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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)

#### Sixteenth session

Geneva, 25-29 January 2010

### **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 sixteenth session\***

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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.2/34.

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## **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 sixteenth session in Geneva from 25 to 29 January 2010. Representatives of the following countries took part in the work of the session: Austria, Belgium, Croatia, France, Germany, Netherlands, Russian Federation, Switzerland and Ukraine. The European Commission was also represented. The following intergovernmental organizations were also represented: Central Commission for the Navigation of the Rhine (CCNR) and Danube Commission. The following non-governmental organizations were also represented: European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Petroleum Industry Association (EUROPIA), International Association of Classification Societies (IACS) and the International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA).

## **II. Adoption of the agenda (agenda item 1)**

*Documents:* ECE/TRANS/WP.15/AC.2/33 and -/Add.1

*Informal document:* INF.1 (Secretariat)

2. The Joint Meeting adopted the agenda as prepared by the secretariat.

## **III. Election of officers (agenda item 2)**

3. On the proposal of the representative of Belgium, Mr. H. Rein (Germany) and Mr. B. Birkhüber (Austria) were respectively elected Chairman and Vice-Chairman for 2010.

## **IV. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3)**

*Informal document:* INF.19 (European Union)

4. The Safety Committee noted that, since the previous session, Slovakia had acceded to ADN, thus bringing the number of Contracting Parties to 12 (Austria, Bulgaria, Croatia, France, Germany, Hungary, Luxembourg, Netherlands, Republic of Moldova, Romania, Russian Federation and Slovakia).

5. The representative of Belgium pointed out that the accession procedure was under way in his country, but that it might take longer than originally expected.

6. The representative of Ukraine announced that the law concerning his country's accession to ADN had been promulgated and that an instrument of accession would be deposited on 28 January 2010, before the opening of the session of the Administrative Committee.

7. The representative of the European Union drew attention to the information published in the Official Journal of the European Union under the symbol 2009/C281/06, which listed the 15 countries of the European Union that would not apply ADN, in

accordance with the exceptions set out in Directive 2008/68/EC. However, he specified that in the case of Slovakia, which was on the list, the information related only to domestic traffic and would be applicable only until 30 June 2011.

## **V. Proposals for amendments to the Regulations annexed to ADN (agenda item 4)**

### **A. Work of the RID/ADR/ADN Joint Meeting**

*Documents:* ECE/TRANS/WP.15/AC.1/2009/16 and Add.1  
ECE/TRANS/WP.15/AC.1/114/Add.1  
ECE/TRANS/WP.15/AC.1/116/Add.1  
ECE/TRANS/WP.15/203, annex I

*Informal document:* INF.4 (Secretariat)

8. The Safety Committee considered in detail the various proposals for amendments made by the RID/ADR/ADN Joint Meeting at its March and September 2009 sessions, in the light of the comments and decisions of the Working Party on the Transport of Dangerous Goods (WP.15), and on the basis of a summary text prepared by the secretariat (INF.4). The proposals were adopted, with some modifications, as reflected in annex I, the most important of which are explained below.

9. The definitions of "loader" and "unloader" were adapted to the context of ADN.

10. The addition of definitions for "cargo transport unit" and "conveyance" is unnecessary, as the terms are already in ADN, in a more suitable form.

11. In 3.4.1, points (d) and (f) were retained, with reference to the applicable paragraphs or sections of ADR.

### **B. Other amendment proposals**

#### **1. Instructions in writing**

*Document:* ECE/TRANS/WP.15/AC.2/2010/1 (CEFIC)

*Informal document:* INF.4 (Secretariat)

12. The Safety Committee noted that WP.15 had amended the written instructions in 5.4.3 of ADR, and decided to amend 5.4.3 of the Regulations annexed to ADR accordingly, making the necessary adjustments (see annex I).

#### **2. Transitional measures for 9.3.1.11.2 (a) and 9.3.2.14.2**

*Document:* ECE/TRANS/WP.15/AC.2/32, paras. 19 and 24

13. The Safety Committee decided to retain the transitional measures for these paragraphs (placed in square brackets in 1.6.7.2 at the last session, see ECE/TRANS/WP.15/AC.2/32/Add.1).

#### **3. Requirements under 7.2.2.19.3 for pushed convoys and side-by-side formations**

*Document:* ECE/TRANS/WP.15/AC.2/2010/2 (Austria)

14. Alternative 2 on an amendment to 7.2.2.19.3, as submitted in this document, was adopted (see annex I).

**4. Amendment to 9.3.3.11.7**

*Document:* ECE/TRANS/WP.15/AC.2/2010/3 (Austria)

15. The amendment proposed was adopted (see annex I).

**5. Evacuation in the event of emergency**

*Document:* ECE/TRANS/WP.15/AC.2/2010/4 (CEFIC)

16. The question of the measures to take when evacuating the crew in the event of emergency was referred to an informal working group, to meet in Arnheim (Netherlands) on 26 and 27 April 2010, and will be taken up again at the next session.

**6. Synthetic ropes for supply vessels**

*Document:* ECE/TRANS/WP.15/AC.2/2010/6 (Netherlands)

17. The proposed amendment to 7.2.4.76 submitted as alternative 1 was adopted with one editorial change (see annex I).

**7. Transitional measures for 9.3.2.25.2 (i) and 9.3.3.25.2 (h)**

*Document:* ECE/TRANS/WP.15/AC.2/2010/7 (Netherlands)

18. The proposed amendments to 1.6.7.2 in respect of these paragraphs were adopted (see annex I).

**8. Miscellaneous proposals for corrections and amendments**

*Document:* ECE/TRANS/WP.15/AC.2/2010/8 (Switzerland)

19. The Safety Committee endorsed most of the corrections proposed by Switzerland, with a few changes (see annex II).

20. The Committee adopted some of the proposed amendments, with some changes (see annex I).

21. In 1.6.7.1.2, the Safety Committee preferred to refer to the date of 26 May 2000, when the ADN Agreement was adopted, rather than 1 January 1995, for the transitional measures in both 1.6.7.2 and in 1.6.7.3.

22. The changes proposed for 7.1.2.5 and 8.1.11 were not adopted, as countries sometimes concluded more general agreements among themselves, allowing for the use of a given language.

23. The Safety Committee supported the proposal to change 7.1.5.8 and 7.2.5.8.2, in light of the fact that the police regulations already contained provisions relating to the obligation to report, based on the European Code for Inland Waterways (CEVNI). The proposed text was, however, slightly modified and the other paragraphs of subsection 7.1.5.8/7.2.5.8 were deleted (see annex I).

24. The proposal to change 8.1.6.3, aimed at allowing the manufacturer of special equipment to check and inspect the equipment in question, was the subject of a vote, but was not adopted.

25. The replacement of the term "intrinsically safe apparatus" by "failsafe apparatus" in 9.3.x.21.6 should be checked in the light of the terminology used in standards related to electrical apparatus.

26. IACS was invited to check whether it was appropriate to replace the term "hoses" by "pipes" in the 8.6.3, page 3 of the checklist, item 6.1, or whether the text should be modified otherwise.

**9. Proposals connected with the entry into force of the Convention on Collection, Storage and Reception of Waste Generated during Navigation on the Rhine and Other Inland Waterways (CDNI)**

*Documents:* ECE/TRANS/WP.15/AC.2/2010/5 (Netherlands)  
ECE/TRANS/WP.15/AC.2/2010/9 (EBU)

*Informal document:* INF.20 (CCNR)

27. Since the proposals by the Netherlands and EBU had been the subject of a preliminary examination in CCNR, the Safety Committee agreed to take as a basis for its discussion informal document INF.20 by CCNR, which contained updated proposals.

28. The Safety Committee adopted most of the proposals presented by CCNR, on the condition that the terminology would be altered in the English and French texts (see annex I).

29. In 9.3.2.26.4 and 9.3.3.26.4, the Safety Committee noted that the proposals of CCNR would involve substantive changes, such as the elimination of the requirement for a high-velocity vent valve for residual cargo tanks (from now on called "tanks for residual products") and for pressure release valves with flame-arresters. The representative of EBU explained that high-velocity vent valves that operated correctly on reduced volume tanks (those of less than 30 m<sup>3</sup>) were not available on the market, which posed a practical problem. The proposal, put to the vote, was not adopted, and the representative of EBU was asked to present an official proposal with the appropriate justification.

**10. Transformation of vessels**

*Documents:* ECE/TRANS/WP.15/AC.2/2010/11 (EBU)

*Informal documents:* INF.23 and INF.23/Rev.1 (Germany)

30. The Safety Committee decided to add a new subsection 1.6.7.5 explaining the conditions in which a single-hull tank vessel's cargo areas could be transformed so that the vessel would be transformed into a N-type double-hull vessel during the transitional period ending 31 December 2018 (see annex I).

**11. Footnotes to paragraphs 8.2.2.7.1.3 and 8.2.2.7.2.3**

*Informal document:* INF.6 (Germany)

31. The Safety Committee requested the secretariat to add a footnote 1/ to paragraphs 8.2.2.7.1.3 and 8.2.2.7.2.3 in the publication so as to indicate that the catalogue of questions drawn up by the Administrative Committee was available on the ECE website (in the French text, this note should replace the current footnote 1/) (see annex I).

**12. Subsection 7.2.3.15**

*Informal document:* INF.7 (Germany)

32. The proposed amendment was adopted (see annex I).

**13. Cargo pump-rooms below deck**

*Informal document:* INF.9 (Germany)

33. The addition of a transitional measure 1.6.7.6 for tank-vessels carrying certain gases and in service before 1 January 2011 was adopted (see annex I).

**14. Gas-freeing of cargo tanks**

*Informal document:* INF.11 (EBU)

34. The Safety Committee adopted the amendments to 7.2.4.15.3 and subsection 7.2.3.7 on the basis of the proposals submitted by EBU (see annex I).

**15. Rules relating to ventilation**

*Informal document:* INF.12 (EBU)

35. The Safety Committee considered that the question of the interpretation of 7.1.6.12 based on whether or not 7.1.4.12.2 was applicable should be assigned to an informal working group, which should study which gas concentration measurements were required, how they should be carried out in practice, how such measures might influence the application of provision VE02 and whether alternatives to such concentration measurements might be available to ascertain whether ventilation was necessary.

**16. Fire extinguishing arrangements**

*Informal document:* INF.13 (EBU)

36. The proposals made by EBU could be discussed only on the basis of an official document at the next session.

**17. Subsection 1.15.3.8 and section 1.16.4**

*Informal document:* INF.14 (Germany)

37. The proposed amendments were adopted (see annex I).

**18. Corrections to the annexed Regulations**

*Informal document:* INF.15 (Germany)

38. The Safety Committee adopted some of the proposed corrections; others were considered as amendments (see annexes I and II).

39. For the proposed amendment to special provision 283, it was considered necessary to reconsider the problem as a whole, in particular in order to ascertain whether it would be more advisable to amend 1.1.3.2 (d) so as to exempt the items exempted also under RID and ADR.

40. Other changes, such as the deletion of the numbering 3.3.1 or the systematic addition of titles for referenced standards could be done only after consultation with the RID/ADR/ADN Joint Meeting.

**19. Explanatory notes regarding Table A, column (8), of Chapter 3.2**

*Informal document:* INF.16 (Germany)

41. The Safety Committee agreed that the explanations concerning the entries "carriage prohibited" and "not subject to the requirements of ADN" were incorrect and should be deleted.



**20. Amendments to 9.3.x.31.2**

*Informal document:* INF.17 (EBU)

42. EBU would submit an official proposal in due course.

**21. Informal working group on substances**

*Informal document:* INF.21 (Germany)

43. The Safety Committee agreed that the informal working group on substances should meet again, with the following mandate:

- (a) Examine and update Table C of Chapter 3.2;
- (b) Check the consequences for Table C of the amendments to Chapter 2.4;
- (c) Verify that the particulars for ethyl tertiary butyl ether were consistent in Tables A and C;
- (d) Draw up a draft list of criteria for assigning the requirements for carriage by inland waterways to the dangerous goods listed in the tables of Chapter 3.2.2.

44. The group would meet at the invitation of CCNR.

**22. Corrections to the flowcharts and schemes A to J following Table C**

*Informal document:* INF.22 (Germany)

45. The proposed corrections could be done by the secretariat if they were not a subject of controversy, but should be examined in greater detail if the secretariat considered that they would lead to inconsistencies.

**23. Paragraph 7.1.4.1.1**

*Informal document:* INF.24 (Germany)

46. The English, French and Russian versions of ADN were correct, and the German version of ADN should be corrected.

**24. Paragraph 2.2.9.1.10.2**

*Informal document:* INF.25 (Austria)

47. The reference to 2.2.9.1.10 in paragraph 2.2.9.1.10.2 should be corrected and replaced by a reference to 2.2.9.1.10.1 (see annex II).

**25. Definitions of watertightness**

*Document:* ECE/TRANS/WP.15/AC.2/2009/7 (Austria)

48. The Safety Committee noted that the Working Party on the Standardization of Technical Safety Requirements in Inland Navigation (SC.3/WP.3) would work on the revision of Resolution No. 61 titled "Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels" during its session to be held in Geneva from 8 to 10 February 2010. This Resolution contains notably definitions of the terms "watertight" and "spray-proof". It considered that the Austrian proposal should not be examined until the outcome of that work was known.

## **VI. Catalogue of questions (agenda item 5)**

*Documents:* ECE/TRANS/WP.15/AC.2/2010/10 (CCNR)  
ECE/TRANS/WP.15/AC.2/2009/12 to 17 (CCNR)  
ECE/TRANS/WP.15/AC.2/2009/21 to 26 (CCNR)  
ECE/TRANS/WP.15/AC.2/2009/34 to 38 (CCNR)

49. The proposals contained in document ECE/TRANS/WP.15/AC.2/2010/10 concerning the foreword to the catalogue of questions and the matrices for the experts examination were adopted.

50. The Safety Committee noted that work was still under way at CCNR, and that amended versions of the documents in question should be submitted by CCNR before the texts were made available on the ECE website. The ECE and CCNR secretariats should coordinate to find the most efficient means of making such amendments to all the language versions.

## **VII. Matters relating to the recognition of classification societies (agenda item 6)**

51. The Safety Committee noted that Ukraine intended to transmit a request to the Administrative Committee. It was recalled that the procedure was set out in Chapter 1.15 of the Regulations annexed to ADN and that the procedure applied to date was contained in document ECE/TRANS/WP.15/AC.2/2002/2.

## **VIII. Special authorizations, derogations and equivalents (agenda item 7)**

### **A. Procedure**

*Informal document:* INF.5 (Secretariat)

52. The Safety Committee noted that the procedure for derogations was based on the procedure applied for ADR multilateral agreements. ADN multilateral agreements should be identified by a symbol distinguishing them from those applicable under ADR. The document should be supplemented with a procedure for bilateral agreements.

53. For special authorizations, the modalities proposed in order to apply the procedure set out in section 1.5.2 were accepted, at least on an experimental basis.

54. A member of the secretariat said that it would probably be necessary to improve those modalities. A special page would be developed on the ECE website. He also raised a few practical questions related to the tacit acceptance of special authorization proposals. To avoid legal problems, the secretariat considered that the special authorization should mention the States concerned, or if the intention was to use the special authorization in all the contracting States parties, the initiating State should clearly inform the secretariat which States and competent authorities were consulted and should provide supporting documentation.

## **B. Special authorizations**

### **1. Special authorizations deemed to be accepted**

*Informal documents:* INF.2 (Netherlands, for UN No. 2187)  
INF.3 (Netherlands, for UN No. 3295)

55. The Safety Committee noted that the two special authorizations proposed by the Netherlands had been deemed to be accepted by the Contracting Parties to ADN, and it was agreed to carry out the consequential amendments to Tables A and C of the annexed Regulations. The complete text of the special authorizations in their final form should be submitted to the secretariat.

### **2. New requests for special authorizations**

*Informal document:* INF.8 (Belgium, for UN No. 1011)

56. The Safety Committee noted that the Government of Belgium had issued a special authorization for navigation on the Rhine. As Belgium was not a party to ADN, the request for authorization could not for the time being be taken into consideration under ADN. The Chairman suggested that Belgium already prepare a proposed amendment to Table C of ADN.

## **IX. Programme of work and calendar of meetings (agenda item 8)**

### **A. Programme of work**

*Document:* ECE/TRANS/WP.15/2010/13 (Secretariat)

57. The Safety Committee confirmed that the description of the programme of work for 2010-2014 to be submitted to the Inland Transport Committee was appropriate for activities related to ADN.

### **B. Calendar of meetings**

58. The Safety Committee noted that its next session would be held from 23 to 27 August 2010, with a break on the afternoon of 26 August and the morning of 27 August, which would be devoted to the fifth session of the Administrative Committee.

### **C. Corrections, amendments and publications**

59. The secretariat was requested to publish, as necessary and subject to adoption by the Administrative Committee:

- (a) A new list of corrections to ADN 2009;
- (b) A consolidated list of all the amendments to ADN 2009 which would be proposed to Contracting Parties for acceptance and entry into force on 1 January 2011;
- (c) A consolidated version of the ADN including all the corrections and amendments to the annexed Regulations which would become applicable on 1 January 2011 (ADN 2011).

## **X. Any other business (agenda item 9)**

### **A. Mandatory examination for refresher courses**

*Informal document:* INF.10 (Netherlands)

60. The Safety Committee agreed that the question of whether it was necessary to have an examination following refresher courses should be discussed first by the informal working group on the catalogue of questions.

### **B. Questions raised by the river police**

*Informal document:* INF.18 (CCNR)

61. The Safety Committee considered that the police should judge for themselves whether equipment was appropriate but that they could not require that it should comply with a specific standard if that standard was not mentioned in the ADN.

62. The question relating to cables with steel cores and synthetic coatings should be the subject of more specific proposals, possibly in a more general setting, as it related to other vessels as well.

63. For the comments relating to the interpretation of requirements and practical verification problems, the river police should consult their national competent authorities about the legislation in question.

## **XI. Adoption of the report (agenda item 10)**

64. The Safety Committee adopted the report of its sixteenth session and its annexes on the basis of a draft prepared by the secretariat.

## Annex I

### **Draft amendments to the Regulations annexed to ADN adopted by the Safety Committee for entry into force on 1 January 2011**

#### **1. Amendments resulting from the work of the Joint RID/ADR/ADN Meeting and of the Working Party WP.15**

*Documents* ECE/TRANS/WP.15/AC.1/2009/16 and -/Add.1,  
ECE/TRANS/WP.15/AC.1/114/Add.1,  
ECE/TRANS/WP.15/AC.1/116/Add.1 and  
ECE/TRANS/WP.15/203, Annex I (as reproduced and adapted in  
Informal document INF.4), were adopted with the following  
modifications:

**1.2.1** Replace the definition of "Loader" by the following:

"*Loader* means any enterprise which:

(a) Loads packaged dangerous goods, small containers or portable tanks into or onto a conveyance or a container; or

(b) Loads a container, bulk-container, MEGC, tank-container or portable tank onto a conveyance; or

(c) Loads a vehicle or a wagon into or onto a vessel."

Delete the additional new definitions for "Cargo transport unit" and "Conveyance" (the current definitions remain unchanged).

Replace the definition of "Unloader" by the following:

"*Unloader* means any enterprise which:

(a) Removes a container, bulk-container, MEGC, tank-container or portable tank from a conveyance; or

(b) Unloads packaged dangerous goods, small containers or portable tanks out of or from a conveyance or a container; or

(c) Discharges dangerous goods from a cargo tank, tank wagon, tank-vehicle, demountable tank, portable tank or tank-container; or from a battery-wagon, battery-vehicle, MEMU or MEGC; or from a conveyance for carriage in bulk; or from a large container or small container for carriage in bulk or a bulk-container; or

(d) Removes a vehicle or a wagon from a vessel."

#### ***Consequential amendments***

1.4.2.2.2 Replace "(a), (b) and (i)" by "(a) and (b)".

1.4.2.3.1 Delete (a), (c), (e), (f), (g), (h).

1.4.2.3.2 Replace by "(Deleted)".

1.4.2.3.3 Replace by "(Deleted)".

1.4.3.7.1 (d) (i) Replace "Remove" by "Ensure the removal of".

1.4.3.7.1 (d) (ii) Replace "Ensure" by "By unloading of packages, ensure".

1.4.3.7.1 Amend (f) to read as follows:

"(f) Ensure that the containers, vehicles and wagons, once completely unloaded, cleaned and decontaminated, no longer bear danger markings conforming to chapter 5.3;"

Add the following text after (f):

*"Additional obligations concerning the unloading of cargo tanks*

(g) He shall complete his section of the check list referred to in 7.2.4.10 prior to the unloading of the cargo tanks of a tank vessel;

(h) He shall ascertain that provision has been made in the fore and aft sections of the vessel for appropriate means for its evacuation in the event of an emergency;

(i) He shall ascertain that, when prescribed in 7.2.4.25.5, there is a flame-arrester in the gas discharge pipe or the gas return pipe to protect the vessel against detonations and flame-fronts from the landward side;

(j) He shall ascertain that the unloading flows conform to the loading instructions referred to in 9.3.2.25.9 or 9.3.3.25.9 and that the pressure at the connecting-point of the gas discharge pipe or the gas return pipe does not exceed the opening pressure of the high velocity vent valve;

(k) He shall ascertain that the gaskets provided by him for the connecting flange of the ship/shore connections of the loading and unloading piping consist of a material which is not likely to be damaged by the cargo nor causes a decomposition of the cargo nor forms harmful or dangerous components with it;

(l) He shall ascertain that during the entire duration of loading and unloading a permanent and appropriate supervision is assured.

(m) He shall ascertain that, during unloading by means of the on-board pump, it is possible for the shore facility to switch it off;

*Additional obligations concerning the bulk unloading of dangerous solids in vessels*

(n) He shall ascertain that provision has been made in the fore and aft sections of the vessel for appropriate means for its evacuation in the event of an emergency."

*(Reference document: ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.3)*

**1.3.2.3** Amend the proposed amendment to read as follows:

Replace "personnel shall receive training covering" with "personnel shall be trained in".

**1.4.3.7.1** Replace "vessel/wagon/vehicle" by "conveyance" (five times).

**1.6.1.1** Add a new amendment to read as follows:

"1.6.1.1 Amend to read as follows:

1.6.1.1 Unless otherwise provided, the substances and articles of ADN may be carried until 30 June 2011 in accordance with the requirements of ADN applicable until 31 December 2010."

**1.6.1.4** Introduce a transitional measure as follows:

"1.6.1.4 Existing instructions in writing which meet the requirements of sub-section 5.4.3 applicable up to 31 December 2010 may continue to be used until 31 December 2012."

*(Consequential amendment: reference document ECE/TRANS/WP.15AC.2/2010/1)*

**3.2.1** Table A, replace UN 34684 by UN 3468.

UN Nos 3490 and 3491, columns (9) and (10), delete "[2]".

**3.4.1 (d)** Do not delete. Add "of ADR" after "4.1.1.8".

**3.4.1 (f)** Do not delete. Add "of ADR" after "6.2.6.3".

**5.4.2** Amend the title to read as follows:

**"5.4.2 Large container, vehicle or wagon packing certificate".**

The modifications concerning 5.4.2.3 and the addition of 5.4.2.4 were adopted but only concern the text in footnote 4 to 5.4.2.

**5.4.3.4** Amend to read as follows:

"On the first page of the instructions in writing, add the title "ADN instructions in writing"

Amend the second page of the model of the instructions in writing as follows:

In the first line of the table, replace the first label by model label No. 1 in 5.2.2.2.2.

In the sixth line, delete the third sentence in column (3).

In the seventh line in column (2), in the third sentence, insert "or self-ignition" after "vapours". At the end, insert the following new sentence: "Risk of explosion of desensitized explosives after loss of desensitizer.". Delete the text in column (3).

In the eighth line in column (2), in the first sentence, insert "fire by" before "spontaneous combustion". Delete the text in column (3).

Amend the third page of the model of the instructions in writing as follows:

In the first line of the table, delete the first sentence in column (2) and amend the second sentence in column (2) to read as follows: "Risk of vigorous reaction, ignition and explosion in contact with combustible or flammable substances.

In the second line, in column (2), insert "or self-ignition" after "vapours".

In the third line, in column (2), amend the first sentence to read as follows: "Risk of intoxication by inhalation, skin contact or ingestion." Delete the second sentence in column (3).



In the fourth line, in column (2), insert "May cause serious disease in humans or animals." after "Risk of infection".

In the sixth line, delete the text in column (3).

In the seventh line, in column (2), amend the first sentence to read as follows: "Risk of burns by corrosion". Insert the following new third sentence: "Spilled substance may evolve corrosive vapours." In the last sentence, delete "and the sewage system". Delete the text in column (3).

In the eighth line, in column (2), in the last sentence, delete "and the sewage system". Delete the text in column (3).

On the fourth page of the model, at the beginning, insert the following new table:

<b>"Additional guidance to members of the crew on the hazard characteristics of dangerous goods, indicated by marks or warning signs, and on actions to be taken subject to prevailing circumstances"</b>		
<b>Mark or warning sign</b>	<b>Hazard characteristics</b>	<b>Additional guidance</b>
(1)	(2)	(3)
 Environmentally hazardous substances	Risk to the aquatic environment.	
 Elevated temperature substances	Risk of burns by heat.	Avoid contact with hot parts of the transport unit and the spilled substance."

(Reference document: ECE/TRANS/WP.15/203 as amended by ECE/TRANS/WP.15/AC.2/2010/1 and ECE/TRANS/WP.15/AC.2/2010/CRP.2)

5.5.2.1.1 Delete the Note.

## 2. Amendments to document ECE/TRANS/WP.15/AC.2/2010/8

**Document ECE/TRANS/WP.15/AC.2/2010/8 was adopted with the following modifications:**

1.2.1 Modify the amendment to read:

"In the definition of high velocity vent valve, after "propagation of a flame", insert "of a flammable mixture".

1.6.7.1.2 Delete the square brackets and "1 January 1995 or possibly" and replace "28 February 2008" by "26 May 2000".

1.6.7.2.2.2 Delete "replace "N.R.M," by: "N.R.M from 1 January 1999":

1.2.1.1 Electrical apparatus

7.2.3.25.1 (c)

7.2.4.22.1

9.3.3.11.1 (d)

9.3.1.11.8 / 9.3.2.11.10 / 9.3.3.11.9

9.3.1.21.7 / 9.3.2.21.7 / 9.3.3.21.7

9.3.3.25.2 (a)

9.3.3.41.1

9.3.3.56.1".

7.1.2.5 Delete the proposed amendment.

7.1.5.8.1, 7.2.5.8.1 Amend to read as follows: "In the States where the reporting duty is in force, the master of the vessel shall provide information in accordance with paragraph 1.1.4.6.1."



**Consequential amendment:**

7.1.5.8.2, 7.1.5.8.3, 7.1.5.8.4, 7.2.5.8.2, 7.2.5.8.3, 7.2.5.8.4 Replace the text by "(Deleted)".

**8.1.2.8** Delete the proposed amendment.

**8.1.6.3** Delete the proposed amendment.

**8.1.11** Delete the proposed amendment.

**9.3.x.21.1 (g)** Delete the proposed amendment.

**9.3.x.21.7** Amend the amendment to read as follows:

"9.3.2.21.7 and 9.3.3.21.7, second paragraph, first line, add "and unloading" after "loading".

Second paragraph, third line, add "or unloading" before "operation"."

**9.3.x.40.2.5** Delete the proposed amendment.

### 3. Other amendments

**1.2.1** Amend the definition of "*Cargo residues*" to read as follows:

"*Cargo residues* means liquid cargo which cannot be pumped out of the cargo tanks or piping by means of the stripping system."

Delete the definition of "*Loading journal*".

In the definition of "*Maximum working pressure*", add "or pressure relief valves" at the end.

Amend the definition of "*Slops*" to read as follows:

"*Slops* means a mixture of cargo residues and washing water, rust or sludge which is either suitable or not suitable for pumping."

Amend the definition of "*Stripping system (efficient)*" to read as follows:

"*Stripping system (efficient)* means a system according to Annex II of CDNI for complete draining, if possible, of the cargo tanks and stripping the cargo piping except for the cargo residues;"

Add the following new definitions:

"*CDNI* means Convention on the Collection, Storage and Reception of Waste Generated during Navigation on the Rhine and Other Inland Waterways;"

"*Receptacle for residual products* means a tank, intermediate bulk container or tank-container or portable tank intended to collect residual cargo, washing water, cargo residues or slops which are suitable for pumping;"

"*Receptacle for slops* means a steel drum intended to collect slops which are unsuitable for pumping;"

"*Tank for residual products* means a permanently built-in tank intended to collect residual cargo, washing water, cargo residues or slops which are suitable for pumping;"

(Reference document: *Informal document INF.20 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.2*)

**1.6.7.2.2.2** Table of general transitional provisions: Tank vessels, amend the transitional provisions for 9.3.2.25.2 (i) and 9.3.3.25.2 (h) to read as follows:

9.3.2.25.2 (i)	Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals.	<p>N.R.M. after 31 December 2008</p> <p>Vessels in service having connections with sliding seals may no longer transport substances with toxic or corrosive properties (see column (5) of table C of chapter 3.2, hazards 6.1 and 8) following the renewal of the certificate of approval after 31 December 2008.</p> <p>Vessels in service shall not have flexible connections fitted with sliding seals following the renewal of the certificate of approval after 31 December 2018.</p>
9.3.3.25.2 (h)	Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals.	<p>N.R.M. after 31 December 2008</p> <p>Vessels in service having connections with sliding seals may no longer transport substances with corrosive properties (see column (5) of table C of chapter 3.2, hazard 8) following the renewal of the certificate of approval after 31 December 2008.</p> <p>Vessels in service shall not have flexible connections with sliding seals following the renewal of the certificate of approval after 31 December 2018.</p>

(Reference document: ECE/TRANS/WP.15/AC.2/2010/7)

**1.6.7.5** Insert the following new sub-section 1.6.7.5:

"1.6.7.5 Transitional provisions concerning the modification of tank vessels

1.6.7.5.1 The modification of the cargo area of a vessel in order to achieve a Type N double-hull vessel is admissible until 31 December 2018 under the following conditions:

(a) The modified or new cargo area shall comply with the provisions of ADN. Transitional provisions under paragraph 1.6.7.2.2 may not be applied for the cargo area;

(b) The vessel parts outside of the cargo area shall comply with the provisions of ADN. Moreover, the following transitional provisions under paragraph 1.6.7.2.2 may be applied: 1.2.1, 9.3.3.0.3 (d), 9.3.3.51.3 and 9.3.3.52.4 last sentence;

(c) If goods which require explosion protection are entered in the list according to paragraph 1.16.1.2.5, accommodation and wheelhouses shall be equipped with a fire alarm system according to 9.3.3.40.2.3;

(d) The application of this sub-section shall be entered in the certificate of approval under No. 12 (Additional observations).

1.6.7.5.2 Modified vessels may continue to be operated beyond 31 December 2018. The time limits stipulated in the applied transitional provisions under 1.6.7.2.2 shall be observed."

(Reference document: Informal document INF.23/Rev.1 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.4)

**1.6.7.6** Insert the following new subsection 1.6.7.6 as follows:

"1.6.7.6 Transitional provisions concerning the transport of gases in tank vessels

Tank vessels in service on 1 January 2011 with a pump room below deck may continue to transport the substances listed in the following table until the renewal of the certificate of approval after 1 January 2045.

<i>UN No. or ID No.</i>	<i>Class and classification code</i>	<i>Name and description</i>
1005	2, 2TC	AMMONIA, ANHYDROUS
1010	2, 2F	1,2-BUTADIENE, STABILIZED
1010	2, 2F	1,3-BUTADIENE, STABILIZED
1010	2, 2F	BUTADIENE STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, having a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/l
1011	2, 2F	BUTANE
1012	2, 2F	1-BUTYLENE
1020	2,2A	CHLOROPENTAFLUOROETHANE (REFRIGERANT GAS R 115)
1030	2,2F	1,1-DIFLUOROETHANE (REFRIGERANT GAS R 152a)
1033	2,2F	DIMETHYL ETHER
1040	2,2TF	ETHYLENE OXIDE WITH NITROGEN up to a total pressure of 1 MPa (10 bar) at 50 °C
1055	2,2F	ISOBUTYLENE
1063	2,2F	METHYL CHLORIDE (REFRIGERANT GAS R 40)
1077	2,2F	PROPYLENE
1083	2,2F	TRIMETHYLAMINE, ANHYDROUS
1086	2,2F	VINYL CHLORIDE, STABILIZED
1912	2,2F	METHYL CHLORIDE AND METHYLENE CHLORIDE MIXTURE
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE A)
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE A0)
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE A01)
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE A02)
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE A1)
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE B)
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE B1)
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE B2)

<i>UN No. or ID No.</i>	<i>Class and classification code</i>	<i>Name and description</i>
1965	2,2F	HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S., (MIXTURE C)
1969	2,2F	ISOBUTANE
1978	2,2F	PROPANE
9000		AMMONIA, ANHYDROUS, DEEPLY REFRIGERATED

*(Reference document: Informal document INF.9 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.4)*

**1.15.3.8** Replace "EN 45004:1995 (control mechanisms)" by "EN ISO/IEC 17020:2004 (inspection bodies)".

*(Reference document: Informal document INF.14)*

**1.16.1.2.6** Replace by "(Deleted)".

*(Reference document: Informal document INF.20 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.2)*

**1.16.4** Replace "EN 45004:1995" by "EN ISO/IEC 17020:2004".

*(Reference document: Informal document INF.14)*

#### **Table C**

UN 1999, (PG III), column (2) Amend the name and description to read "TARS, LIQUID, including road oils, and cutback bitumens".

UN 2486 Replace "3" with "6.1" in column (3a) and replace "3 + 6.1" with "6.1 + 3" in column (5).

In column (3b) amend the code to read "TF1".

Replace "II" with "I" in column (4).

Replace "2" with "1" in column (13).

UN 3079 Replace "3" with "6.1" in column (3a) and replace "3 + 6.1 + inst. + N3" with "6.1 + 3 + inst. + N3" in column (5). In column (3b) amend the code to read "TF1".

*(Reference document: Informal document INF.26)*

Add the following new entries:

1	2	3a	3b	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
UN No. or substance identification No.	Name and description	Class	Classification code	Packing group	Dangers	Type of tank vessel	Cargo tank design	Cargo tank type	Cargo tank equipment	Opening pressure of the high velocity vent valve in kPa	Maximum degree of filling in %	Relative density at 20 °C	Type of sampling device	Pump room below deck permitted	Temperature class	Explosion group	Anti-explosion protection required	Equipment required	Number of cones/blue lights	Additional requirements Remarks
2187	CARBON DIOXIDE, REFRIGERATED LIQUID	2	3A		2.2	G	1	1	1		95		1	yes			no	PP	0	31, 39
3295	HYDROCARBONS, LIQUID, N.O.S. CONTAINS ISOPRENE AND PENTADIENE (vp 50 > 110 kPa), STABILIZED	3	F1	I	3, inst. (N2, CMR)	C	2	2	3	50	95	0,678	1	yes	T4 <sup>3)</sup>	II B <sup>4)</sup>	yes	PP,EX, A	1	3, 27, 29

After Table C, add Remark 39 as follows:

"Remark 39

(a) The joints, outlets, closing devices and other technical equipment shall be of such a sort that there cannot be any leakage of carbon dioxide during normal transport operations (cold, fracturing of materials, freezing of fixtures, run-off outlets etc.).

(b) The loading temperature (at the loading station) shall be mentioned in the transport document.

(c) An oxygen meter shall be kept on board, together with instructions on its use which can be read by everyone on board. The oxygen meter shall be used as a testing device when entering holds, pump rooms, areas situated at depth and when work is being carried out on board.

(d) At the entry of accommodation and in other places where the crew may spend time there shall be a measuring device which lets off an alarm when the oxygen level is too low or when the CO<sub>2</sub> level is too high.

(e) The loading temperature (established after loading) and the maximum duration of the journey shall be mentioned in the transport document.

**Consequential amendment:**

Chapter 3.2, Table A

UN 2187 Insert "T" in column (8).

*(Reference documents: Informal documents INF.2 and INF.3 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.5)*

**7.2.2.19.3** Add the following text:

"Vessels moving only type N open tank vessels do not have to meet the requirements of paragraphs 9.3.3.10.1, 9.3.3.10.2 and 9.3.3.12.6. In this case the following entry shall be made in the certificate of approval or provisional certificate of approval under number 5, permitted derogations: "Derogation from 9.3.3.10.1, 9.3.3.10.2 and 9.3.3.12.6; the vessel may only move tank vessels of type N open."."

*(Reference document: ECE/TRANS/WP.15/AC.2/2010/2)*

**7.2.3.7.5** Insert "by the master" after "withdrawn".

Insert a new paragraph 7.2.3.7.6 to read as follows:

"7.2.3.7.6 Before taking measures which could cause hazards as described in section 8.3.5, cargo tanks and pipes in the cargo area shall be cleaned and gas-freed. The result of the gas-freing shall be documented in a gas-free certificate. The condition of being gas-free may only be declared and certified by a person approved by the competent authority."

*(Reference document: Informal document INF.11 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.4)*

**7.2.3.20.2** Replace by "(Deleted)".

**7.2.4.1.1** Amend the first bullet to read as follows:

"- residual cargo, washing water, cargo residues and slops contained in not more than six approved receptacles for residual products and receptacles for slops having a maximum individual capacity of not more than 2 m<sup>3</sup>. These receptacles for residual products shall meet the requirements of international regulations applicable to the substance concerned. The receptacles for residual products and the receptacles for slops shall be

properly secured in the cargo area and comply with the provisions of 9.3.2.26.4 or 9.3.3.26.4 concerning them;".

**7.2.4.11** Amend the title to read "***Loading plan***".

**7.2.4.11.1** Replace by "(Deleted)".

**7.2.4.15** Amend the title to read as follows: "***Measures to be taken after unloading (stripping system)***" and delete the Note.

**7.2.4.15.1** Amend to read as follows:

"7.2.4.15.1 If the provisions listed in 1.1.4.6.1 foresee the application of a stripping system, the cargo tanks and the cargo piping shall be emptied by means of the stripping system in accordance with the conditions laid down in the testing procedure after each unloading operation. This provision need not be complied with if the new cargo is the same as the previous cargo or a different cargo, the carriage of which does not require a prior cleaning of the cargo tanks.

Residual cargo shall be discharged ashore by means of the equipment provided for that effect (article 7.04 Nr. 1 and appendix II model 1 of CDNI) or shall be stored in the vessel's own tank for residual products or in receptacles for residual products according to 7.2.4.1.1."

**7.2.4.15.2** Amend to read as follows:

"7.2.4.15.2 During the filling of the receptacle for residual products, released gases shall be safely evacuated."

*(Reference document: Informal document INF.20 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.2)*

**7.2.4.15.3** Amend to read as follows:

"7.2.4.15.3 The gas-freeing of cargo tanks and pipes for loading and unloading shall be carried out in compliance with the conditions of chapter 7.2.3.7."

*(Reference document: Informal document INF.11 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.4)*

**7.2.4.76** Amend the last paragraph to read as follows:

"Oil separator vessels may, however, be moored by means of appropriate synthetic ropes during the reception of oily and greasy wastes resulting from the operation of vessels, as may supply vessels and other vessels during the delivery of products for the operation of vessels."

*(Reference document: ECE/TRANS/WP.15/AC.2/2010/6)*

**8.1.10** Replace the text by "(Deleted)".

**8.1.2.3 (j), 8.1.6.6, 8.6.4** Replace the text by "(Deleted)".

**8.2.2.3.3.2** Amend the seventh indent to read as follows:

"- cleaning of cargo tanks, e.g. gas freeing, washing, residual cargo and receptacles for residual products;"

**8.2.2.3.1.3** Amend the second paragraph, third indent to read as follows:

"- handling of receptacles for residual products;"

*(Reference document: Informal document INF.20 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.2)*

**8.2.2.7.1.3, 8.2.2.7.2.3** Add the following text as a footnote to the term "catalogue of questions":

"Note by the secretariat: The catalogue of questions and additional guidance for its application are available on the website of the secretariat of the United Nations Economic Commission for Europe (<http://www.unece.org/trans/danger/danger.htm>)."

*(Reference document: Informal document INF.6 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.4)*

**9.3.1.53.4, 9.3.2.53.4, 9.3.3.53.4** Amend to read as follows:

"Receptacles for residual products shall be capable of being earthed."

**9.3.2.25.2 (f), 9.3.3.25.2 (f)** Delete the second paragraph.

**9.3.2.25.2 (g), 9.3.3.25.2 (g)** Replace by "(Deleted)".

**9.3.2.25.10, 9.3.3.25.10** Replace by "(Deleted)".

**9.3.2.26** Amend the title and paragraphs 9.3.2.26.1 to 9.3.2.26.3 to read as follows:

**"9.3.2.26 Tanks and receptacles for residual products and receptacles for slops**

9.3.2.26.1 If vessels are provided with a tank for residual products, it shall comply with the provisions of 9.3.2.26.3 and 9.3.2.26.4. Receptacles for residual products and receptacles for slops shall be located only in the cargo area. During the filling of the receptacles for residual products, means for collecting any leakage shall be placed under the filling connections.

9.3.2.26.2 Receptacles for slops shall be fire resistant and shall be capable of being closed with lids (drums with removable heads, code 1A2, ADR). The receptacles for slops shall be marked and be easy to handle.

9.3.2.26.3 The maximum capacity of a tank for residual products is 30 m<sup>3</sup>."

**9.3.2.26.4** Amend as follows:

Instead of "residual cargo tank" read "tank for residual products".

In the second paragraph, replace "Intermediate bulk containers (IBCs), tank containers and portable tanks intended to collect cargo remains, cargo residues or slops" by "Receptacles for residual products".

In the third paragraph, replace "Residual cargo tanks, intermediate bulk containers (IBCs), tank containers and portable tanks" by "Receptacles for residual products".

In the last paragraph, replace "Residual cargo tanks, intermediate bulk containers (IBCs), tank containers and portable tanks" by "Receptacles for residual products and receptacles for slops".

*(Reference document: Informal document INF.20 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.2)*

**9.3.3.11.7** Delete the following text:

"For double hull construction with the tanks integrated in the vessel's structure or where hold spaces contain cargo tanks which are independent of the structure of the vessel, or".

*(Reference document: ECE/TRANS/WP.15/AC.2/2010/3)*



**9.3.3.25.2 (h)** Amend to read as follows:

"(h) Pipes for loading and unloading, and vapour pipes, shall not have flexible connections fitted with sliding seals."

(Reference document: ECE/TRANS/WP.15/AC.2/2010/7)

**9.3.3.26** Amend the title and paragraphs 9.3.2.26.1 to 9.3.2.26.3 to read as follows:

**"9.3.3.26 Receptacles for residual products and receptacles for slops**

9.3.3.26.1 If vessels are provided with a tank for residual products, it shall comply with the provisions of 9.3.3.26.3 and 9.3.3.26.4. Receptacles for residual products and receptacles for slops shall be located only in the cargo area. During filling of receptacles for residual products, means for collecting any leakage shall be placed under the filling connections.

9.3.3.26.2 Receptacles for slops shall be fire resistant and shall be capable of being closed with lids (drums with removable heads, code 1A2, ADR). The receptacles for slops shall be marked and easy to handle.

9.3.3.26.3 The maximum capacity of a tank for residual products is 30 m<sup>3</sup>."

**9.3.3.26.4** (Same amendment as for 9.3.2.26.4)

**9.3.3.26.5** Amend to read as follows:

"9.3.3.26.5 9.3.3.26.1, 9.3.3.26.3 and 9.3.3.26.4 above do not apply to oil separator vessels."

(Reference document: Informal document INF.20 as amended by ECE/TRANS/WP.15/AC.2/2010/CRP.2/Add.2)

## Annex II

### Corrections to the Regulations annexed to ADN

1. 1.2.1 Add the following new definition:  
"MEMU, see *Mobile explosives manufacturing unit*;  
*Mobile explosives manufacturing unit (MEMU)* means a unit, or a vehicle mounted with a unit, for manufacturing and charging explosives from dangerous goods that are not explosives. The unit consists of various tanks and bulk containers and process equipment as well as pumps and related equipment. The MEMU may have special compartments for packaged explosives;  
*NOTE: Even though the definition of MEMU includes the expression "manufacturing and charging explosives" the requirements for MEMUs apply only to carriage and not to manufacturing and charging of explosives."*
2. 1.6.7.2.2.2, Table of general transitional provisions: Tank vessels  
Delete the first entry for 9.3.3.11.7 (Distance to the outer wall).
3. 1.16.1.2.2  
For "Part 9 of ADN" read "this Regulation".
4. 2.2.9.1.10.2, last paragraph  
For "2.2.9.1.10" read "2.2.9.1.10.1".
5. 3.2.1, Table A, explanatory notes for column (8)  
Delete the fifth and sixth indents.
6. 3.2.1, Table A, UN 1263, fifth entry, column (6)  
For "640G" read "640F".
7. 3.2.1, Table A, UN 1588, PG I, column (6)  
For "47" read "274".
8. 3.2.1, Table A, UN 2025, PG II, column (6)  
For "29" read "529".
9. 3.2.1, Table A, UN 3389 and 3390  
Does not concern the English version.
10. 3.2.1, Table A, Substance No. 9002, column (2)  
For "n.o.s." read "N.O.S.".
11. 3.2.3, Table C, Substance No. 9002, column (2)  
For "n.o.s." read "N.O.S.".
12. Footnotes after Table C  
Replace footnotes 6), 12) and 13) with "(Deleted)".
13. Chapter 3.3, SP 504  
Insert ", hydrated" after "UN No. 2949 sodium hydrosulphide".

14. Chapter 3.3, SP 592  
Insert "empty tank wagons," after "empty tank-vehicles,".
15. 5.1.2.3 and 5.1.2.4  
Swap the order of these two paragraphs.
16. 5.1.3, in the heading  
Insert "MEMUs," after "tanks,".
17. 5.1.3.1, in the text in parenthesis  
Insert ", MEMUs" after "MEGCs,".
18. 5.3, in the heading  
Insert "MEMUs," after "MEGCs,".
19. 5.3.1.1.1  
In the first sentence, insert "MEMUs," after "MEGCs,". In the second sentence, insert "MEMU," after "MEGC,".
20. 5.3.1.1.2  
For "container is" read "container or special compartments of MEMUs are" and for "containers" read "containers or special compartments of MEMUs".
21. 5.3.1.1.4  
Insert "MEMUs," après "MEGCs,".
22. 5.3.1.3  
For "rear of the vehicle or wagon" read "rear of the vehicle or to both sides of the wagon".
23. 5.3.1.4, in the heading  
Insert "MEMUs," after "battery wagons,".  
Renumber the existing text after the heading, including the Note, as 5.3.1.4.1.  
After the Note, add new paragraphs 5.3.1.4.2 and 5.3.1.4.3 to read as follows:  
"5.3.1.4.2 MEMUs with tanks and bulk containers shall be placarded in accordance with 5.3.1.4.1 for the substances contained therein. For tanks with a capacity of less than 1 000 litres placards may be replaced by labels conforming to 5.2.2.2.  
5.3.1.4.3 For MEMUs carrying packages containing substances or articles of Class 1 (other than of Division 1.4, Compatibility group S), placards shall be affixed to both sides and at the rear of the MEMU.  
Special compartments for explosives shall be placarded in accordance with the provisions of 5.3.1.1.2. The last sentence of 5.3.1.1.2 does not apply.".
24. 5.3.1.6, in the heading  
Insert "MEMUs," after "MEGCs,".
25. 5.3.1.6.1  
Insert "MEMUs," after "MEGCs,".

26. 5.3.2.1.2  
Add a new last sentence to read as follows:  
"For MEMUs these requirements shall only apply to tanks with a capacity of 1 000 litres or more and bulk containers."
27. 5.3.2.1.7  
Insert ", MEMUs, uncleaned" before "as well as".
28. 5.4.1.1.6.2.2  
Insert " "EMPTY MEMU", " after " "EMPTY MEGC", ".
29. 5.4.3.4, Instructions in writing, pages 2 and 3, lines for danger labels for toxic gases and toxic substances, column (3)  
For "Use escape device" read "Use emergency escape mask".
30. 7.2.4.15.1, at the end of the paragraph  
Delete "9.3.2.26.3 or 9.3.3.26.3"
31. 8.6.3, Checklist ADN, page 1, in the header "Particulars of the cargo"  
Insert "UN number or" before "Identification number".
32. 8.6.3, Checklist ADN, page 2, in the brackets in the first line  
Insert "or have gas unloaded" after "loaded with gas".
33. 9.3.1.25.7  
For "red mark" read "measuring device".
34. 9.3.1.35.1 and 9.3.2.35.1, last indent  
For "educator" read "eductor".
35. 9.3.2.25.7  
For "installation" read "measuring device".
36. 9.3.2.35.1, second indent  
Insert ", double-hull spaces" after "cofferdams,".
37. 9.3.3.22.4 (a), open N type with flame-arresters  
Does not concern the English version.
38. 9.3.3.22.4 (a), closed N type, last indent  
For "flame arresters" read "flame arresters capable of withstanding steady burning".
39. 9.3.3.25.7  
For "installation" read "measuring device".
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