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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)

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PROPOSALS FOR AMENDMENTS TO THE REGULATIONS ANNEXED TO ADN

Other amendment proposals

Sub-section 7.2.3.15

Submitted by the Government of Germany

Introduction

1. In sub-section 7.2.3.15 the French (FR) and Russian (RUS) versions of ADN refer to column (7) of Chapter 3.2 table C while the English (EN) and German (DE) versions refer to column (8). However, all language versions mention the cargo tank type which shall be “1” in this case.
2. Researching for the history of this provision the result was that vessels of type C - 1 - 1 are meant. To resolve the inconsistency and to be more clear in the future Germany proposes the following amendment.

Proposal

3. In the FR-, EN- and DE-language versions amend the last sub-paragraph of 7.2.3.15 to read as follows:

(FR) « Lors du transport de matières pour lesquelles un bateau-citerne du type C est prescrit à la colonne (6) du tableau C du chapitre 3.2, et un état de la citerne à cargaison 1 à la colonne (7) et un type de citerne à cargaison 1 à la colonne (78), il suffit d'un expert visé au 8.2.1.5 en cas de transport en type G. »

(EN) “During the carriage of goods for which a type C vessel is prescribed in column (6) of Table C of Chapter 3.2, cargo tank design 1 in column (7) and cargo tank type 1 in column (8), an expert referred to in 8.2.1.5 for carriage in type G vessels is sufficient.”

(DE) „Bei der Beförderung von Stoffen, für die in Kapitel 3.2 Tabelle C Spalte 6 ein Tankschiff des Typs C, in Spalte 7 ein Ladetankzustand 1 und in Spalte 8 ein Ladetanktyp 1 vorgeschrieben ist, genügt bei der Beförderung in einem Typ G ein Sachkundiger nach Unterabschnitt 8.2.1.5.“

(RUS) Amend the Russian language version accordingly.

Justification

4. Resolving an inconsistency.

Safety

5. Improvement of safety by avoiding misunderstanding.

Feasibility

6. No problems foreseen.
