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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-seventh session

Geneva, 24–28 August 2020

Item 3 (c) of the provisional agenda

Implementation of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN): Interpretation of the Regulations annexed to ADN

3.2.3.2 ADN, Table C, UN No. 1999

Transmitted by the Government of Germany* **

Summary

Executive summary:	The entry for UN No. 1999 is not consistent. For vessels of type N with open cargo tanks, anti-explosion protection is required.
Action to be taken:	The informal working group on substances may be invited to review the conditions of transport.
Related documents:	None

Introduction

1. According to Table C, substances of UN No. 1999, TARS, LIQUID, including road oils and cutback bitumens may be carried on vessels of type N in open cargo tanks without flame arresters (or higher-level cargo tanks, on a voluntary basis).

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** In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in the proposed programme budget for 2020 (A/74/6 (part V, sect. 20), para. 20.37).



According to column (17) of Table C, however, anti-explosion protection is required for the carriage of this substance as well.

Proposal

2. The informal working group on substances may be invited to review the conditions of carriage established for UN No. 1999 with a view to confirming the entry or, if appropriate, proposing the necessary amendments to the ADN Safety Committee.

Justification

3. The conditions of carriage for UN No. 1999 are contradictory, which can cause problems when selecting suitable vessels.

4. An initial technical assessment has shown that, owing to their physical and chemical properties, UN No. 1999 mixtures and products are always flammable liquids with a flash-point below 60 °C, and which are liable to be heated during carriage.

5. For carriage on board an inland waterway vessel, the cargo tank should be of type 3, “open cargo tank with flame arrester” (in column (7)), for a type N vessel.
