
Economic Commission for Europe**Inland Transport Committee**

21 January 2014

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)****Twenty-fourth session**

Geneva, 27-31 January 2014

Item 5 (c) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Checking of amendments adopted at previous sessions**

Inconsistencies in the texts already adopted for ADN 2015**Transmitted by the Government of Austria**

ECE/TRANS/WP.15/AC.2/48/Add.1 and ECE/ADN/2014/1

1.2.1

In August a proposed amendment was approved for the definition of auto ignition temperature in 1.2.1. The French version contains a definition for "température d'auto-inflammation" and the English version has a definition for "auto-ignition temperature", while the definition for "Selbstentzündungstemperatur" is missing in the German version. It is necessary therefore to modify the amendment proposal for the German version by adding a definition for "Selbstentzündungstemperatur".

1.6.7.2.2.2

It was decided to revise the reference to a standard in the transitional provision for high velocity vent valves. The current transitional provision is in force since 26 May 2000 (see 1.6.7.1.2 b). This date cannot be kept for the new standard, since it was only published in 2010. The revised transitional provision is therefore incorrect.

Additional amendment proposal:

In the transitional provision for high velocity vent valves, "N.R.T." has to be replaced by "N.R.T. from 1 January 2015" and the following associated provision has to be added : "For N.R.T. between 26 May 2000 and 31 December 2014, high velocity vent valves shall be checked according to European standard EN 12874".

1.6.7.2.2.2

The transitional provision concerning 7.2.3.20.1 "Fitting of ballast tanks and compartments with level indicators » was added to ADN 2013. Unfortunately, the starting date was omitted.

Additional amendment proposal:

In the transitional provision concerning 7.2.3.20.1, fourth sentence, under "Time limit and comments » after "N.R.T." the words "from 1 January 2013" have to be inserted.

3.2.3.1, 3.2.3.3, 3.2.4.2

In 3.2.3.1 a new remark has been added for column 20. Consequently, this new observation also has to be added in 3.2.3.3 and 3.2.4.2.

Additional amendment proposal:

In 3.2.3.3 and 3.2.4.3, the following text has to be added in column 20 for the new remark 41.

" Remark 41: Remark 41 shall be inserted in column 20 for UN No. 1972 METHANE REFRIGERATED LIQUID or REFRIGERATED LIQUID NATURAL GAS."

7.1.4.77 and 7.2.4.77

In document ECE/TRANS/WP.15/AC.2/2013/28 it was proposed to insert in 7.1.4.77 and 7.2.4.77 a new sentence ("Based on local circumstances, competent authorities may prescribe additional requirements for the availability of means of evacuation." But the document does not contain any indication of the precise place where this sentence should be included in the passage concerned. In document ECE/TRANS/WP.15/AC.2/48/Add.1, the new sentence is added under the heading. Rather this sentence should be inserted under the tables (including the footnotes).

7.2.4.16.9

In document ECE/TRANS/WP.15/AC.2/2013/22 it was proposed to divide in two parts the existing text concerning the decompression of cargo tanks. The proposal included an indication of the categories of vessel to which the different parts referred. But this is already clear in the text of the two different parts. The introductory and descriptive sentences should therefore be deleted. Otherwise, a sentence without a letter would be inserted between two letters.

7.2.4.16.9 Modify to read as follows:

~~"For cargoes that should be transported in an open type N vessel with a flame arrester:~~

(a) During loading or unloading in a closed tank vessel of substances for which an open type N vessel with a flame arrester is sufficient according to columns (6) and (7) of Table C of Chapter 3.2, the cargo tanks may be opened using the safe pressure-relief device referred to in 9.3.2.22.4 (a) or 9.3.3.22.4 (a).

~~For cargoes that may be transported on open type N vessels:~~

(b) During loading or unloading in a closed tank vessel of substances for which an open type N vessel is sufficient according to columns (6) and (7) of Table C of Chapter 3.2, the cargo tanks may be opened using the safe pressure-relief device referred to in 9.3.2.22.4 (a) or 9.3.3.22.4 (a) or using another suitable opening in the vapour pipe if any accumulation of water and its penetration into the cargo tanks is prevented and the opening is appropriately closed again after loading or unloading."

8.6.3

In the proposed amendment for the new line 19 in the control list it is not indicated whether a "O" has to be inserted in the two columns (vessel and loading/unloading place).
