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Economic Commission for Europe**Inland Transport Committee****Working Party on the Transport of Dangerous Goods****Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee)****Thirty-fourth session**

Geneva, 21–25 January 2019

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
other proposals****Editorial improvement regarding the legibility and usability of the ADN – Heading of Table C****Transmitted by the European Barge Union (EBU) and the European Skippers Organisation (ESO)*****

Related documents:	ECE/TRANS/WP.15/AC.2/2018/38 ECE/TRANS/WP.15/AC.2/66 Informal document INF.20 of the thirty-second session (subsection B)
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I. Introduction

1. EBU and ESO received some improvement proposals from the EBU and ESO dangerous goods meetings and from ADN trainers participating the informal working group on the Training of Experts (IAG Sachkundigenausbildung). These proposals are mainly editorial and aim at improving the legibility and usability of ADN, in general and for the

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barge crew in particular as specific practical users of the ADN, the ADN-experts on board of barges.

2. During the thirty-second and thirty-third sessions of the ADN Safety Committee this proposal was presented on behalf of EBU and ESO. The ADN Safety Committee invited the representatives of EBU and ESO to take account of the comments made and submit a revised proposal in an official document for the thirty-fourth session. Please find our proposal below.

3. EBU/ESO ask the ADN Safety Committee to consider adding explanatory references in the header of Table C of Chapter 3.2.

4. The structures of Table A and Table C are inconsistent. Explanatory references in the heading of the Table C are missing and therefore, not in line with the heading of Table A. It would be helpful to add explanatory references in the header of Table C.

II. Proposal

5. Add relevant explanatory references in the heading of Table C:

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 pressure relief valve/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
(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)

- Column 2: 3.1.2
- Column 3a: 2.2
- Column 3b: 2.2.
- Column 4: 2.1.1.3
- Column 5: 5.2.2/3.2.3.1
- Column 6: 1.2.1
- Column 7-10: 3.2.3.1/1.2.1
- Column 11: 7.2.4.21
- Column 12: 3.2.3.1
- Column 13: 3.2.3.1/1.2.1*:
- Column 14: 3.2.3.1/1.2.1**
- Column 15: 1.2.1
- Column 16: 1.2.1/3.2.3.3
- Column 17: 1.2.1/3.2.3.3
- Column 18: 8.1.5

Column 19: 7.2.5

Column 20: 3.2.3.1

6. In addition, EBU and ESO propose minor amendments to the headings of column 13 and 14:

* Proposal regarding column 13: Amend the heading to read: "Explosion group/subgroup".

** Proposal regarding column 14: Amend the heading to read: "Cargo pump room below deck permitted".

Justification: "Cargo pump room" is term used in the definition included in 1.2.1.

III. Safety impact

7. Basically, in this proposal, there is no change of the purpose of these paragraphs and there is no impact on safety. Positive expectation is that it will be easier to work with Table C and it will be better understood by the people on board.
