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Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)

Thirty-fifth session
Geneva, 30 January 2026
Item 5 of the provisional agenda
Work of the Safety Committee

Proposed amendments to the Regulations annexed to ADN for entry into force on 1 January 2027

Note by the secretariat*

1. At its thirty-fourth session, the ADN Administrative Committee requested the secretariat to consolidate in a single document all the draft amendments adopted in 2024 and 2025 that had not yet been approved by the Administrative Committee (ECE/ADN/76, para. 20).

2. The present document is a consolidation of the proposed amendments to the Regulations annexed to ADN that the Safety Committee has adopted for entry into force on 1 January 2027:

(a) at its forty-fourth session (ECE/TRANS/WP.15/AC.2/90, annex III);

(b) at its forty-fifth session (ECE/TRANS/WP.15/AC.2/92, annex I);

(c) at its forty-sixth session (ECE/TRANS/WP.15/AC.2/94, annex I).

3. Each proposed amendment is followed by a reference to the document in which the amendment was proposed.

4. The Safety Committee is expected to verify at its forty-third session the proposed amendments which are still in square brackets, if any and to report its conclusions to the ADN Administrative Committee which will be invited to endorse all amendments.

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Chapter 1.2

1.2.1 In the definition for *GESAMP*, replace “IMO publication: 'The Revised GESAMP Hazard Evaluation Procedure for Chemical Substances Carried by Ships', GESAMP Reports and Studies No. 64, IMO, London, 2002.” by “IMO publication: GESAMP (2019). GESAMP Hazard Evaluation Procedure for Chemical Substances Carried by Ships, 2019. Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection, Rep. Stud. GESAMP No. 102”.

(Reference document: ECE/TRANS/WP.15/AC.2/94)

1.2.1 Add the following definition in alphabetical order:

“***Escape device (suitable, self-contained)****:* means a respiratory protection device which supplies the wearer with breathing air by means of pressurized air carried with him, designed to cover the wearer’s mouth, nose and eyes, which can be easily put on and which serves to escape from a danger area. For such devices, see for example standard ISO 23269-1:2008 or EN 1146:2005-12;”

(Reference document: ECE/TRANS/WP.15/AC.2/92)

Chapter 1.5

1.5.3.2 Replace “issue a trial certificate of approval for a limited period” by “issue a certificate of approval for a limited period”.

(Reference document: ECE/TRANS/WP.15/AC.2/92)

Chapter 1.6

1.6.7.2.1.4 Delete transitional provision and insert *“(Deleted)”*.

(Reference document: ECE/TRANS/WP.15/AC.2/94)

1.6.7.2.2 Add a new transitional provision to read as follows:

9.3.1.25.11 9.3.2.25.11 9.3.3.25.11	Separate compressed air system and breathing air system	N.R.M. from 1 January 2027. Renewal of the certificate of approval after 31 December 2029

(Reference document: ECE/TRANS/WP.15/AC.2/94)

1.6.7.2.2.2 In the transitional provision for 9.3.2.0.1 (c) and 9.3.3.0.1 (c), replace “9.3.2.0.1 (c) 9.3.3.0.1 (c)” by “9.3.2.0.1.2 9.3.3.0.1.2”

(Reference document: ECE/TRANS/WP.15/AC.2/94)

1.6.7.6 For UN No. 1010, third entry, amend the name and description to read as follows:

"BUTADIENE STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 20 % butadienes"

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 2.2

2.2.9.1.14 At the end of the list, replace the dot at the end of the last entry by a semicolon and insert the following line before the NOTE:

"– Identification No. 9007, BULK CARGO, PREVIOUSLY FUMIGATED."

(Reference document: ECE/TRANS/WP.15/AC.2/94)

2.2.9.2 Under "Substances and articles not accepted for carriage", add the following indent:

"− Bulk Cargo, previously fumigated, assigned to Identification No. 9007 which does not meet the conditions of special provision 804.".

(Reference document: ECE/TRANS/WP.15/AC.2/94)

2.2.9.3 In the "List of entries", in the branch for Classification Code M11, add the following indent: "9007 BULK CARGO, PREVIOUSLY FUMIGATED".

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 3.2, Table A

For ID number 9000, first entry, amend column (2) to read as follows: “AMMONIA, ANHYDROUS, DEEPLY REFRIGERATED”.

(Reference document: ECE/TRANS/WP.15/AC.2/90)

Add the following new entry:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7a)	(7b)	(8)	(9)	(10)	(11)	(12)	(13)
9007	BULK CARGO, PREVIOUSLY FUMIGATED	9	M11			804		E0	B				0	

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 3.2, Table B

Delete the following entry:

MIXTURES OF 1,3-BUTADIENE AND HYDROCARBONS, STABILIZED, having a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/L.	1010	2

(Reference document: ECE/TRANS/WP.15/AC.2/94)

For ID number 9000, amend column “Name and description” to read as follows: “AMMONIA, ANHYDROUS, DEEPLY REFRIGERATED”.

(Reference document: ECE/TRANS/WP.15/AC.2/90)

Add the following entries in alphabetical order:

Name and description	UN No.	Class	Remarks
BULK CARGO, PREVIOUSLY FUMIGATED	9007	9	Only accepted for carriage in accordance with SP 804

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 3.2

3.2.3.1 In “Explanations concerning Table C”, column (20), second paragraph of remark 42, amend the second sentence to read as follows:

“To ensure the product remains in the liquid phase, the temperature shall be kept at least 15 °C above the solidification temperature at the required pressure during the transport.”

(Reference document: ECE/TRANS/WP.15/AC.2/94)

3.2.3.1 In “Explanations concerning Table C”, column (20) insert a new remark 48 to read as follows:

“Remark 48 Substances carried under this entry shall have a vapour pressure at 70 °C not exceeding 1.1 MPa (11 bar) and a density at 50 °C not lower than 0.525 kg/L.”

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 3.2, Table C

For UN No. 1010, BUTADIENES STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED (2 entries), in column (2), replace "40 %" by "20 %" and in column (20), insert new remark "48".

(Reference document: ECE/TRANS/WP.15/AC.2/94)

For UN No. 1010, BUTADIENES STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, REFRIGERATED (2 entries), in column (2), replace "40 %" by "20 %" and in column (20), insert new remark "48".

(Reference document: ECE/TRANS/WP.15/AC.2/94)

For UN No. 1223 KEROSENE, amend column (2) to read as follows: “KEROSENE (containing less than 0.1 % cumene)”.

(Reference document: ECE/TRANS/WP.15/AC.2/90)

For UN No. 2370, 1-HEXENE, amend column (16) to read “II B (II B1)”.

(Reference document: ECE/TRANS/WP.15/AC.2/90)

For UN No. 3295, HYDROCARBONS, LIQUID, N.O.S. (1-OCTENE), amend column (16) to read "II B (II B1)".

(Reference document: ECE/TRANS/WP.15/AC.2/90)

For ID number 9000, first entry, amend column (2) to read as follows: “AMMONIA, ANHYDROUS, DEEPLY REFRIGERATED”.

(Reference document: ECE/TRANS/WP.15/AC.2/90)

Chapter 3.2, Table C (cont'd)

Amend the following entries to read as follows:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
1307	XYLENES (mixture containing less than 0.1% cumene, with melting point ≤ 0° C)	3	F1	II	3+N2	N	3	3			97		3	Yes	T1 [12]	IIA	Yes	PP, EX, A	1	
1307	XYLENES (mixture containing less than 0.1% cumene, with melting point ≤ 0° C)	3	F1	III	3+N2	N	3	3			97		3	Yes	T1 [12]	IIA	Yes	PP, EX, A	0	
1307	XYLENES (mixture containing less than 0.1% cumene, with 0° C < melting point ≤ 13° C)	3	F1	III	3+N2	N	3	3	2		97		3	Yes	T1 [12]	IIA	Yes	PP, EX, A	0	6: +17 ºC; 17
1918	ISOPROPYLBENZENE (cumene)	3	F1	III	3+N2+ CMR	N	2	3		10	97	0,86	2	Yes	T2 [12]	IIA [8]	Yes	PP, EP, EX, TOX, A	0	

Add the following new entries:

(1)	(2)	(3a)	(3b)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
1223	KEROSENE (containing 0.1 % of cumene or more)	3	F1	III	3+N2+ CMR+F	N	2	3		10	97	≤ 0,83	2	Yes	T3	IIA [7)]	Yes	PP, EP, EX, TOX, A	0	14
1307	XYLENES (mixture containing 0.1 % of cumene or more, with melting point ≤ 0° C)	3	F1	II	3+N2+ CMR	N	2	3		10	97		2	Yes	T1 [12]	IIA	Yes	PP, EP, EX, TOX, A	1	
1307	XYLENES (mixture containing 0.1 % of cumene or more, with melting point ≤ 0° C)	3	F1	III	3+N2+ CMR	N	2	3		10	97		2	Yes	T1 [12]	IIA	Yes	PP, EP, EX, TOX, A	0	
1307	XYLENES (mixture containing 0.1 % of cumene or more, with 0° C < melting point ≤ 13° C)	3	F1	III	3+N2+ CMR	N	2	3	2	10	97		2	Yes	T1 [12]	IIA	Yes	PP, EP, EX, TOX, A	0	6: +17 ºC; 17

(Reference document: ECE/TRANS/WP.15/AC.2/90)

Chapter 3.2

3.2.3.3 and 3.2.4.3 Under Column (20), insert a new remark 48 to read as follows:

"Remark 48 : Reference shall be made in Column (20) to remark 48 for the carriage of:

- UN No. 1010 BUTADIENES STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED containing more than 20 % butadienes (contains less than 0.1 % 1,3-butadiene)
- UN No. 1010 BUTADIENES STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, containing more than 20 % butadienes (contains 0.1 % or more 1,3-butadiene)
- UN No. 1010 BUTADIENES STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, REFRIGERATED, containing more than 20 % butadienes (contains less than 0.1 % 1,3-butadiene)
- UN No. 1010 BUTADIENES STABILIZED or BUTADIENES AND HYDROCARBON MIXTURE, STABILIZED, REFRIGERATED, containing more than 20 % butadienes (contains 0.1 % or more 1,3-butadiene)"

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 3.3

3.3.1 Add a new special provision to read as follows:

"804 BULK CARGO, PREVIOUSLY FUMIGATED, as defined here, is not subject to other provisions of ADN than the following. The carriage is forbidden if the below mentioned provisions are not met.

Bulk cargo, previously fumigated means a non-dangerous good cargo carried in bulk (such as grain, feed, oil seeds, wood) which prior to carriage on inland waterways was treated specifically by the application of fumigants[*] to control target insect pests in the product and its enclosure.

(a) Any in-transit fumigation on board vessels is prohibited.

(b) Documents associated with the carriage of bulk cargo, previously fumigated, shall include the following information: 'Transport in accordance with Special Provision 804 of ADN' and the following entries:

(i) Identification Number 9007;

(ii) Name and description 'BULK CARGO, PREVIOUSLY FUMIGATED';

(iii) name and address of consignor;

(iv) place of loading and place of unloading;

(v) name and address of consignee.

This statement shall be drafted in an official language of the forwarding country and also, if the language is not English, French or German, in English, French or German, unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.

(c) The consignor in accordance with 1.2.1 of ADN shall ensure that all retrievable residues of fumigants, i.e. sleeves or sachets, if used, are removed from lots intended for loading into the vessel and disposed of properly. The information shall be kept on board in text form during the journey and during unloading.

(d) The filler in accordance with 1.2.1 of ADN shall ensure that after filling BULK CARGO, PREVIOUSLY FUMIGATED into the cargo holds of the vessel, the remaining concentration of the following toxic gases and vapours resulting from fumigants [in the surrounding air] shall be below the following values, as applicable:

Phosphine	[0.01] [0.1] ppm
Sulfuryl fluoride	0.1 ppm
Methyl bromide*	0.25 ppm

* *banned by European Union (EU) law for use in those Contracting Parties that are Members of the European Union.*

(e) The filler in accordance with 1.2.1 of ADN shall ensure that a clearance measurement has been performed and that the above-mentioned thresholds are complied with. The information shall be kept on board in text form during the journey and during unloading.

(f) [Members of the crew] shall wear a personal fumigation detection device appropriate for the previously used fumigant. This may also be provided in the form of a toximeter. Maintenance shall be in accordance with the instructions of the manufacturer.

(g) When during the journey there is a reasonable suspicion that the cargo still or again releases residual amounts of fumigant above a value mentioned under (d), the competent authority shall be notified without delay and the vessel shall be stopped at a suitable berthing area, assigned by the competent authority, until gas levels reach a safe level as per the table above.

(h) Only the following persons are authorized to be on board:

(i) members of the crew;

(ii) persons who, although not being members of the crew, normally live on board; and

(iii) persons who are on board for duty reasons."

Footnote * reads: *For reference see Regulation (EU) No 528/2012 of the European Parliament and of the Council of 22 May 2012 concerning the making available on the market and use of biocidal products; OJ L 167, 27.6.2012, p. 1–123, Article 3.*

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 7.1

7.1.3.1.5 Amend the end of the first indent to read: "…and the percentage of oxygen is between 20 and 23.5 vol%. Entering with an ambient air-dependent breathing apparatus in accordance with 8.1.5.1 is prohibited; or"

(Reference document: ECE/TRANS/WP.15/AC.2/94)

7.1.3 Insert a new 7.1.3.2 to read as follows:

"7.1.3.2 Large containers, portable tanks, MEGCs and tank-containers which meet the definition of "container" given in the CSC (1972), as amended, or in IRS 50591 (Roller units for horizontal transhipment – Technical conditions governing their use in international traffic)[1] and IRS 50592 (Intermodal Transport Units (other than semi-trailers) for vertical transhipment and suitable for carriage on wagons – Minimum requirements)[2] published by UIC may not be used to carry dangerous goods unless the large container or the frame of the portable tank, MEGC or tank-container satisfies the provisions of the CSC or of IRS 50591 and IRS 50592 of UIC."

Footnotes 1 and 2 read as follows:

[1] *First edition of IRS (International Railway Solution) applicable as from 1 June 2020*

[2] *Second edition of IRS (International Railway Solution) applicable as from 1 December 2020*

Renumber existing footnote 1 as 3.

(Reference document: ECE/TRANS/WP.15/AC.2/90)

7.1.3 Replace “7.1.3.2 to 7.1.3.14 (Reserved)” by “7.1.3.3 to 7.1.3.14 (Reserved)”.

(Reference document: ECE/TRANS/WP.15/AC.2/90)

Chapter 7.2

7.2.3.1.6 Amend the end of the first indent to read: “…and the percentage of oxygen is between 20 and 23.5 vol%. Entering with an ambient air-dependent breathing apparatus in accordance with 8.1.5.1 is prohibited; or”

(Reference document: ECE/TRANS/WP.15/AC.2/94)

7.2.3.7.1.6 and 7.2.3.7.2.6 Add a new paragraph at the end to read as follows:

"The gas-free certificate may be issued electronically in PDF format according to standard ISO 32000-1, accompanied by an advanced electronic signature according to Regulation (EU) 910/2014, or at least equivalent."

(Reference document: ECE/TRANS/WP.15/AC.2/90)

7.2.3.25.3 Add a new third indent to read as follows:

“– suitable venting equipment while degassing into the atmosphere.”

(Reference document: ECE/TRANS/WP.15/AC.2/94)

7.2.4.10.1 In the second sentence replace “deleted” by “crossed out”. In the third sentence replace “facilities” by “facility”.

(Reference document: ECE/TRANS/WP.15/AC.2/94)

7.2.4.16 Add a new 7.2.4.16.16 to read as follows:

“7.2.4.16.16 The actions to be taken in the event of an Emergency-stop and an Alarm shall be determined in agreement with the personnel of the shore.”

Renumber remaining paragraphs accordingly.

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 8.1

8.1.2.1 Amend subparagraph (e) to read as follows:

“(e) The inspection certificate of the insulation resistance of the electrical installations and equipment prescribed in 8.1.7.1, the certificates prescribed in 8.1.7.2 concerning the inspection of all installations, equipment and autonomous protection systems and the conformity of the documents required in 8.1.2.2 (e) to (h) and 8.1.2.3 (r) to (v) with the circumstances on board and the certificate attesting the reusability of repaired explosion protected installations and equipment and autonomous protection systems prescribed in 8.1.7.3;”

8.1.2.1 Add a new paragraph at the end to read as follows:

“The documents listed in subparagraphs (e), (f) and (k) may be kept on board electronically in PDF format according to standard ISO 32000-1, accompanied by an advanced electronic signature according to Regulation (EU) 910/2014, or at least equivalent.

The book according to paragraph (g) may be kept on board electronically if:

- The access to the book is protected by means of a log in;
- It is possible to identify who added entries in the book; and
- The entries in the book shall be tamperproof.”

(Reference document: ECE/TRANS/WP.15/AC.2/90)

8.1.2.2 Add a new subparagraph (i) to read as follows:

"(i) The instructions and the list and procedure for carriage under temperature control prescribed in 7.1.7.4.1 (b) and (c)."

(Reference document: ECE/TRANS/WP.15/AC.2/90)

8.1.2.2 Add a new paragraph at the end to read as follows:

"The documents listed in subparagraphs (c), (d), (e), (f), (g) and (h) may be kept on board electronically in PDF format according to standard ISO 32000-1, accompanied by an advanced electronic signature according to Regulation (EU) 910/2014, or at least equivalent."

(Reference document: ECE/TRANS/WP.15/AC.2/90)

8.1.2.3 Add a new paragraph at the end to read as follows:

"The documents listed in subparagraphs (e), (f), (h), (j), (o), (p), (r), (s), (t), (u), (v), (w) and (x) may be kept on board electronically in PDF format according to standard ISO 32000-1, accompanied by an advanced electronic signature according to Regulation (EU) 910/2014, or at least equivalent."

(Reference document: ECE/TRANS/WP.15/AC.2/90)

Chapter 8.2

8.2 After the title, add a note to read as follows:

***"NOTE:** For the purposes of this Chapter, the following definitions shall apply:*

- *"e-learning: asynchronous teaching conducted with information and communication technology (ICT) tools where trainees and trainers are separated in both space and time."*
- *"Distance learning: asynchronous teaching conducted without information and communication technology (ICT) tools where trainees and trainers are separated in both space and time."*
- *"Remote training: synchronous teaching conducted with information and communication technology (ICT) tools where trainees and trainers communicate with each other in real time while being physically separated."*."

(Reference document: ECE/TRANS/WP.15/AC.2/94)

8.2.2.3 Add a second paragraph to read as follows:

"An initial training course may be delivered in person or through remote training, distance learning or a combination of these options. A refresher training course may be delivered in person or through remote training, e-learning or a combination of these options. Practical exercises must be carried out in the form of in-person training."

(Reference document: ECE/TRANS/WP.15/AC.2/94)

8.2.2.4 Replace "Each day of training may comprise not more than eight lessons." by "Lessons may be divided into shorter sections. Each day of training may comprise not more than eight lessons."

(Reference document: ECE/TRANS/WP.15/AC.2/94)

8.2.2.5 Replace "Each day of training may comprise not more than eight lessons." by "Lessons may be divided into shorter sections. Each day of courses may comprise not more than eight lessons. If the theoretical training is by e-learning, the lessons must be equivalent. Training by e-learning shall be completed within a period of three months."

(Reference document: ECE/TRANS/WP.15/AC.2/94)

8.2.2.6.3 Amend subparagraphs (c) and (d) to read as follows:

"(c) information on classrooms and teaching materials, as well as on the facilities available for practical exercises. Teaching materials also include information and communication technology (ICT) resources for e-learning, including software and remote training;

(d) enrolment requirements, e.g. the number of participants and the terminals to be used by the participant for e-learning and e-training;"

(Reference document: ECE/TRANS/WP.15/AC.2/94)

8.2.2.6.5 Amend subparagraph (b) to read as follows:

"(b) the competent authority shall have the right to access the training courses and examinations;"

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 8.6

(Reference document: ECE/TRANS/WP.15/AC.2/94)

8.6.3 Amend the ADN Checklist to read as follows:

1 of x

ADN Checklist

concerning the observance of safety provisions and the implementation of the necessary measures for loading/unloading. The Explanation section has to be available for the persons filling in the Checklist.

– **Particulars of vessel**

…….. (name of vessel) No. …… (official number)

…….. (vessel type)

– **Particulars of loading or unloading operations**

……... (shore loading or unloading installation) …… (place)

……... (date) …… (time)

– **Particulars of the cargo as indicated in the transport document**

Quantity in m^3 (planned)	Proper shipping name*	UN Number or Identification number	Dangers**	Packing Group
……	…….. …… ……	……	……	……

– **Particulars of last cargo*****

Cargo tank number(s) of vessel	Proper shipping name*	UN Number or Identification number	Dangers**	Packing Group	Discharged/ Empty/ gas free
…… …… ……	…… …… ……	…… …… ……	…… …… ……..……..……..	…… ……...… …..……..……..	…… …… ……

* *The proper shipping name given in column (2) of Table C of Chapter 3.2, supplemented, when applicable, by the technical name in parenthesis.*

** *Dangers indicated in column (5) of Table C, as relevant (as mentioned in the transport document in accordance with 5.4.1.1.2 (c)).*

*** *To be filled in only if vessel is to be loaded.*

– **Particulars of loading/unloading** **2 of x**

Loading/unloading rate (not to be filled in if vessel is to be loaded with gas or have gas unloaded)

Cargo tank number(s) of vessel	agreed rate of loading/unloading					
	start		half way		end	
	rate m^3/h	quantity m^3	rate m^3/h	quantity m^3	rate m^3/h	quantity m^3
……	……..	……...	…..…..	……...	……	……...
…….	…..…	……...	……...	……...	……	……...
…….	…..…	……...	……	……...	……	……...

– **Completion of loading***

Will the cargo piping be drained to the shore facility/to the vessel after the end of loading? **

by blowing**
by stripping**
by gravity**

If drained by blowing, how?

……
(e.g. air, inert gas, sleeve)

……. kPa
(permissible maximum pressure in the cargo tank)

…….litres
(estimated residual quantity)

– **Completion of unloading*****

Will the cargo piping be drained to the shore facility/to the vessel after unloading? **

by blowing**
by stripping**

If drained by blowing, how?

……
(e.g. air, inert gas, sleeve)

……. kPa
(permissible maximum pressure in the cargo tank)

…….litres
(estimated residual quantity)

* *To be filled in only if vessel is to be loaded*
** *Delete as appropriate.*
*** *To be filled in only if the vessel is to be unloaded.*

3 of x

Questions to the master or the person mandated by him and the person responsible for the handling at the shore facility.

Loading/unloading shall only be started after all questions on the checklist have been checked off by "X", i.e. answered with YES and the list has been signed by both persons.

Non–applicable questions shall be crossed out.

If not all questions can be answered with YES, loading/unloading is only permitted with the prior consent of the competent authority.

		vessel	shore facility
1.	Is the vessel permitted to carry this cargo?	O*****	O*****
2.	(*Reserved*)		
3.	Is the vessel well moored in view of local circumstances?	O	–
4.	Have suitable means in accordance with 7.2.4.77 been provided for leaving the vessel, including in cases of emergency?	O	O
5.	Are the escape routes and the loading/unloading place adequately lighted?	O	O
6.	Vessel/shore connections		
6.1	Is the piping for loading or unloading in satisfactory condition?	–	O
6.2	Is the piping for loading or unloading properly connected?	–	O
6.3	Are all the connecting flanges fitted with suitable gaskets?	–	O
6.4	Are all the connecting bolts (or equivalent) properly fitted and tightened?	O	O
6.5	Are the shoreside loading/unloading arms free to move in all directions and (if present) do the hose assemblies have enough room for easy movement?	–	O
7.	Vessel piping systems		
7.1	Are all flanges of the connections of the piping for loading and unloading and of the venting piping not in use, correctly blanked off?	O	–
7.2	Have all valves and other closing devices been checked for correct position?	O	–
8	Are suitable means of collecting leakages placed under the pipe connections which are in use and are they empty?	O	O
9.	Connections between piping		
9.1	Are the movable connecting pieces between the ballast and bilge piping on the one hand and the piping for loading and unloading on the other hand disconnected?	O	–
9.2	Are the moveable connecting pieces between the suitable venting equipment on the one hand and the piping for loading and unloading on the other hand disconnected?	O	–
10.	Supervision		
10.1	Is continuous and suitable supervision of loading/unloading ensured for the whole period of the operation?		
	10.1.1 At the vessel?	O	–
	10.1.2 At the shore facility?	–	O
	10.1.3 At the connection interface	O	O
11.	Communication		
11.1	Is communication between vessel and shore ensured?	O	O
11.2	The language used for operational verbal communication is ……	O	O

* *To be filled in only if vessel is to be loaded.".*

			4 of x
		vessel	shore facility
12.	Venting and vapour return piping		
12.1	Is the venting piping, where required, connected with the vapour return piping?	O	O
12.2	Is it ensured that the shore installation is such that the pressure at the connecting-point of the vapour return piping and the venting piping cannot exceed the opening pressure of the pressure relief devices/high velocity vent valves (pressure at connecting point __ kPa)?	O	O
12.3	When anti–explosion protection is required in Chapter 3.2, Table C, column (17) does the shore installation ensure that its vapour return piping protects the vessel against detonations and flame fronts from the shore.	–	O
13.	Working pressure		
13.1	Has the working pressure of the vessel's cargo discharge pump been adjusted to the permissible working pressure of the shore installation? (agreed pressure __ kPa)	O	O
13.2	Has the working pressure of the shore pump been adjusted to the permissible working pressure of the on–board installation? (agreed pressure __ kPa)	O	O
14.	Are the Emergency Procedures known in the event of an “Emergency–stop” and an “Alarm”?	O	O
15.	Check on the most important operational requirements on board:		
15.1	Are the required fire extinguishing systems and appliances operational?	O	–
15.2	Has smoking been generally prohibited?	O	O
15.3	Is the radar installation switched off?	O	–
15.4	Are the ventilation systems (overpressure system) and gas detection systems switched on and operational?	O	–
15.5	Are all electrical installations and equipment marked red switched off or are they connected to the ventilation systems (overpressure system) / gas alarm system?	O	–
15.6	Are all windows and doors closed?	O	–
15.7	Is the shower and the eye and face bath checked and operational?	O	–
16.	Is the liquid level alarm–installation operational?	O	–
17.	Overflow prevention		
17.1	In the case of loading, is the overflow prevention device plugged in, in working order and tested?	O*	O*
17.2	In case of unloading, is the overflow prevention device plugged in, in working order and tested?	O**	O**
17.3	In case of unloading, is the device for switching off the on-board pump from the shore facility plugged in, in working order and tested?	O**	O**
18.	Are the cargo tank hatches and cargo tank inspection and sampling openings closed or protected by flame arresters fulfilling the requirements of column (16) of Table C of Chapter 3.2?	O	–

* *To be filled in only if vessel is to be loaded.*

** *To be filled in only if vessel is to be unloaded.*

			5 of x
		vessel	shore facility
19.	To be filled in case of transport of refrigerated liquefied gases		
19.1	Has the holding time been determined according to 7.2.4.16.16, and is known and documented on board?	O*	–
19.2	Is the loading temperature within the range of the maximum permissible temperature as prescribed in 7.2.3.28? (agreed temperature __ °C)	O*	O*
19.3	Are suitable facilities to collect leaked liquids provided underneath the refrigerated liquefied gas connections?	O	O
19.4	Is a water film as mentioned in 9.3.1.21.11 activated?	O	–

Checked, filled in and signed	
for the vessel:	for the shore facility :
.....	.....
(name in capital letters)	(name in capital letters)
.....	.....
(signature)	(signature)

* *To be filled in only if the vessel is to be loaded.*

Explanation **6 of x**

General information

Particulars of vessel

For “vessel type”, state the type of vessel, cargo tank design, type of cargo tank and opening pressure of the pressure relief valves/high-velocity vent valves/safety valves following the definitions given in 1.2.1 and the certificate of approval (for example, C-2-2-50).

Particulars of last cargo

This concerns the last cargo of all tanks to be loaded.

For “Discharged/empty/gas free” indicate whether the cargo tank is discharged, empty or gas free according to the definition of 1.2.1.

Particulars of loading/unloading

It must be clear to which cargo tank the “cargo tank number(s) of vessel” refers. Where necessary, add additional information to distinguish between cargo tanks (e.g. “starboard 1-1”).

The “estimated residual quantity” is the maximum quantity of product that will flow after active loading or unloading has stopped. It is the amount of product remaining in the hose or loading arm estimated from the last closed valve, expressed in litres. Operationally, the quantity at which loading is stopped in the final stage should be agreed upon in order to safely receive the residual quantity.

The “permissible maximum pressure in the cargo tank” refers to the maximum pressure of the high-velocity vent valve.”

Questions

The list must be completed, after the pipes intended for the handling are connected and prior to the handling, in duplicate and signed by the master or a person mandated by the designated responsible persons on board and at the shore facility, as described in 7.2.4.10.1.

Question 1

Prior to loading, both parties will check whether the vessel is permitted to carry this cargo by means of the vessel substance list.

See also 1.4.2.2.1 (a), 1.4.3.3 (n), 7.2.1.21.

Question 2

(Reserved)

Question 3

"Well moored" means that the vessel is fastened to the pier or the cargo transfer station in such a way that, without intervention of a third person, movements of the vessel in any direction that could hamper the operation of the cargo transfer gear will be prevented. Established or predictable variations of the water–level at that location and special factors have to be taken into account.

See also 1.1.4.6, 7.2.4.76, 7.2.5.3.

Question 4

It must be possible to escape safely from the vessel at any time. If there is none or only one protected escape route available at the shoreside for a quick escape from the vessel in case of emergency, a suitable means of escape has to be provided on the vessel side if required in accordance with 7.2.4.77.

See also 1.4.3.3 (q), 1.4.3.7.1 (g), 7.2.4.77.

Question 5

See also 7.2.4.53.

Question 6

In case the hose assemblies are to be used during loading or unloading a valid inspection certificate for the hose assemblies must be available on board. The material of the piping for loading and unloading must be able to withstand the expected loads and be suitable for cargo transfer of the respective substances. The piping for loading and unloading between vessel and shore must be placed so that it cannot be damaged by ordinary movements of the vessel during the loading and unloading process or by variations of the water. In addition, all flanged joints must be fitted with appropriate gaskets and sufficient bolt connections or other types of suitable couplings (e.g. claw coupling) in order to exclude the possibility of leakage.

For 6.1, see also 9.3.x.25.

For 6.3, see also 1.4.3.3 (t), 1.4.3.7.1 (k).

Question 7

All openings of the venting piping and connections to shore installations used for loading and unloading, through which the loading and unloading operation is carried out, must be provided with safety valves. All openings, when not in use for loading and unloading, must be fitted with a blind flange.

For 7.1, see also 9.3.x.25.2 (f).

Question 8

Pipe connections must be relieved of pressure prior to connection or disconnecting and the minimal amount of product that may be released must be caught in the receptacle.

See also 7.2.4.16.5.

Question 9

The suitable venting equipment (fan, flame arresters and connecting pieces) should be disconnected from the piping for loading and unloading before the loading and unloading starts.

For 9.1, see also 7.2.3.25.1, 7.2.3.25.2.

For 9.2, see also 7.2.3.7, 7.2.3.25.1, 7.2.3.25.3.

Question 10

Loading/unloading must be supervised on board and ashore so that dangers which may occur in the vicinity of piping for loading and unloading between vessel and shore can be recognized immediately. When supervision is effected by additional technical means it must be agreed between the shore installation and the vessel how it is to be ensured.

For 10.1, see also 1.4.3.7.1 (l), 1.4.3.3 (u).

For 10.2, see also 7.2.4.40.

For 10.3, see also 7.2.4.41.

Question 11

For a safe loading/unloading operation good communications between vessel and shore are required. For this purpose telephone and radio equipment may be used only if of an explosion protected type and located within reach of the supervisor. Communication must be ensured for the entire duration of the loading/unloading operation. It must take place in a language both persons can understand.

Question 12

In addition to the requirement of 7.2.4.25.5 of ADN, other regulations could prescribe the use of the vapour return piping and the venting piping, such as local regulations or permits.

For 12.1, see also 7.2.4.25.5.

For 12.2, see also 1.4.3.3 (s), 1.4.3.7.1 (j), 7.2.4.16.6.

For 12.3, see also 1.4.3.3 (r), 1.4.3.7.1 (i), 7.2.4.16.12.

Question 13

13.1: The pressure to be filled in, is determined in agreement, the vessel ensures that the maximum working pressure of the vessel's cargo discharge pump(s) does not exceed the agreed pressure.

13.2: The pressure to be filled in, is determined in agreement, the loading place ensures that the maximum working pressure of the shore pump does not exceed the agreed pressure.

See also 7.2.4.16.1.

Question 14

Before the start of the loading/unloading operation the representative of the shore facility and the master or the person mandated by him must agree on the applicable procedure. The specific properties of the substances to be loaded/unloaded have to be taken into account.

See also 7.2.4.16.16.

Question 15

The systems mentioned in 15.3 must remain switched on during the operation.

“Ventilation systems” refers to systems for the accommodation, wheelhouse and service spaces as described in 9.3.x.12.4.

For 15.6, see also 7.2.3.51.6, 9.3.x.12.4.

Question 16

See also 9.3.x.21.4.

Question 17

To prevent backflow from the shore, it is also necessary to activate the overflow prevention device on the vessel under certain circumstances when unloading. It is obligatory during loading and optional during unloading. Delete this item if it is not necessary during unloading.

For 17.1 and 17.2, see also 7.2.4.13.3, 9.3.x.21.5.

Question 18

See also 7.2.3.22.

Question 19

For 19.2: The loading temperature is determined in agreement, the loading place ensures that the permissible maximum loading temperature is within the permissible temperatures as described in instruction on maximum loading temperature (7.2.3.28).

For 19.2, see also 7.2.3.28.

For 19.3, see also 7.2.4.29, 9.3.1.21.11.

For 19.4, see also 7.2.4.2.9.”.

(Reference document: ECE/TRANS/WP.15/AC.2/94)

Chapter 9.3

9.3.1.25.2 (d) and 9.3.2.25.2 (d) After “not less than a quarter of the vessel's breadth from the outer shell.”, add a new sentence at the end to read as follows: “For vessels with a width of 11.40 meters or more, the distance of 2.85 meters is sufficient.”

(Reference document: ECE/TRANS/WP.15/AC.2/94)

9.3.x.25 Add a new paragraph 9.3.x.25.11 to read as follows:

9.3.x.25.11 “In case a compressed air system as referred to in 9.3.x.25.10 and a breathing air system are installed on board the vessel, the systems shall be separately installed, where pumps and pipelines for the equipment to be used are fully segregated.

The connection points for the equipment shall be clearly marked to indicate whether the line and connection are intended for working air or for breathing air.

The required couplings for these two separate systems shall not be of the same design and shall be in no way interchangeable.”

Renumber existing 9.3.2.25.11, 9.3.3.25.11 and 9.3.3.25.12 accordingly.

(Reference document: ECE/TRANS/WP.15/AC.2/94)