(h) Replace “8.1.4.2” by “8.6.4.2”.

Insert a subparagraph (g) to read:

“(g) the certificate listing all the dangerous goods accepted for carriage in the vessel, referred to in 7.2.2.8.3;”

Subparagraphs (g) to (j) become (h) to (k).

8.1.2.6 Concerns the French text only.

8.1.2.9 For “8.1.0.2.1 (c)” read “8.1.2.1 (c)”.

8.1.4 Replace “[...]” by “the Regulations referred to in 1.1.4.6”.

8.1.6.6 Leave in square brackets.

8.1.7 Insert “‘certified safe’ type” before “electrical equipment” and delete “[flameproof]”.

8.1.8 and 8.1.9 Place in square brackets (to be reviewed and placed in a separate Chapter 8.6, taking Annex C of ADN into account).

Also review the wording of 8.1.9.2 to take ADN into account.

8.1.10 Renumber as “8.1.9” and place in square brackets.

First sentence, add “in accordance with the provisions of CEVNI” after “loading journal”.

8.2 Place all of Chapter 8.2 in square brackets.

8.3 Add the heading: “8.3 Miscellaneous requirements to be complied with by the crew”.

8.6 Renumber as “8.7”.

- 8.6.1.2 (8.7.1.2) To be reviewed in connection with 8.1.9.2.
- 8.6.1.3 Delete: does not concern the English text.
- 8.6.2 (8.7.2) References to Chapter 8.2 to be checked following revision of this Chapter.
- Insert “8.6.3”: does not concern the English text.
- 8.6.4 Insert before 8.6.4.1: does not concern the English text.
- 8.6.4 Place in square brackets.

## PART 9

Text of document TRANS/WP.15/AC.2/2002/1/Add.6 with the following amendments:

Delete the square brackets throughout Part 9, except as indicated below:

Insert “(Reserved)” each time there are free paragraphs.

- 9.1.0 Read: “Rules of construction applicable to dry cargo vessels  
Provisions of 9.1.0.0 to 9.1.0.79 are applicable to dry cargo vessels”.
- 9.1.0.40.2 )  
9.3.1.40.2 ) Amend in accordance with document  
9.3.2.40.2 ) TRANS/WP.15/AC.2/2002/3.  
9.3.3.40.2 )
- 9.1.0.40.4 ) Read: “The extinguishing agent contained in the permanent fire  
9.3.1.40.4 ) extinguishing system shall be suitable and sufficient for fighting  
9.3.2.40.4 ) fires”.  
9.3.3.40.4 )
- 9.1.0.88.1 Remove the square brackets round Class 7.  
Read: concerns the French text only.
- 9.1.0.94.2 ) End, read: “... referred to in 1.1.4.6”.  
9.2.0.94.2 )
- 9.2.0.71 Replace “7.2.3.71” by “8.3.3”.

- 9.2.0.74.1 Replace “7.2.3.74” by “8.3.4”.
- 9.2.0.88.1 Remove the square brackets round Class 7.
- 9.3.1.21.5 )  
 9.3.2.21.5 ) Insert “(1992)” after “IEC Publication No. 309”.  
 9.3.3.21.5 )
- 9.3.1.25.6 Delete the text in square brackets.
- 9.3.1.32.1 Beginning, insert: “When the vessel is fitted with hold spaces and double bottoms, double bottoms ...” (remainder unchanged).
- 9.3.1.50.1 Beginning, read: “In addition to the documents required in accordance with the Regulations referred to in 1.1.4.6, the following documents ...”.
- 9.3.1.53.3 ) Read:  
 9.3.2.53.3 )  
 9.3.3.53.3 ) “Independent cargo tanks shall be earthed.”
- 9.3.1.53.4 ) Read:  
 9.3.2.53.4 )  
 9.3.3.53.4 ) “Metal intermediate bulk containers (IBCs) and tank-containers, used as residual cargo tanks or slop tanks, shall be capable of being earthed.”
- 9.3.1.71 Replace “7.2.3.71” by “8.3.3”.
- 9.3.1.74.1 Replace “7.2.3.74” by “8.3.4”.
- Paragraph (6) after 9.3.2.12.6 should be renumbered as 9.3.2.12.7.
- 9.3.2.21.12 After the last sentence, add: “This provision applies only when prescribed in Chapter 3.2, Table C, column (20).”
- After 9.3.2.13.3, replace “321 214” by “9.3.2.14”.
- 9.3.2.25.2 (f) and (g) Leave the last sentence of (f) and (g) in square brackets.
- 9.3.2.25.9 For “Calculations concerning ...” read “Calculations concern ...”.
- 9.3.2.25.10 Keep in square brackets.
- 9.3.2.26 Keep in square brackets.

- 9.3.2.50.1 Read: “In addition to the documents required in accordance with the regulations referred to in 1.1.4.6, the following documents ...”  
(remainder unchanged).
- 9.3.2.71 Replace “7.2.3.71” by “8.3.3”.
- 9.3.2.74.1 Replace “7.2.3.74” by “8.3.4”.
- 9.3.2.92 Last sentence: concerns the French text only.
- 9.3.3.11.7 Place the sentence in square brackets after the following sentence and remove the square brackets.
- 9.3.3.12.3 Last sentence, replace “fixed ventilation devices” by “other suitable installations without ventilator fans”.
- 9.3.3.21.7 Bring the presentation of the paragraph into line with the German version.  
  
Last sentence: concerns the French text only.
- 9.3.3.21.13 Add before the last two sentences:  
  
“9.3.3.21.1 (b), (c) and (g), 9.3.3.21.3, 9.3.3.21.4 and 9.3.3.21.11 do not apply to oil separator and supply vessels.”
- 9.3.3.21.14 Keep the square brackets.
- 9.3.3.22.4 (a) Insert: does not concern the English text.  
  
(b) Add:  
  
“(b) The outlets of 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 accommodation and from the service spaces outside the cargo area. This height may be reduced when within a radius of 1.00 m round the outlet of the high-velocity vent valve, there is no equipment, no work is being carried out and signs indicate the area. The setting of the high-velocity vent valves shall be such that during the transport operation they do not blow off until the maximum permissible working pressure of the cargo tanks is reached.”
- 9.3.3.22.5 (a) and (v) Delete the text in square brackets.
- 9.3.3.22.7 Keep the square brackets.

- 9.3.3 25.2 (f) and (g) Place the last sentence of (f) and (g) in square brackets.
- 9.3.3.25.10 Place in square brackets.
- 9.3.3.25.11 Add the missing paragraph number 9.3.3.25.12 before “9.3.3.25.1 (a) ...”.
- First sentence, insert “see Chapter 3.2, Table C, column (5),” before “hazard 8”.
- Second sentence, replace “9.3.3.25.2 (b)” by “9.3.3.25.4 (b)”.
- 9.3.3.25.12 Renumber as 9.3.3.25.13 and leave in square brackets.
- 9.3.3.26 Place in square brackets.
- 9.3.3.40.5 Last sentence, delete.
- 9.3.3.41.2 Delete the text in square brackets.
- 9.3.3.50.1 Read: “In addition to the documents required in accordance with the Regulations referred to in 1.1.4.6, the following documents ...” (remainder unchanged).
- 9.3.3.71 Replace “7.2.3.71” by “8.3.3”.
- 9.3.3.74.1 Replace “7.2.3.74” by “8.3.4”.

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