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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)\*  
(Seventh session, Geneva, 20-24 January 2003)

**PROPOSED AMENDMENTS TO THE REGULATIONS ANNEXED TO THE  
RESTRUCTURED ADN**

**Parts 1, 2 and 3**

**Note by the UN/ECE secretariat\*\***

The UN/ECE secretariat has noticed that not all the amendments to the Regulations for the Carriage of Dangerous Goods on the Rhine (ADNR) entering into force on 1 January 2003 in accordance with CCNR resolution 2002-I-37 were brought to the attention of the Joint Meeting at its last session. If the Joint Meeting wishes to bring the Regulations annexed to ADN into line with ADNR, it should make the amendments listed below in Parts 1, 2 and 3.

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\* This meeting is organized jointly by the Economic Commission for Europe and the Central Commission for the Navigation of the Rhine.

\*\* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR-ZKR/ADN/WP.15/AC.2/2003/1.

## PART 1

### 1.2.1 Add the following definitions:

*Not readily flammable* means a material which is not in itself readily flammable or whose outer surface at least is not readily flammable and limits the propagation of a fire to an appropriate degree.

In order to determine flammability, the IMO procedure, Resolution A.653(16), or any equivalent requirements of a Contracting State are recognized.

*Training* means teaching instruction, courses or apprenticeships dispensed by an organizer approved by the competent authority.

*Instruction* means transmitting know-how or teaching how to do something or how to act. This transmission or teaching may be dispensed internally by the personnel.

### 1.3.2.2.4 Read:

“1.3.2.2.4 Persons wearing self-contained breathing apparatus shall be physically able to bear the additional constraints.

They shall:

- in the case of devices operating with pressurized air, be trained in their handling and maintenance;
- in the case of devices supplied with pressurized air through a hose, be trained in their handling and maintenance.”

### 1.4.2.3.1 Add (f) and (g) worded as follows:

“(f) ascertain that the seals he has put in place to ensure that the connections between the vessel’s loading and discharging hoses are leakproof are made of a material which is not attacked by the cargo, which does not cause the decomposition of the cargo and does not cause a harmful or dangerous reaction with the cargo;

(g) ascertain that permanent and appropriate surveillance is ensured for the entire duration of loading or discharging;”

Under “Obligations concerning the filling of tanks,” add:

(s) he shall, after filling the tank, check the leakproofness of the closing devices;

(t) he shall ensure that no dangerous residue of the filling substance adheres to the outside of the tanks filled by him.”

Under “Obligations concerning the bulk loading of dangerous solids in vessels,” (s), (t) and (u) become (u), (v) and (w).

Add: “1.6.1.5 (Reserved).

1.6.1.6 The means of evacuation prescribed in 1.4.3.2.1 (d) and 1.4.3.1.1 (f) shall be mandatory only as from 1 January 2005.”

Add the following paragraphs:

“1.8.5.3 An incident requiring a report in accordance with 1.8.5.1 occurs if dangerous substances are spilled or if there is an imminent risk of material loss, or physical, material or environmental damage or if the authorities have intervened, and one or more of the following criteria are met:

An incident involving physical damage is an incident in which death or injuries are directly linked to the dangerous goods carried, where the injuries:

- (a) require intensive medical care;
- (b) require a period in hospital of not less than one day; or
- (c) incur inability to work for not less than three consecutive days.

‘Material loss’ occurs when the following dangerous goods are spilled:

- (a) substances of Classes 1 or 2 or packing group I in quantities of 50 kg or 50 litres or more, or other substances not assigned to a packing group;
- (b) substances of packing group II in quantities of 333 kg or 333 litres or more; or
- (c) substances of packing group III in quantities of 1,000 kg or 1,000 litres or more.

The criterion of material loss also applies if there is an imminent risk of material loss in the above-mentioned quantities. As a general rule, this condition is deemed to have been met if, because of structural damage, the containment structure is no longer appropriate for the continuation of carriage or if, for any other reason, an adequate level of safety can no longer be ensured (e.g. because of the deformation of tanks or containers, the overturning of a tank or the presence of a fire in the immediate vicinity).

If dangerous goods of Class 6.2 are involved, the obligation to make a report applies regardless of the quantities.

When an incident involves substances of Class 7, the criteria for material loss are as follows:

- (a) any release of radioactive substances from the packages;
- (b) exposure exceeding the limits established in the regulations concerning the protection of workers and the public against ionizing radiation (Table II of IAEA Safety Series No. 115, 'International basic safety standards for protection against ionizing radiation and for the safety of radiation sources'); or
- (c) where there is reason to believe that there is a clear deterioration in terms of safety of any function of a package (containment, protection, thermal protection or criticality) which has rendered the packaging unfit for carriage to continue without additional safety measures.

NOTE: *See the provisions of 7.5.11 (CV33 (6) of ADR or RID for undeliverable consignments.*

'Material or environmental damage' occurs when dangerous goods, regardless of the quantity, are spilled and the estimated amount of damage exceeds 50,000 euros. Damage to any means of transport carrying dangerous goods directly involved or to the modal infrastructure is not taken into account for this purpose.

'Intervention by the authorities' takes place when, in the context of an incident involving dangerous goods, the authorities or emergency services intervene directly and persons are evacuated or public routes are closed (roads/railways/inland waterways) for not less than three hours on account of the danger presented by the dangerous goods.

In case of need, the competent authority may request additional information.

1.8.5.4 The Contracting Parties may establish a standard format for these reports."

**PART 2**

2.2.7.1.2 In (b), replace the text by “reserved.”

### PART 3

**Table C** Add the following entry 2966 and amend the entry 9002 to read:

(1)	(2)	(3)		(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
2966	THIOGLYCOL	<u>6.1</u>	<u>T1</u>	<u>II</u>	<u>6.1</u>	<u>C</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>25</u>	<u>95</u>	<u>1.12</u>	<u>2</u>	<u>no</u>			<u>no</u>	<u>PP.EP.</u> <u>TOX.A</u>	<u>2</u>	
9002	SUBSTANCES WITH A SELF- IGNITION TEMPERATURE OF 200° C OR BELOW n.o.s.	3	F4		<u>3</u>	<u>C</u>	<u>1</u>	<u>1</u>			<u>95</u>		<u>1</u>	<u>yes</u>	<u>T4</u>	<u>II B4)</u>	<u>yes</u>	<u>PP.EX.A</u>	<u>0</u>	

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